

**GOLDSBORO CITY COUNCIL  
REGULAR MEETING AGENDA  
MONDAY, JUNE 3, 2024**

*(Please turn off, or silence, all cellphones upon entering the Meeting)*

- I. WORK SESSION-5:00 P.M. – LARGE CONF. RM, CITY HALL ADDITION, 200 N. CENTER ST., ROOM 206**
  - 1. ROLL CALL**
  - 2. ADOPTION OF THE AGENDA**
  - 3. OLD BUSINESS**
    - a. 5K for 5P Presentation (Mikayla Barfield)
  - 4. NEW BUSINESS**
    - b. Saving Union Station Day Presentation (Julie Metz)
    - c. Choice Neighborhood Update (Bill James, Camiros via Zoom)  
- **Downtown Parking Discussion**
- II. CALL TO ORDER – 7:00 P.M. – COUNCIL CHAMBERS, 214 N. CENTER STREET**

Invocation (Father David Wyly)  
Pledge of Allegiance
- III. ROLL CALL**
- IV. APPROVAL OF MINUTES**
  - A1. Minutes of the Work Session and Regular Meeting of May 6, 2024
  - A2. Minutes of the Work Session and Regular Meeting of May 20, 2024
- V. PRESENTATIONS**
- VI. PUBLIC HEARINGS**
  - B. Non-Contiguous (Satellite) Annexation Petition-Mallard Oil Co. – Corner of N. US 117 Hwy. and Tommy’s Rd. (Planning)
  - C. Public Hearing on FY2024-25 Annual Operating Budget (Finance)
- VII. PUBLIC COMMENT PERIOD**
- VIII. CONSENT AGENDA ITEMS**
  - D. Amending a Grant Project Ordinance – Fire Truck Capital Project Fund (F3111) (Finance)
  - E. Resolution Authorizing the City Manager to Sign a Contract with Atlantic Coast Fire Trucks (ACFT) to Purchase a 2025 Spartan Pumper (Fire)
  - F. Contiguous Annexation Petition – Oak Forest Holdings, LLC – Corner of Central Heights Rd. and N. Oak Forest Rd. (Planning)
- IX. ITEMS REQUIRING INDIVIDUAL ACTION**
  - **Downtown Parking Discussion (Continued from Work Session)**
  - **Proposed FY2024-25 Annual Operating Budget Discussion**
- X. CITY MANAGER’S REPORT**
- XI. MAYOR AND COUNCILMEMBERS’ COMMENTS**
- XII. CLOSED SESSION**

**\*9:28 PM - Meeting recessed to June 5, 2024 at 5:30 PM - to continue budget discussion**
- XIII. ADJOURN**



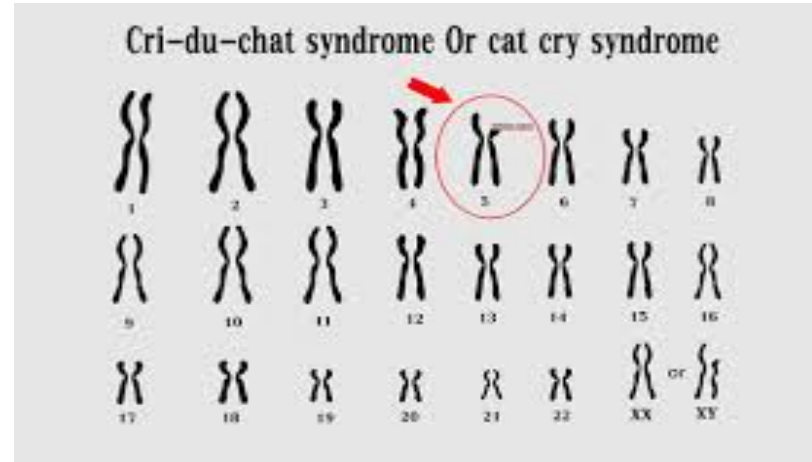
# 5k for 5p-

Mikayla Barfield, PT, DPT



# What is 5p-?

- Also known as Cri du Chat
  - French for “cry of the cat”
  - Larynx structure
- Missing piece of 5th chromosome
- Spectrum
- Usually happens by chance, but is inherited in some cases
- Rare
  - 1 in 50,000 live births
  - Slightly more common in females



# Physical signs and symptoms

- Feeding difficulties
- Low birth weight and poor physical growth
- Excessive drooling
- Constipation
- Microcephaly
- Wide-spread eyes, squinty, skin tags in front of eyes and skin fold covering inner corner of eyes
- Low muscle tone
- Small jaw and low-set ears
- Short fingers and single palmar crease
- Hearing loss and deformities of skeleton



# Developmental signs

- Motor delay
  - Especially walking
  - Some walk at 2 years
  - some may never walk
- Therapy
  - PT and OT



**FACES OF 5P-**



**"MVP OF ANIMAL SOUNDS"**

5P- SOCIETY

STATS	
NAME	ANTHONY
AGE	2 YEARS
CITY	GOLDBORO
STATE	NORTH CAROLINA
SEASON HIGHLIGHTS	
I AM CRAWLING AND PULLING TO STAND! I AM SIGNING "MORE" AND "ALL DONE", "EAT" AND "UP." I LOVE MUSIC. I AM LEARNING TO WALK WITH MY GAIT TRAINER.	

# Cognitive signs

- Mild to severe intellectual disability
- Language difficulties ranging from mild speech delay to severe language disorder
  - Some may never talk
- Speech therapy



## Behavior signs

- Sleeplessness
- Hyperactivity
- Aggression
- Tantrums
- Repetitive movements



**KEEP CALM**  
**IT'S ONLY A**  
**MISSING PIECE OF**  
**CHROMOSOME**  
*Cri du Chat Syndrome*

# Medical Concerns

- Heart and kidney problems
- Hernias
- Reflux
- Scoliosis
- Respiratory infections
- Ear infections
- Tooth decay
- Increased sensitivity to sound



**got stripy socks?**

**5p- Syndrome Awareness Month: May 2024**

**5p- Syndrome Awareness Day: May 5**

**Wear one long and one short to represent the complete and the deleted chromosome**

[www.fivepminus.org](http://www.fivepminus.org)







# Inaugural 5k for 5p-

- Raised over \$2000
- 80 participants signed up
- One incident due to roads not closed





















THANK YOU!

# Saving Union Station

JUNE 4, 2024





# Background

- **Union Station Brief History**
- **Saving Union Station Committee Development & Mission**
- **Federal Rail Administration & NCDOT News**



# Schedule of Events, Part I

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## **4:00 to 8:00 PM**

- **Food Trucks**
- **Brenda Behr Live Plein Air Painting & Silent Bid for Painting**
- **Kids Train Rides**
- **Pictorial History Slideshow**

## **4:30 to 5:00 PM**

- **Historian-led Tour of Station**

## **5:00 PM**

- **Parade from Center Street Fountain to Union Station**

## **5:15 PM**

- **Boy Scout Troop & Color Guard led Flag Raising Ceremony**



# Schedule of Events, Part II

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## 5:30 to 7:00 PM

- **Eastern Carolina Rail Regional Meeting**
  - Opening Remarks: John Bell, NC House Majority Leader
  - Background Comments: Judge Charlie Gaylor, John Peacock, & Craig Newton
  - Presentation: NCDOT & Eastern Carolina Rail
  - Q & A: Jason Myers, NCDOT
  - Official Statements
  - Closing Comments: Chairman, Chris Gurley & Mayor Charles Gaylor, IV
- **Saving Union Station Co. Announcements**
  - Doug McGrath & Mark Metzler

## 7:00 to 7:30 PM

- **Historian-led Tour of Station**

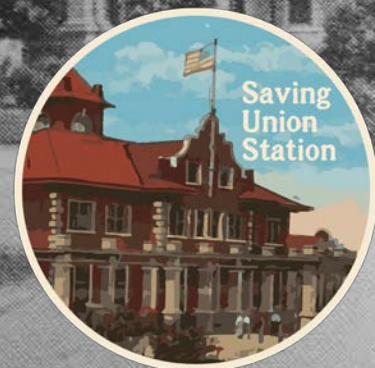
## 7:45 PM

- **Painting Auction**



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Learn More About  
Our Saving Union Station Effort





# Goldsboro City Council Update; West Oak Choice Neighborhoods Plan

# Agenda

1. Importance of the West Oak Choice Plan to Goldsboro
2. The People, Neighborhood and Housing Plan Committees
3. Goals for the People, Neighborhood and Housing Plans
4. Draft Strategies for the People Plan
5. Draft Strategies for the Neighborhood Plan
6. Draft Strategies for the Housing Plan
7. Seymour Johnson Air Force Base Involvement



# Importance of the West Oak Choice Plan to Goldsboro

## Transforming the West Oak Neighborhood is key to maximizing growth and reinvestment.

- North Carolina is a growth state and central North Carolina is a growth region.
- The Raleigh – Durham metro area is expanding.
- Goldsboro is poised to capture a portion of the region's growth.
- In order to maximize growth and reinvestment, Goldsboro must offer the kind of community and neighborhoods people want today.
- Many people today want to live in interesting and stimulating neighborhoods that align with the vision for the Goldsboro West Oak Choice Neighborhoods Plan.
- Investment and growth will gravitate to other locations if Goldsboro does not offer the kind of community and neighborhoods people want.



# Need for Transformation

All Choice Neighborhoods Planning Grants are awarded to neighborhoods that need transformation. The West Oak Neighborhood also needs transformation.

## Dictionary

Definitions from [Oxford Languages](#) · [Learn more](#)



trans·for·ma·tion

/ˌtrʌn(t)sfərˈmāSH(ə)n/

*noun*

a thorough or dramatic change in form or appearance.  
"its landscape has undergone a radical transformation"

Similar:

change

alteration

modification

variation

conversion

revision



- a metamorphosis during the life cycle of an animal.
- **PHYSICS**  
the induced or spontaneous change of one element into another by a nuclear process.

# Need for Transformation

**Unlike most CNI neighborhoods, the West Oak Neighborhood has an area of significant strength; downtown Goldsboro. Outside the core of the downtown, significant distress exists.**





# Goals for the People, Neighborhood and Housing Plans

## **Goals for the People Plan:**

- Foster upward economic mobility
- Increase incomes among West Haven Residents
- High academic proficiency among West Haven students
- Increased employment among West Haven Residents
- Improved health outcomes among West Haven Resident
- Increase number of West Haven residents leaving public housing

## **Goals for the Neighborhood Plan:**

- Upgrade neighborhood amenities
- Foster neighborhood reinvestment
- Create a mixed-income community
- Attract more stores and shops

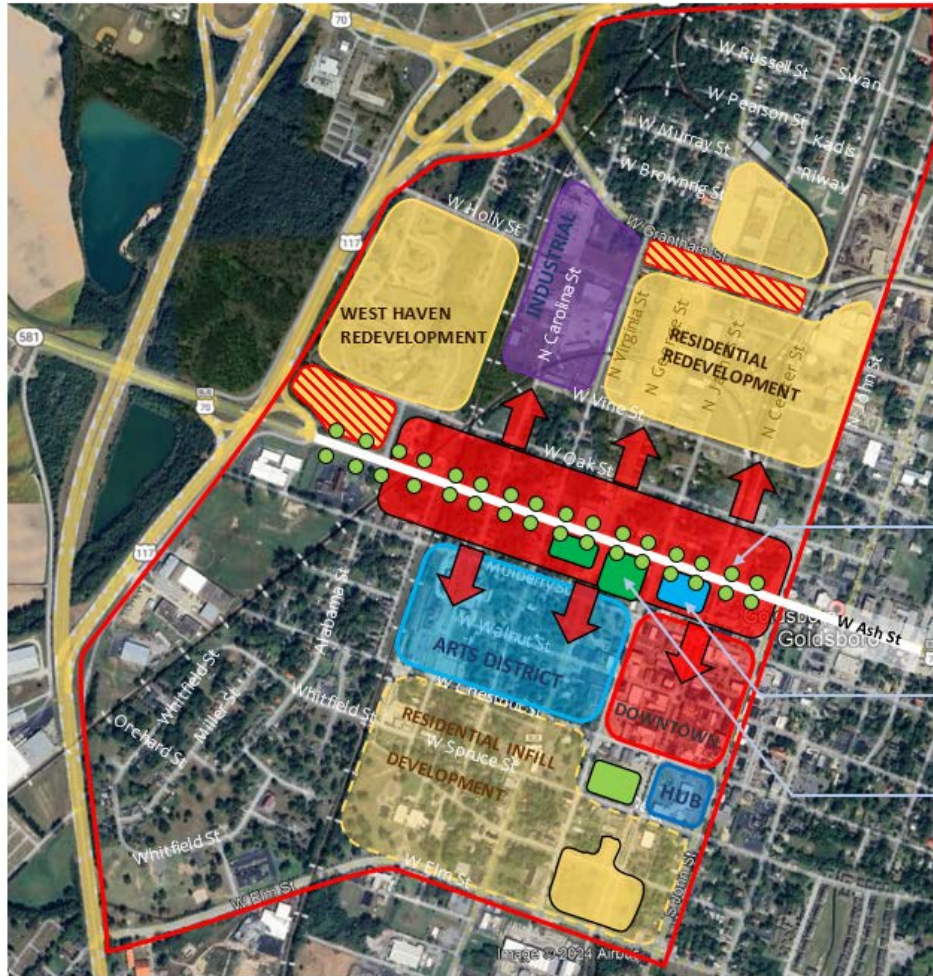
## **Goals for the Housing Plan:**

- Provide quality housing for West Haven residents
- Give West Haven residents a choice in new housing
- Create mixed-income housing w/new market-rate housing
- Redevelop the West Haven housing site



# Emerging Plan Strategies and Proposals

## KEY STRATEGY: ASH STREET ACTIVATION



**Core Concept:** The activation of Ash Street will drive neighborhood reinvestment both to the north and to the south portions of the West Oak Neighborhood.

## ASH STREET BEAUTIFICATION

**NEW HIGH-PERFORMING  
CHARTER SCHOOL**

NEW STATE-OF-THE-ART  
PUBLIC PARK



# Emerging Plan Strategies/Proposals; State-of-the-Art Park

**An open space attraction filled with fun things to do.**





# Emerging Plan Strategies/Proposals; State-of-the-Art Park

## Goldsboro's version of Chicago's Millennium Park





# Emerging Plan Strategies/Proposals; New School

**A high-performing, attractive new school.**



# Emerging Plan Strategies/Proposals; Project Development District

Establishing a *Project Development District* would allow the City to capture a portion of the anticipated new investment in real estate as public revenue to pay for needed capital improvements.

## Preliminary Assessment of Potential Revenue from a Project Development District

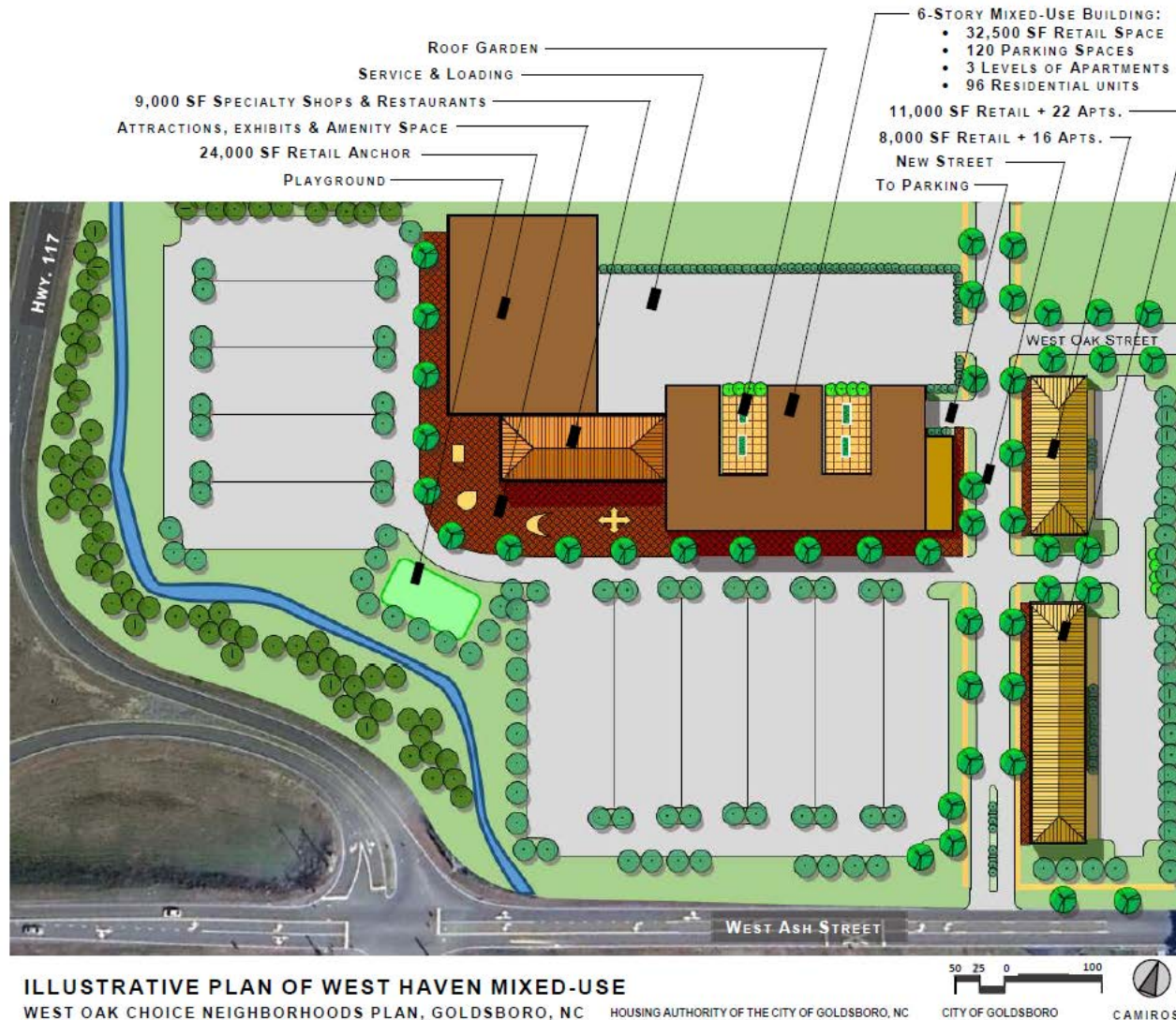
Description of New Development	# of Units	Units	Unit Value	Market Value	Assessment Rate	Tax Rate <sup>1</sup>	Assessed Value	Annual Revenue
New construction of market-rate housing units in Replacement Housing Program	419	1500	\$150	\$94,275,000	1.0	1.4725	\$942,750	\$1,388,199
Retail use in West Haven mixed-use development		100,000	\$120	\$12,000,000	1.0	1.4725	\$120,000	\$176,700
Additional long-term market-rate housing in West Oak	1600	1500	\$150	\$360,000,000	1.0	1.4725	\$3,600,000	\$5,301,000

### Footnotes:

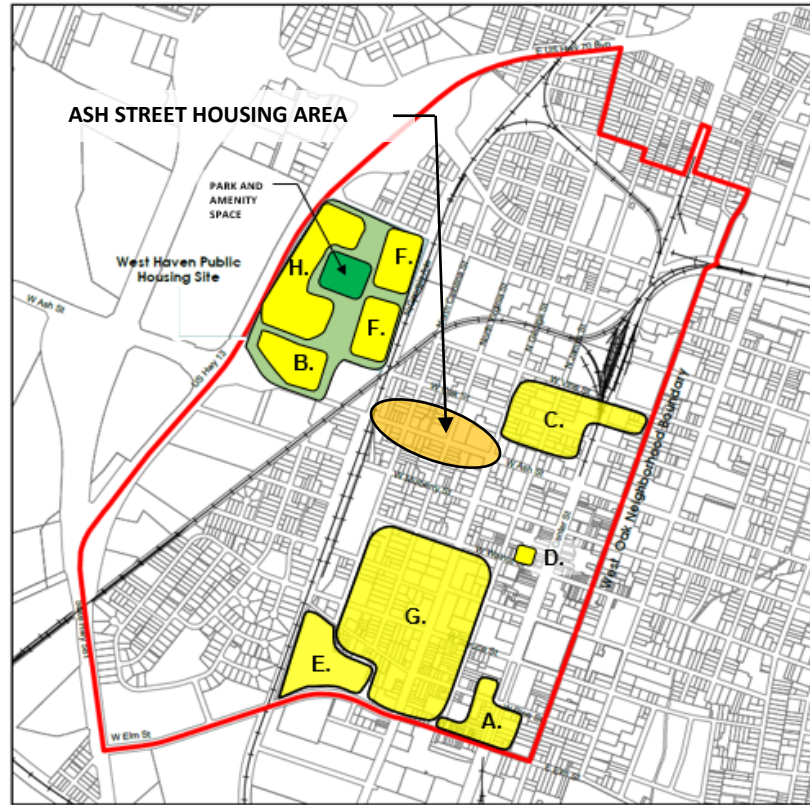
1: Includes combined city/county rate (1.4725); excludes Downtown Goldsboro Special Service Area rate (.2350)



# Emerging Plan Strategies/Proposals; West Haven Redevelopment



# Emerging Plan Strategies/Proposals; Replacement Housing Program



REPLACEMENT HOUSING PROGRAM MAP



A. City-Owned 6.1 Acre Site; Townhomes w/Accessory Rental Unit	98 units
B. Mixed-Use Development at West Haven; Mixed-Income Rental	134 units
C. Infill Urban Townhomes w/Accessory Rental Unit	96 units
D. Downtown Mixed-Use Development	60 units
D. Single Family Development on Former School Site	85 units
E. Cottage Single Family Development	72 units
F. Single Family Rehab and Infill New Construction	72 units
G. Mixed Flats and Townhomes at West Haven	144 units
<b>Total Housing Units</b>	<b>760 units</b>

Summary of Replacement Housing Program

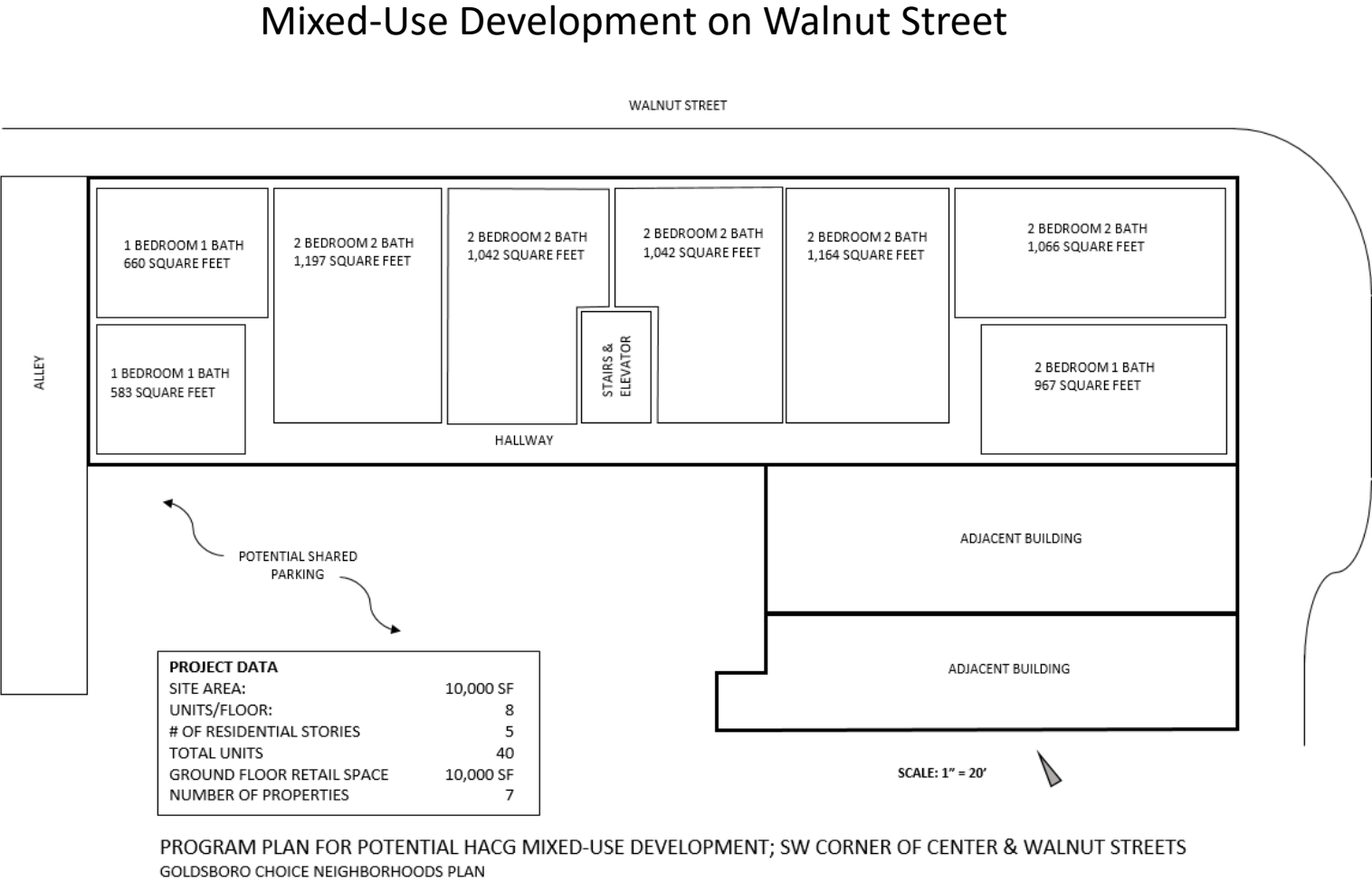
Key	Description of Development	Density DU/AC	Site Area	# of Units	Income Mix			Ownership	
					Market- Rate	Affordable	Public Housing	Rental	Owner
A	City-Owned Site: Single Family w/Accessory Apts.	8	6.1	98	78	8	12	49	49
B	Mixed-Use Residential at West Haven	16.7	8	134	64	8	62	134	
C	Ash Street Infill Housing	8	4.1	66	33	6	27	66	0
D	Downtown Mixed-Use Development; Site A	150	0.4	60	30	8	22	60	
D	Downtown Mixed-Use Development; Site B	174	0.23	40	20	4	16	40	
E	Single Family on Former School Site	7	12.1	85	75	5	5		85
F	Cottage-Style Single Family At West Haven	8	9	72	37	4	31	24	48
G	Single Family Rehab & Infill New Construction			72	10	18	44		72
H	Mixed Flats and Townhomes at West Haven	8	18	144	70	24	50	144	
<b>Totals</b>				<b>771</b>	<b>417</b>	<b>85</b>	<b>269</b>	<b>517</b>	<b>254</b>
West Haven Residents Choosing to Live Elsewhere							31		
Total Replacement Public Housing							300		



# Emerging Plan Strategies/Proposals; Replacement Housing Program

**Redevelopment of the HACG property at Walnut and Center.**

- The existing building is in bad condition and it is worthwhile to consider demolishing the building and combining it with properties to the west to create a new mixed-use building.





# Emerging Plan Strategies/Proposals; People Plan Proposals



## GOAL 1: Deliver a Full Range of Services to West Haven Residents

### WHAT WE HEARD

**46%** of residents do not feel there are enough supportive services to assist them in leading a good-quality life

**77%** of residents said the best way to receive supportive services is directly through the housing authority or for the housing authority to refer them to a service provider

**72%** of residents reported having one or more chronic health conditions

**56%** of residents health has inhibited their ability to work, go to school or engage in other training activities.

### OUR RESPONSE

#### STRATEGY 1: DEVELOP AN ELEVATED CASE MANAGEMENT SYSTEM

HACG does not currently utilize a case management system at West Haven, with only basic household information being tracked through an excel based system. Such a system does not allow for a broader understanding of household needs. While, Goldsboro has a wealth of supportive service providers and programs, residents and providers have reported a lack of awareness or barriers in accessing available services.

To target key challenges in the delivery of services, HACG will establish an elevated case management system using Tracking At-A-Glance (TAAG) tailored to meet CNI goals. TAAG will be instrumental in tracking, monitoring, and addressing the diverse needs of all original West Haven households, including youth. The purpose of the case management system is to cultivate meaningful relationships with residents, enabling personalized assistance in assessing complex problems, selecting effective interventions, and accessing desired services. Studies have consistently demonstrated that comprehensive, tailored approaches to case management yield

significantly improved outcomes for individuals in public/subsidized housing, including enhanced stability in housing, increased employment opportunities, better educational attainment, and improved access to healthcare. Through the case management system, wrap-around services will be provided, leveraging the commitment from a strong network of providers, ensuring holistic support for West Haven residents.

A case management model will be developed with a set of guidelines, processes, and procedures to deliver a streamlined structure of appropriate protocols for linking residents to services and care, as well as eliminating likelihood of eviction, and mitigating family disruption during relocation. The system will be adaptable to match each resident's needs, constraints, and resources.

The program will be administered through "Care Coaches" taking a trauma-informed, strengths-based approach to meet residents where they're at. Care coaches will be provided specialized training such as motivational interviewing, and coaching skills.

Household information such as the following will be tracked:

## An Elevated Resident Case Management Program for West Haven Residents

# Emerging Plan Strategies/Proposals; People Plan Proposals



A proposed after-school educational program  
at the DuPont Center at West Haven

**THE WEST HAVEN YOUTH  
EDUCATIONAL/RECREATIONAL CENTER**

## West Haven Health Initiative

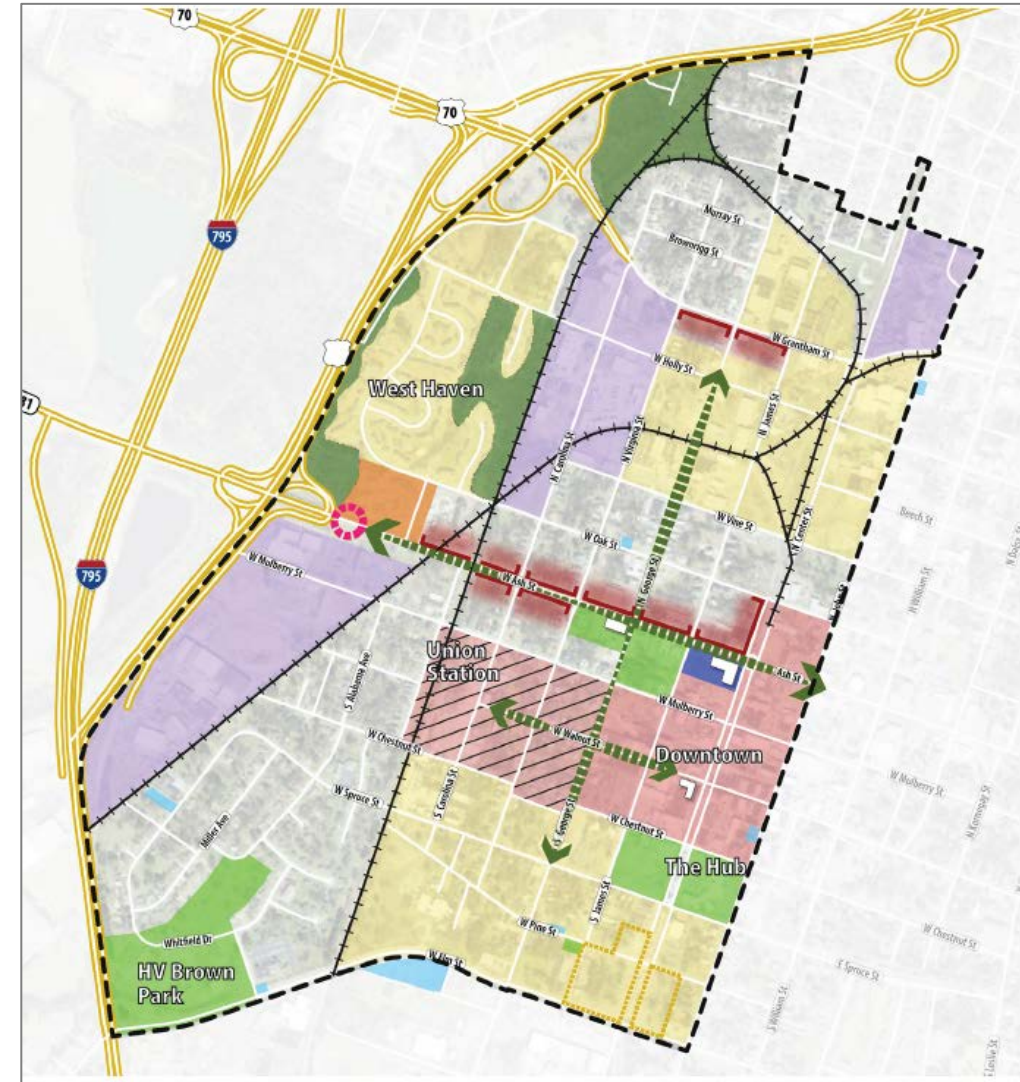
### OUTCOMES

Together, the Implementation of these strategies is expected to lead to the following outcomes:

- 100% of households enrolled in the case management system
- 80% of households are engaged and participating in the develop a "life plan"
- 75% decrease in residents eviction
- 100% of households are insured and have access to health services
- 20% increase in residents receiving regular PCP checkups
- 15% Reduction in number of residents reporting poor health as a barrier to work or attend school/ training

# Emerging Plan Strategies/Proposals; People Plan Proposals

## West Oak Neighborhood Land Use Plan





# Emerging Plan Strategies/Proposals; People Plan Proposals

## Improve West Oak Infrastructure to Create a Multi-Modal Community

### STRATEGY 3: RENOVATE DETERIORATED PUBLIC INFRASTRUCTURE TO IMPROVE PEDESTRIAN AND CYCLIST MOVEMENT.

The West Oak neighborhood has deteriorated and disjointed sidewalks making for unpleasant walking conditions and restricted accessibility. In addition, cycling infrastructure is limited to Elm Street and Center Street. To provide multi-modal transportation options and brand West Oak as an accessible neighborhood, upgrading the public infrastructure is paramount.

This strategy recommends the City of Goldsboro upgrades deteriorated sidewalks with new paving, landscaping, and lighting (as discussed in the following safety goal). In addition, the City should install new sidewalks where currently there is no pedestrian infrastructure and/or sidewalks end abruptly. Providing a complete network of sidewalks is fundamental to providing pedestrian accessibility. To ensure these sidewalks are functional and aesthetically pleasing they should follow the streetscape guidelines for sidewalks provided in the Design Guidelines for Downtown Goldsboro.

In addition to sidewalk repair and installation, the City of Goldsboro should establish a cycling network throughout the neighborhood. With the existing cycling infrastructure on Centre St and

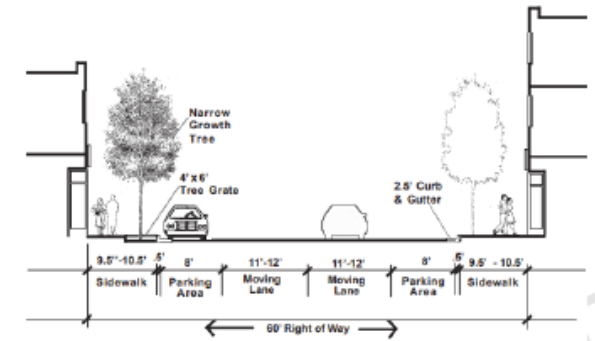


Figure xx: Pedestrian Priority Streets Proposed Improvements, Design Guidelines for Downtown Goldsboro

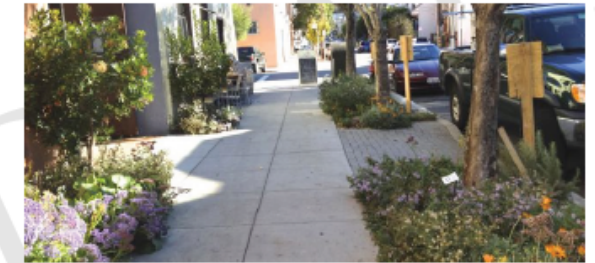


Figure xx: Example of sidewalks and streetscapes

# Emerging Plan Strategies/Proposals; People Plan Proposals

Make  
West Oak  
a safe  
neighbor-  
hood

## OUR RESPONSE

Safe neighborhoods provide residents with a sense of security and peace of mind, allowing them to live their lives without fear of crime. Additionally, safe neighborhoods tend to have higher property values, which contributes to economic stability and investment in the community. Overall, safe neighborhoods promote well-being, prosperity, and a high quality of life for their residents.

### STRATEGY 1: IMPLEMENT A DISTINCTIVE PROGRAM OF LIGHTING ON STREETS AND PRIVATE PROPERTY

Crime Prevention Through Environmental Design (CPTED) is an approach to crime prevention that focuses on modifying the physical environment to reduce opportunities for crime and increase feelings of safety. CPTED principles are based on the idea that the design and layout of spaces can influence human behavior, including criminal behavior.

The four principles of CPTED are:

- Natural Surveillance
- Territorial Reinforcement
- Access Control
- Maintenance & Management

This strategy prioritizes the first principle of CPTED, which is natural surveillance. Throughout the project, community feedback highlighted lighting as the primary concern among residents and a top priority in enhancing their sense of safety in the neighborhood.

Sufficient lighting is necessary for people to see and be seen therefore, a program of public street lighting and standards for accent lighting on private property needs to be developed. At a minimum this should include:

#### Lighting Design Considerations

- Identify target areas for lighting
- Define lighting levels for different environments (residential, commercial, recreational)
- Lighting duration and timing
- Lighting Fixture Specifications

Fixture type (streetlights, floodlights, pathway lights)

- Mounting heights
- Light distribution and coverage
- Fixture style, material, and durability
- Maintenance requirements

Once established, the City of Goldsboro

## WHAT WE HEARD

- 80% of residents said living in a safe neighborhood was the most important to them. (West Oak)
- 80% of residents felt crime/safety had stayed the same or gotten worse in the neighborhood (West Oak)
- 70% of residents would consider moving out of the neighborhood due to concerns about crime. (West Oak)
- Only 13% of residents always felt safe outside their homes
- Over 57% of residents felt improved street lighting would improve safety
- 60% of residents felt an increase in police presence could improve safety in the neighborhood



# Goldsboro City Council Update; West Oak Choice Neighborhoods Plan



MINUTES OF THE MEETING OF THE GOLDSBORO CITY COUNCIL  
MAY 6, 2024

**WORK SESSION**

The Mayor and City Council of the City of Goldsboro, North Carolina met in a Work Session in the Large Conference Room, City Hall Addition, 200 North Center Street, Goldsboro, North Carolina at 5:00 p.m. on May 6, 2024.

**Call to Order.** Mayor Gaylor called the meeting to order at 5:02 p.m.

**Roll Call.**

Present: Mayor Charles Gaylor, IV, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilwoman Hiawatha Jones  
Councilman Chris Boyette  
Councilwoman Jamie Taylor  
Councilwoman Beverly Weeks  
Councilman Rod White

Also Present: Matthew Livingston, Interim City Manager  
Ron Lawrence, City Attorney  
Laura Getz, City Clerk

**Adoption of the Agenda.** Mayor Gaylor requested to remove the Public Hearing, Item I for further notice edits. Councilwoman Weeks made a motion to adopt the agenda as amended. The motion was seconded by Councilman White and unanimously approved. The Council adopted the agenda as amended.

**Old Business**

***Work session Item a. Seymour Johnson Legislative and Consulting Update.*** Mayor Gaylor made comments regarding Seymour Johnson Air Force Base. Interim City Manager Livingston introduced Ken Gerrard, Friends of Seymour.

Mr. Gerrard shared information regarding Washington’s plan to reduce aircraft and lobbying efforts to keep aircraft at Seymour.

***Work session Item b. Municipal Service District Parking Discussion.*** Mayor Gaylor shared this discussion was related to upcoming items DD and EE. Mayor Gaylor reviewed Item DD, Amending Chapter 72: Stopping, Standing and Parking, of the City of Goldsboro’s Code of Ordinances and Item EE, Amending Chapter 75: Parking Schedules, of the City of Goldsboro’s Code of Ordinances. Interim City Manager Livingston shared information regarding the Parking Committee and handicap parking spaces.

Mayor Gaylor shared one of the questions he has received is that the ordinance does not state whether the handicap parking spaces will be on street or in parking lots. He would like to give the manager and parking committee the tools necessary to implement the ordinance. Mayor Gaylor shared he is working to get a small off-street parking lot to serve businesses downtown that doesn’t currently have adjacent off-street parking.

Mayor Pro Tem Matthews asked if there is an option for a no parking plan.

Councilman White asked for clarification of the handicap parking spaces. Interim City Manager Livingston shared handicap regulations are part of the Americans with Disabilities Act and we have looked at the total number of spaces that we have (on street and off street) and determined we exceed the number of spaces that the law requires, however, we do not feel these spaces are spaced out appropriately enough. Interim City Manager Livingston also shared he would bring back a report regarding the handicap parking spaces. Council and Interim City Manager Livingston discussed handicap parking and including a member from the Mayor’s Committee for Persons with Disabilities in the discussions.

Council discussed Item DD, Amending Chapter 72: Stopping, Standing and Parking, of the City of Goldsboro’s Code of Ordinances, 72.29 Three Hour Parking. Councilman White made a motion to amend the proposed language in 72.29, to exclude Saturday’s, Sunday’s and public holidays from enforcement of timed parking. The motion was seconded by Councilwoman Weeks. Councilwoman Taylor shared she had an issue with going with three-hour parking when we haven’t gone live with two-hour parking. Councilwoman Jones agreed with keeping the two-hour parking enforcement. Council discussed the cost of changing the timed parking signs. Councilman White withdrew his motion. Council, Interim City Manager Livingston and City Attorney Lawrence discussed parking enforcement and the proposed ordinance.

Councilwoman Taylor made a motion to change Item EE, 75.02 as presented to two-hour parking limits to be added to the following streets (staying with the two-hour parking instead of three-hour). The motion was seconded by Councilwoman Jones. Council discussed the ordinance. Mayor Pro Tem Matthews, Councilwoman Jones, Councilman Boyette and Councilwoman Taylor voted for the motion. Mayor Gaylor, Councilwoman Weeks and Councilman White voted against the motion. The motion passed 4:3.

Council discussed the parking enforcement on Saturdays. Councilman White stated he based his research on Raleigh. Councilman White made a motion to remove Saturdays from enforcement. The motion was seconded by Councilwoman Weeks. Councilwoman Taylor shared concerns with removing Saturdays from enforcement. Council discussed parking by downtown residents. Mayor Gaylor, Mayor Pro Tem Matthews, Councilwoman Weeks and Councilman White voted for the motion. Councilwoman Jones, Councilman Boyette and Councilwoman Taylor voted against the motion. The motion passed 4:3.

Mayor Gaylor asked Ms. Getz to bring an ordinance related to 72.26 to the next meeting amending the language to remove Saturdays from enforcement. Mayor Gaylor shared the cost of replacing the downtown parking signs.

Councilman Boyette made a motion to amend the language contained in 72.29 regarding three-hour parking be applicable to the two-hour parking as it relates to not having to leave the block (amending the language in 72.26). The motion was seconded by Councilwoman Taylor and unanimously approved.

Councilwoman Taylor made a motion to amend the agenda removing Item DD from the agenda. The motion was seconded by Councilman Boyette and unanimously approved.

Mayor Gaylor shared he would like to vote in EE that includes the two-hour language instead of the three-hour language, keeping 75.03 as presented and keeping 75.04 as presented.

**Work session Item c. Special Event Street Closure Policy Discussion.** Mayor Gaylor and Council discussed the policy. This discussion correlates with Item FF Creating a Special Event and Street Closing Policy. City Attorney Lawrence shared information regarding conflicts of interest and the Council’s duty to vote.

After discussion, the following revisions in italics were recommended by Council.

*Page 6, under Impact Event Notification, add a bullet point as #5, to include contact information for the city clerk to voice objections.*

Mayor and Council discussed the city manager approving Center Street closings. Council discussed the non-refundable application fee.

*Page 4, Tier 2, Not to Include Center Street to remain; Tier 3, Not to Include Center Street to remain.*

*Tier 1, 2 and 3 needs to say Approved by the City Manager*

Mayor Gaylor asked if Council approves that the city manager can approve certain categories unless it involves a NCDOT street or Center Street. A majority of council members agreed that street closings need to come before Council.

This discussion will resume at the 7:00 meeting.

Mayor Gaylor recessed the meeting at 6:51 p.m.

**CITY COUNCIL MEETING**

The City Council of the City of Goldsboro, North Carolina, met in Regular Session in Council Chambers, City Hall, 214 North Center Street, at 7:00 p.m. on May 6, 2024.

Mayor Gaylor called the meeting to order at 7:02 p.m.

**Roll Call.**

Present: Mayor Charles Gaylor, IV, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilwoman Hiawatha Jones  
Councilman Chris Boyette  
Councilwoman Jamie Taylor  
Councilwoman Beverly Weeks  
Councilman Rod White

Also Present: Matthew Livingston, Interim City Manager  
Ron Lawrence, City Attorney  
Laura Getz, City Clerk

Mayor Gaylor introduced Paul Saylor, new hire in the Planning Department.

Father David Wyly provided the invocation. The Pledge of Allegiance followed.

Mayor Gaylor shared that we did not finish a couple of items during the work session. Item C under Old Business and Item D under New Business will take place prior to the consent agenda.

**Approval of Minutes.** Councilwoman Weeks made a motion to approve the minutes of the Work Session and Regular Meeting of April 15, 2024. The motion was seconded by Councilwoman Taylor and unanimously approved.

**Presentations.**

***Item B. Employee Performance Awards.*** Matt Livingston, Interim City Manager presented the following awards:

**The Employee of the Quarter Award: Hakiem Johnson.** Police Support Technician Hakiem Johnson has proudly earned the Employee of the Quarter Award for his actions on February 8th, 2024. While on foot patrol in the downtown area, Mr. Johnson was alert, cognizant, and situationally aware of his surroundings. He observed and reported a working structure fire in the 100 block of South Center Street. Mr. Johnson radioed the fire into Wayne County Communications and immediately began to notify and evacuate residents of the affected structure and apartments. He also assisted in evacuation of animals by catching them as the residents tossed them from the second floor of the structure. In total, 5 residents and 2 pets were successfully evacuated.

Mr. Johnson's situational awareness and quick thinking prevented further damage and potential loss of life, and enabled our fellow First Responders with the Fire Department to respond quickly and suppress the fire before the structure became fully engulfed in flames. His actions and early warning stopped the fire from potentially spreading to neighboring attached structures, which could have been catastrophic for many other residents and business owners.

Mr. Johnson's actions are a direct reflection of his professionalism and his desire to serve not only the Goldsboro Police Department but the community as a whole. Mr. Johnson's work ethic and situational awareness reflect well on himself and the City of Goldsboro.

**The Supervisor of the Quarter Award: Brian Kalin.** Brian Kalin has been an employee of the City of Goldsboro since November 2018. He has made an extensive impact and demonstrated exceptional leadership in his role as the Chief Operator for the Water Treatment Plant.

Brian leads a team of seven certified operators in the production of nearly 2.3 billion gallons of drinking water annually. Not only does he provide leadership on the day-to-day treatment process, but he also manages the training program, safety program and the chemical inventory.

As a fiscally responsible manager, Brian strives to acquire quality water treatment compounds at the best available value. One of the most crucial components in our treatment process is Aluminum Sulfate, procuring approximately 52 tanker truck loads per year. Through his research efforts, Brian has found suppliers that provide this component at a savings of \$450 per shipment over previous vendors. This has already saved the city over \$5,500 this calendar year, and has the potential to save over \$23,000 annually.

Brian possesses all the qualities of a leader. He demonstrates professionalism, integrity, and fiscal responsibility in his daily endeavors. He leads by example and ensures that his team members have everything they need to accomplish their tasks in an efficient manner. Brian's work ethic and actions reflect well on himself and the City of Goldsboro.

***Item C. Tourette Syndrome Awareness Month Proclamation.*** Read by Councilwoman Taylor: The Goldsboro City Council proclaims May 15 - June 15, 2024 as TOURETTE SYNDROME AWARENESS MONTH and June 7, 2024 as "Tourette Syndrome Awareness Day" in the City of Goldsboro, as a special day to promote understanding, compassion, and acceptance for all of our fellow citizens who deserve and need our support to break the stigma that surrounds Tourette Syndrome.

***Item D. Mr. Milas Dorsey Kelly, Jr. Memorial Proclamation.*** Read by Councilwoman Jones: The Goldsboro City Council proclaims April 13, 2024, as a day of remembrance and recognition as we commemorate the many outstanding contributions to both the public and private sectors of MR. MILAS DORSEY KELLY, JR. during his 66 years of life. We wish his family peace and healing as they navigate this challenging time. The Mayor, City Council, and City Government of Goldsboro embrace the family, in our common bonds of remembrance and appreciation of this beloved soul. We trust that faith, familial unity, and the support of this compassionate community will provide solace and guidance in the days ahead.

Mayor Gaylor presented the proclamation to Mr. Kelly's family, church family and fraternity brothers.

***Item E. Dillard/Goldsboro Alumni and Friends, Inc. Proclamation.*** Read by Mayor Pro Tem Matthews: The Goldsboro City Council proclaims support for the DILLARD/GOLDSBORO ALUMNI & FRIENDS, INC. and their efforts to preserve the history and legacy of Dillard High School and Goldsboro High School. We commend their commitment to providing educational opportunities for students in the community and recognize their contributions to the betterment of our city. We urge all citizens to join us in celebrating the Memorial Day Weekend 2024 and to support the Dillard/Goldsboro Alumni & Friends, Inc. in their endeavors to empower the next generation of leaders through education.



Mayor Gaylor presented the proclamation to Mr. Gary Packer, President of Dillard/Goldsboro Alumni and Friends. Mr. Packer shared information regarding the scholarships that are distributed and shared information regarding the parade on May 25.

**Ceremonial Documents.**

**Item F. Military Appreciation Month Proclamation.** Read by Councilman White: The Goldsboro City Council proclaims May 2024 as Military Appreciation Month and officially recognize the many sacrifices made by our veterans, service members, wounded warriors, their families, and their survivors, as well as the vast network of organizations that serve these heroes across the state.

**Item G. Peace Officers' Memorial Day (National Police Week) Proclamation.** Read by Councilman Boyette: The Goldsboro City Council proclaims the week of May 12 through May 18, 2024 as Police Week, and May 15, 2024 as PEACE OFFICERS' MEMORIAL DAY in honor of those law enforcement officers who, through their courageous deeds, have made the ultimate sacrifice in service to their community or have become disabled in the performance of duty, and let us recognize and pay respect to the survivors of our fallen heroes. I further call upon all citizens of the City of Goldsboro, and all patriotic, civic, and educational organizations, to observe this time with appropriate ceremonies in which everyone may join in commemorating law enforcement officers, past and present, who by their faithful and loyal devotion to their responsibilities, have rendered a dedicated service to their community, and in so doing have established for themselves an enviable and enduring reputation for preserving the rights and security of all citizens.

**Item H. Mental Health Month Proclamation.** Read by Councilwoman Weeks: The Goldsboro City Council proclaims May 2024 as MENTAL HEALTH MONTH in Goldsboro, North Carolina, and call upon our citizens, government agencies, public and private institutions, businesses, and schools, to recommit our community to increasing awareness and understanding of mental health, the steps our citizens can take to protect their mental health, and the need for appropriate and accessible services for all people with mental health conditions.

Mayor Gaylor presented the proclamation to Ms. Emily Peacock, President of the Mental Health Association.

**Council continued the New Business discussion from the Work Session.**

**Work session Item c. Special Event Street Closure Policy Discussion.** Council members continued discussion regarding the Street Closing Policy.

After further discussion, the following revisions in italics were recommended by Council.

*Page 3, remove proof of insurance under the title Minimum 45 days Prior to Special Event Date.*

*Page 4, #5: Tier Explanation: The Permit and Application Fee includes a \$25.00 non-refundable application fee if not approved. Added the wording, Permit and Application Fee instead of Application Fee to the title in the tier chart.*

*Page 4, #5: Not to Include Center Street is to remain on Tier 2 and Tier 3. The Council will approve any portion of Center Street or any NCDOT street.*

Interim City Manager Livingston shared in regard to the fee, there will be a committee looking at each application and there will be staff time associated with the process.

*Page 6, #10: Event Impact Notification: added a bullet listing contact information for the City Clerk, for objections or questions from business owners/merchants.*

*Page 8, #17: Criteria Considered for All Street Closures & Other Event Impacts: changed ii and iii to 1,000 instead of 5,000.*

*Page 10, Added #22: For events denied by the City Manager: The City Manager will provide a memo to Council with the reasons behind the denial. Denials may be reviewed by the Mayor and Council upon request by the applicant.*

*Page 12, Notice of Event Impact: added contact information for the City Clerk for objections and questions regarding the event.*

The Mayor and Council discussed the possibility of adding how many times someone can request to close a street. Mayor Gaylor recommended not adding the statement at this time and revisiting the policy later if necessary.

**Work session Item d. 2024 FY24-25 Budget Update/Set Budget Work Sessions.** Matt Livingston, Interim City Manager shared the budget notebooks will be available May 15 and asked for Council to begin looking at their calendars on May 22 and May 29 as possible dates for budget work sessions. The mayor asked everyone to check their calendar and get back to him with the proposed dates for budget work sessions.

**Public Comment Period.** Mayor Gaylor opened the public comment period. The following people spoke:

1. Charles Wright shared comments attached as *Exhibit A*. (Full comments are available on YouTube at 4:07.)

2. Mariah Lonn shared comments regarding street closures and pop-up vendors. (Full comments are available on YouTube at 4:11.)
3. Fritz Knack shared comments regarding street markets. (Full comments are available on YouTube at 4:14.)
4. Matt Figueras shared comments regarding street closures. (Full comments are available on YouTube at 4:17.)
5. Hildegard Fossett shared comments regarding street markets. (Full comments are available on YouTube at 4:21.)

No one else spoke and the public comment period was closed.

**Consent Agenda – Approved as Recommended.** Interim City Manager Matthew Livingston presented the Consent Agenda. All items were considered to be routine and could be enacted simultaneously with one motion and a roll call vote. If a Councilmember so requested, any item(s) could be removed from the Consent Agenda and discussed and considered separately. In that event, the remaining item(s) on the Consent Agenda would be acted on with one motion and roll call vote. Item CC. Creation of a Council Appointment Committee was moved to Items Requiring Individual Action during the Consent Agenda Review. Councilwoman Weeks moved the items on the Consent Agenda, Items J - BB be approved. The motion was seconded by Councilman Boyette and a roll call vote resulted in all members voting in favor of the motion.

The items on the Consent Agenda were as follows:

***Item J. FY2024-2025 Annual Action Plan Final for Approval. Approved.*** The item was presented by Felecia Williams, Community Relations Director.

The U.S. Department of Housing and Urban Development (HUD) has allocated an anticipated average of \$361,561 in CDBG and \$293,636 in HOME funds to the City of Goldsboro for fiscal year (FY) 2024-2025 to develop viable communities by providing integrated approaches that offer decent housing, suitable living environments, and expand economic opportunities for persons of low- and moderate-income. In addition, there are prior year funds allocated to the City that remain available to support previously programmed and ongoing community development activities.

Due to the restrictive use of funds placed on the HOME program to focus on projects and/or activities designed exclusively to create affordable housing for low-income households, the City has historically each year carried over a substantial amount of prior years' HOME funds when it has not undertaken large development projects. Staff have developed plans and are currently working with interested developers to responsibly spend these funds in the upcoming fiscal year towards large affordable housing projects.

A draft copy of the 2024-2025 Annual Action Plan (AAP) was made available to the public on April 4, 2024 for a thirty (30) day public comment period and ran through May 5, 2024. A community public meeting was held on April 9, 2024, at the Housing Authority of the City of Goldsboro's Dupont Center, during the regular meeting of the Commission on Community Relations and Development and a public hearing was held on April 15, 2024, during the regular meeting of the Goldsboro City Council, to discuss priorities and eligible activities. This evening, staff will provide the Council with a presentation highlighting the finalization of proposed activities of the FY24-25 Annual Action Plan.

It was recommended that Council approve the final version of the FY24-25 Annual Action Plan ahead of the May 15, 2024 deadline to HUD. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

***Item K. Approval of Resolution to Request Grant Funding through the Office of Local Defense Community Corporation (OLDCC) and Authorizing the City's 10% Participation in the Project Cost. Resolution Adopted.*** The item was presented by Jonathan Perry, Engineering Services Manager.

In order to aid in flood mitigation at the City's Wastewater Treatment Plant, staff proposes raising the berm around the treatment plant as a defensive measure against future flooding. The estimated cost of \$400,000 for this project requires application for grant funds.

The OLDCC program is designed to address deficiencies in community infrastructure supportive of a military installation. The City of Goldsboro proposes to submit an application for a grant to the OLDCC for the Wastewater Treatment Plant flood mitigation project.

The grant application requires the City of Goldsboro to adopt a resolution authorizing the City's 10% participation in the project cost. The estimated cost of \$400,000 will require the City to fund \$40,000 of the estimated project cost.

It was recommended that Council adopt the following entitled resolution authorizing the City's 10% participation in the estimated project cost and authorizing the Interim City Manager to execute and file a grant application with the Office of Local Defense Community Corporation (OLDCC). *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

***RESOLUTION NO. 2024-53 "RESOLUTION AUTHORIZING APPLICATION FOR GRANT FUNDS THROUGH THE OFFICE OF LOCAL DEFENSE COMMUNITY CORPORATION (OLDCC)"***

***Item L. Authorization of sale of jointly owned property for 811 N. Virginia Street (Community Technical Assistance, Inc.). Resolution Adopted.*** The item was presented by Catherine Gwynn, Finance Director.

Wayne County has requested concurrence by the City Council for jointly owned city/county-owned property. The County conducted the sale under the upset bid process (NCGS §160A-269), and the final upset bid was approved at the February 6, 2024 commissioners meeting.

Buyer: Community Technical Assistance, Inc.  
Sales Price: \$2,800.00

811 N. Virginia Street  
Tax Value: \$3,000.00      Pin #: 2690806050

It was recommended that Council adopt the following entitled resolution declaring the property surplus and authorizing City officials to execute instruments necessary to transfer ownership for 811 N. Virginia Street to Community Technical Assistance, Inc. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-54 “RESOLUTION AUTHORIZING SALE OF SURPLUS REAL PROPERTY UNDER NCGS § 160A-269”*

**Item M. Authorization of sale of jointly owned property for 1007 N. John Street (Community Technical Assistance, Inc.). Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

Wayne County has requested concurrence by the City Council for jointly owned city/county-owned property. The County conducted the sale under the upset bid process (NCGS §160A-269), and the final upset bid was approved at the February 6, 2024 commissioners meeting.

Buyer: Community Technical Assistance, Inc.  
Sales Price: \$1,980.00

1007 N. John Street  
Tax Value: \$1,980.00      Pin #: 3600009813

It was recommended that Council adopt the following entitled resolution declaring the property surplus and authorizing City officials to execute instruments necessary to transfer ownership for 1007 N. John Street to Community Technical Assistance, Inc. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-55 “RESOLUTION AUTHORIZING SALE OF SURPLUS REAL PROPERTY UNDER NCGS § 160A-269”*

**Item N. Authorization of sale of jointly owned property for 1310 N. Carolina Street (Community Technical Assistance, Inc.). Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

Wayne County has requested concurrence by the City Council for jointly owned city/county-owned property. The County conducted the sale under the upset bid process (NCGS §160A-269), and the final upset bid was approved at the February 6, 2024 commissioners meeting.

Buyer: Community Technical Assistance, Inc.  
Sales Price: \$2,350.00

1310 N. Carolina Street  
Tax Value: \$2,350.00      Pin #: 2690818722

It was recommended that Council adopt the following entitled resolution declaring the property surplus and authorizing City officials to execute instruments necessary to transfer ownership for 1310 N. Carolina Street to Community Technical Assistance, Inc. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-56 “RESOLUTION AUTHORIZING SALE OF SURPLUS REAL PROPERTY UNDER NCGS § 160A-269”*

**Item O. Accept or Reject Initial Bid and Authorize Finance to Advertise for Upset Bids for 114 S. Slocumb Street to TWB Property Services, Inc. Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

Staff has received an offer to purchase city owned property. Council must either accept or reject the offer, and if accepted authorize advertisement for upset bids (G.S. 160A-266 and 160A-269).

The following offer has been received for the sale of surplus real property under Negotiated offer, advertisement, and upset bid process (G.S. §160A-266(a) (3))

114 S. Slocumb Street



Offeror: TWB Property Services, Inc.  
Offer: \$5,000.00  
Bid Deposit: \$250.00  
Parcel #: 50976 Pin #: 3509144522  
Tax Value: \$5,220.00 Zoning: R-6

The offer is at least 50% of the tax value of the property. The bid deposit of 5% has been received in the form of a business check.

The offeror, TWB Property Services, Inc., is current and active with the NC Secretary of State.

It was recommended that Council accept or reject the offer for 114 S. Slocumb Street and if accepted, adopt the following entitled resolution authorizing Finance to advertise for upset bids.

Councilman Boyette made a motion to accept the offer. The motion was seconded by Councilwoman Weeks and unanimously carried.

*Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-57 “RESOLUTION AUTHORIZING UPSET BID PROCESS”*

**Item P. Amending a Special Revenue Fund Ordinance – Fire Other Restricted Revenue Funds (F3110).**  
**Ordinance Adopted.** The item was presented by Catherine Gwynn, Finance Director.

At the September 6, 2022 Council meeting, Council authorized the establishment of a grant project ordinance for the Fire Other Restricted Revenue Fund (F3110) in order to create more transparency in the collection and disbursement of funds received from various donations, local grants, fundraisers and other restricted revenue sources for the Fire department.

On April 16, 2024, the Fire department was awarded a grant from the Office of State Fire Marshall in the amount of \$17,500 for the summer fire camp grant. Also, the department has received donations earmarked for summer camps to be taught by the Fire department in the amount of \$4,605. It is necessary to appropriate the expenditures in order for the department to begin fulfilling the terms of the grant and donations. The expenditures will be funded with an appropriation of grant and donation revenue.

It was recommended that the amendment to the Special Revenue Fund Ordinance for the Fire Other Restricted Revenue Funds (F3110) be adopted. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*ORDINANCE NO. 2024-14 “AN ORDINANCE AMENDING THE SPECIAL REVENUE FUND FOR THE FIRE OTHER RESTRICTED REVENUE FUND (F3110)”*

**Item Q. Amending a Special Revenue Fund Ordinance – Police Other Restricted Revenue Funds (P3104).**  
**Ordinance Adopted.** The item was presented by Catherine Gwynn, Finance Director.

On June 17, 2019 City Council approved the creation of a special revenue fund for the Police Department to create more transparency in the collection and disbursement of funds received from special court allocations, storage fees, various fundraisers, donations, sale of found property, and other restricted revenue sources for the police department.

The Police department has received \$4,901.00 in various donations. It is necessary to appropriate these revenues so that the Police department may expend them according to the applicable purpose. The table below provides additional details.

Entity	Purpose	Date Received	Amount
Walmart	Shop with a Cop Donation	Dec 2023-Jan 2024	\$3,600.00
Private Citizen Donations	Donations for Community Police Services	Nov 2023-Apr 2024	\$1,301.00
	Total Revenue Appropriations		\$4,901.00

It was recommended that Council adopt the following entitled Project Budget Ordinance amendment for the Police Other Restricted Revenue Funds (P3104). *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*ORDINANCE NO. 2024-15”AN ORDINANCE AMENDING THE SPECIAL REVENUE FUND FOR THE POLICE OTHER RESTRICTED REVENUE FUND (P3104)”*

**Item R. Amending the Parks & Recreation Special Revenue Fund Ordinance (G1107).** **Ordinance Adopted.** The item was presented by Catherine Gwynn, Finance Director.

On June 15, 2020, the City Council authorized the establishment of a special revenue fund to track the various donations and sponsorships in which the donor/sponsor has requested that the funds be spent on various special programs sponsored by Parks & Recreation.

Parks and Recreation have received several donations and sponsorships related to sports tourism totaling \$13,978.60.

Communities Supporting Schools	\$ 250.00
Adrian Worrell (Swim Lessons)	\$ 500.00
NC Tennis Association	\$ 4,000.00
Capital Area Soccer League, Inc/NCFC Youth	<u>\$ 9,228.60</u>
Total	\$13,798.60

These revenues need to be appropriated to support expenditures within the scope of the fund.

It was recommended that the following entitled Grant Project Budget Ordinance to amend the Parks & Recreation Special Revenue Fund (G1107) be adopted. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*ORDINANCE NO. 2024-16 “AN ORDINANCE AMENDING THE GRANT PROJECT BUDGET FOR THE PARKS & RECREATION SPECIAL REVENUE FUND (G1107)”*

**Item S. Establishing a Grant Project Fund Ordinance – Big Ditch Restoration (~~S1109~~T2202).** *Ordinance Adopted.* The item was presented by Catherine Gwynn, Finance Director.

Council adopted a Goldsboro Community Floodprint as presented by NC State University Coastal Dynamic Design Lab at the November 6, 2023 meeting. The City of Goldsboro recognized the need to improve its infrastructure and restore the Big Ditch stream corridor between South John Street and East Chestnut Street and was awarded a grant through the NC State Appropriations Act of 2023. Council accepted the award of \$2,000,000.00 by resolution on November 23, 2023. The grant will be spent to improve the floodplain which includes a 2,300 linear foot reach of the Big Ditch corridor, upgrade three culvert/bridge conditions and create a floodplain park with the Elmwood Community.

State and Federal grant requirements call for the City to establish a means of tracking the expenditures for Single Audit purposes so that external auditors can verify compliance with the various Federal and State grant guidelines in the compliance supplements. The purpose of this project qualifies as a grant project under G.S. § 159-13.2, and staff requests that the Council appropriate expenditures in the amount of \$2,000,000.00. This will be funded with State grant revenue.

It was recommended that the following entitled Grant Project Ordinance for the Big Ditch Restoration Project (~~S1109~~T2202) be adopted for \$2,000,000.00.

Ms. Gwynn stated there is an error and S1109 should be changed to T2202.

*Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*ORDINANCE NO. 2024-17 “AN ORDINANCE CREATING THE GRANT PROJECT FUND FOR THE BIG DITCH STREAM RESTORATION (S1109)”*

**Item T. Amending a Grant Project Fund Ordinance -American Rescue Plan Act of 2021 (R1107).** *Ordinance Adopted.* The item was presented by Catherine Gwynn, Finance Director.

On March 11, 2011, the American Rescue Plan Act of 2021 (ARP) was signed into law by President Biden. The \$1.88 trillion dollar coronavirus relief package allocated \$350 billion dollars in state and local fiscal recovery funds of which \$2.034 billion dollars was allocated directly to North Carolina counties and \$1.3 billion dollars was allocated to municipalities. There is no match required for the grant.

The City of Goldsboro, as an entitlement city, will received a total of \$8,813,514 directly from the federal government as part of the \$1.3 billion dollar allocation to North Carolina municipalities. The funds were disbursed in two tranches with 50% provided in May 2021 and the second delivered 12 months later. Funds are required be spent by December 31, 2024, unless an extension of time is granted by the federal government.

On May 17, 2021, City Council formally accepted the federal grant funds, and named staff as authorized representative to request the funding from the U.S. Treasury. On June 21, 2021, the City Council authorized the creation of a grant project ordinance to track the \$8.8M allocation to the city. On March 7, 2022, authorized an amendment to the grant project ordinance to allocate all grant funds towards lost public sector revenue to be used for the provision of government services personnel and benefits in accordance with Council approval on February 22, 2022.

At this time, all funds have been expended through allocations to payroll expenses and the budget amendment reflects interest income to be transferred to the general fund. Staff recommends that the Grant Project Fund for (R1107) be closed effective June 30, 2024.

It was recommended that the following entitled grant project ordinance amendment for the American Rescue Plan Act of 2021 Special Revenue Fund (R1107) be adopted. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*ORDINANCE NO. 2024-18 “AN ORDINANCE AMENDING THE GRANT PROJECT FUND FOR THE AMERICAN RESCUE PLAN ACT OF 2021 (ARP) SPECIAL REVENUE FUND (R1107)”*

**Item U. Donation of used holsters to Wayne Community College Basic Law Enforcement Training.**  
**Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

The City of Goldsboro owns Safari Land duty holsters that have served their useful life and have been replaced with new holsters, making these holsters obsolete and surplus.

General Statute 160A-280 establishes that (a) A city may donate to another governmental unit with the United States, any personal property, including supplies, materials, and equipment, that the governing board deems to be surplus, obsolete, or unused. The governing board of the City shall post a public notice at least five days prior to the adoption of a resolution approving the donation. The resolution shall be adopted prior to making any donation of surplus, obsolete, or unused property.

The Police Department is now using pistol mounted weapon lights. This change required new holsters to accommodate the pistol with the light attached. This made the old holsters obsolete and surplus property. The request is to donate 20 right hand and 5 left hand holsters to Wayne Community College for use in the Basic Law Enforcement Training Program. The remainder of the old holsters will be submitted to the Finance Department as surplus property.

It was recommended the Council authorize the donation of holsters to Wayne Community College to further the partnership between the City of Goldsboro and Wayne Community College. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-58 “A RESOLUTION DONATING SURPLUS PERSONAL PROPERTY TO WAYNE COMMUNITY COLLEGE BASIC LAW ENFORCEMENT TRAINING”*

**Item V. Agreement Addendum for Financial Advisory Services.** **Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

The City of Goldsboro has had an existing agreement for Financial Advisory Services with Davenport & Company LLC since September 21, 2009. Davenport is currently providing an Agreement Addendum for proposed updates to our existing Financial Advisory Agreement.

- This Agreement Addendum will provide and assist with the following:
- 1) Advisory & consulting services and non-transaction related services
  - 2) Transaction related services
  - 3) Additional fees and expenses
  - 4) Inflation adjustment allowances

A copy of the draft revised agreement provided by Davenport is part of the agenda packet. City staff has requested that the following provisions be added to this agreement before execution:

- Governing Law
- E-Verify requirement
- Iran Divestment requirement
- Divestment from companies that boycott Israel

The revision calls for the increase of the annual retainer from \$30,000 to \$35,000. Davenport provides important financial advice, and debt analysis and modeling which will be even more crucial in years to come as the City will be required to take on significant debt for utility improvements and for city facility improvements. They also provide continuity as there are changes in the board and upper management. Davenport would continue advisory services and assist the City of Goldsboro with financing options. The proposed updates will be effective July 1, 2024.

It was recommended that Council adopt the following entitled Resolution authorizing the Interim City Manager and Finance Director to enter into the revised contract with Davenport & Company, LLC.

Councilman White recommended adding verbiage regarding negligence to the contract.

*Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-59 “RESOLUTION AUTHORIZING THE INTERIM CITY MANAGER AND FINANCE DIRECTOR TO EXECUTIVE A CONTRACT WITH DAVENPORT AND COMPANY LLC”*

**Item W. Resolution authorizing City officials to execute a memo of understanding with the Housing Authority of the City of Goldsboro for the use of the city fuel pumps.** **Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.



The City has allowed the Housing Authority of the City of Goldsboro (HACG) access to use the city fuel pumps. The City bills the HACG in arrears and charges the weighted average cost of the fuel plus a \$.05/per gallon administrative fee. City staff researched available city records and cannot find an agreement or memo of understanding for the use of the city fuel pumps. Staff has communicated with the HACG and they do not have an agreement addressing the use of the city fuel pumps.

The Finance department through the Procurement division has been working on the conversion of the fuel tracking and billing since March, 2023. The transactions are currently monitored through the RTA system managed by Public Works Garage. When Finance took over the management of the fuel system and purchases last spring, one of the goals was to upgrade the fuel tracking and billing system to a cloud version to provide more detailed information and access to the user departments.

In the process of this upgrade to the hardware and software of the fuel tracking and billing, we became aware that there was no formal memo of understanding with the HACG about the use of the city fuel system. We have worked with the Director Anthony Goodson over the past six months to develop a mutually agreeable arrangement. Mr. Goodson has provided the attached signed MOU.

The MOU defines the responsibilities of the City and the HACG. It increases the administrative Fee from \$.05 per gallon to \$.09 per gallon. The fee will be allocated as \$.07 for capital maintenance of the fuel island and systems, and \$.02 for administrative and overhead costs related to the maintenance and upkeep of the system, software. There will be an internal service fund created with the FY25 budget to capture the activity of the fuel system and to ensure that the net equity accumulated in the fund for capital is kept separate from the General Fund.

Staff recommends that Council authorize the Interim City Manager and staff to execute the memorandum of understanding.

It was recommended that the following entitled resolution be adopted by Council authorizing the Interim City Manager and staff to execute the memo of understanding between the City and the HACG for the use of the city fuel system. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

**RESOLUTION NO. 2024-60 “A RESOLUTION TO AUTHORIZE THE INTERIM CITY MANAGER AND STAFF TO EXECUTE DOCUMENTS NECESSARY RELATED TO THE MEMO OF UNDERSTANDING WITH THE HOUSING AUTHORITY OF THE CITY OF GOLDSBORO FOR THE USE OF THE CITY FUEL SYSTEM”**

**Item X. SET PUBLIC HEARING Non-Contiguous (Satellite) Annexation Petition – Mallard Oil Company – Corner of N. US 117 Hwy. and Tommys Rd. Public Hearing Set for June 3, 2024.** The item was presented by Kenny Talton, Assistant Planning Director.

Tax Parcel #: 3600-49-0841

Acreage: 6.74

The City Council, at their meeting on April 1, 2024, requested that the City Clerk examine the subject voluntary non-contiguous annexation petition for sufficiency.

On April 3, 2024, the City Clerk completed the examination and determined that the petition is sufficient. Sufficiency indicates that the proposed area for annexation meets the standards for noncontiguous annexation as specified in G.S. 160A-58.1 Petition for annexation; standards and as follows:

1. The petition includes a metes and bounds description of the area proposed for annexation and has attached a map showing the proposed satellite area in relation to the primary corporate limits;
2. The petition includes the signatures of all owners of real property lying in the area described therein;
3. The nearest point on the proposed satellite corporate limits must be not more than three miles from the primary corporate limits of the annexing city;
4. No point on the proposed satellite corporate limits may be closer to the primary corporate limits of another city than to the primary corporate limits of the annexing city;
5. The area must be situated that the annexing city will be able to provide the same services within the proposed satellite corporate limits that it provides within its primary corporate limits;
6. The area within the proposed satellite corporate limits, when added to the area within all other satellite corporate limits, may not exceed 10% of the area within the primary corporate limits of the annexing city.

Pursuant to G. S. 160A-58.2, Council shall fix a date for public hearing on the annexation once the petition is considered sufficient by the City Clerk.

The Notice of Public Hearing would be scheduled for June 3, 2024, as the date for the public hearing. A report prepared by the Planning Department, in conjunction with other City departments, will be submitted to the Council on that date.

It was recommended that Council schedule a public hearing for the proposed voluntary non-contiguous annexation of Mallard Oil Company June 3, 2024. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

**Item Y. Request authorization to purchase a Ford F-150 Pickup Truck. Resolution Adopted.** The item was presented by Rick Fletcher, Public Works Director.

The Public Works Solid Waste Division currently has a 1997 Ford Extended Bed pickup truck with a liftgate that is used every day—primarily to deliver and retrieve residential refuse and recycle roll out containers. It is the oldest vehicle in the Solid Waste fleet and has become unreliable. Although it has been included in the last several budgets to be replaced, it has never made it through the final budget cut.

Performance Automotive in Clinton NC has a 2024 F-150 Extended Bed pickup truck readily available for purchase through state contract for \$40,000. Residual funds are available in the current FY24 Public Works Solid Waste budget to cover the total cost.

It was recommended that Council approve the purchase of a 2024 F-150 Extended Bed pickup truck from Performance Automotive, through state contract, for \$40,000 using FY24 residual Public Works Solid Waste funds. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

**RESOLUTION NO. 2024-61 “RESOLUTION OF INTENT TO PURCHASE A F-150 EXTENDED CAB PICKUP TRUCK”**

**Item Z. Request authorization to have a perimeter fence installed around the City’s solid waste transfer station. Resolution Adopted.** The item was presented by Rick Fletcher, Public Works Director.

The Public Works Solid Waste Division operates and maintains the City’s solid waste transfer station located at 903 Brick Street. The transfer station is used daily to receive, compact and transport all Municipal Solid Waste collected within the City. The compound is not secure and has been experiencing a steady increase in the number of unauthorized people trespassing. A pressure washer was recently stolen and vandalized, and a Case Excavator was damaged when the trespassers tried to force the locked door open. The estimated value of the machinery and equipment kept onsite is over \$2M. Additionally, there are liability and safety concerns associated with trespassers gaining unthwarted access to the compound.

The most practical means of securing the compound would be to install a perimeter fence. We have requested and received multiple quotes to install over 3,000 linear feet of fence with vehicle access gates, including an automated gate at the main entrance. Based on the quotes received, the estimated cost is \$55,500. We do have residual funds available in the current FY24 Public Works Solid Waste budget to cover the total cost.

It was recommended that Council approve the installation of a new perimeter fence, with an automated main entrance gate, for \$55,500 using FY24 residual Public Works Solid Waste funds. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

**RESOLUTION NO. 2024-62 “RESOLUTION OF INTENT TO INSTALL A PERIMETER FENCE AROUND THE CITY’S SOLID WASTE TRANSFER STATION”**

**Item AA. Resolution Approving a Lease Agreement for the Travel and Tourism Department. Resolution Adopted.** The item was presented by Amanda Justice, Travel and Tourism Director.

On September 29, 2023, Scott Satterfield, President of the Wayne County Chamber of Commerce sent a letter to the City Manager’s office stating their staff was growing and they needed more space to handle the traffic that enters the building as the first point of contact. The Tourism Department was offered a smaller space on the first floor, the current space is 553 square feet and the new space offered is 298 square feet. The new space can’t accommodate offices and the visitor center.

The Tourism Department Director and Interim City Manager have looked at multiple locations and feels this property at 119 North Center Street will be a good location for the Tourism Office and Visitor Center. The current lease for 119 North Center Street would be for 3 years beginning July 1, 2024.

The space is 2,151 square feet. Travel and Tourism would be responsible for the monthly rent of \$2,000 and 55% of the electric bill beginning July 1, 2024-June 30, 2025, \$2,100 per month plus 55% of the electric bill beginning July 1, 2025-June 30th2026, and \$2,200 per month plus 55% of the electric bill July 1, 2026-June 30th, 2027. The Landlord has a list of upgrades that he agreed to do.

It was recommended that Council adopt the following entitled resolution approving a lease agreement with Wooten Development for office/visitors center space for the Travel and Tourism Office and authorize the Interim City Manager to sign the contract with Wooten Development. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-63 “RESOLUTION APPROVING A LEASE AGREEMENT FOR THE TRAVEL AND TOURISM DEPARTMENT”*

**Item BB. Revision of the Lease and Resolution for Balanced Choice Cafe at the Goldsboro Golf Course and Event Center. Resolution Adopted.** The item was presented by Laura Getz, City Clerk.

On January 23, 2023, Council adopted a resolution approving a lease agreement with Balanced Choice Vending LLC at the Goldsboro Golf Course and Event Center.

The City Clerk received an email on April 15, 2024 from Mr. John Brathwaite requesting to revise the lease and resolution to the name Balance Choice Café, LLC. Mr. Brathwaite stated it was a requirement of the ABC Commission that the name be changed to Balance Choice Café instead of Balanced Choice Vending.

It was recommended that Council approve the following entitled resolution amending Resolution 2023-3 to read Balance Choice Café, LLC instead of Balanced Choice Vending, LLC. and authorizing the City Manager to revise the lease agreement signature page, changing the name of the company. *Consent Agenda Approval. Weeks/Boyette (7 Ayes)*

*RESOLUTION NO. 2024-64 “RESOLUTION AMENDING RESOLUTION 2023-3, A LEASE AGREEMENT WITH BALANCED CHOICE VENDING LLC”*

**Item CC. Creation of a Council Appointment Committee.** The item was presented by Laura Getz, City Clerk with comments by Mayor Gaylor.

Mayor Pro Tem Matthews made a motion to remove item CC from the Consent Agenda and move it to Items Requiring Individual Action. The motion was seconded by Councilwoman Taylor and unanimously approved.

**End of Consent Agenda.**

**Items Requiring Individual Action**

**Item CC. Creation of a Council Appointment Committee. Rejected.** The item was presented by Laura Getz, City Clerk.

The City Council appoints citizens and members of the community to various boards, commissions and committees.

The council shall appoint from its members an appointment committee of two council members and the Mayor Pro Tem as the Chair. The Appointment Committee will meet at such times and places as designated by the Mayor Pro Tem with all members in attendance.

The Appointment Committee shall help recruit, evaluate, and ultimately make recommendations to the Council the names of nominees to all the boards and commissions of the organizations for which City Council is charged with appointing such boards. The Appointment Committee shall submit names of nominees to the Council for consideration.

Staff recommended Council adopt the following entitled Resolution creating a Council Appointment Committee and approving the attached Appointment Committee Rules of Procedure.

The Mayor and Council discussed the proposed appointment committee.

Councilman White made a motion to reject the creation of a Council Appointment Committee. The motion was seconded by Councilwoman Taylor. Mayor Pro Tem Matthews, Councilwoman Jones, Councilman Boyette, Councilwoman Taylor, Councilwoman Weeks and Councilman White voted for the motion. Mayor Gaylor voted against the motion. The motion passed 6:1.

**Item DD. Amending Chapter 72: Stopping, Standing, and Parking of the City of Goldsboro’s Code of Ordinances** was removed from the agenda during the work session.

**Item EE. Amending Chapter 75: Parking Schedules, of the City of Goldsboro’s Code of Ordinances. Ordinance Adopted.** The item was presented by Mayor Gaylor.

After a review of downtown parking concerns, the Downtown Development Department presented options to Council for parking management to include adding two-hour parking on Monday - Saturday from 8:30 a.m. to 5:30 p.m. on the following streets: Center Street, from Ash Street to Chestnut Street; Mulberry Street, from John Street to James Street; and Walnut Street, from John Street to James Street. Council approved the implementation of the 2-hour parking at their meeting on May 1, 2023. Meetings to discuss the parking situation downtown were also held to seek public input.

Parking enforcement was set to begin with a soft roll out on January 2, 2024. Council has had numerous discussions regarding downtown parking. At their meeting on January 22, 2024, Council approved delaying enforcement of the two-hour parking while issues were being addressed. At their meeting on March 18, 2024, Council approved delaying the enforcement for another 60 days.



A separate section for Parking Regulations in the Municipal Service District (MSD), a section for Loading Zones in the MSD and a section for ADA Compliant Parking in the MSD is also added to the ordinance.

Three-hour parking is proposed to provide citizens with an opportunity to shop, dine, and visit downtown businesses and participate in events.

It was recommended that Council adopt the following entitled Ordinance deleting the Parking Schedule adopted by Ordinance on June 5, 2023, Ordinance 2023-28 in Chapter 75, Section 75.01 and amending Chapter 75 to include the three new sections as follows: Section 75.02, Parking Regulations in the Municipal Service District, Section 75.03 Loading Zones in the Municipal Service District and Section 75.04 for ADA Compliant Parking in the Municipal Service District.

After discussion at the work session, 75.02 was removed from the proposed ordinance. Ms. Getz provided Council with an updated ordinance based on Council’s discussion at the work session.

Councilman Boyette made a motion to accept the items presented in item EE (75.03 and 75.04), as amended. The motion was seconded by Councilwoman Weeks. Mayor Gaylor, Councilwoman Jones, Councilman Boyette, Councilwoman Taylor, Councilwoman Weeks and Councilman White voted for the motion. Mayor Pro Tem Matthews voted against the motion. The motion passed 6:1.

*ORDINANCE NO. 2024-19 “AN ORDINANCE AMENDING CHAPTER 75: PARKING SCHEDULES OF THE CITY OF GOLDSBORO’S CODE OF ORDINANCES”*

**Item FF. Creating a Special Event and Street Closing Policy. Resolution Adopted.** The item was presented by Mayor Gaylor.

The Policy Regarding the use of City-Owned Property for Special Events was discussed with Council at the May 1, 2023, meeting and was adopted by resolution. The policy was revised again on March 4, 2024.

The Policy Regarding the use of City-Owned Property for Special Events has been revised to clarify the process to hold a Special Event and Street Closing.

Some of the changes listed in the revised policy are listed below:

- The City Manager will approve all street closing applications based on the criteria listed in this policy which do not require the closing of more than two blocks of Center Street, or a NC DOT maintained street.
- Recurring events granted approval for 5 consecutive years may not require City Council approval so long as the event remains substantially the same. All events require submission of an application and City Manager approval before a Special Event permit is issued.
- Application fees may be waived by the City Manager for events sponsored by the City of Goldsboro and all other application fees requested to be waived must go before the City Council. All requests for sponsorship must be approved by City Council.
- Application fees for services are listed in the policy but are no more than \$400.00.

It was recommended that Council adopt the following entitled resolution approving the Special Event and Street Closing Policy.

Councilman Boyette made a motion to approve item FF as modified and notes taken by the clerk, based on Council’s discussion during the meeting. The motion was seconded by Councilwoman Weeks. Mayor Gaylor, Councilwoman Jones, Councilman Boyette, Councilwoman Taylor, Councilwoman Weeks and Councilman White voted for the motion. Mayor Pro Tem Matthews voted against the motion. The motion passed 6:1.

*RESOLUTION NO. 2024-65 “RESOLUTION CREATING A SPECIAL EVENT AND STREET CLOSING POLICY”*

**Item GG. 5K for 5p – Temporary Street Closing. Approved.** The item was presented by Mike West, Police Chief.

An application was received from Mikayla Barfield and the 5p – Society, requesting permission to hold a 5K to raise awareness for 5p – (cri du chat) on Saturday, May 18, 2024, from 9:00 a.m. to 11:00 a.m.

At the April 15, 2024 meeting, Council tabled the item until the May 6, 2024 meeting.

The race is scheduled to begin and end on Center Street near Spruce Street. The event runs through the downtown and residential areas of Goldsboro to include Center Street, Walnut Street, Jefferson Street, and Mulberry Street. The Police, Fire, Public Works, and Downtown Goldsboro offices have been notified of this request.

The race will start and finish in the same area. The time requested for the closing is from 7:00 a.m. to 11:30 a.m. to allow for the setup, event, and dismantle.

Staff recommends approval of this request subject to the following conditions:

- 1. All intersections remain open for Police Department traffic control.
- 2. A 14-foot fire lane is maintained in the center of the street to provide access for fire and emergency vehicles.
- 3. All activities, changes in plans, etc. will be coordinated with the Police Department.
- 4. The Police, Fire, Public Works, and Downtown Goldsboro offices are to be involved in the logistical aspects of this event.

It was recommended that Council approve the street closing of sections of Center Street at Pine Street, Spruce Street, Chestnut Street, Walnut Street, and Mulberry Street for the 5K for 5p event from 7:00 a.m. to 11:30 a.m. on Saturday, May 18, 2024.

Councilwoman Jones asked why this street closing request wouldn't follow the updated policy. Mayor Gaylor and City Attorney Lawrence shared the applications that came in prior to the updated policy, would be follow the prior policy. Council discussed the street closing request.

Councilman Boyette made a motion to approve the event with a modified time of 10:00 a.m. for streets to reopen with the exception of the 200 block of Center Street. The motion died for lack of a second.

Mayor Pro Tem Matthews made a motion to approve the street closing as presented by Chief West. The motion died for a lack of a second.

Councilman Boyette made a motion to approve the street closure for the event with modified ending time for all streets to be open, with the exception of the 200 block of South Center Street (adjacent to the HUB) by 10:00 a.m. The motion was seconded by Councilwoman Jones. After further discussion, Mayor Gaylor, Councilwoman Jones and Councilman Boyette voted for the motion. Councilwoman Taylor and Councilman White did not vote, however, pursuant to NCGS G.S. 160A-75, their vote would be considered an affirmative vote. Mayor Pro Tem Matthews and Councilwoman Weeks voted against the motion. The motion passed 5:2.

**Item HH. Dillard/Goldsboro Alumni Parade – Temporary Street Closure. *Approved.*** The item was presented by Mike West, Police Chief.

The Dillard-Goldsboro Alumni & Friends, Inc. 69th Homecoming has events scheduled through the weekend to include the Dillard/Goldsboro Alumni & Friends, Inc. Annual Homecoming Parade.

The street closing request for Saturday, May 25, 2024, is as follows:

Parade Route: North on Center Street at Spruce Street to Mulberry Street, going around the traffic circle heading South on Center Street back to Spruce Street, ending at Spruce Street.

Staging Areas (streets closed for staging): Pine Street between James Street and John Street; Spruce Street between James Street and Center Street; Center Street between Elm and Center Streets.

Additional Closures recommended by the Police Department to manage traffic flow will encompass: Mulberry Street from James Street to John Street; Walnut Street from James Street to John Street; Chestnut Street from James Street to John Street; Spruce Street from James Street to John Street; Pine Street from James Street to John Street; and Center Street at Elm Street.

Parking Restrictions: No parallel parking on Center Street from Pine Street to Ash Street.

The time requested for the street closing is from 8:00am to 11:30~~pm~~ **am**. Police have indicated that traffic will be restricted from 7:00am until 9:30am and all traffic stopped at 9:30am. The actual parade will begin at 10:00am and end at approximately 12:00pm.

As with all downtown events, affected city departments will be contacted and the following concerns are to be addressed:

- 1.All intersections remain open for Police Department traffic control.
- 2.A 14-foot fire lane is to be maintained to provide access for fire and emergency vehicles.
- 3.All activities, change in plans, etc., will be coordinated with the Police Department.
- 4.The Police and Fire Departments should be involved in the logistical aspects of the Event.

It was recommended that Council grant the requested temporary street closures of the sections of Pine Street, John Street, Center Street, James Street, Spruce Street, Chestnut Street, Walnut Street, and Mulberry Street for the Dillard-Goldsboro Alumni & Friends, Inc. 69th Homecoming Parade staging area and parade route from 8:00am to 12:00~~am~~ **pm** on Saturday, May 25, 2024, as stated above.

Chief West shared there was an error in the agenda memo. The errors in the memo are noted above.

Councilman Boyette made a motion to approve Item HH as presented with the correction of the typos from p.m. to a.m. The motion was seconded by Councilwoman Jones and unanimously approved.

**Item II. Wayne County Crime Stoppers Caper Chase – Temporary Street Closing. *Approved.*** The item was presented by Mike West, Police Chief.

An application was received from the Goldsboro Wayne Crime Stoppers, requesting permission to hold their 4th Annual Wayne Crime Stoppers Caper Chase on Saturday, June 1, 2024, from 8:00am to 12:00pm. This event is to support the Goldsboro Wayne Crime Stoppers Program.

The race is scheduled to begin at Spruce Street on Center Street and end between Chestnut Street and Spruce Street on Center Street and runs through the downtown area of Walnut Street, Jefferson Street, and Mulberry Street. The Police, Downtown Goldsboro, Public Works and Parks and Recreation Departments have been notified of this request.

The race has three race routes they will be using for the 10K, 5K, and 1-mile runs. All three routes will start and finish in the same area and will have staggered start times. The time requested for the closing is from 7:30am. to 11:00am.

Staff recommends approval of this request subject to the following conditions:

1. All intersections remain open for Police Department traffic control.
2. A 14-foot fire lane is maintained in the center of the street to provide access for fire and emergency vehicles.
3. All activities, changes in plans, etc. will be coordinated with the Police Department.
4. The Police, Fire, Public Works, and Downtown Goldsboro offices are to be involved in the logistical aspects of this event.

It was recommended that Council approve the street closing of sections of Center Street at Pine Street, Spruce Street, Chestnut Street, Walnut Street, and Mulberry Street for the 4th Annual Wayne Crime Stoppers Caper Chase on Saturday, June 1, 2024, from 7:30am to 11:00 ~~pm~~ **am**.

Chief West shared there was an error in the agenda memo. The error in the memo is noted above.

Councilman White made a motion to approve Item II as corrected by Chief West during the presentation. The motion was seconded by Councilwoman Weeks and unanimously approved.

**City Manager's Report.** Interim City Manager Livingston asked Council to contact staff regarding budget work session dates. He also shared that the audit is expected to be completed before the end of this fiscal year and we will be caught up on our audits.

**Mayor and Councilmembers' Comments.**

Councilwoman Jones shared she is deeply sad regarding the five lives lost in the city. She stated her thoughts and condolences go out to the families and friends of the victims. She stated it's important that our community comes together in times of such sorrow and support for one another. She urges everyone to reach out to those around them, to offer support and comfort where it's needed and be vigilant and to watch out for signs of those that need help.

Councilman Boyette thanked city employees that are out there doing the business of the city every day and also commended Council for working diplomatically together tonight.

Councilwoman Taylor echoed what Councilwoman Jones and Councilman Boyette said as far as the lives that we've lost over the last few weeks and sent her condolences to all the family and friends. She also stated that she wanted to thank her fellow council members for working together and getting policies passed. She asked Council to stand behind her and GPD with an initiative to take back our streets and to work on seeing what we can do to show the people that are out there doing the killing, that we're not standing for it anymore.

Mayor Pro Tem Matthews said Happy Mother's Day.

Councilwoman Weeks said Happy Mother's Day and shared she attended the soft opening for the new AA building in Goldsboro at their new location at 1005 N. William Street. She shared if anyone is needing help in that area they have an amazing 12 step program. She offered her condolences to the recent victim's families and encouraged anyone who is still watching from the tent city areas or the unhoused community areas that there are resources available in our community and there are nonprofit organizations and our Police Department that is willing to help you.

Councilman White thanked all city employees and thanked the Omega Psi Phi fraternity and all others for staying at the meeting tonight. He shared that he spoke to Ted Budd's representative on Friday and asked Council to begin to look at the way ahead and focus on a strategy without the squadron instead of wishing that we keep it. He shared that he spoke to Downtown Development and thinks what they're doing is fine but has a problem with the lack of diversity that's being displayed through things that we call a community event. He shared that he received an e-mail from a constituent regarding the air conditioning at the T.C. Coley building and the hope that we can fix the AC unit soon or find another place that they





could do line dancing. He shared concerns regarding speeding on Central Heights Road especially with the two daycares and the junior high and asked if we could give a little special attention to Central Heights Road, especially when school is beginning and letting out. He shared that he had the opportunity to sit down and talk with some of the organizers about Freedom Fest and they're doing an outstanding job. He shared that in regard to the music, feels we can do better with diversity. He shared that he would like to discuss the relationship with the downtown development department versus the downtown development nonprofit. He also shared comments regarding Crossroads and Friends of Seymour and asked that we begin to think about the contract going forward.

Mayor Gaylor said Happy Mother's Day and shared this is a wonderful time of year to be in Goldsboro. He stated he is proud of the employees and if you see them, say hello. He stated we don't want the challenges in our neighborhoods, so we're going to continue doing what we have to do to support our communities. We have to have highly effective policing, neighborhood involvement, and programs for youth. He shared this was a good meeting and we got a lot of things in front of us.

There being no further business, Mayor Gaylor adjourned the meeting at 10:32 p.m.



  
Charles Gaylor, IV  
Mayor

  
Laura Getz  
City Clerk

## Public Comments Presentation to the Goldsboro City Council, NC

May 6, 2024

Charles Wright, Sr

1. **City Council; Post of minutes in a timely manner**, April 1, 2024 You Tube Council Meeting approved the minutes from the March 18, 2024. May 6, 2024 check, last meeting minutes on website were 1/8/2024
2. **City Council meetings need to include more specifics** concerning public comments, not just an overly broad general statement, (i.e. Mr. Wright presented information about the weather)
3. Mayor, City Council, Planning Commission and Historic Commission **Annual Conflict of Interest Affidavit** to include immediate family members NC G.S. 14-234
4. **Historic District Commission, minutes in a timely manner**, post to website, quasi-legal, consider auto-visual recording, consider appointing or City Council Members volunteer on a rotating basis, review membership for broader participation/diversity, practices and policy challenges that requires attention sooner rather than later.
5. **Neuse Basin Flood Resiliency Workshop**, Monday, April 29 at La Grange, revise existing action plans NC Department Of Environmental Quality (DEQ) Flood Resiliency Plan , \$95 million, Wayne County 10%, \$9.5, Goldsboro, \$3.250 million, establish **top 5 project list**
6. **Community Advisory Committee (CAC)** Friday, May 17, 12:00 -1:30 PM 510 N. Queen St. Kinston Library, or a virtual option. NC Office of Recovery and Resiliency, (NCORR), NC Department of Public Safety. Establish **top 5 project list**.

MINUTES OF THE MEETING OF THE GOLDSBORO CITY COUNCIL  
MAY 20, 2024

**WORK SESSION**

The Mayor and City Council of the City of Goldsboro, North Carolina met in a Work Session in the Large Conference Room, City Hall Addition, 200 North Center Street, Goldsboro, North Carolina at 5:00 p.m. on May 20, 2024.

**Call to Order.** Mayor Gaylor called the meeting to order at 5:00 p.m.

**Roll Call.**

Present: Mayor Charles Gaylor, IV, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilman Chris Boyette  
Councilwoman Jamie Taylor  
Councilwoman Beverly Weeks  
Councilman Rod White

Also Present: Matthew Livingston, Interim City Manager  
Ron Lawrence, City Attorney  
Laura Getz, City Clerk

Absent: Councilwoman Hiawatha Jones

**Adoption of the Agenda.** Mayor Gaylor requested the addition of Item O, Approval of an Agreement to Maintain a Drainage Easement, to Items Requiring Individual Action. Councilwoman Weeks made a motion to adopt the amended agenda. The motion was seconded by Councilman Boyette and unanimously approved. Council adopted the agenda as amended.

**New Business.**

***Work session Item a. City Manager’s FY24-25 Recommended Budget Presentation.***

Matt Livingston, Interim City Manager reviewed the first four (4) slides in the FY24-25 Recommended Budget presentation.

Catherine Gwynn, Finance Director shared the public hearing on the budget will be held on June 3. She asked Council what kind of budget work sessions or discussions they would like to have prior to June 3 and what types of meetings or work sessions they would like to have from June 3- June 17.

Mrs. Gwynn presented the City Manager’s FY24-25 Recommended Budget attached as *Exhibit A*, beginning on Page 5.

Ms. Gwynn shared there was an error in the recommended budget book on page 35. The number shown is 18 cents and should read 15 cents. The figures are correct but should reflect 15 cents.

The Mayor, Council, Interim City Manager and Finance Director made comments related to the industrial sewer rate, frozen positions, and ARPA funding.

Interim City Manager Livingston presented slide 45, Board Strategic Priorities.

Mrs. Gwynn resumed the presentation with slide 46.

Mrs. Gwynn reviewed next steps on slide 80.

Interim City Manager Livingston thanked the Finance team and department heads for their work with the budget.

***Work session Item b. City Manager’s FY24-25 Recommended Budget Work Session.***

Mayor Pro Tem Matthews shared concerns that the requested fire truck was not funded in the proposed budget.

The Council discussed the requested fire truck to include the differences between quick build and spec build.

Mrs. Gwynn shared if Council provides consensus, the fire truck would be part of a capital project budget. She would add a second truck to the project fund for the current fire truck. She shared if Council agrees, we can bring back an amendment so that they can go ahead and order the fire truck.

The Council consensus was for Mrs. Gwynn to bring a capital project amendment to the next meeting.



Mayor Pro Tem Matthews discussed street paving. Interim City Manager Livingston shared his goal for the coming months is to develop the CIP and do bonds. He shared we prioritize the streets and base it on the pavement conditions.

Interim City Manager Livingston shared he would have Engineering do a report on street paving.

The Council discussed future work sessions. The clerk will work with the Council to schedule a budget work session.

Mayor Gaylor shared comments regarding the proposed budget. Mrs. Gwynn shared the current audit should be presented by the second meeting in June.

Mayor Gaylor recessed the meeting at 6:51 p.m.

**CITY COUNCIL MEETING**

The City Council of the City of Goldsboro, North Carolina, met in Regular Session in Council Chambers, City Hall, 214 North Center Street, at 7:00 p.m. on May 20, 2024.

Mayor Gaylor called the meeting to order at 7:00 p.m.

Archbishop Anthony Slater provided the invocation. The Pledge of Allegiance followed.

**Roll Call.**

Present: Mayor Charles Gaylor, IV, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilman Chris Boyette  
Councilwoman Jamie Taylor  
Councilwoman Beverly Weeks  
Councilman Rod White

Also Present: Matthew Livingston, Interim City Manager  
Ron Lawrence, City Attorney  
Laura Getz, City Clerk

Absent: Councilwoman Hiawatha Jones

**Presentations.**

**Item A. Goldsboro Youth Council Senior Recognition.** Felecia Williams, Community Relations and Development Director recognized the following students from the Goldsboro Youth Council:

Amiya Artis- Eastern Wayne High School  
Ethan Carlyle- Charles B. Aycock High School  
Chandler DeVaul- Wayne Christian School  
Oliver Thomas- Wayne Christian School

Mayor Gaylor thanked Ms. Williams and shared comments regarding the Mayor’s Youth Council.

**Item B. Resolution Expressing Appreciation for Services Rendered by Joy Newell as an Employee of the City of Goldsboro for More Than 16 years. Resolution Adopted.** Joy Newell retires on May 31, 2024, as a Customer Service Supervisor, with more than 16 years of service with the Finance/Revenue Department. Joy began her career on December 27, 2007, as a Collections Specialist with the Finance/Revenue Department. On January 8, 2014, Joy was reclassified to Customer Service Representative with the Finance/Revenue Department. Beginning April 7, 2016, Joy served as Interim Customer Service Supervisor with the Finance/Revenue Department. On October 24, 2016, Joy was promoted to Customer Service Supervisor with the Finance/Revenue Department, where she has served until her retirement. Joy has proven herself to be a dedicated and efficient public servant who has gained the admiration and respect of her fellow workers and the citizens of the City of Goldsboro. The Mayor and City Council of the City of Goldsboro are desirous, on behalf of themselves, City employees, and the citizens of the City of Goldsboro, of expressing to Joy Newell their deep appreciation and gratitude for the service rendered by her to the City over the years and offer Joy Newell our very best wishes for success, happiness, prosperity, and good health in her future endeavors.

This Resolution shall be incorporated into the official Minutes of the City of Goldsboro, and shall be in full force and effect from and after this 20th day of May, 2024.

Councilman Boyette made a motion to adopt the retirement resolution. The motion was seconded by Councilwoman Weeks and unanimously approved.

**RESOLUTION NO. 2024-66 “RESOLUTION EXPRESSING APPRECIATION FOR SERVICES RENDERED BY JOY NEWELL AS AN EMPLOYEE OF THE CITY OF GOLDSBORO FOR MORE THAN 16 YEARS”**

**Item C. National Travel and Tourism Week Proclamation.** Read by Mayor Gaylor: The Goldsboro City Council proclaims the week of May 19-25, 2024 as NATIONAL TRAVEL AND TOURISM WEEK in Goldsboro, North Carolina in recognition of the unique significance of the travel and tourism industry in the lives of the citizens of Goldsboro, Wayne County and call upon the people of Goldsboro, Wayne County to observe this week with appropriate ceremonies and activities.

Mayor Gaylor presented the proclamation to Amanda Justice, Travel and Tourism Director. Mrs. Justice shared the Travel and Tourism office will be moving to 119 North Center Street in July.

**Item D. HOME-ARP Plan B Proposal.** The item was presented by Felecia Wiliams, Community Relations and Development Director and is attached as *Exhibit B*.

Councilwoman Weeks asked if the non-profits are required to have an annual audit. Ms. Williams shared that according to a HUD federal regulation, an agency that expends more than \$750,000 in a fiscal year (and we would have to have financial records), we would require an audit. Ms. Williams shared information regarding required financial records and audits.

Ms. Williams shared she will come back to a meeting next month with dollar amounts to go with the two activities.

**Ceremonial Documents.**

**Item E. A Proclamation Showing Appreciation for the Heroic Efforts of Seymour Johnson Air Force Base’s 335th Fighter Squadron.** Read by Mayor Gaylor: The Goldsboro City Council proclaims its admiration and appreciation for the men and women of the 335TH Fighter Squadron and all of those stationed at Seymour Johnson Air Force Base for their heroic efforts every day, and urges the President, the Secretary of Defense, and the Secretary of the Air Force, to keep the F-15E Strike Eagles at Seymour Johnson Air Force Base.

**Public Hearings.**

**Item F. SU-11-24 David Ocampo – East side of South Berkeley Boulevard between Ash Street and Elm Street. Public Hearing Held and Findings Adopted.** The item was presented by Mark Helmer, Planning Director, after being properly sworn in.

The applicant is requesting a Special Use Permit for the expansion of an existing tattoo studio.

Frontage: 168.89 ft.

Depth: 272.56 ft.

Area: 45,085 sq. ft. or 1.04 acres

Zoning: General Business

The site is located within a commercial strip center that contains 14 individual units. The unit currently occupied by the applicant is approximately 1,600 sq. ft. (20 ft. by 80 ft.) in area and addressed as 112P and 112Q South Berkeley Boulevard.

The applicant operates an existing tattoo parlor at 112Q<sup>P</sup> S. Berkeley Boulevard. He provides tattoo services that caters to professionals, including servicemen from the SJAFB. He desires to expand his business into the adjacent space which will allow for 4 additional artist chairs.

Mr. Helmer stated the applicant is Keith Hatch and the Land Use Designation is Mixed Use 1.

The site is accessed by one 20 ft. wide, two-way curb cut from S. Berkeley Boulevard.

The applicant has submitted a floor plan for the tattoo parlor identifying a total of 8 workstations, a breakroom and lobby area and restrooms for customers and employees of the facility.

There are a total of 45 parking spaces (including two handicapped spaces) on the site. Based on the existing uses within the commercial strip center, a sufficient amount of parking spaces are available to serve the entire commercial development.

Days/Hours of Operation: M-F: 12p.m. to 8 p.m.

No. of Employees: 5

Since no expansion of the building footprint is proposed, the applicant will not be required to bring the site into compliance with existing development standards.

Planning staff recommends approval of the request to expand an existing tattoo studio into the adjacent retail space in accordance with the finding of fact for a special use permit.

Due to the nature of this proposal, TRC was not asked to review.

The City Council is requested to conduct a public hearing and make a decision in accordance with each of the four findings of fact for a special use permit. The worksheet for the four findings and staff’s comments related to each finding are available for review in the agenda packet.

Mayor Gaylor opened the public hearing. No one spoke and the public hearing was closed.

City Council entered into deliberation and voted on each of the four findings in order to determine whether or not the Special Use Permit should be issued.

1. Councilman Boyette made a motion that the use will not materially endanger the public health or safety. The motion was seconded by Councilwoman Weeks and unanimously approved.
2. Mayor Pro Tem Matthews made a motion that the use will not substantially injure the beneficial use of adjoining or abutting property. The motion was seconded by Councilwoman Taylor and unanimously approved.
3. Councilwoman Taylor made a motion that the use will be in harmony with existing development and uses within the area in which it is located. The motion was seconded by Councilman Boyette and unanimously approved.
4. Councilwoman Weeks made a motion that the use will be in general conformity with the City of Goldsboro Comprehensive Land Use Plan. The motion was seconded by Councilman Boyette and unanimously approved.

Mayor Gaylor stated SU-11-24 passes.

**Item G. Economic Development Agreement between the City of Goldsboro and Wayne County regarding properties in the ParkEast Industrial Park. *Public Hearing Held and Resolution Adopted.*** The item was presented by Matt Livingston, Interim City Manager.

Wayne County Development Alliance, Inc. (WCDA) and Wayne County are in negotiation with Project Blend/Feed for the industrial development of Lots 7 and 9 in ParkEast. Select Genetics has secured Lot 18 in ParkEast and intends to build a hatchery. WCDA is in the process of constructing two Shell buildings on the parcel identified as Wayne County PIN 351991580 in ParkEast.

NCGS §160A-461 et. seq. authorizes two or more local government units to enter into contracts or agreement with each other in order to execute any undertaking.

The County agrees to convey property to the North Carolina Railroad Company across Lot 7 of ParkEast for a railroad track to be constructed serving Project Blend/Feed and Select Genetics. The City agrees to consider certain economic incentives on a case-by-case basis.

The City agrees not to annex ParkEast Lot 7, ParkEast Lot 9, ParkEast Lot 18, and the parcel identified as Wayne County PIN 351991580. In exchange for that agreement, the County agrees to share equally with the City the general County ad valorem taxes on the real and personal property collected from said property.

The City shall provide water and sewer to the properties. The City shall also provide an economic development incentive agreement to Project Blend/Feed and Select Genetics in an amount equal to the system development fees that would be charged to these two companies.

It was recommended that Council adopt the following entitled Resolution approving the Economic Development Agreement between the City of Goldsboro and Wayne County, after the public hearing is held.

Mayor Gaylor shared information regarding the proposed agreement. Councilman White asked that the agreement be clarified to state that water and sewer rates are outside of the city limit rates.

Mayor Gaylor opened the public hearing. No one spoke and the public hearing was closed.

Councilman Boyette made a motion to approve Item G. Economic Development Agreement between the City of Goldsboro and the County of Wayne along with the recommended addition of wording by Councilmember White. The motion was seconded by Councilwoman Weeks and unanimously approved.

**RESOLUTION NO. 2024-67 “RESOLUTION APPROVING AN ECONOMIC DEVELOPMENT AGREEMENT BETWEEN THE CITY OF GOLDSBORO AND WAYNE COUNTY REGARDING PROPERTIES IN THE PARKEAST INDUSTRIAL PARK”**

**Public Comment Period.** Mayor Gaylor opened the public comment period. The following people spoke:

1. Kaytlyn Williams shared comments regarding the street closure policy and street markets. (Full comments are available on YouTube at 2:47.)
2. Amber Long shared concerns regarding downtown parking. (Full comments are available on YouTube at 2:49.)
3. Phyllis Merritt-James shared comments regarding the proposed budget. (Full comments are available on YouTube at 2:53.)

No one else spoke and the public comment period was closed.

**Consent Agenda – Approved as Recommended.** Interim City Manager Matt Livingston presented the Consent Agenda. All items were considered to be routine and could be enacted simultaneously with one motion and a roll call vote. If a Councilmember so requested, any item(s) could be removed from the Consent Agenda and discussed and considered separately. In that event, the remaining item(s) on the Consent Agenda would be acted on with one motion and roll call vote.

Councilman Boyette moved the items on the Consent Agenda, Items H-L be approved. The motion was seconded by Councilwoman Taylor. A roll call vote resulted Mayor Gaylor, Councilman Boyette, Councilwoman Taylor, and Councilwoman Weeks voting in the affirmative. Mayor Pro Tem Matthews and Councilman White voted against the motion. Mayor Gaylor declared the Consent Agenda approved.

The items on the Consent Agenda were as follows:

**Item H. Amending Chapter 52: Water Regulations of the City of Goldsboro’s Code of Ordinances.**  
**Ordinance Adopted.** The item was presented by Richard Hamilton, Public Utilities Deputy Director.

Currently under ordinance 52.17 and 52.18 the City Manager has the authority to issue a Declaration of Voluntary Conservation which shall be published in a newspaper of general circulation in the area which qualifies under GS 1-597, and may be publicized through the general news media, radio, cable tv, or any other appropriate method for making such information public. In the case of a drought, the trigger for the Declaration of Voluntary Conservation is reaching a water level of 52.00 feet Mean Sea Level (MSL) at the Neuse River Intake Structure. A Declaration of Mandatory Conservation shall be imposed when the level of the Neuse River Intake Structure reaches 50.00’ MSL.

The proposed changes would affect the trigger limits for both the voluntary and mandatory conservation thresholds. For voluntary conservation thresholds city staff request that the trigger be changed from 52’ MSL to 51.5’ MSL for 7 consecutive days. Staff also request that the mandatory conservation trigger limit be changed from 50’ MSL to at or below 50’ MSL for 3 consecutive days. The rationale behind these suggested changes is since 2018 when the current Water Shortage Response Ordinance was enacted, the flood control structure upstream from the NRPS was modified and raised by the Army Corps of Engineers. This modification in conjunction with established minimum release requirements from Falls Dam help us to maintain a more consistent minimum river depth at our intake. These new adjustments more accurately reflect the anticipated minimum water flows.

It was recommended that Council adopt the following entitled Ordinance amending Chapter 52: Water Regulations of the City of Goldsboro’s Code of Ordinances. *Consent Agenda Approval. Boyette/Taylor (4 Ayes/2 Nays)*

**ORDINANCE NO. 2024-20 “AN ORDINANCE AMENDING CHAPTER 52: WATER REGULATIONS OF THE CITY OF GOLDSBORO’S CODE OF ORDINANCES”**

**Item I. Amending Chapter 53: Water and Sewer Systems of the City of Goldsboro’s Code of Ordinances.**  
**Ordinance Adopted.** The item was presented by Matt Livingston, Interim City Manager.

City Ordinance 53.17, last amended September 18, 2023, states the conditions for making water and sewer connections for residential, commercial, and industrial property that is not located within the city limits. For industrial property (paragraph (B)(3)): “An industry requesting access to water and sewer lines will be granted such access upon execution of a formal agreement with the city to file a petition for voluntary annexation on or before the date occupancy begins.”

It is a standard practice for cities to request voluntary annexation upon satisfactory provision of water and sewer services for residential, commercial, and industrial property not located within the city limits. There are instances where new development is requesting not to be required to annex in order for the development to occur. A water and sewer agreement with an industrial customer that includes voluntary annexation may also include economic development incentives.

City management recommends City Ordinance 53.17 paragraph (B) for industrial property be modified to state: (6) The following parcels are exempt from the annexation requirement set forth above: ParkEast Lot 7, ParkEast Lot 9, ParkEast Lot 18 and the parcel in ParkEast identified as Wayne County PIN 351991580. *Consent Agenda Approval. Boyette/Taylor (4 Ayes/2 Nays)*

**ORDINANCE NO. 2024-21 “AN ORDINANCE AMENDING CHAPTER 53: WATER AND SEWER SYSTEMS OF THE CITY OF GOLDSBORO’S CODE OF ORDINANCES”**

**Item J. Amending Chapter 72: Stopping, Standing and Parking, of the City of Goldsboro’s Code of Ordinances.**  
**Ordinance Adopted.** The item was presented by Laura Getz, City Clerk.

After a review of downtown parking concerns, the Downtown Development Department presented options to Council for parking management. Council approved the implementation of timed parking at their meeting on May 1, 2023. Parking enforcement was set to begin with a soft roll out on January 2, 2024. Council has had numerous discussions regarding downtown parking. At their meeting on January 22, 2024, Council approved delaying enforcement of the timed parking while issues were being addressed. At their meeting on March 18, 2024, Council approved delaying the enforcement for another 60 days.

At their meeting on May 6, 2024, Council approved removing Saturdays from timed parking restrictions and clarified the moving of a vehicle from the same block to the same parking space.

After a review of Chapter 72, several sections need to be updated and clarified.



The proposed revisions include: 72.26, removing Saturdays from timed parking restrictions and clarifying the moving of a vehicle from the same block to the same parking space; 72.27, removing Saturdays from timed parking restrictions and clarifying the moving of a vehicle from the same block to the same parking space; 72.28, clarifying the moving of a vehicle from the same block to the same parking space; 72.90, clarifying marking vehicles; 72.93, clarifying the appeals process; 72.99, stating the violation for timed parking and other clerical revisions.

It was recommended that Council adopt the following entitled Ordinance amending Chapter 72, sections 72.26, 72.27, 72.28, 72.90, 72.93, and 72.99 of the Code of Ordinances. *Consent Agenda Approval. Boyette/Taylor (4 Ayes/2 Nays)*

*ORDINANCE NO. 2024-22 “AN ORDINANCE AMENDING CHAPTER 72: STOPPING, STANDING AND PARKING OF THE CITY OF GOLDSBORO’S CODE OF ORDINANCES”*

**Item K. Amending Chapter 98: Streets and Sidewalks, of the City of Goldsboro’s Code of Ordinances. Ordinance Adopted.** The item was presented by Laura Getz, City Clerk.

At their meeting on May 6, 2024, Council approved the Special Event and Street Closing Policy.

The City of Goldsboro recognizes the need to maintain correct descriptions of the City’s Code of Ordinances. Several sections in Chapter 98 need to be revised to accurately reflect the updated Special Event and Street Closing Policy.

After a review of Chapter 98, City staff recommend changing the title of Chapter 98: Parades, Demonstrations, and Street Events, to Parades, Demonstrations, Street Closings, and Special Events and amending sections 98.80, 98.81, and 98.82 to reflect the updated Special Event and Street Closing Policy.

It was recommended that Council adopt the following entitled Ordinance amending the title of Chapter 98 and sections 98.80-98.82 of the Code of Ordinances.

Mayor Pro Tem Matthews shared she had a recommendation from Councilwoman Jones. The recommendation was for the Street Closing Policy. The mayor shared he would put the policy back on the agenda in August for technical corrections.

*ORDINANCE NO. 2024-23 “AN ORDINANCE AMENDING CHAPTER 98: STREETS AND SIDEWALKS OF THE CITY OF GOLDSBORO’S CODE OF ORDINANCES”*

**Item L. Departmental Monthly Reports. Accepted as Information.**

The various departmental reports for April 2024 were submitted for Council approval. It was recommended that Council accept the reports as information. *Consent Agenda Approval. Boyette/Taylor (4 Ayes/2 Nays)*

**End of Consent Agenda.**

**Items Requiring Individual Action**

**Item M. Authorization of sale of substandard lots to adjacent property owner under Session Law 2004-94 (Senate Bill 1370) for Beale Street (Averil Williams). Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

Staff has received an offer to purchase on city-owned property deemed a substandard lot. Council must either accept or reject the offer, and if accepted authorize City officials to execute instruments necessary to transfer ownership. (Session Law 2004-94 Senate Bill 1370)

The following offer has been received:

Beale Street	
Offeror: Averil Williams	
Offer: \$1.00	
Bid Deposit:	\$1.00
Parcel #:	50947
	Pin #: 3509139909
Tax Value: \$2,600.00	Zoning: R-6

This is a substandard lot as determined by the Planning department, therefore the minimum offer is \$1.00 per lot. Planning Department has notified adjacent property owner(s) to determine if there was interest in the lot, and Planning received no responses. If Council accepts the offer, then City staff will execute documents necessary to transfer title to Averil Williams. The earnest money deposit of \$1.00 per lot has been received in the form of cash.

It was recommended that Council accept or reject the offer on Beale Street and if accepted, adopt the following entitled resolution.

Councilwoman Taylor made a motion to approve the offer as presented. The motion was seconded by Mayor Pro Tem Matthews and unanimously carried.

Council discussed what qualifies a property to be sold for \$1.00. Mark Helmer, Planning Director explained conforming and non-conforming lots.

Councilman Boyette made a motion to adopt the Resolution as presented. The motion was seconded by Councilman White and unanimously approved.

*RESOLUTION NO. 2024-68 “RESOLUTION AUTHORIZING SALE OF SURPLUS SUBSTANDARD REAL PROPERTY UNDER SESSION LAW 2004-94 SENATE BILL 1370”*

**Item N. Sprinkler Fun Days – Temporary Street Closure. *Approved.*** The item was presented by Mike West, Police Chief.

The City of Goldsboro’s Downtown Development Dept., in partnership with the Goldsboro Fire Department will host their 14th annual Sprinkler Fun Days event series, providing supervised summer splash fun for all ages. As always, Sprinkler Fun Days are free, family-friendly, and open to the public.

The events will be hosted every Thursday from 3:00pm – 4:00pm on South Center Street from June 7th – August 16th. GFD will set up and staff the event in the northbound lane of South Center Street, between Spruce and Chestnut. The Downtown Development Department is requesting the closure of the northbound lane of South Center Street from Spruce to Chestnut Street from 2:30pm – 4:00pm.

As with all downtown events, affected city departments will be contacted and the following concerns are to be addressed:

- 1.All intersections remain open for Police Department traffic control.
- 2.A 14-foot fire lane is to be maintained to provide access for fire and emergency vehicles.
- 3.All activities, change in plans, etc., will be coordinated with the Police Department.
- 4.The Police and Fire Departments are to be involved in the logistical aspects of the Event.

It was recommended that Council grant the requested temporary closing of the northbound lane of South Center Street from Spruce to Chestnut Street as stated above.

Chief West shared there was an error in the application. The application should state the street closing is on the 200 block of South Center, northbound.

Councilman Boyette made a motion to approve the requested temporary street closing on Fridays at the 200 block of South Center, northbound lane only. The motion was seconded by Councilwoman Weeks and unanimously approved.

**Item O. Approval of an Agreement to Maintain a Drainage Easement. *Resolution Adopted.*** The item was presented by Matt Livingston, Interim City Manager.

Barnes Enterprises, LLC purchased the property known as 107 Industry Court that is located on a lot next to 105 Industry Court, where tortillas are manufactured. The recent purchase is for the purpose of distributing tortillas. The buildings on the lots are only 60 feet apart and it is necessary for the two buildings to be joined by a connector to facilitate the manufacturing process.

There is an existing stormwater easement that the proposed building connector will cross and an existing underground 24” ductile iron pipe in the easement. After discussions with the City, it has been agreed that a 36” encased ductile iron pipe will be installed under the building connector with drop inlets on both sides, and it has been further agreed that Barnes Enterprises will be responsible for maintaining this 36” pipe from the drop inlet on each side of the proposed connector.

It was recommended that Council adopt the following entitled resolution authorizing the Interim City Manager to enter into an agreement with Barnes Enterprises, LLC.

Councilwoman Taylor made a motion to approve the drainage easement proposal as presented. The motion was seconded by Councilman Boyette and unanimously approved.

*RESOLUTION NO. 2024-69 “RESOLUTION AUTHORIZING THE INTERIM CITY MANAGER TO EXECUTE AN AGREEMENT WITH BARNES ENTERPRISES, LLC”*

**City Manager’s Report.**

Interim City Manager shared the following: the draft 22-23 audit will be submitted by the deadline of June 30; Finance has started the work on the 23-24 audit; the performance audit found no written findings after the material sheets, and it has been closed out; Sergeant Powers has put together a draft worksheet for the street closure policy and we’re ready to take that on.

**Mayor and Councilmembers’ Comments.**

Councilman White shared to be mindful of Memorial Day, for some it is a happy day, for others, it is a sad reminder of loved ones lost. He welcomed Dillard Alumni and Friends back to the Golden City and shared he looks forward to a wonderful weekend. He asked everyone to please be safe and have a wonderful, safe weekend.

Councilwoman Weeks shared she wanted to mention Memorial Day and if you haven't had a chance, ride downtown in Goldsboro, they put out lots of flags today and it's just a great tribute. She shared that she is excited about welcoming Dillard Alumni this weekend and if you get a chance, join us this weekend for the parade at 10:00 Saturday the 25<sup>th</sup>, downtown Center Street.

Mayor Pro Tem Matthews shared ditto to both of those comments. She shared she wanted to announce that District 4 is getting ready to launch Cardio and Conversation sessions at the Patrick Best track every Thursday at 6:00 p.m. The first Conversation and Cardio will be held May 30<sup>th</sup>.

Councilwoman Taylor shared she would like to echo the comments about welcoming the Dillard Alumni and asked that everyone have a safe and happy Memorial Day.

Councilman Boyette shared he agreed with all of those comments, so no further comment.

Mayor Gaylor shared this a big travel weekend. He wished those that are traveling, safe travels and those that are traveling here for Dillard Alumni and Friends, he can't wait to see you. He shared that something that has been a private citizen led effort thus far, is Union Station. The folks that have been putting in the time and energy trying to fundraise and draw attention to connecting rail lines between Wilmington and Raleigh through Goldsboro are really continuing those efforts. He shared that he wanted to say thank you to those who are putting forward the effort to try to make this happen. He shared a huge thank you to our parks and rec team, they've got summer camps going on the entire summer. He shared he is grateful that they're willing to put themselves out there and he looks forward to visiting and being as supportive as he can.


**Closed Session.**

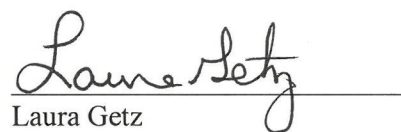
Councilwoman Weeks made a motion to go into closed session to discuss Economic Development and Potential Litigation. The motion was seconded by Councilman Boyette and unanimously carried.

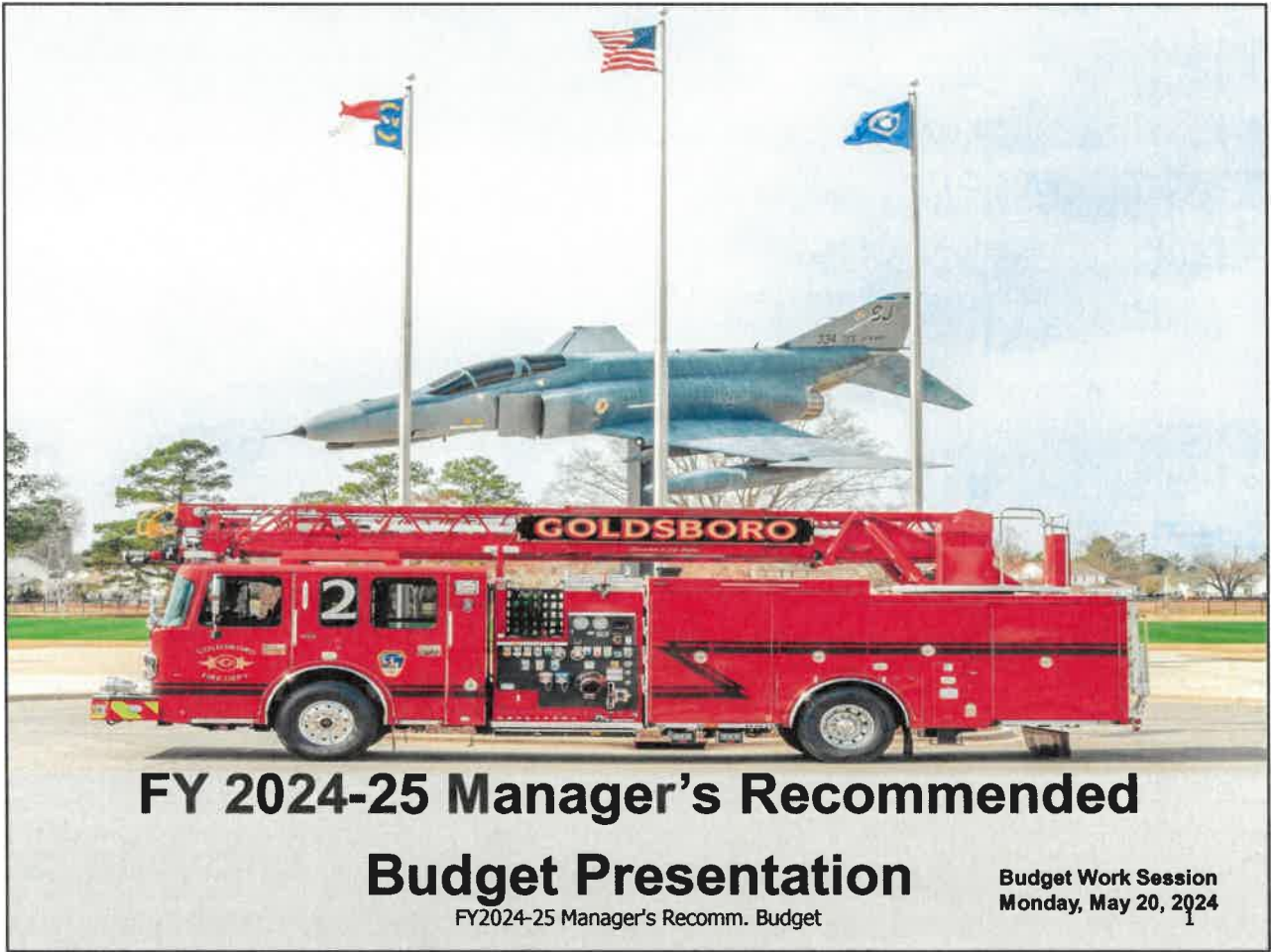
After the Closed Session was held, Council came out of Closed Session and back into Open Session.

There being no further business, Mayor Gaylor adjourned the meeting at 8:45 p.m.



  
Charles Gaylor, IV  
Mayor

  
Laura Getz  
City Clerk



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## Budget General Information

- Managers Recommended Budget was approximately 15 million dollars less then requested budget
- Of an 85 million dollar budget less than half roughly 40 million dollars might be considered discretionary
- Requested discretionary spending was reduced by 37.5%
- Many of the cuts involved deferring capital expenses
- Most top priority capital items and equipment were funded
- Notably new Fire Apparatus/Fire engines were not funded

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## Budget Challenges

- Revenues are expected to be largely flat
- Limited growth very low effective tax rate average property values have not increased since 2018
- Inflation, inflation has and continues to drive up the cost for producing goods and services
- Aging equipment and growing infrastructure needs
- Recruitment and retention harder to find qualified individuals and when we do they demand higher salaries than what the city can afford. As a result it often takes 8 months or more to fill many positions.

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## Budget Priorities Highlights (Public Safety Driven)

- Property tax increases are recommended to fund Public Safety salary increases and to cover ARPA replacement funds used for salaries.
- PD salary increases in March additional annual cost 1.1 million (5 cents)
- FD salary increases recommended at Budget Retreat 1.1 million (5 cents)
- ARPA Replacement Revenue 1.5 million needed (6.5 cents)
- 2.5% (COLA) CPI is 3.5% County is doing 2% estimated 750K (3.2 cents)
- In all 4.45 million in additional salaries over 19 cents on the tax rate
- Recommend \$1,061,555 from fund balance to lessen impact (4.5 cents)
- Proposed 15 cent property tax increase

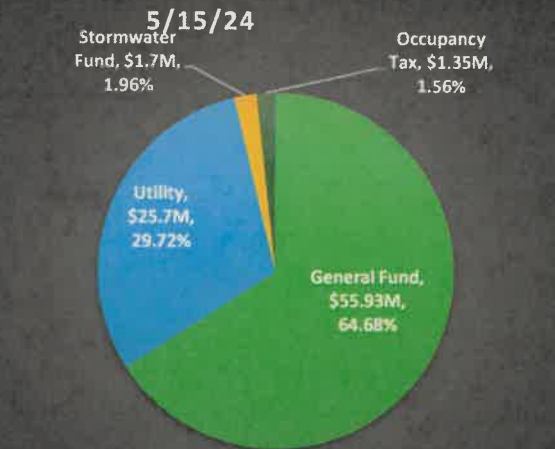
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# Summary FY24-25 Budget

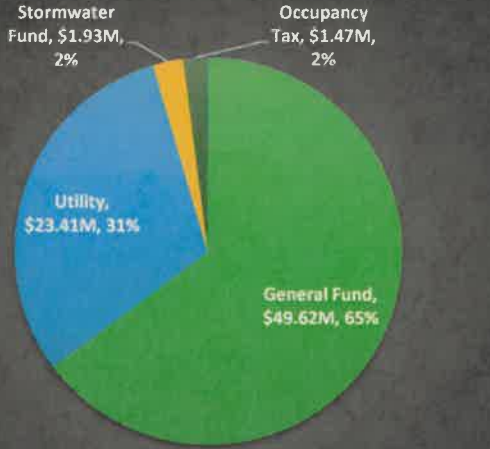
FY24-25 Manager's  
Recommended Budget \$86.5M

FY23-24 Adopted  
Budget \$76.6M

FY25 Manager Recom. Budget



FY24 Adopted 6/20/23



General Fund Utility Stormwater Fund Occupancy Tax Downtown District

General Fund Utility Stormwater Fund Occupancy Tax Downtown District

FY2024-25 Manager's Recomm. Budget

# FY24-25 Fund Summary

Operating Fund		FY23 Actuals	FY24 Adopted Budget Original 6/20/23	FY24 Amended Budget Dec 31	6/30/24 Estimated Actuals (JUN30)	FY24-25 Dept Request (DEPT)	Manager Submitted mm/dd/24 (MGR02)
11-General Operating	Revenues	\$46,453,531	\$49,622,612	\$52,776,992	\$47,586,246	\$48,506,713	\$55,931,496
	Expenditures	\$40,917,225	\$49,622,612	\$52,776,992	\$51,050,013	\$63,193,098	\$55,931,496
General Fund	Surplus/(Deficit)	\$5,536,306	(\$0)	\$0	(\$3,463,767)	(\$14,686,386)	(\$0)
1110-Capital Reserve	Revenues	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000
	Expenditures	\$0	\$1,000	\$1,000	\$0	\$1,000	\$1,000
General Fund Capital Reserve	Surplus/(Deficit)	\$1,000	\$0	\$0	\$1,000	\$0	\$0
1113-COG Cemetery Perpetual Care	Revenues	\$0	\$0	\$0	\$0	\$53,105	\$53,105
	Expenditures	\$0	\$0	\$0	\$0	\$53,105	\$53,105
COG Cemetery Perpetual Care Fund	Surplus/(Deficit)	\$0	\$0	\$0	\$0	(\$0)	\$0
15-Stormwater Fund	Revenues	\$2,041,320	\$1,934,200	\$2,070,655	\$1,723,656	\$1,722,000	\$1,697,831
	Expenditures	\$1,904,155	\$1,934,200	\$2,070,655	\$1,869,037	\$2,426,357	\$1,697,831
Stormwater Fund	Surplus/(Deficit)	\$137,165	\$0	\$0	(\$145,381)	(\$704,357)	\$0
61-Utility Fund	Revenues	\$23,750,002	\$23,409,993	\$26,899,901	\$23,924,270	\$25,182,356	\$25,698,254
	Expenditures	\$15,832,248	\$23,409,993	\$26,899,901	\$21,319,954	\$30,322,264	\$25,698,254
Utility Fund	Surplus/(Deficit)	\$7,917,754	\$0	\$0	\$2,604,316	(\$5,139,908)	\$0
6110-Utility Fund Cap Res.	Revenues	\$1,506,129	\$100,000	\$100,000	\$0	\$0	\$0
	Expenditures	\$1,173,402	\$100,000	\$100,000	\$367,100	\$0	\$0
Utility Fund Cap. Res.	Surplus/(Deficit)	\$332,727	\$0	\$0	(\$367,100)	\$0	\$0
6111-System Devel. Fees Cap. Res.	Revenues	\$0	\$0	\$449,600	\$215,619	\$280,000	\$280,000
	Expenditures	\$0	\$0	\$449,600	\$215,619	\$280,000	\$280,000
SDF Utility Fund Cap. Res.	Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0
70-Downtown Special District Fund	Revenues	\$105,744	\$102,683	\$112,215	\$105,016	\$100,225	\$100,225
	Expenditures	\$86,402	\$102,683	\$112,215	\$104,183	\$100,225	\$100,225
Downtown Goldsboro Special District	Surplus/(Deficit)	\$19,342	\$0	\$0	\$833	\$0	\$0
95-Occupancy Tax Fund	Revenues	\$1,242,732	\$1,465,450	\$1,465,450	\$1,296,724	\$1,349,857	\$1,349,857
	Expenditures	\$1,174,653	\$1,465,450	\$1,465,450	\$1,249,318	\$1,349,857	\$1,349,857
Occupancy Tax Fund	Surplus/(Deficit)	\$68,079	\$0	\$0	\$47,406	(\$0)	\$0
6021-Fuel System Int. Svc. Fd	Revenues	\$0	\$0	\$0	\$0	\$1,361,421	\$1,361,421
	Expenditures	\$0	\$0	\$0	\$0	\$1,361,421	\$1,361,421
Fuel System Internal Svc. Fd.	Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL ALL FUNDS	Revenues	\$75,100,458	\$76,635,938	\$83,875,815	\$74,852,531	\$76,356,677	\$86,473,189
	Expenditures	\$61,088,065	\$76,635,938	\$83,875,815	\$76,175,223	\$99,067,328	\$86,473,189
Surplus/(Deficit)		\$14,012,393	(\$0)	\$0	(\$1,322,692)	(\$20,590,651)	\$0

FY2024-25 Manager's Recomm. Budget

# Expenditure Summary FY24-25

## Manager's Recommended Budget

Category	General	Utility	Stormwater	Occupancy Tax	Downtown MSD	Total*
Salary/Benefits	\$ 35,983,810	\$ 5,143,713	\$ 760,159	\$ 233,899	\$ -	\$ 42,121,581
Operational Costs	\$ 12,958,958	\$ 7,135,291	\$ 407,677	\$ 688,734	\$ 100,225	\$ 21,290,885
Debt Service	\$ 4,133,532	\$ 2,688,944	\$ 186,735	\$ 427,225	\$ -	\$ 7,436,436
Vehicle/Cap Outlay	\$ 2,815,195	\$ 6,468,441	\$ 186,000	\$ -	\$ -	\$ 9,469,636
Shared Serv./Transfers	\$ 40,000	\$ 4,261,865	\$ 157,260	\$ -	\$ -	\$ 4,459,125
Total	\$ 55,931,495	\$ 25,698,254	\$ 1,697,831	\$ 1,349,858	\$ 100,225	\$ 84,777,663

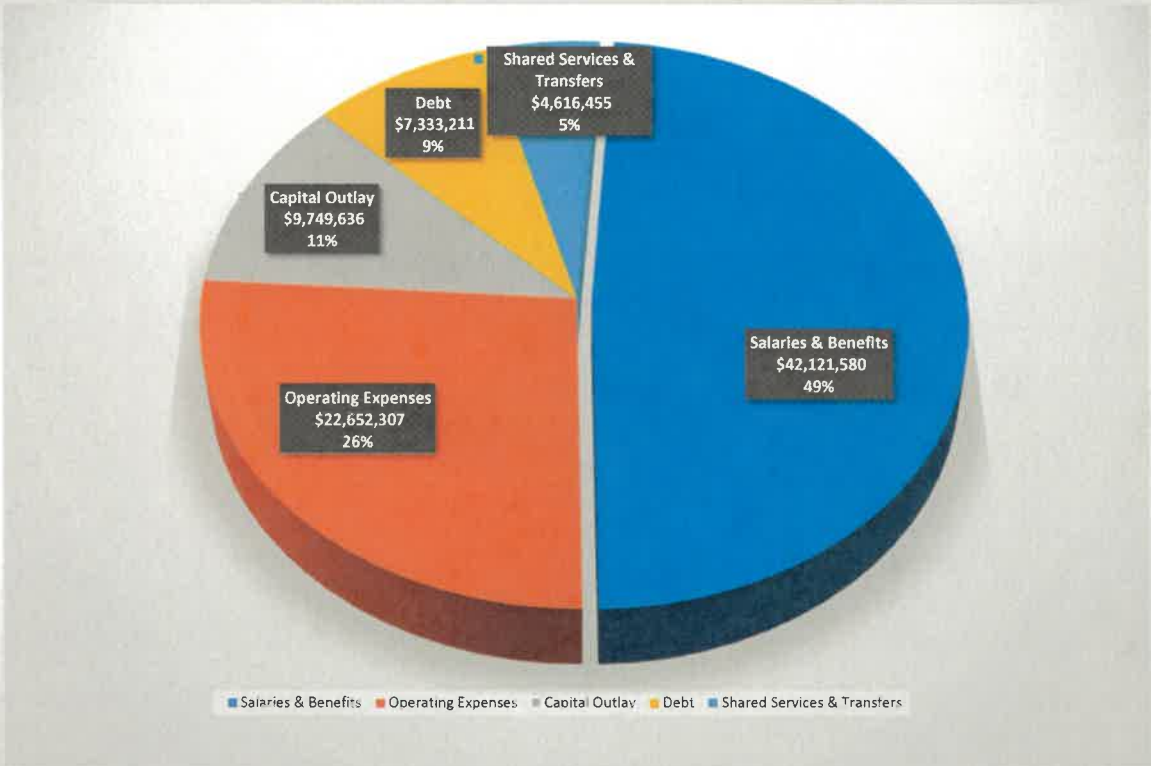
- \*Note – omitted from above
  - General Fund Capital Reserve \$1,000
  - COG Cemetery Perpetual Care \$53,105
  - Utility Fund Capital Reserve \$0
  - System Development Fees Utility Capital Reserve \$280,000
  - Fuel System Internal Svc Fund \$1,361,421
  - Total All Operating Funds \$86,473,189

FY2024-25 Manager's Recomm. Budget

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# Expenditure Summary FY24-25



FY2024-25 Manager's Recomm. Budget

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## Operational Costs Summary FY24-25 Budget

Category	General	Utility	Stormwater	Occupancy Tax	Downtown MSD	Total
Advertising	\$ 78,400	\$ -	\$ -	\$ 107,747	\$ 25,000	\$ 211,147
Agencies	\$ 548,329	\$ -	\$ -	\$ -	\$ -	\$ 548,329
Chemicals	\$ -	\$ 1,840,788	\$ -	\$ -	\$ -	\$ 1,840,788
Contract Services	\$ 2,273,613	\$ 592,164	\$ 35,595	\$ 42,000	\$ 2,225	\$ 2,945,597
Economic Development	\$ 370,036	\$ -	\$ -	\$ -	\$ -	\$ 370,036
Education & Training	\$ 410,036	\$ 81,660	\$ 9,990	\$ 13,460	\$ -	\$ 515,146
Fleet Maintenance	\$ 571,700	\$ 131,050	\$ 45,000	\$ -	\$ -	\$ 747,750
Fuel Costs	\$ 660,650	\$ 234,253	\$ 60,000	\$ -	\$ -	\$ 954,903
Insurance (non-health)	\$ 695,354	\$ 283,796	\$ 28,744	\$ 849	\$ -	\$ 1,008,743
Landfill/Recycling Fees	\$ 649,500	\$ -	\$ 50,000	\$ -	\$ -	\$ 699,500
Maintenance	\$ 874,130	\$ 1,947,392	\$ 55,000	\$ -	\$ -	\$ 2,876,522
Other Op Costs	\$ 1,094,754	\$ 216,413	\$ 5,163	\$ 510,278	\$ 45,000	\$ 1,871,608
Rent	\$ 299,365	\$ 51,750	\$ 13,500	\$ -	\$ -	\$ 364,615
Software License Fees	\$ 1,666,104	\$ 112,720	\$ 17,000	\$ -	\$ -	\$ 1,795,824
Supplies	\$ 1,478,376	\$ 659,605	\$ 84,185	\$ 14,400	\$ 28,000	\$ 2,264,566
Utilities	\$ 1,288,611	\$ 983,700	\$ 3,500	\$ -	\$ -	\$ 2,275,811
Total	\$ 12,958,958	\$ 7,135,291	\$ 407,677	\$ 688,734	\$ 100,225	\$ 21,290,885

FY2024-25 Manager's Recomm. Budget

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## Budget Sections

1. Introduction
  - Budget General Information
  - Budget Challenges
  - Budget Priorities (Public Safety Driven)
  - Summary
2. Revenues (General, Stormwater & Utility Funds)
3. Debt Service
4. Position Summary
5. Salary and Employee Benefits
6. Board Strategic Priorities
7. Departmental Requests
8. Downtown MSD Fund /Occupancy Tax Fund
9. Vehicle/Capital Requests
10. Next Steps

FY2024-25 Manager's Recomm. Budget

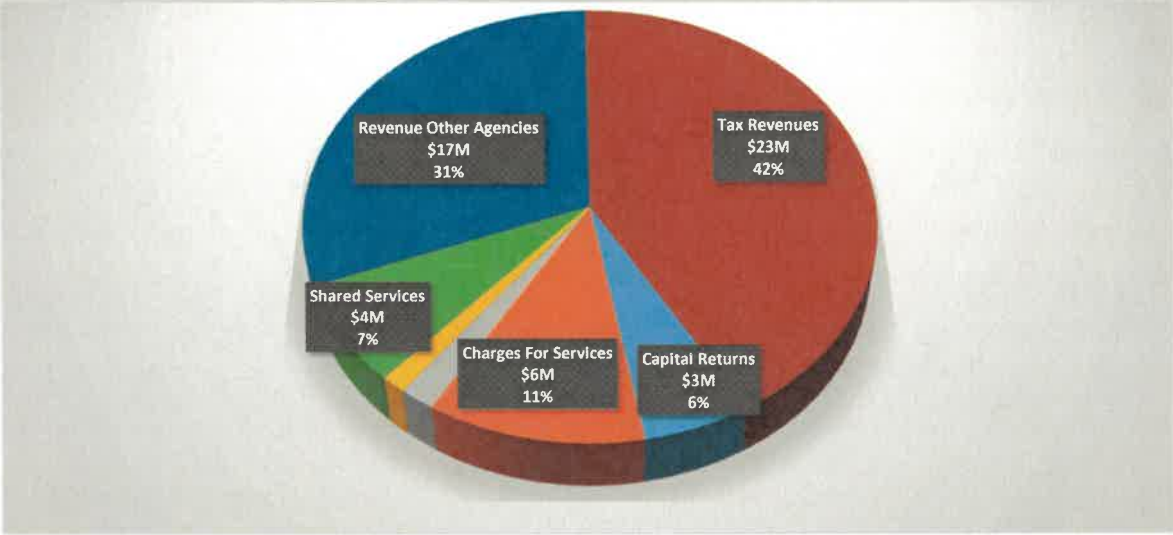
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# REVENUES

## General Fund Revenue



Revenue Type	FY24 Adopted 6/20/23	FY25 Manager Recommended Budget 5/15/24	Change FY25 V. FY24	% of Total
Tax Revenues	\$ 19,335,688	\$ 23,423,582	\$ 4,087,894	42%
Licenses & Permits	\$ 422,350	\$ 690,775	\$ 268,425	1%
Revenue Other Agencies	\$ 16,395,317	\$ 17,142,404	\$ 747,087	31%
Charges For Services	\$ 6,110,922	\$ 6,306,700	\$ 195,778	11%
Capital Returns	\$ 2,118,221	\$ 3,117,655	\$ 999,434	6%
Miscellaneous Revenue	\$ 49,700	\$ 49,700	\$ -	0%
Shared Services	\$ 3,690,414	\$ 4,139,125	\$ 448,711	7%
Fund Balance Withdrawal	\$ 1,500,000	\$ 1,061,555	\$ (438,445)	2%
General Fund Revenue	\$ 49,622,612	\$ 55,931,496	\$ 6,308,884	100%

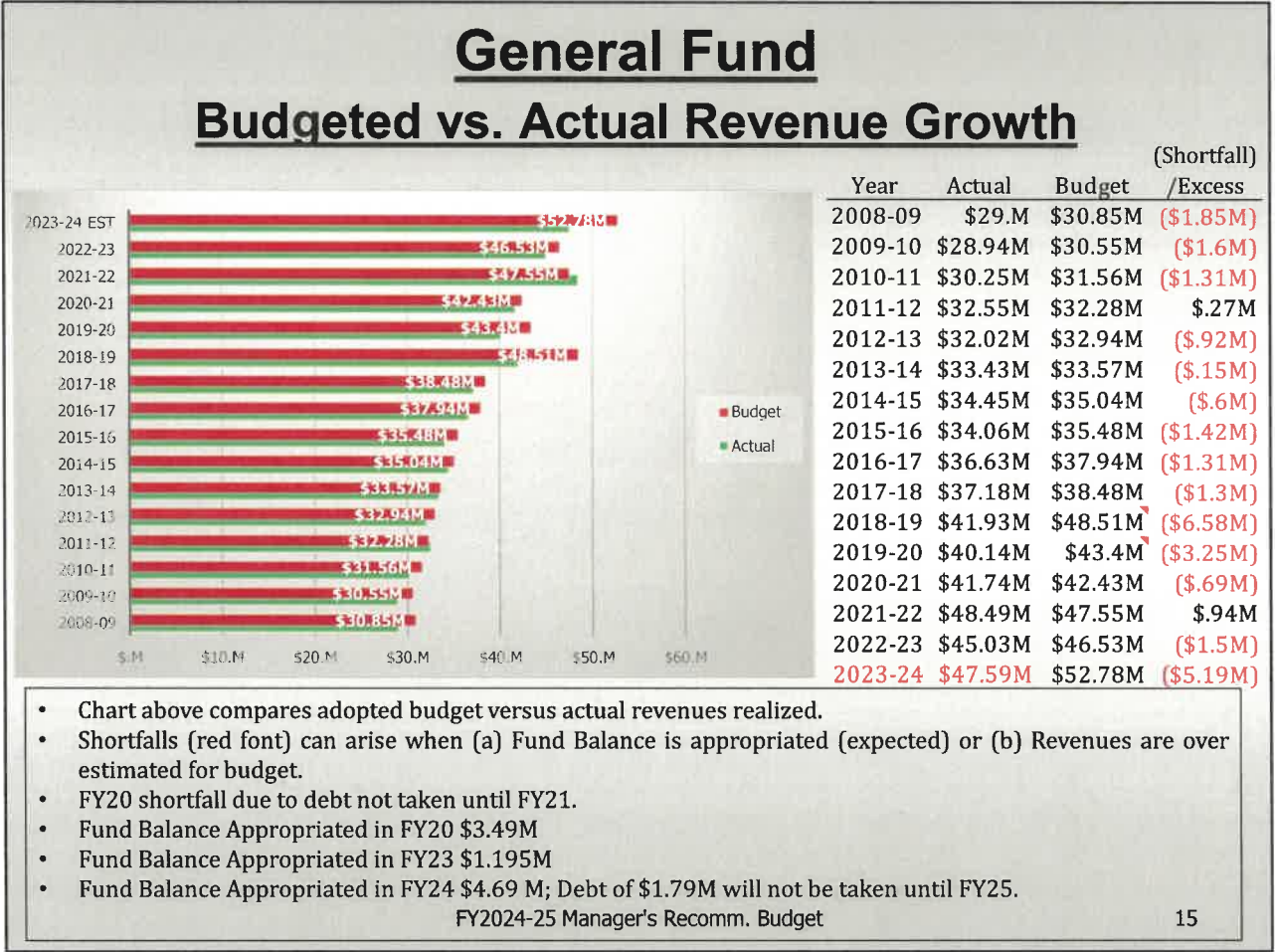
# General Fund Revenues

	Adopted Budget	Recommended Budget	% Change	Incr/(Decr)
<b>Taxes*</b>	<b>\$19,335,688</b>	<b>\$23,423,582</b>	<b>21%</b>	<b>\$4,087,894</b>
<b>*FY25 Includes \$0.15 tax Increase</b>				
<b>Licenses &amp; Permits</b>	<b>\$422,350</b>	<b>\$690,775</b>	<b>64%</b>	<b>\$268,425</b>
Business Registration Fee	\$40,000	\$40,000	0%	\$0
Permits	\$382,350	\$650,775	70%	\$268,425
<b>Revenue Other Agencies</b>	<b>\$16,395,317</b>	<b>\$17,142,404</b>	<b>5%</b>	<b>\$747,087</b>
<b>State Collected Revenues</b>				
Sales Tax	\$11,729,080	\$11,994,990	2%	\$265,910
Utility Franchise Tax	\$2,249,038	\$2,785,547	24%	\$536,509
Powell Bill	\$1,003,799	\$1,099,096	9%	\$95,297
Cable TV	\$187,626	\$203,691	9%	\$16,065
Transportation (NCDOT)	\$480,435	\$440,656	-8%	(\$39,779)
NCDOT Signal Reimbursement	\$150,000	\$0	-100%	(\$150,000)
Other Agency Revenue	\$595,339	\$618,424	4%	\$23,085
<b>Charges for Services</b>	<b>\$6,110,922</b>	<b>\$6,306,700</b>	<b>3%</b>	<b>\$195,778</b>
Refuse Service Charges	\$4,211,422	\$4,250,300	1%	\$38,878
Recycling Surcharge	\$137,900	\$137,000	-1%	(\$900)
Parks & Recreation Fees	\$214,000	\$214,000	0%	\$0
Golf Course Fees	\$692,000	\$733,000	6%	\$41,000
Paramount Theatre	\$485,000	\$526,700	9%	\$41,700
Event Center Rentals	\$148,700	\$177,000	19%	\$28,300
Planning Fees	\$50,000	\$105,000	110%	\$55,000
Other Charges for Services	\$171,900	\$163,700	-5%	(\$8,200)

# General Fund Revenues

	FY23-24 Adopted Budget	FY 24-25 Recommended Budget	% Change	Incr/(Decr)
<b>Capital Returns</b>	<b>\$2,118,221</b>	<b>\$3,117,655</b>	<b>47%</b>	<b>\$999,434</b>
Investment Returns	\$310,721	\$645,000	108%	\$334,279
Land Lease Income (Farms)	\$19,316	\$24,730	28%	\$5,414
Equipment Sales	\$0	\$0		\$0
Loan Proceeds	\$1,788,184	\$2,447,925	37%	\$659,741
<b>Miscellaneous</b>	<b>\$49,700</b>	<b>\$49,700</b>	<b>0%</b>	<b>\$0</b>
<b>Shared Services</b>	<b>\$3,690,414</b>	<b>\$4,139,125</b>	<b>12%</b>	<b>\$448,711</b>
Fund Balance Withdrawal	\$1,500,000	\$1,061,555	-29%	(\$438,445)
<b>Total General Fund</b>	<b>\$49,622,612</b>	<b>\$55,931,496</b>		<b>\$6,308,884</b>

Attrition/Lapsed Salaries and Health Insurance Waived is calculated within the departmental budgets reducing costs.





# User Fees Self-Sufficiency

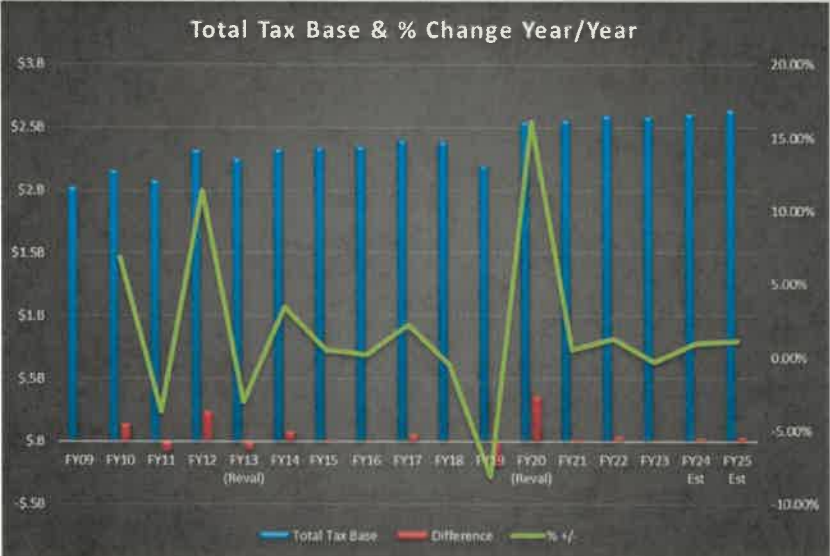
## General Fund

Revenues/Expenditures/Debt	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24*	FY 2024-25**
Refuse	125.57%	108.83%	88.01%	77.67%	80.59%
Golf Course	101.28%	120.01%	97.65%	61.11%	64.85%
Paramount (EXCL DEBT SVC) <sup>(1)</sup>	33.37%	108.72%	59.97%	55.64%	50.34%
Goldsboro Event Ctr (EXCL DEBT SVC)	33.41%	72.42%	93.76%	59.63%	81.68%

\* Projected FY2023-24  
 \*\* Budgeted FY2024-25  
 (1) Cost Recovery NC average for municipal venues = 37%. Paramount exceeded except FY21 due to Covid recovery. Also does not include donations and grants from the Paramount Foundation or other sponsors which would increase the cost recovery %.

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# Property Taxes - General Fund



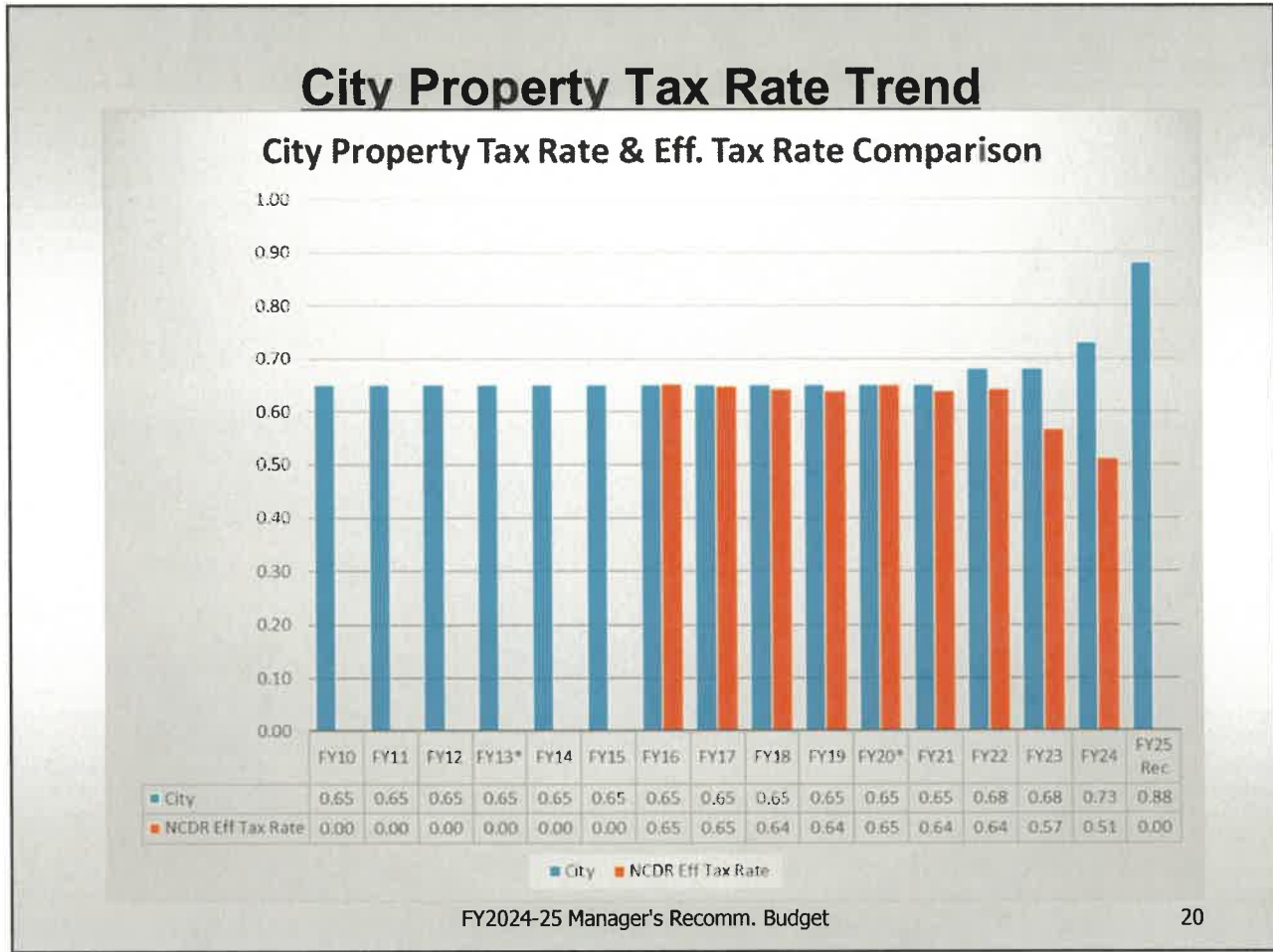
The last tax revaluation was effective in FY20. Rate of growth in tax rate is ~30% since 2008. Current reappraisal effective Jan 2025 is on a 6 year cycle due to sales ratio falling below 90%. Current tax rate is \$0.73 while the effective tax rate is \$0.5109. Costs of doing business have increased, however the City has not seen a substantial increase in property tax revenues to offset these costs.

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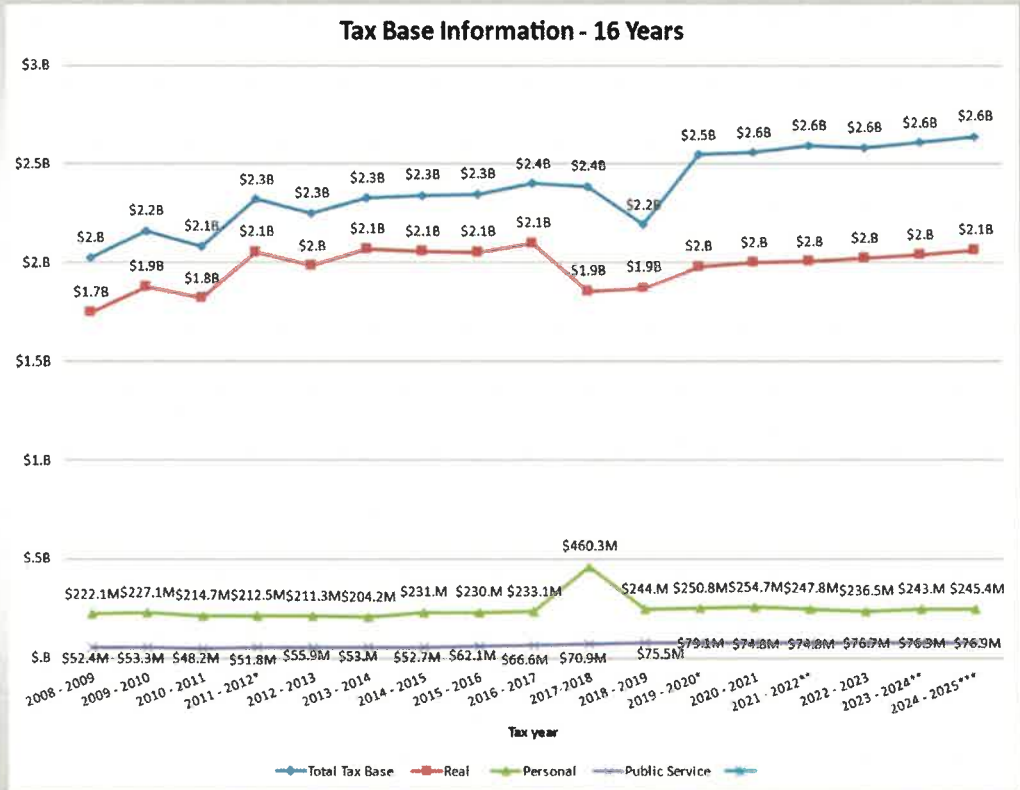


Property Valuation & Tax Revenue - General Fund					
2019-2020 Reval Year	Real Property	1,981,833,310	0.65	12,881,917	
	Personal Property	250,802,345		1,630,215	
	Public Service Companies	79,103,601		514,173	
	Motor Vehicle	234,243,985		1,522,586	
	Total Valuation	2,545,983,241		16,548,891	
2020-2021	Real Property	1,998,851,761	0.65	12,992,536	
	Personal Property	254,682,252		1,655,435	
	Public Service Companies	74,792,835		486,153	
	Motor Vehicle	230,769,200		1,500,000	
	Total Valuation	2,559,096,048		16,634,124	
2021-2022	Real Property	2,006,572,759	0.68	13,644,695	
	Personal Property	247,836,662		1,685,289	
	Public Service Companies	74,767,017		508,416	
	Motor Vehicle	262,456,912		1,784,707	
	Total Valuation	2,591,633,350		17,623,107	
2022-2023	Real Property	2,022,812,385	0.68	13,755,124	
	Personal Property	236,473,811		1,608,022	
	Public Service Companies	76,711,694		521,640	
	Motor Vehicle	247,975,294		1,686,232	
	Total Valuation	2,583,973,184		17,571,018	
2023-2024 Estimate					
	Real Property	2,038,433,273	0.73	14,880,563	
	Personal Property	243,018,070		1,774,032	
	Public Service Companies	76,915,335		561,482	
	Motor Vehicle	250,000,000		1,825,000	
	Total Valuation	2,608,366,678		19,041,077	
2024-2025 Estimate					
	Real Property	2,065,780,013	0.88	18,178,864	
	Personal Property	245,448,251		2,159,945	
	Public Service Companies	76,915,335		676,855	
	Motor Vehicle	250,000,000		2,200,000	
	Total Valuation	2,638,143,599		23,215,664	
FY2024-25 Manager's Recomm. Budget					

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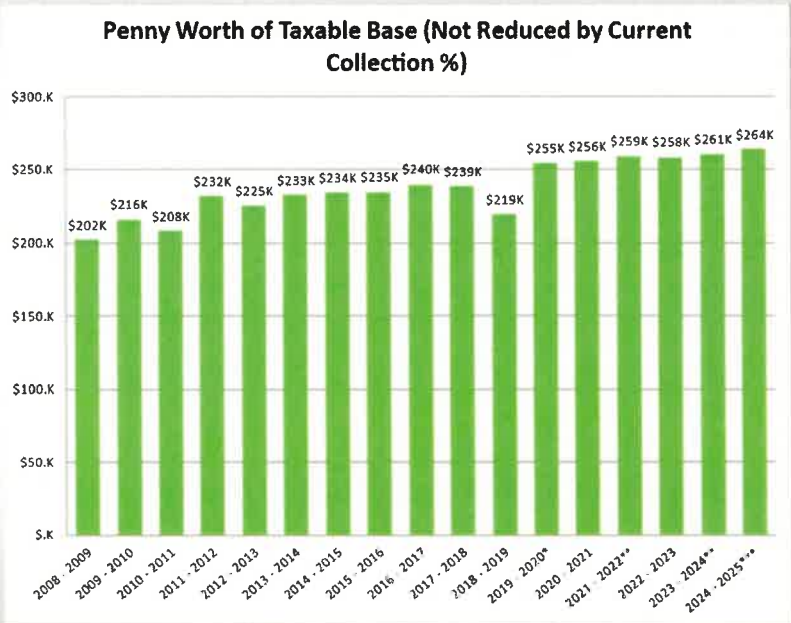


Property Valuation Trend - General Fund



FY2024-25 Manager's Recomm. Budget

Penny Worth of Taxable Base - General Fund



FY2024-25 Manager's Recomm. Budget

- Proposed \$.15 tax increase expected to add approx. \$3.8M in revenue.
- Penny generates approx. \$264K gross, \$233K net.
- Property tax makes up about 42% of General Fund Revenues.
- Wayne County Tax office is in the process of beginning the revaluation process which will be effective 1/1/25 (FY2025-26) due to Sales Ratio dropping below 90%. (Instead of 1/1/27)

# Annual Dollar Impact of Tax Increase Scenarios

Source	Median Property Value	Property Tax for Each 1 Cent Increase	1 cent increase	2 cent increase	3 cent increase	4 cent increase	5 cent increase	6 cent increase	15 cent increase
County-wide Tax Rate (Cents)			1.00	2.00	3.00	4.00	5.00	6.00	15.00
Impact on Average Taxable Home Value	\$ 88,000	\$ 9	\$ 9	\$ 18	\$ 26	\$ 35	\$ 44	\$ 53	\$ 132
Impact on Median Home Value Sold (Realtor.com*)	\$ 210,000	\$ 21	\$ 21	\$ 42	\$ 63	\$ 84	\$ 105	\$ 126	\$ 315
Impact on Median Home Value Sold (Zillow.com*)	\$ 194,561	\$ 19	\$ 19	\$ 39	\$ 58	\$ 78	\$ 97	\$ 117	\$ 292
Impact on Taxable Home Value \$100K	\$ 100,000	\$ 10	\$ 10	\$ 20	\$ 30	\$ 40	\$ 50	\$ 60	\$ 150

Average Taxable Home Value - Tax Increase Annually, Monthly, or Daily						
1 cent increase	2 cent increase	3 cent increase	4 cent increase	5 cent increase	6 cent increase	15 cent increase
\$ 9	\$ 18	\$ 26	\$ 35	\$ 44	\$ 53	\$ 132
\$ 0.73	\$ 1.47	\$ 2.20	\$ 2.93	\$ 3.67	\$ 4.40	\$ 11.00
\$ 0.02	\$ 0.05	\$ 0.07	\$ 0.10	\$ 0.12	\$ 0.14	\$ 0.36

## Fee Changes - General Fund (FY25)

Department	Fee changes	Nature of Changes
		No changes to fees for departments in the General Fund.

# Utility Fund Revenues

	FY23-24 Adopted Budget	FY 24-25 Recommended Budget	% Change	Incr/(Decr)
<b>Charges for Services*</b>	<b>\$22,591,000</b>	<b>\$23,745,833</b>	<b>5%</b>	<b>\$1,154,833</b>
Current Water Charges	\$9,300,000	\$9,790,333	5%	\$490,333
Current Sewer Charges	\$11,400,000	\$11,493,000	1%	\$93,000
Late Payment Fees	\$350,000	\$404,000	15%	\$54,000
Service Penalty	\$0	\$1,000		\$1,000
Taps	\$21,000	\$64,000	205%	\$43,000
Compost Revenue	\$53,000	\$82,000	55%	\$29,000
Other Charges for Services	\$1,467,000	\$1,911,500	30%	\$444,500
<b>Capital Returns</b>	<b>\$201,921</b>	<b>\$693,956</b>	<b>244%</b>	<b>\$492,035</b>
Investment Returns	\$110,000	\$600,000	445%	\$490,000
Other Capital Returns	\$91,921	\$93,956	2%	\$2,035
<b>Miscellaneous</b>	<b>\$517,072</b>	<b>\$700,000</b>	<b>35%</b>	<b>\$182,928</b>
<b>Transfers</b>	<b>\$100,000</b>	<b>\$0</b>	<b>-100%</b>	<b>(\$100,000)</b>
<b>Funds Balance Withdrawal</b>	<b>\$0</b>	<b>\$558,465</b>		<b>\$558,465</b>
<b>Total</b>	<b>\$23,409,993</b>	<b>\$25,698,254</b>	<b>10%</b>	<b>\$2,288,261</b>

\*Includes a 7% water and sewer rate increase in FY25 Recommended.

FY2024-25 Manager's Recomm. Budget

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# Water and Sewer Rates

	CURRENT	PROPOSED
<b>WATER RATES (7% Increase)</b>		
(Per 1000 Gallons) (Residential / Commercial) - Inside/Outside	\$4.21/\$8.44	\$4.50/\$9.03
(Per 1000 Gallons) (Industrial) - Inside/Outside	\$3.43/\$6.23	\$3.67/\$6.66
(Per 1000 Gallons) (Wholesale)	\$3.43	\$3.67
Base Fee Increase (7% Increase) ¾" (most common)	\$17.80/\$24.61	\$19.04/\$26.33
<b>SEWER RATES (7% Increase)</b>		
(Per 1000 Gallons) (Residential / Commercial) - Inside/Outside	\$9.12/\$18.23	\$9.76/\$19.51
(Per 1000 Gallons) (Industrial) - Inside/Outside	\$8.16/\$16.35	\$8.73/\$17.49
(Per 1000 Gallons) (Capitalized Sewer General Service) - Inside/Outside	\$4.03/\$8.07	\$4.31/\$8.64
(Per 1000 Gallons) (Capitalized Sewer Industrial Bulk) - Inside/Outside	\$3.67/\$7.34	\$3.93/\$7.85

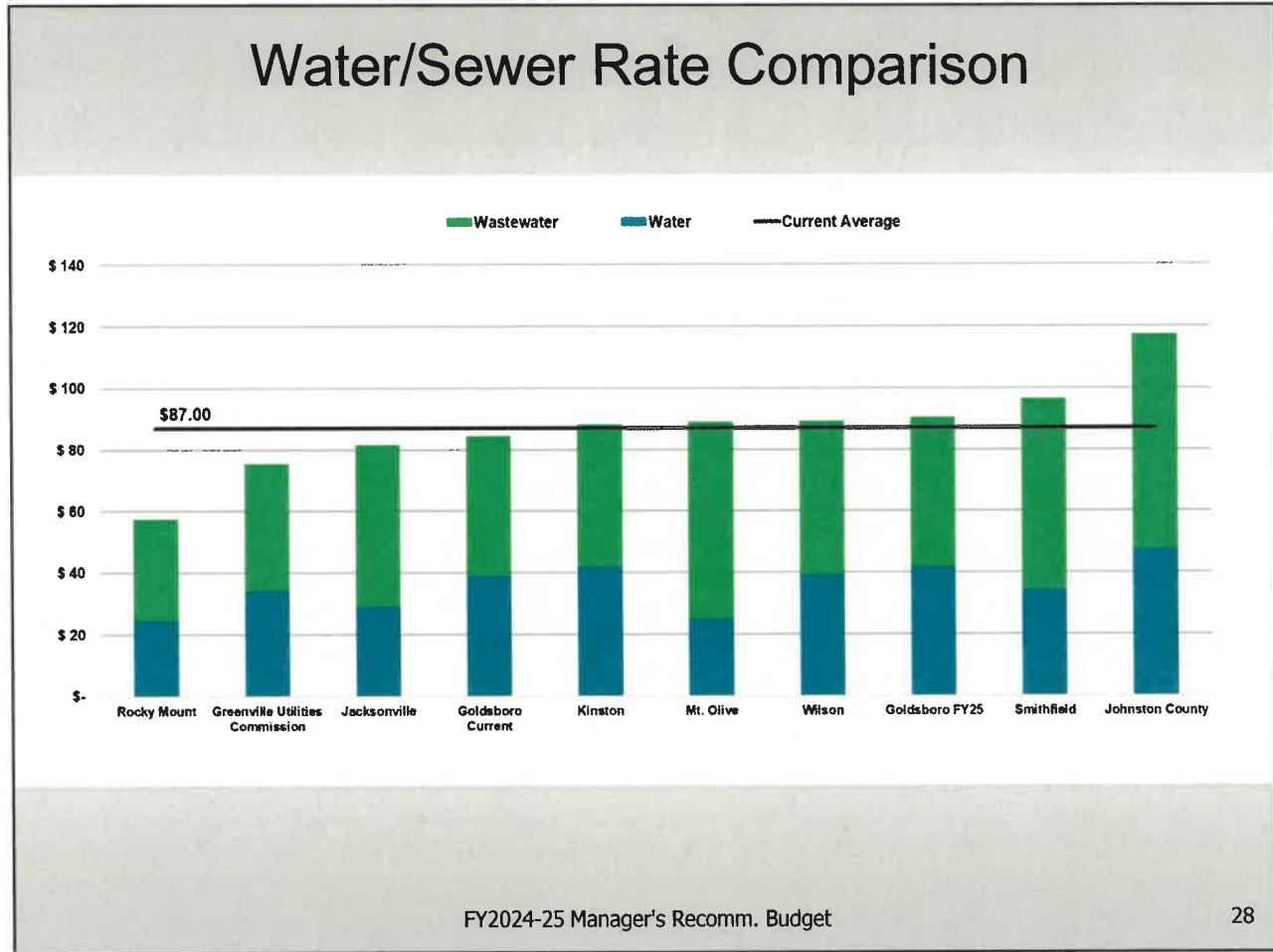
FY2024-25 Manager's Recomm. Budget

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Water/Sewer Rate Comparison			
Average Consumption (5,000 gallons)			
Municipality	Water	Sewer	Total
Johnston County	\$47.30	\$70.00	\$117.30
Smithfield	34.20	62.15	96.35
Goldsboro (FY 25)	41.54	48.80	90.34
Wilson	39.14	50.10	89.23
Mt. Olive	24.66	64.34	89.00
Kinston	41.86	46.35	88.21
Goldsboro (Current)	38.85	45.60	84.45
Jacksonville	28.98	52.57	81.54
Greenville Utilities Commission	34.17	41.20	75.37
Rocky Mount	24.51	32.89	57.40
<b>Average Bill (Excl. Goldsboro FY24)</b>	<b>\$34.85</b>	<b>\$51.69</b>	<b>\$86.54</b>



## Other Fee Changes - Utility Fund (FY25)

Department	Fee changes	Nature of Changes
		No additional other fee changes are proposed for FY25.

## Stormwater Utility Fund

*Stormwater fee is used to repair and maintain drainage facilities that convey storm water; thereby, improving drainage flow, and in many cases the water quality of storm water. The City started billing for single family residential units at \$4.50 per month in July 2017 with most multi-family and businesses being billed based on their individual impervious area or ERU in May 2018. Rates were increased 5% in FY24.*

Stormwater Fees	Number of ERUs	Monthly Rate Per ERU
	First 60 (Includes Residential)	\$4.75
	61 to 100	\$3.15
	101 to 150	\$2.10
	Above 150	\$1.05

# Stormwater Revenues

	FY23-24	FY24-25		
	Amended	Recomm.	%	
	Adopted	Budget	Change	\$ Change
	Budget	Budget		
Revenues:				
Charges for Services*	\$1,684,200	\$1,685,000	0%	\$800
Capital Returns	\$245,000	\$12,831	-95%	(\$232,169)
Miscellaneous	\$5,000	\$0	-100%	(\$5,000)
Total Revenues	\$1,934,200	\$1,697,831	-12%	(\$236,369)

# Debt

# Debt Payment - Funding

Fund	FY23-24 Adopted	FY24 -25 Manager Recommend	Incr/(Decr)
General Fund	\$ 4,265,500	\$ 4,133,532	\$ (131,968)
Utility Fund	\$ 3,119,000	\$ 2,688,944	\$ (430,056)
Stormwater Fund	\$ 56,000	\$ 186,735	\$ 130,735
Occupancy Tax	\$ 327,000	\$ 324,000	\$ (3,000)
Total Debt Due	\$ 7,767,500	\$ 7,333,211	\$ (434,289)

## DEBT PAYMENTS AND BALANCES Manager's Recommended FY24-25

	FY Paid	FY23-24 Adopted	FY23-24 Princ & Int	FY24-25 Recom. Princ & Int	Outstanding Balance FY24	Outstanding Balance FY25	Tentative New Debt
<b>General Obligation Bonds</b>							
Sewer & Streets - 2013 Refunding GO	2025	\$ 306,643	\$ 258,445	\$ 254,000	\$ -		
Police Lawsuit Settlement - 2014 GO	2025	\$ 177,480	\$ 172,550	\$ 170,000	\$ -		
Parks & Rec (54.5%) & Streets (45.50%) 2017 GO Bonds	2037	\$ 420,406	\$ 406,656	\$ 3,575,000	\$ 3,300,000		
Streets - 2018 GO	2039	\$ 356,625	\$ 345,375	\$ 3,375,000	\$ 3,150,000		
Streets (22.8%) & Sewer (77.20%) 2017 Refunding GO	2030	\$ 926,700	\$ 902,100	\$ 4,220,000	\$ 3,475,000		
Subtotal - GO Bonds		\$ 2,187,854	\$ 2,085,126	\$ 11,594,000	\$ 9,925,000	\$ -	
<b>State Revolving Loans</b>							
Water Plant Phase I	2032	\$ 411,560	\$ 403,161	\$ 2,687,737	\$ 2,351,770		
Water Plant Phase II	2033	\$ 147,093	\$ 147,093	\$ 1,323,839	\$ 1,176,746		
Stoney Creek Sewer Project	2037	\$ 212,325	\$ 209,165	\$ 2,185,110	\$ 2,017,025		
Plate Settlers Project (W1112)	2041	\$ 98,568	\$ 97,217	\$ 1,262,173	\$ 1,187,927		
Phase IV Sewer Improvements SRF (S1102)	2040	\$ 420,284	\$ 420,284	\$ 6,133,163	\$ 5,749,840		
Gravity Sewer Rehab (Big Ditch) SRP (S1103)	2041 (Est.)	\$ 81,986	\$ 80,862	\$ 587,781	\$ 555,127		
Water Lines and Booster Pump New Hope (W1111) Project Deobligated	2041 (Est.)	\$ 246,452		\$ -	\$ -	\$ -	
Subtotal - State Revolving Loans		\$ 1,618,268	\$ 1,357,782	\$ 14,179,803	\$ 13,038,435	\$ -	



<div>DEBT PAYMENTS AND BALANCES</div> <div>Manager's Recommended FY24-25</div>							
	FY Paid	FY23-24 Adopted & Int	Princ	FY24-25 Recom. Princ & Int	Outstanding Balance FY24	Outstanding Balance FY25	Tentative New Debt
<b>Installment Loans</b>							
Paramount & City Hall (2014)	2024	\$	126,275	x \$	-	\$	-
Gateway Transit Building, HVAC Police & Streetscape (2014)	2034	\$	311,667	x \$	304,052	\$	2,277,000
W.A. Foster & Goldsboro Events Center (2015)	2030	\$	583,795	x \$	569,681	\$	2,910,000
Bryan Multi-Sports Complex (2017)	2032	\$	227,000	x \$	224,000	\$	1,600,000
Utilities AMI Project (70.98%) & Equipment (29.02%) (2017)	2032	\$	426,858	x \$	426,687	\$	3,078,000
Police Evidence Rm & Fire Station Renovation (2018)	2034	\$	486,479	x \$	474,407	\$	3,531,000
IT Lease #06 Suntrust (2018)	2024	\$	98,593	x \$	-	\$	-
Vehicles & Equipment (GF 56.07%; UF 43.93) General Fd Portion (2018)	2024	\$	256,415	x \$	-	\$	-
SJAFB Commercial Garbage Trucks (2019)	2029	\$	69,077	x \$	68,496	\$	317,000
Herman Park Center	Not Taken	\$	-	\$	-	\$	-
FY20 & FY21 Rolling Stock & Equipment (2021)	2027	\$	341,884	x \$	341,884	\$	1,001,913
FY22 Rolling Stock & IT Equipment	2027	\$	503,113	x \$	503,507	\$	905,000
FY23 Rolling Stock & IT Equipment	2028	\$	522,601	\$	522,915	\$	1,939,000
FY24 Rolling Stock & IT Equipment	New	\$	-	\$	454,675	\$	-
FY25 Rolling Stock & IT Equipment	New	\$	-	\$	-	\$	-
<b>Subtotal - Installment Loans</b>		\$	3,953,757	\$	3,890,304	\$	17,558,913
<b>Grand Total</b>		\$	7,759,879	\$	7,333,212	\$	43,332,716
<div>Debt Paid Off FY24/FY25</div> <div>New Debt taken in FY24/FY25</div>					<div>Principal Outstanding by Fund Summary</div> <div>General Fund</div> <div>Utility Fund</div> <div>Stormwater Fund</div> <div>Total</div>		
					<div>\$ 21,866,407</div> <div>\$ 21,013,049</div> <div>\$ 453,260</div> <div>\$ 43,332,716</div>		
					<div>\$ 18,475,545</div> <div>\$ 18,747,435</div> <div>\$ 330,307</div> <div>\$ 37,553,287</div>		

<div>Proposed New Debt Service</div> <div>General Fund</div>	
<div>Herman Park Center</div> <div> <div>Issuance: Undetermined</div> <div>Amortization: 15 Year Level Principal</div> <div>Interest Rate: 4.5%</div> <div>First Interest: Undetermined</div> <div>First Principal: Undetermined</div> </div> <div>Note: Debt service not included in Fy25 proposed budget. Total payment year 1 is \$1,101,168.</div>	\$11,750,000
<div>FY24 &amp; FY25 Rolling Stock &amp; Equipment</div> <div> <div>Issuance: May, 2025</div> <div>Amortization: 59 Months</div> <div>Interest Rate: 5%</div> <div>First Interest: May, 2025</div> <div>First Principal: May, 2025</div> </div>	\$4,425,663
<div>FY2024-25 Manager's Recomm. Budget</div>	

# POSITION SUMMARY

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## NEW POSITIONS - RECOMMENDED

Department	Grade	TITLE	FT, PT, PPT	Min of Salary Grade
Planning	71	Minimum Housing Inspector	FT	\$37,405.37
Community Development	73	Community Relations & Development Specialist	FT	\$41,239.41

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<b><u>POSITIONS REQUESTED/NOT RECOMMENDED</u></b>				
Department	Grade	TITLE	FT, PT, PPT	Min of Salary Grade
Public Works-Buildings & Grounds	78	Building & Grounds Supervisor	FT	\$52,633.10
Paramount	71	Patron & Administrative Services Coordinator	PPT to FT	\$37,405.37
Information Technology	84	Database Administrator	FT	\$70,533.40
Information Technology	84	Cybersecurity & Server Administrator	FT	\$70,533.40
Information Technology	75	IT/Communications Technician	FT	\$45,466.46
Information Technology	82	IT Project Manager	FT	\$63,975.87
<div>FY2024-25 Manager's Recomm. Budget</div> <div>39</div>				

<b>Authorized Positions FTE's</b>							
Fiscal Year	Public Safety	Non-Public Safety	Total General Fund	Stormwater	Utility	Occupancy Tax	Total
2015-2016	203	176	379	0	61	2	442
2016-2017	203	190	393	0	63	2	458
2017-2018	204	193	397	4	63	2	466
2018-2019	205	189	394	10	64	3	471
2019-2020	205	192	397	10	64	3	474
2020-2021	205	193.5	398.5	11.5	67	3	480
2021-2022	204	202.7	406.7	11.9	67.4	3	489
2022-2023	204	201.7	405.7	11.9	68.4	3	489
2023-2024	204	206.7	410.7	11.9	68.4	3	494
2024-2025 (Mrg Rec.)	204	208.2	412.2	11.9	68.9	3	496
<div>FY2024-25 Manager's Recomm. Budget</div> <div>40</div>							

# Permanent Part-Time Recommended Positions

Title	Paramount	GEC	PW Admin	Police	Parks & Rec	Golf	Total
Custodian	1		0	1	5		7
Golf Maintenance Tech.						1	1
Patron & Admin Serv. Asst.	1						1
Patron Serv. & Oper. Asst.		1					1
Total	2	1	0	1	5	1	10

- Notes:
- PPT FY24 = 11 Manager Recomm. FY25 = 10

# SALARY & EMPLOYEE BENEFITS



# Salary/Benefit Costs

Salary/Benefit	General	Utility	Stormwtr.	Occupancy	Total
Salaries (Reg/PT)	23,663,711	3,351,813	500,065	155,911	27,671,500
Social Security	1,952,894	275,150	39,737	12,440	2,280,221
Retirement	3,483,235	486,533	70,955	22,213	4,062,936
Health Insurance	3,672,648	607,176	106,128	28,944	4,414,896
401(k)	1,058,886	142,469	20,778	6,504	1,228,637
Wellness	117,000	19,800	3,600	900	141,300
Cell Phone Stipend	117,440	1,740	300	720	120,200
Clothing Stipend	36,034	254	0	164	36,452
Group Term Life	14,616	2,448	396	108	17,568
Other Benefits	1,335,268	152,436	2,726	1,080	1,491,510
COLA 2.5%	532,077	103,894	15,474	4,915	656,360
Bonus	0	0	0	0	0
Total	35,983,809	5,143,713	760,159	233,899	42,121,580

FY2024-25 Manager's Recomm. Budget

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# Salary Adjustment/Benefits

Salary Adjustments	Cost	Recomm. Budget
2.5% Cost of Living Increase	\$656,360	\$656,360
1% Merit Adjustment (½ Year)	\$337,560	\$-0-
Bonus @ \$400/net	\$227,000	\$-0-

## 401(K) Contribution

Non-Sworn Employees (4%)	\$ 867,477
Sworn Employees (5%)	\$ 361,161
Total Cost	\$1,228,638

## Retirement Rates:

	FY 2023-24	FY 2024-25
General Employees	12.91%	13.66%
Law Enforcement Employees	14.24%	15.24%
Employer Contribution Increase:		
General	\$2,593,103	\$2,959,491
LEO	\$ 797,439	\$1,103,444
Total	\$3,390,542	\$4,062,935

## Health Insurance:

Budgeted at \$9,648 per Employee (\$804/month) (currently \$674.54/month) 19% increase

FY2024-25 Manager's Recomm. Budget

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# Board Strategic Priorities

## January 18<sup>th</sup> Strategic Planning Retreat

- City Council’s top two priorities were decreasing violent crimes and gang activity and
- Improving the Towns financial position
- Economic expansion and economic development
- Addressing unhoused population needs
- Expansion of the waste water treatment plant
- Removal of slum and blight

## February 20-21<sup>st</sup> Budget Retreat

- City Council agreed to further increase Police salaries and include Fire department salaries
- PD salaries were increased in March estimated annual cost 1.1 million (equivalent to about 5 pennies on the tax rate)
- Public Safety salary increases and ARPA replacement revenue left no room for increased operational funding and resulted in deeper cuts to capital funding requests

# Departmental Requests

General Fund Expenditures

Orgn Name	FY24 Adopted Budget	Manager Recomm. 05/15/24 (MGR02)	% Change to FY24 Am. Adopted	Change to FY24 Am. Adopted
Police Department	\$ 11,236,113	\$ 14,459,553	27%	\$ 3,044,502
Fire Department	\$ 7,666,957	\$ 9,241,147	20%	\$ 1,514,143
Solid Waste	\$ 4,079,299	\$ 4,729,674	-5%	\$ (241,727)
Debt Service	\$ 4,271,500	\$ 4,137,687	-3%	\$ (142,453)
Parks and Recreation	\$ 3,657,863	\$ 4,030,778	7%	\$ 251,249
Information Technology	\$ 3,033,809	\$ 2,686,845	-24%	\$ (852,463)
Finance	\$ 2,168,679	\$ 2,287,041	5%	\$ 113,962
Garage	\$ 1,737,340	\$ 1,916,635	9%	\$ 159,676
Planning & Redevelopment	\$ 1,382,180	\$ 1,613,734	17%	\$ 232,491
Engineering	\$ 1,405,475	\$ 1,297,712	-9%	\$ (133,900)
Street Maintenance	\$ 902,005	\$ 1,042,988	1%	\$ 12,270
Buildings & Grounds	\$ 856,905	\$ 1,014,451	7%	\$ 64,397
City Manager	\$ 874,122	\$ 970,748	11%	\$ 95,688
Paramount Theater	\$ 911,558	\$ 931,228	-1%	\$ (10,982)
Golf Course	\$ 725,692	\$ 875,334	-12%	\$ (117,839)
Human Resources Management	\$ 758,598	\$ 853,632	9%	\$ 72,918
Inspections	\$ 630,765	\$ 667,130	6%	\$ 36,365
Public Works - Administration	\$ 629,026	\$ 654,534	2%	\$ 10,947
Agency Support (NPO's)	\$ 473,129	\$ 548,329	-6%	\$ (33,616)
Streets Utilities	\$ 497,000	\$ 501,000	1%	\$ 4,000

General Fund Expenditures (con't)

Orgn Name	FY24 Adopted Budget	Manager Recomm. 05/15/24 (MGR02)	% Change to FY24 Am. Adopted	Change to FY24 Am. Adopted
Non-Recurring Capital Outlay	\$ 482,593	\$ 478,994	-45%	\$ (394,899)
Mayor & Council	\$ 462,741	\$ 450,668	-3%	\$ (12,073)
Cemetery	\$ 398,172	\$ 397,931	0%	\$ (241)
Community Relations	\$ 203,037	\$ 319,637	57%	\$ 116,600
Downtown Development	\$ 312,104	\$ 311,727	0%	\$ (377)
Goldsboro Event Center	\$ 218,700	\$ 263,109	-7%	\$ (21,220)
Transfers & Shared Services	\$ 397,000	\$ 40,000	-90%	\$ (364,385)
Postage Service Credits	\$ -	\$ -	-	\$ -
Office Supply Credits	\$ -	\$ -	-	\$ -
PCard Transaction Clearing	\$ -	\$ -	-	\$ -
Street Paving Division	\$ -	\$ -	-100%	\$ (207,531)
Garage Service Credits	\$ (749,750)	\$ (790,750)	5%	\$ (41,000)
Total Expenditures-General Fund	\$ 49,622,612	\$ 55,931,495		\$ 3,154,503

General Fund Expenditures

■ **Police Department (\$14,459,553)**

Uniforms & Protective Clothing (ANSI 207 req.)	115,200
Software License Fees	331,925
Police ShotSpotter Fees	221,000
Tasers (86)	417,663
Line Cars & Upfit Equipment (12 requested, 6 recom)	459,372
Building Maintenance	60,971

Priorities: Line Cars, Tasers, and Portable Radios

■ **Fire Department (\$9,241,147)**

Uniforms & Protective Clothing	137,700
Vehicle Fuel & Repairs	160,000
Education Reimbursement	25,000
Fire Hoses	41,000
Air Packs	60,000

Priorities: Fire Truck (Aerial/Pumper, Air packs and Hoses

FY2024-25 Manager's Recomm. Budget

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General Fund Expenditures

■ **Solid Waste (\$4,729,674)**

Landfill Charges	560,000
Fleet Maintenance	257,000
Rear Loading Garbage Truck	310,000
Leaf Truck	300,000
Side Loading Garbage Truck	400,000

Priorities: Leaf Truck, Rear Loader, Automated Trash Truck

■ **Debt Service (\$4,137,687)**

Debt Service Payments (see chart)	4,137,687
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FY2024-25 Manager's Recomm. Budget

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**General Fund Expenditures**

■ **Parks & Recreation (\$4,030,778)**

Operational and Maintenance Supplies	285,000
Contract Services	171,126
Utilities	126,000
Tractor	76,860
Aerator	43,500

Priorities: Aerator, and (1) Kubota Tractor and Attachment.

■ **Information Technology (\$2,686,845)**

Software License Fees	828,200
IT Lease (GF, SW, UF, OT Funds)	610,000
2- Broncos 4 X 4	70,000
Contract Services	161,000

Priorities: Database Administrator, Cyber Security/Server Admin, (3) Ford Broncos 4 X 4, HVAC for City Hall, Network Equipment Upgrade.

**General Fund Expenditures**

■ **Finance (\$2,287,041)**

Tax Listing	360,108
Consultant Fees	50,215
Audit (General Fund Portion)	80,000
Software License Fees	44,920

Priorities: Staffing levels for timely completion of critical financial activities (i.e. audit and budget)

■ **Garage (\$1,916,635)**

Tires and Tubes	171,000
Automotive Parts	460,000
Outside Repairs	135,000
Ford F-150 Crew Cab	48,000

Priorities: Crew Cab Pick-Up Truck & Power Lifts

<b><u>General Fund Expenditures</u></b>	
■ <b><u>Planning (\$1,613,734)</u></b>	
Transportation Planning (80% NCDOT)	489,618
Clean and Cut Lots	50,000
Consultant Fees	175,000
Building Demolition	100,000
Priorities: NCDOT Betterment Agreements, Pick-up Truck	
■ <b><u>Engineering (\$1,297,712)</u></b>	
Traffic Maintenance Materials	50,000
Software License Fees	27,800
Signs & Markings Maint. Materials	25,000
Consultant Fees	30,000
Priorities: Sports Utility Vehicle	
FY2024-25 Manager's Recomm. Budget	
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<b><u>General Fund Expenditures</u></b>	
■ <b><u>Street Maintenance (\$1,042,988)</u></b>	
Asphalt & Concrete Repairs	48,000
Tree Service	30,000
Crew Cab Pick-Up Truck	69,000
Priorities: Tandem Dump Truck and Crew Cab Pick-up	
■ <b><u>Building &amp; Grounds (\$1,014,451)</u></b>	
Building Maintenance	54,490
Power Lifts	12,000
Tractor w/Boom Mower	154,344
Priorities: John Deere Mid Mount Boom Mower, F-150 Super crew	
■ <b><u>City Manager (\$970,748)</u></b>	
League of Municipalities	27,000
Software License Fees-Agenda Management	35,000
Consultant Fees	15,000
Travel	16,572
FY2024-25 Manager's Recomm. Budget	
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<b><u>General Fund Expenditures</u></b>	
■ <b><u>Paramount Theatre (\$931,228)</u></b>	
Performance Series	50,000
Utilities	32,000
Part-time Salaries	127,095
Priorities: HVAC & Wheelchair Lift	
■ <b><u>Golf Course (\$875,334)</u></b>	
Greens Roller	30,000
Operational Supplies	80,000
Tree Service	24,944
Pro Shop Expense	70,000
Priorities: Greens Rollers & Ball Dispensing Machine	
■ <b><u>Human Resources (\$853,632)</u></b>	
Software License Fees (NeoGov)	66,228
Recruitment & Background Checks	6,500
Compensation & Classification Study	40,000
Priorities: NeoGov employee management system, Classification & Pay Study	
FY2024-25 Manager's Recomm. Budget	

<b><u>General Fund Expenditures</u></b>	
■ <b><u>Inspections (\$667,130)</u></b>	
Bank Fees	17,000
Travel & Training	6,287
Priorities: Provide continuing education to maintain required certifications for Inspectors	
■ <b><u>Public Works - Admin (\$654,534)</u></b>	
Electricity	110,000
Natural Gas	36,000
Software License Fees (City works)	15,750
Priorities: Operational Supplies	
■ <b><u>Agency Support (\$548,329)</u></b>	
Housing Authority	95,200
GWTA Funding	353,129
FY2024-25 Manager's Recomm. Budget	

# General Fund Expenditures

Street Utilities (\$501,000)

Street Lights

Railroad Signal Maintenance

470,000

22,000

Non-Recurring Capital Outlay (\$478,994)

City's Portion Retiree Health Insurance

Economic Development Incentives

FY25

66,058

Manager's Recommended Budget

370,036

Company	Agreement	Total	FY	Budget Amount
Alta*	12/5/2016	\$ 25,000.00	2025	\$ -
Alta	12/17/2018	\$ 26,875.00	2025	\$ 6,719.00
AP Exhaust	5/4/2021	\$ 21,000.00	2025	\$ 14,000.00
Michael Aram	12/16/2019	\$ 440,000.00	2025	\$ 52,900.00
Atlantic Casualty	3/17/2020	\$ 100,000.00	2025	\$ 48,600.00
WNB Landlords**	2/25/2019	\$ 469,463.00	2025	\$ 62,595.00
Stromberg Foods	2/26/2017	\$ 26,110.00	2025	\$ 5,222.00
Wayne County Shell Building**	6/6/2017	\$ 425,000.00	2025	\$ 50,000.00
Mount Olive Pickle	3/1/2022	\$ 600,000.00	2025	\$ 130,000.00
Total Economic Development Incentives		\$ 2,133,448.00		\$ 370,036.00

\* Expired agreement

\*\* Final payment FY25

FY2024-25 Manager's Recomm. Budget

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General Fund Expenditures					
■ <b><u>Mayor/Council (\$450,668)</u></b>					
City Attorney Fees					150,000
Crossroad Strategies					90,000
■ <b><u>Cemetery (\$397,931)</u></b>					
Contract Services (Temp Labor)					25,000
Priorities: Storage Building					
■ <b><u>Community Relations (\$319,637)</u></b>					
Community Events					5,000
Travel					8,020
■ <b><u>Downtown Development (\$311,727)</u></b>					
Downtown Projects (Public Artwork & Street Pole Hardware					32,500
FY2024-25 Manager's Recomm. Budget					58



General Fund Expenditures

■ **Goldsboro Event Center (\$263,109)**

Part-time salaries	48,042
Electricity	24,000
Building Maintenance	15,500

Priorities: Salaries and wages for part-time staff used when revenue producing events occur, building maintenance to sustain the City’s investment in the theater and remain code compliant

■ **Shared Services & Transfers (\$40,000)**

FEMA AFG Grant (Fire)	40,000
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Stormwater Fund Expenditures

Orgn Name	FY23-24 Amended	FY24-25 Recomm.	% Change	\$ Change
Stormwater Division	\$1,478,796	\$1,353,641	-8%	(\$125,155)
Shared Svcs & Transfers	\$457,169	\$157,260	-66%	(\$299,909)
Debt Service	\$134,691	\$186,930	39%	\$52,239
Total Expenditures	\$2,070,656	\$1,697,831	-18%	(\$372,825)

Stormwater Fund Expenditures

- Stormwater Department (\$1,353,641)**
  - Pipe Inspection Camera 150,000
  - Operational Supplies 75,000
  - Landfill Charges 50,000
  - Priorities: Backhoe & CCTV Camera
- Debt Service \$186,930)**
  - Debt Service Payments 186,930
- Shared Services & Transfers (\$157,260)**
  - Shared Services Charge General Fund 157,260

Utility Fund Expenditures

Orgn Name	FY23-24 Amended	FY24-25 Recomm.	% Change	\$ Change
Shared Svcs & Transfers	\$6,464,302	\$4,261,865	-34%	(\$2,202,437)
Water Reclamation Facility	\$6,647,289	\$4,240,984	-36%	(\$2,406,305)
Water Treatment Plant	\$5,247,881	\$4,252,555	-19%	(\$995,326)
Debt Service	\$3,120,000	\$2,689,744	-14%	(\$430,256)
Distribution & Collection	\$3,263,864	\$3,006,607	-8%	(\$257,257)
Billing & Meter Services	\$897,971	\$909,001	1%	\$11,030
Compost Facility	\$1,093,566	\$840,151	-23%	(\$253,415)
Utility Fund Capital Expense	\$165,028	\$5,497,347	3231%	\$5,332,319
Total Expenditures	\$26,899,901	\$25,698,254	-4%	(\$1,201,647)

<u>Utility Fund Expenditures</u>	
■ <b><u>Utility Fund (Capital) (\$5,497,347)</u></b>	
Utility Improvements (Inflow & Infiltration Repairs)	5,441,494
■ <b><u>Shared Svcs &amp; Transfers (\$4,261,865)</u></b>	
Shared Services General Fund	4,261,865
■ <b><u>Water Treatment Plant (\$4,252,555)</u></b>	
Water Plant Improvements-Sedimentation Basin	255,000
Chemicals	1,631,890
Mach./Equip. Maintenance	468,700
Electricity	325,000
Priorities: Addressing structural issues at water treatment plant, Utility Maintenance Agreement to provide ongoing maintenance for water tanks	
FY2024-25 Manager's Recomm. Budget	
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<u>Utility Fund Expenditures</u>	
■ <b><u>Water Reclamation Facility (\$4,240,984)</u></b>	
Facility Updates-Roof Repairs	200,000
Electricity	550,000
Mach/Equipment Maintenance	963,497
Chemicals	205,898
Priorities: Roof Repairs, Replacement of the U.V. system, Pump Repairs	
■ <b><u>Distribution &amp; Collections Division (\$3,006,607)</u></b>	
Water Meters & Boxes	100,000
John Deer Tractor	150,000
F-350 Utility Vehicle	90,000
Priorities: Tractor, F350, Bobcat Excavator E60 and Orion Camera	
■ <b><u>Debt Service (\$2,689,744)</u></b>	
Debt Service Payments	2,689,744
FY2024-25 Manager's Recomm. Budget	
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**Utility Fund Expenditures**

■ **Billing, Inventory & Meter Services (\$909,001)**

Contract Services (QS1 billing)	150,000
Bank Fees	150,000

Priorities: Audit completion, Pick up Truck

■ **Compost (\$840,151)**

Machine Equipment Maintenance	166,731
Electricity	68,000

Priorities: Front End Loader and Airlift Separator

***DOWNTOWN MUNICIPAL  
SERVICE DISTRICT FUND***

***OCCUPANCY TAX  
FUNDS***



# Downtown District

	FY24-25			
	FY23-24 Amended	Recommended		
	Adopted Budget	Budget	% Change	\$ Change
<b>Revenues:</b>				
Property Tax Special District	\$ 102,683	\$ 99,727	-3%	\$ (2,956)
Fund Balance Withdrawal*	\$ -	\$ 498	0%	\$ 498
<b>Total Revenues</b>	<b>\$ 102,683</b>	<b>\$ 100,225</b>		<b>\$ (2,458)</b>
<b>Expenditures:</b>				
Advertising	\$ 22,000	\$ 25,000	14%	\$ 3,000
Beautification Program	\$ 30,000	\$ 30,000	0%	\$ -
Incentive Grant Program	\$ 10,000	\$ 15,000	50%	\$ 5,000
Other Expenditures	\$ 40,683	\$ 30,225	-26%	\$ (10,458)
<b>Total Expenditures</b>	<b>\$ 102,683</b>	<b>\$ 100,225</b>		<b>\$ (2,458)</b>

# Occupancy Tax Fund

<b>Revenues:</b>				
80% Civic Center	\$ 828,450	\$ 910,286	10%	\$ 81,836
20% Travel & Tourism	\$ 210,000	\$ 227,571	8%	\$ 17,571
Investment Interest	\$ 5,000	\$ 16,000	220%	\$ 11,000
County of Wayne 1%	\$ 171,000	\$ 195,000	14%	\$ 24,000
Merchandise Sales	\$ 1,000	\$ 1,000	0%	\$ -
Fund Balance Withdrawal	\$ 250,000	\$ -	-100%	\$ (250,000)
<b>Total Revenues</b>	<b>\$ 1,465,450</b>	<b>\$ 1,349,857</b>		<b>\$ (115,593)</b>
<b>Expenditures:</b>				
Shared Services & Transfers	\$ 39,874	\$ 103,225	159%	\$ 63,351
Capital	\$ 250,000	\$ -	-100%	\$ (250,000)
Debt Service	\$ 327,000	\$ 324,000	-1%	\$ (3,000)
County of Wayne (40% Portion)	\$ 415,380	\$ 455,143	10%	\$ 39,763
Travel & Tourism	\$ 433,196	\$ 467,489	8%	\$ 34,293
<b>Total Expenditures</b>	<b>\$ 1,465,450</b>	<b>\$ 1,349,857</b>		<b>\$ (115,593)</b>

- Current levy is 5% for local hotel and motel occupancy
- County of Wayne’s funding of the 1% occupancy tax

Priorities: Increase visitor spending in Wayne County by securing more conventions and sporting events, act on objectives outlined in the 2021 Tourism Master Plan, serve as a resource to local tourism partners through valuable programming.

VEHICLES  
AND  
CAPITAL OUTLAY

Capital Requests  
Recommended FY24-25

Capital Outlay Type	FY24-25		FY23-24	
	Request	Manager Recomm.	Request	Adopted
<b>General Fund</b>				
Buildings & Improvements	\$ 602,000	\$ 4,250	\$ 1,800,023	\$ 47,172
Rolling Stock/Equipment/Furniture/Fixtures	3,023,794	1,149,573	2,327,243	840,878
Vehicles	3,475,892	1,656,372	3,554,604	1,218,184
Infrastructure	1,013,950	5,000	1,011,817	107,317
Subtotal General Fund	\$ 8,115,636	\$ 2,815,195	\$ 8,693,687	\$ 2,213,551
<b>Utility Fund</b>				
Buildings & Improvements	\$ 455,000	\$ 505,000	\$ 320,000	\$ 305,000
Rolling Stock/Equipment/Furniture/Fixtures	499,215	169,215	312,000	312,000
Vehicles	277,053	135,053	118,600	118,600
Distribution System	8,756,189	5,659,173	1,704,142	721,702
Subtotal Utility Fund	\$ 9,987,457	\$ 6,468,441	\$ 2,454,742	\$ 1,457,302
<b>Stormwater Fund</b>				
Buildings & Improvements	\$ -	\$ 36,000	\$ 15,000	\$ -
Rolling Stock/Equipment/Furniture/Fixtures	380,000	150,000	20,000	20,000
Vehicles	50,000	-	568,500	235,000
Subtotal Stormwater Fund	\$ 430,000	\$ 186,000	\$ 603,500	\$ 255,000
<b>Downtown MSD Tax Fund</b>				
Rolling Stock/Equipment/Furniture/Fixtures	\$ -	\$ -	\$ -	\$ -
Subtotal Downtown MSD Tax Fund	\$ -	\$ -	\$ -	\$ -
<b>Occupancy Tax Fund</b>				
Rolling Stock/Equipment/Furniture/Fixtures	\$ -	\$ -	\$ -	\$ -
Subtotal Occupancy Tax Fund	\$ -	\$ -	\$ -	\$ -
All Funds Total	\$ 18,533,093	\$ 9,469,636	\$ 11,751,929	\$ 3,925,853

Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
<b>General Fund</b>				
<u>Paramount</u>	HVAC Controls System		\$ 60,800	\$ -
	Wheelchair lift		\$ 18,000	\$ -
			<u>\$ 78,800</u>	<u>\$ -</u>
<u>Goldsboro Event Center</u>	Facility Updates-Carpet		\$ 30,000	\$ -
	Facility Updates-Curtains for Ballroom		\$ 8,500	\$ 4,250
			<u>\$ 38,500</u>	<u>\$ 4,250</u>
<u>Information Technology</u>	Boiler, and Controls Replacement		\$ 347,200	\$ -
	Ford Bronco Sport Base, 4DR, 4X4, 1.5L			
	EcoBoost, 8-Speed Auto		\$ 35,000	\$ 35,000 *
	Ford Bronco Sport Base, 4DR, 4X4, 1.5L			
	EcoBoost, 8-Speed Auto		\$ 35,000	\$ 35,000 *
	Ford Bronco Sport Base, 4DR, 4X4, 1.5L			
	EcoBoost, 8-Speed Auto		\$ 35,000	\$ - *
	UPS Replacement		\$ 100,000	\$ - *
	Network Equipment Upgrade (Entire City)		\$ 500,000	\$ - *
	MDT Replacement and Drone Upgrades for			
	Public Safety		\$ 540,000	\$ - *
	Storage Expansion		\$ 120,000	\$ - *
	Lease and Consulting Fees		\$ 10,000	\$ - *
			<u>\$ 1,722,200</u>	<u>\$ 70,000</u>
<u>Garage</u>	Ford F-150 CRW Cab		\$ 48,000	\$ 48,000 *
	Heavy Duty Power Lifts		\$ 55,000	\$ 55,000
			<u>\$ 103,000</u>	<u>\$ 103,000</u>
FY2024-25 Manager's Recomm. Budget				71

Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
<b>General Fund</b>				
<u>Building &amp; Grounds</u>	18x18 Roll-up garage door and motor		\$ 20,000	\$ -
	Automated, electric chain driven gate with			
	key fob access.		\$ 20,000	\$ -
	Hustler FX1000 60" Deck 35 HP		\$ 16,000	\$ 16,000
	F-150 4x4 Super Crew Pickup Truck		\$ 55,150	\$ - *
	John Deere 6105E, mid mount boom mower,			
	tag along rotary cutter.		\$ 154,344	\$ 154,344 *
	Skyjack SJIII3219 Scissors Lift		\$ 12,000	\$ 12,000
			<u>\$ 277,494</u>	<u>\$ 182,344</u>
<u>Cemetery</u>	40x49x15 Metal Building		\$ 42,000	\$ -
			<u>\$ 42,000</u>	<u>\$ -</u>
<u>Planning</u>	2024 F-150 4x2 Supercab		\$ 45,000	\$ - *
			<u>\$ 45,000</u>	<u>\$ -</u>
<u>Street Maintenance</u>	Salt Spreader		\$ 20,000	\$ -
	Salt Spreader		\$ 20,000	\$ -
	Western Stare 47 X tandem Axel dump truck		\$ 177,000	\$ - *
	F-750 10 Ton dump truck with snow plow. The			
	snowplow alone is 18 K		\$ 155,000	\$ - *
	F-250 Service Body truck		\$ 69,000	\$ 69,000 *
			<u>\$ 441,000</u>	<u>\$ 69,000</u>
<u>Street Utilities</u>	Railroad Signals		\$ 5,000	\$ 5,000
	Switch out controllers for 4 traffic signals.		\$ 14,000	\$ -
			<u>\$ 19,000</u>	<u>\$ 5,000</u>
FY2024-25 Manager's Recomm. Budget				72

Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
General Fund				
<u>Street Paving</u>	Paving petition received on 6-30-14 for Branch Street from Vann St. to Southern End		\$ 598,950	\$ -
	Dirt street paving for North Slocumb Street from Simmons Street to Deadend (\$211,200)			
	and Atlantic Avenue from North Audubon Avenue to Deadend (\$184,800)			
			\$ 396,000	\$ -
			\$ 994,950	\$ -
<u>Solid Waste</u>	2024 Econic Loadmaster XL rear-loading garbage truck		\$ 310,000	\$ 310,000 *
	2024 Crane Carrier Rotopac side-loading garbage truck		\$ 400,000	\$ 400,000 *
	2024 Fully automated leaf truck		\$ 300,000	\$ 300,000 *
	2024 Ford Super Duty long bed pickup w/liftgate		\$ 50,000	\$ - *
	Ottowa yard truck (yard dog)		\$ 100,000	\$ - *
	Perimeter fence w/ automated front gate.		\$ 55,500	\$ -
			\$ 1,215,500	\$ 1,010,000
<u>Engineering</u>	2024 Sports Utility Vehicle		\$ 40,284	\$ - *
			\$ 40,284	\$ -
<u>Fire Department</u>	Pumper Replacement		\$ 930,000	\$ - *
	Hose and Appliances		\$ 41,000	\$ 41,000
	Match for Assistance to Firefighters Grant (AFG) for portable radios		\$ 40,000	\$ -
	SCBA Equipment		\$ 60,000	\$ 60,000
	Thermal Imaging Camera		\$ 7,400	\$ -
			\$ 1,078,400	\$ 101,000
FY2024-25 Manager's Recomm. Budget				73

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Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
General Fund				
<u>Police Department</u>				
	1 86 Tasers (5 Yr Warranty)	5560	\$ 417,663	\$ 417,663 *
	2 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	2 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	3 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	3 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	4 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	4 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	5 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	5 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	6 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	6 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	7 2025 Chevrolet Tahoe PPV	5404	\$ 58,000	\$ 58,000 *
	7 Equipment for 2025 Chevrolet Tahoe	5400	\$ 18,562	\$ 18,562 *
	GreyKey Mobile Forensics(Hardware & 8 Software)	5527	\$ 21,194	\$ -
	9 20 BWCs and 20 in-car system	5527	\$ 75,440	\$ 75,440
	10 20 Portable Radios and Accessories	5591	\$ 103,180	\$ 103,180
	Replacement Drying Cabinet Filters/Airclean			
	11 Drysafe \$6,000.00	5527	\$ 6,000	\$ 6,000
	Foster & Freeman Discover Pro - Crime-Lite			
	12 Auto Kit with Oblique/Coaxial: Illumination	5527	\$ 43,065	\$ -
	13 Forensic Buddy System	5527	\$ 7,588	\$ -
	14 Replace K-9 Kenza	5179	\$ 13,064	\$ -
	15 2025 Dodge Durango AWD	5404	\$ 44,048	\$ - *
	15 Equipment for 2025 Dodge Durango	5400	\$ 12,375	\$ - *
	16 2025 Dodge Durango AWD	5404	\$ 44,048	\$ - *
	16 Equipment for 2025 Dodge Durango	5400	\$ 12,375	\$ - *
FY2024-25 Manager's Recomm. Budget				74

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Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
General Fund				
Police Department				
	17 2025 Dodge Durango AWD	5404	\$ 44,048	\$ - *
	17 Equipment for 2025 Dodge Durango	5400	\$ 12,375	\$ - *
	18 2025 Dodge Durango AWD	5404	\$ 44,048	\$ - *
	18 Equipment for 2025 Dodge Durango	5400	\$ 12,375	\$ - *
	19 Ford F150 Super Crew Cab Truck	5404	\$ 39,747	\$ - *
	19 Equipment for Ford F150 Super Crew Cab	5400	\$ 16,106	\$ - *
	20 Stalker Message/RADAR Trailers	5514	\$ 25,747	\$ -
	21 Voice Stress Analyzer (CVSA)	5527	\$ 11,170	\$ -
	22 Canine Kennel	5179	\$ 8,479	
	22 Converus Eye Detect System Hardware	5527	\$ 7,970	\$ -
	23 2024 Ram 1500PU 4x4 STC	5504	\$ 45,946	\$ - *
	23 Equipment for 2024 Ram 1500PU 4x4 STC	5400	\$ 4,595	\$ - *
	24 Polygraph System	5515	\$ 7,400	\$ 7,400
	25 Office Furniture	5904	\$ 156,644	\$ -
			\$ 1,696,062	\$ 1,069,055
Parks & Recreation				
	Sand Spreader - TT3065 Spreader		\$ 33,900	\$ - *
	Kubota Tractor		\$ 76,860	\$ 76,860 *
	Mid-Size John Deere Tractor		\$ 75,000	\$ - *
	Hustler Super Z Mower with 60" Deck		\$ 14,186	\$ 14,186
	Mower Attachment - Befco Super Flex Mower 15'		\$ 27,000	\$ 27,000 *
	Aerator - Stec CB200		\$ 43,500	\$ 43,500 *
			\$ 270,446	\$ 161,546
Golf				
	Greens Roller		\$ 30,000	\$ 30,000 *
	Ball Dispensing Machine		\$ 10,000	\$ 10,000
	Buffalo Blower		\$ 13,000	\$ -
			\$ 53,000	\$ 40,000
Total General Fund Capital Outlay			\$ 8,115,636	\$ 2,815,195
FY2024-25 Manager's Recomm. Budget				75

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Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25 *
Stormwater Fund				
Stormwater				
	2024 Johndeere Backhoe		\$ 160,000	\$ - *
	2024 F 150 4x4		\$ 50,000	\$ - *
	2024 John Deere Tractor		\$ 70,000	\$ - *
	Enclosed Equipment Shelter		\$ -	\$ 36,000
	CCTV Camera system		\$ 150,000	\$ 150,000
			\$ 430,000	\$ 186,000
Total Stormwater Fund Capital Outlay			\$ 430,000	\$ 186,000
Utility Fund				
Billing & Meter Services				
	2025 Toyota Tacoma		\$ 42,000	\$ - *
			\$ 42,000	\$ -
Distribution & Collections				
	2024 Ford F150		\$ 50,000	\$ -
	2024 Ford F150		\$ 50,000	\$ -
	2024 Ford F350		\$ 90,000	\$ 90,000
	2024 John Deere 6120 M		\$ 150,000	\$ 150,000
	2024 Bobcat E60		\$ 90,000	\$ -
	2024 Woods Batwing Mower		\$ 25,000	\$ -
	Enclosed Equipment Shelter		\$ -	\$ 50,000
	2024 Ibak Orion Camera		\$ 34,000	\$ -
			\$ 489,000	\$ 290,000
Water Treatment Plant				
	WTP Structure Repairs		\$ 255,000	\$ 255,000
	Elevated Tank Asset Management		\$ 187,000	\$ 187,000
			\$ 442,000	\$ 442,000
Water Reclamation Facility				
	Dewatering Building Roof Replacement		\$ 115,000	\$ 115,000
	Operations Building/Office Roof Replacement		\$ 75,000	\$ 75,000
	Operators Room & Chief			
	Operator/Superintendent Floors redone		\$ 10,000	\$ 10,000
	Sealer		\$ 7,206	\$ 7,206
	All Weather Sampler		\$ 10,474	\$ 10,474
	DR 6000 Spectrophotometer		\$ 12,999	\$ 12,999
	John Deere Gator HPX815E		\$ 19,215	\$ 19,215
			\$ 249,894	\$ 249,894
FY2024-25 Manager's Recomm. Budget				76

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Capital Requests				
Fund/Department	Description of Capital Items	Acct #	Budget Request FY24-25	Budget Recommended FY24-25
Utility Fund				
Utility Fund Capital Expense	2024 F150 Truck		\$ 45,053	\$ 45,053
	Petition received for Courtney Road from Bayleaf Drive to 103 Courtney Road on 6-10-08 estimated cost = \$158,400; Petition received for Smith Drive from North Marion Drive to Maplewood Drive on 8-1-12 estimated cost = \$166,320; Petition received for Granville Drive from existing manhole at 2004 Granville Drive to Old Mill Place on 4-29-21 estimated cost = \$524,700; Petition received for Old Mill Place from Granville Drive to the Terminus of Old Mill Place on 1-10-23 estimated cost = \$231,264		\$ 1,080,684	\$ -
	City of Goldsboro water and sewer line relocations for the widening of US 117 North (North William Street Project) City 50% match \$1,232,116 per estimate. FY2024/25 = \$1,500,000.		\$ 1,500,000	\$ 1,500,000
	Old dilapidated 15" VCP sewer outfall line in poor condition (pipe bursting)		\$ 2,833,333	\$ 2,833,333
	William Street water line replacement = \$741,600 and Granville Drive water line extension = \$674,732 - William Street water line has lots of calcium and no water volume and low water pressure. Granville Drive water line will loop existing lines for better water pressure.		\$ 1,416,332	\$ -
	MOPCO Ph 1-3 Shortfall due from City to WCDA		\$ 1,200,000	\$ 600,000
	U- 5724Central Heights Road Realignment Project NCDOT (25% city match) Moving water and sewer utilities		\$ 308,161	\$ 308,161
	Relocate 10 & 12" water lines under Royal Farms property on Grantham St property being sold by General Fund (by agreement with Royal Farms) not to exceed \$200K		\$ 200,000	\$ 200,000
			\$ 8,583,563	\$ 5,486,547
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Capital Requests				
Compost	John Deere 184 G-Tier Small Front end Loader w/ 1 yard bucket	\$ 91,000	\$ -	
	Airlift Separator	90,000	-	
		\$ 181,000	\$ -	
Total Utility Fund Capital Outlay			\$ 9,966,457	\$ 6,468,441
Occupancy Tax Fund				
Civic Center		\$ -	\$ -	
		\$ -	\$ -	
Total Occupancy Tax Fund Capital Outlay			\$ -	\$ -
Grand Total Capital Outlay			\$ 18,448,451	\$ 9,469,636
Items with an asterisk (*) indicates there will be a loan associated with the item				
	General Fund amount to be borrowed	\$ 5,654,159	\$ 2,405,739	
	Stormwater Fund amount to be borrowed	280,000	-	
	Utility Fund amount to be borrowed	-	-	
	Occupancy Tax Fund amount to be borrowed	-	-	
	Total amount recommended to be borrowed	\$ 5,934,159	\$ 2,405,739	
FY2024-25 Manager's Recomm. Budget				78

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Capital Requests Summary				
Capital Outlay Type	FY24-25		FY23-24	
	Request	Manager Recomm.	Request	Adopted
Buildings & Improvements	\$ 1,057,000	\$ 545,250	\$ 2,135,023	\$ 352,172
Rolling Stock/Equipment	\$ 3,903,009	\$ 1,468,788	\$ 2,659,243	\$ 1,172,878
Vehicles	\$ 3,802,945	\$ 1,791,425	\$ 4,241,704	\$ 1,571,784
Infrastructure	\$ 1,013,950	\$ 5,000	\$ 1,011,817	\$ 107,317
Distribution System	\$ 8,756,189	\$ 5,659,173	\$ 1,704,142	\$ 721,702
<b>Total All Funds</b>	<b>\$ 18,533,093</b>	<b>\$ 9,469,636</b>	<b>\$ 11,751,929</b>	<b>\$ 3,925,853</b>

Next Steps
<ul style="list-style-type: none"> <li>✓ <i>Public Hearing scheduled for Monday, June 3, 2024 at 7 pm in Council Chambers.</i></li> <li>✓ <i>Notification of the publication of the budget and the public hearing advertised in the Goldsboro News Argus on May 11, 2024.</i></li> <li>✓ <i>Notification sent to large industrial customers regarding proposed rate change on May 7, 2024 as required.</i></li> <li>✓ <i>Scheduling any additional budget work sessions. Date, time and location?</i></li> <li>✓ <i>Recommend Adoption of FY24-25 Budget at June 17<sup>th</sup> meeting.</i></li> <li>✓ <i>Manager final comments on today's Budget Presentation.</i></li> <li>✓ <i>Mayor and Council comments.</i></li> </ul>

# Notes

FY2024-25 Manager's Recomm. Budget

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Community Relations & Development Department  
HOME-ARP Plan B Proposal

	Nonprofit Operating and Capacity Building Assistance
Overview	<ul style="list-style-type: none"><li>The City may use <b>up to 5% of its Allocation to pay operating expenses of CHDOs and other nonprofits</b> that will carry out activities with HOME-ARP funds.</li><li>The City may also use <b>up to an additional 5% of its Allocation to pay eligible costs related to building the capacity of eligible nonprofits to carry out HOME-ARP eligible activities.</b></li><li>The City may award operating expense assistance and/or capacity building assistance to a nonprofit organization if it reasonably expects to provide HOME-ARP funds to the organization(s) for any of the eligible HOME-ARP activities <b>within 24 months of the award.</b></li></ul>
Eligible Costs for Nonprofit Operating Expenses	<ul style="list-style-type: none"><li>Employee salaries, wages, and other employee compensation and benefits; employee education, training, and travel; rent; utilities; communication costs; taxes; insurance; and equipment, materials, and supplies.</li></ul> <b>*HOME-ARP funds used for operating expenses must be used for the general operating costs of the nonprofit; these operating costs must not have a particular final cost objective (i.e., project or activity), or must not be directly assignable to a HOME-ARP activity or project.</b>
Eligible Costs for Nonprofit Capacity Building Assistance	<ul style="list-style-type: none"><li>Salaries for new hires including wages and other compensation and benefits; employee training or other staff development that enhances an employee's skill set and expertise; equipment (e.g., computer software or programs that improve organizational processes), upgrades to materials, and supplies; and contracts for technical assistance or for consultants with expertise related to the HOME-ARP qualifying populations.</li></ul> <b>*HOME-ARP funds must be given to CHDOs and other nonprofits for the expansion and/or improvement of an organization's ability to successfully carry out for eligible HOME-ARP activities.</b>
Way Ahead	<ul style="list-style-type: none"><li>Identify CHDOs and Nonprofit Organizations within City limits.</li><li>Schedule meetings with current homeless provider agencies to assess needs.</li><li>Need to consider how the City wants to fund.</li></ul>

HOME-ARP 1

	Supportive Services
Overview	<ul style="list-style-type: none"><li>The City may use its HOME-ARP Allocation to provide a broad range of supportive services to individuals and families that meet one of the qualifying populations as defined in CPD 21-10.</li><li>Supportive services may be provided to individuals and families who are not already receiving the services outlined in CPD 21-10 through another program.</li><li>The City may establish a separate supportive services activity/activities or combine supportive services with other HOME-ARP activities.</li></ul>
Eligible Costs for McKinney-Vento and Homelessness Prevention Supportive Services	<b>Agencies identified by the department that may qualify to provide eligible SS:</b> <ul style="list-style-type: none"><li>Costs of improving knowledge and basic educational skills – Wayne Community College</li><li>Homelessness Outreach Services – Tommy's Foundation &amp; Four Day Movement</li><li>Substance Abuse Treatment Services – Integrated Care of Greater Hickory (ICGH)</li><li>Financial assistance costs: rental application fees, security deposits, utility deposits, payment of rental arrears – WAGES</li></ul> <b>Other Eligible Costs:</b> <ul style="list-style-type: none"><li>Costs of childcare; costs of establishing and/or operating employment assistance and job training programs; costs of providing meals or groceries; costs of assisting eligible program participants to locate, obtain, and retain housing; costs of certain legal services; and costs of teaching critical life management skills.</li></ul>
Eligible Costs for Housing Counseling Services	<ul style="list-style-type: none"><li>Staff salaries and overhead costs of HUD-certified housing counseling agencies related to directly providing eligible housing counseling services to HOME-Program participants; development of a housing counseling workplan; marketing and outreach; intake; financial and housing affordability analysis; action plans that outline what the housing counseling agency and the client will do to meet the client's housing goals and that address the client's housing problem(s); and follow-up communication with program participants.</li></ul> <b>*Costs may only be paid under HOME-ARP if housing counseling services are provided by HUD-certified housing counselors and organizations.</b>
Things to Consider	<ul style="list-style-type: none"><li>All supportive services would have to be monitored. Due to limited capacity in the CR&amp;D department and how much oversight is required by HUD, it is more reasonable if organizations take on more than one supportive service.</li></ul>

HOME-ARP 2

The Department believes that the following can be attempted at a later date, as they are all important needs for the City:

	Tenant-Based Rental Assistance	Non-Congregate Shelter	Rental Housing
Overview	<ul style="list-style-type: none"><li>HOME-ARP funds may be used to provide Tenant-Based Rental Assistance (HOME-ARP TBRA) to individuals and families that meet one of the qualifying populations as defined in CPD 21-10.</li><li>The City may assist a qualifying household by providing payments towards housing and housing-related costs (i.e., rent, security deposits, utility deposits, and utility costs.)</li><li>HOME-ARP TBRA is attached to the household NOT the unit, the household may choose to move to another unit as long as it meets the applicable property standards.</li><li>HOME-ARP TBRA may be provided in coordination with a nonprofit HOME-ARP sponsor that facilitates a household's use of HOME-ARP TBRA, the sponsor may make rental subsidy payments and a security deposit payment on behalf of the household or may sublease a unit to the household.</li></ul>	<ul style="list-style-type: none"><li>HOME-ARP funds may be used to acquire and develop non-congregate shelter (HOME-ARP NCS) for individuals and families that meet one of qualifying populations as defined in CPD 21-10.</li><li>The NCS provides private rooms as temporary shelter to individuals and/or families without signing a lease or occupancy agreement.</li><li>This activity may include the new construction, acquisition, or rehabilitation of existing structures (i.e., hotels, nursing homes).</li></ul>	<ul style="list-style-type: none"><li>The City may use HOME-ARP funds to acquire, construct, and rehabilitate rental housing for occupancy by individuals and families that meet one of the qualifying populations as defined in CPD 21-10.</li><li>HOME-ARP rental housing may include single and/or multifamily housing, transitional and/or permanent housing, group homes, single room occupancy (SRO) units, and manufactured housing.</li></ul> <p><b>*To promote the development of financially viable housing, the City may pay the entire amount of associated eligible costs and are encouraged to work with local Housing Authorities and Local or State agencies to obtain project-based rental assistance.</b></p> <p><b>*To promote inclusion of HOME-ARP mixed-income housing units, up to 30% of the units a City funds with its Allocation may be restricted for occupancy by low-income households.</b></p>

HOME-ARP 3

Eligible Costs	<ul style="list-style-type: none"><li>Rental assistance, security deposit assistance, utility deposits, and utility payments.</li></ul> <p><b>*HOME-ARP may pay up to 100% of these costs for a qualifying household.</b></p>	<ul style="list-style-type: none"><li>Acquisition costs, demolition costs, development hard costs, related soft costs, and replacement reserves.</li></ul> <p><b>*HOME-ARP funds may not be used to pay ongoing costs of operating HOME-ARP NCS or to convert NCS to housing.</b></p>	<ul style="list-style-type: none"><li>Development hard costs (including actual constructing and rehabilitating costs), site improvements, utility connections, costs to construct or rehabilitate laundry and community facilities located within the same building as the HOME-ARP housing, refinancing of existing debt secured by a HOME-ARP rental project rehabilitated with HOME-ARP funds, acquisition costs, related soft costs, certain costs related to the payment of construction, bridge, or guaranteed loans, and operating cost assistance through a capitalized operating reserve or ongoing operating cost payments.</li></ul> <p><b>*HOME-ARP funds may pay up to 100% of these costs.</b></p>
Things to Consider	<ul style="list-style-type: none"><li>The household must reside in a unit within city limits.</li><li>The City must determine the maximum term of assistance contracts and if those contracts will be renewable.</li><li>Rent must be reasonable, and the housing must comply with all housing quality standards.</li></ul>	<ul style="list-style-type: none"><li>The City does not have enough HOME-ARP funding to do this project.</li><li>The NCS must be operated and maintained by eligible service providers, not the City.</li><li>There are no known eligible providers within the City at this time.</li></ul>	<ul style="list-style-type: none"><li>Taking other current HUD projects into consideration, the City does not have capacity in the CR&amp;D department to undertake HOME-ARP Rental Housing at present.</li></ul>

HOME-ARP 4

**CITY OF GOLDSBORO  
AGENDA MEMORANDUM  
JUNE 3, 2024 COUNCIL MEETING**

**SUBJECT: PUBLIC HEARING AND FINAL COUNCIL ACTION**  
**Non-Contiguous (Satellite) Annexation Petition-Mallard Oil Co. –**  
Corner of N. US 117 Hwy. and Tommy's Rd.

Wayne County Tax Parcel: 3600-49-0841

**BACKGROUND:** The City Council, at their meeting on May 6, 2024, scheduled a public hearing for the proposed annexation of the subject property. A public hearing notice was properly advertised stating the time, place, and purpose of the meeting for June 3, 2024.


**DISCUSSION:** Pursuant to G. S. 160A-58, at the public hearing all persons owning property in the area proposed to be annexed, as well as the residents of the municipality, shall be given an opportunity to be heard on the proposed annexation.

If the Council determines that the proposed annexation meets all the requirements of G. S. 160A-58, it has the authority to adopt an annexation ordinance.


Attached is a report prepared by the Planning Department in conjunction with other departments, concerning the subject annexation area. All City services can be provided to the property. City water and sewer utilities are available to the property and the owner will be responsible for extending these utilities to the site.

**RECOMMENDATION:** It is recommended that, after the public hearing, Council adopt the attached Ordinance annexing the subject property effective June 3, 2024.

Date: 5/29/24

  
\_\_\_\_\_  
Mark E. Helmer, Planning Director

Date: 5-29-24

  
\_\_\_\_\_  
Matthew Livingston, Interim City Manager

**NOTICE OF PUBLIC HEARING**  
**ANNEXATION OF NON-CONTIGUOUS PROPERTY TO THE CITY OF GOLDSBORO,**  
**NORTH CAROLINA**

Notice is hereby given that, in compliance with Section 160A-58.2 of the General Statutes of North Carolina, there will be a public hearing before the City Council of the City of Goldsboro, North Carolina, at its regular meeting in the Council Chambers, City Hall on **Monday, June 3, 2024, at 7:00 p. m.** relative to the annexation of the real non-contiguous property hereinafter described to the City of Goldsboro.

At this public hearing, all persons owning property in the area proposed to be annexed who allege error in the Petition for Annexation filed in this matter, as well as residents of the City of Goldsboro who question the necessity for annexation, will be given an opportunity to be heard along with the proponents of such annexation. The description of the area proposed to be annexed is as follows:

**Mallard Oil Company**

Stoney Creek Township, Wayne County, North Carolina

BEGINNING at an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), said beginning point having N. C. Grid Coordinates: N = 610,312.92, E = 2,304,224.95; thence from the beginning, leaving the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), with the line of the property of Tommy's Road Office, LLC as shown by deed recorded in Deed Book 3666, Page 287 in the Wayne County Registry, S. 01° 23' 43" E. 527.65 feet to an iron pipe, a corner of the property of Tommy's Road Office, LLC and a corner of the property of Andrews Farms of Wayne County, Inc.; thence continuing S. 01° 23' 43" W. 464.42 feet to an iron pipe; thence continuing S. 01° 23' 43" E. 11.00 feet to a point in the center of the ditch; thence with said ditch center and the line of the property of Andrews Farms of Wayne County, Inc., the following bearings and distances: N. 56° 35' 03" W. 103.42 feet, N. 54° 49' 49" W. 101.98 feet, N. 57° 38' 02" W. 184.98 feet, N. 53° 54' 28" W. 47.56 feet to an iron pipe within the ditch; thence leaving the ditch and with the line of the property of Andrews Farms of Wayne County, Inc., N. 13° 38' 50" W. 234.55 feet to an iron pipe on the Eastern right of way of N. C. Hwy. 117 (North William Street); thence with the Eastern right of way of N. C. Hwy 117 (North William Street), along a curve to the left having an arc distance of 277.80 feet, a radius of 3,917.02 feet (a chord), N. 10° 56' 02" E. 277.74 feet to an iron stake; thence leaving said right of way, with the line of the property of North Carolina Warehousing, LLC, N. 49° 45' 18" E. 121.47 feet to a concrete monument; thence with the line of the property of North Carolina Warehousing, LLC, N. 34° 47' 22" W. 64.43 feet to an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road); thence with said road right of way, N. 42° 43' 21" E. 77.48 feet to an iron pipe; thence with the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), along a curve to the left having an arc distance of 245.58 feet, a radius of 809.37 feet (a chord), N. 73° 06' 18" E. 244.64 feet to an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), having N. C. Grid Coordinates: N = 610,312.92, E = 2,304,224.95, the point of beginning, containing 6.74 Acres more or less.



All interested persons are invited to attend this public hearing and to be heard. If you plan to attend and require a sign language interpreter, please contact the City Manager's office at City Hall at least four (4) days prior to the meeting.

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Laura Getz, City Clerk

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Ronald T. Lawrence, City Attorney

PUBLISH: March 21, 2024

**NON-CONTIGUOUS ANNEXATION REPORT**  
**MALLARD OIL COMPANY**

1. Location: Located on the corner of N. US 117 Hwy. and Tommy's Rd.
  - a. Acreage: 6.74 acres
  - b. Zoning: **General Business (GB)**; approved by Goldsboro City Council on May 1, 2023 (Z-5-23); currently, the property is located within the City of Goldsboro's one-mile extra-territorial jurisdiction (ETJ).
  - c. Wayne Co. Tax Parcel Id: 3600-49-0841
2. Description (see attached metes and bounds description)
3. Qualifications:
  - a. The area proposed to be annexed meets the requirements of G. S. 160A-58.1 except for requirement #3. (See below)
  - b. The nearest point on the proposed satellite corporate limits is not more than three miles from the primary corporate limits of the annexing city;
  - c. No point on the proposed satellite corporate limits is closer to the primary corporate limits of another city than to the primary corporate limits of the annexing city;
  - d. The area is situated that the annexing city will be able to provide the same services within the proposed satellite corporate limits that it provides within its primary corporate limits. City water and sewer utilities will be available to the subject annexation area. However, the owner will be required to extend water and sewer utilities to the subject property.
  - e. The area within the proposed satellite corporate limits, when added to the area within all other satellite corporate limits, does not exceed 10% of the area within the primary corporate limits of the annexing city.
4. Plans for Extension of Municipal Services
  - a. Fire Protection: The City will provide fire protection to the subject property.
  - b. Police Protection: The City will provide police protection to the property.

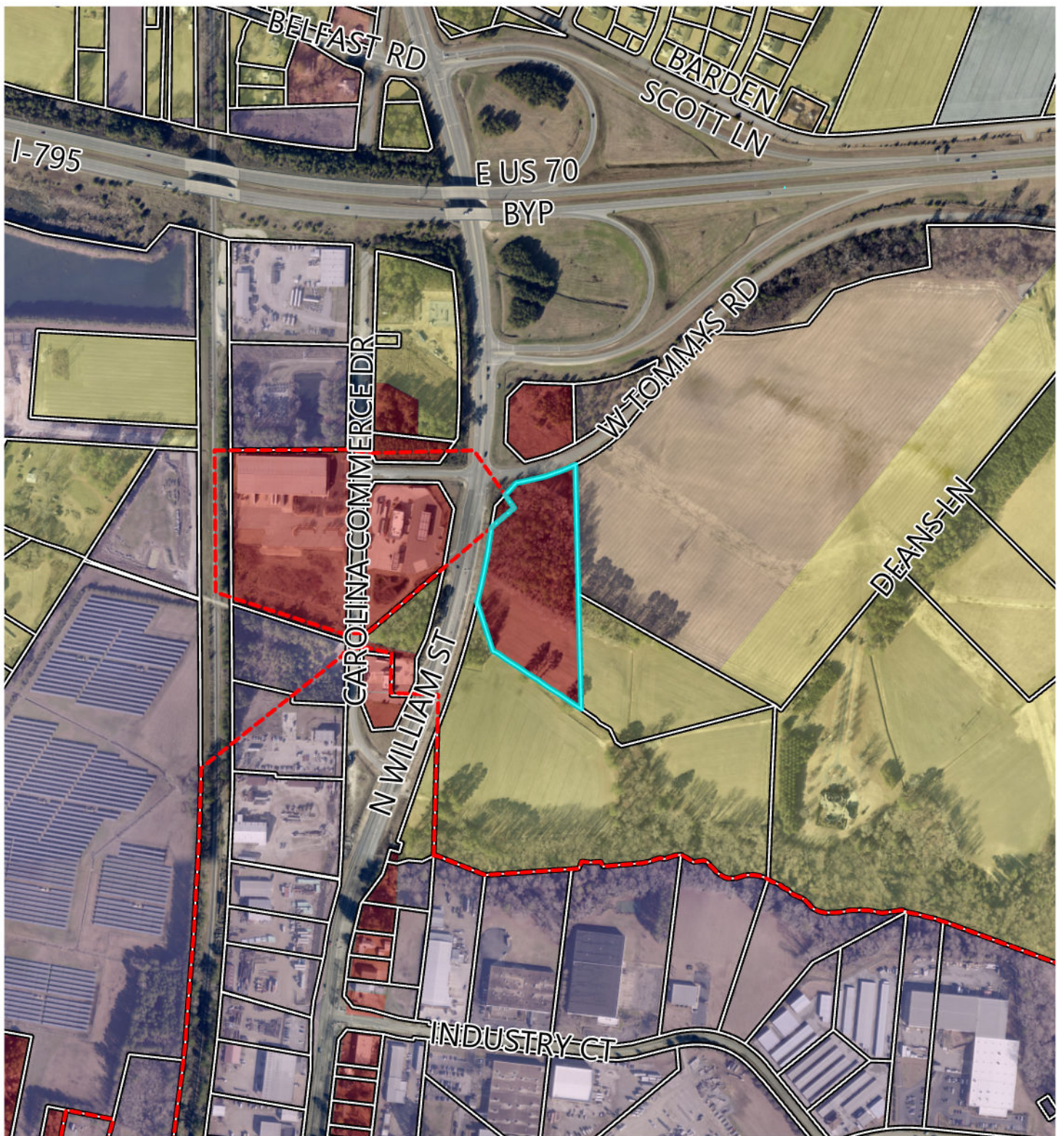
- c. Refuse Collection: The City’s Public Works Department can provide commercial refuse service.
  - d. Street Construction and Maintenance: There are no City streets within the petition for non-contiguous annexation.
5. Estimated Revenues: The estimated revenue for the property is based on the proposed use of the property.
- Existing Development:***
- |  |            |
|--|------------|
| Land value for 6.74 acres:<br>(Wayne Co. Tax Office) | 842,500.00 |
|--|------------|
- Proposed Development:***
- |  |                |
|--|----------------|
| Proposed Use Tax Estimated Value:<br>(New development) | \$2,952,267.00 |
|--|----------------|
- |  |                    |
|--|--------------------|
| <b>Estimated Revenue</b> for land and real property<br>(City tax rate) @ \$0.68: | <b>\$25,804.00</b> |
|--|--------------------|
6. Estimated Payments to Belfast Volunteer Fire Department:
- As required under G. S. 160A-31, the City is required to pay a proportionate share of the Belfast Volunteer Fire Department’s debt if the calculated amount is \$100 or more.
- The City of Goldsboro obtained information from Belfast Volunteer Fire Department to determine if a proportionate share will be owed. As of March 18, 2024, there will be a proportionate share owed to Belfast Volunteer Fire Department. The amount due will be \$179.19.*

2. Voting District

The City adopted a new Official Election District Boundary Map on August 1, 2022. It is customary to add a newly annexed area to the nearest voting district, therefore, this area, if annexed, will be added to **District 3** unless the City Council instructs City staff to include this area in another district.

3. Staff Findings:

The proposed annexation meets the City policy requirements as outlined in all the above items and NCGS 160A-58.



Case Number: ANX-01-24  
 Request: Voluntary Annexation  
 Owners: Mallard Oil Company  
 Location: North Williams Street  
 PIN#3600490841

### Legend

--- Corporate Limits

**GOLDSBORO**  
 BE MORE DO MORE SEYMOUR

North Carolina

0 250 500 Feet



N





**AN ORDINANCE ANNEXING CERTAIN NON-CONTIGUOUS REAL PROPERTY  
TO THE CITY OF GOLDSBORO, NORTH CAROLINA**

**WHEREAS**, after notice duly given in compliance with the pertinent provisions of Chapter 160A-58 of the General Statutes of North Carolina, a public hearing was held before the City Council of the City of Goldsboro, North Carolina, at a regular meeting held in the City Hall in Goldsboro on **June 3, 2024**, relative to the annexation of the non-contiguous real property hereinafter described to the City of Goldsboro; and

**WHEREAS**, at said public hearing all persons owning property in the area proposed to be annexed who alleged error in the Petition for Annexation, as well as residents of the City of Goldsboro who question the necessity for annexation, were given an opportunity to be heard along with proponents of such annexation; and

**WHEREAS**, after the completion of said public hearing, the City Council has determined that the Petition for Annexation meets the requirements of said Section 58 of Chapter 160A of the General Statutes of North Carolina, and has further determined, after due and careful deliberation, that it is for the best interest of the City of Goldsboro and its citizens that the non-contiguous real property proposed to be annexed be annexed to the City of Goldsboro; and

**WHEREAS**, as a result of said annexation, it is necessary to modify the boundaries of the six (6) single-member electoral districts of the City of Goldsboro as shown on a map entitled "Official Election District Boundaries" adopted **August 1, 2022** and to amend said map as hereinafter set forth; and

**WHEREAS**, the City Council finds it to be in the best interests of the City of Goldsboro to modify the boundaries of the electoral district in order to afford the citizens of the annexed area full participation in the electoral process of the City of Goldsboro and in order to comply with State and Federal law.

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Goldsboro, North Carolina, that the following described (metes and bounds) non-contiguous real property be annexed and the same is hereby annexed to the City of Goldsboro:

**Mallard Oil Company**

Stoney Creek Township, Wayne County, North Carolina

BEGINNING at an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), said beginning point having N. C. Grid Coordinates: N = 610,312.92, E = 2,304,224.95; thence from the beginning, leaving the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), with the line of the property of Tommy's Road Office, LLC as shown by deed recorded in Deed Book 3666, Page 287 in the Wayne County Registry, S. 01° 23' 43" E. 527.65 feet to an iron pipe, a corner of the property of Tommy's Road Office, LLC and a corner of the property of Andrews Farms of Wayne County, Inc.; thence continuing S. 01° 23' 43" W. 464.42 feet to an iron pipe; thence continuing S. 01° 23' 43" E. 11.00 feet to a point in the center of the ditch; thence with said ditch center and the line of the property of Andrews Farms of Wayne County, Inc., the following bearings and distances: N. 56° 35' 03" W. 103.42 feet, N. 54° 49' 49" W. 101.98 feet, N. 57° 38' 02" W. 184.98 feet, N. 53° 54' 28" W. 47.56 feet to an iron pipe within the ditch; thence leaving the ditch and with the line of the property of Andrews Farms of Wayne County, Inc., N. 13° 38' 50" W. 234.55 feet to an iron pipe on the Eastern right of way of N. C. Hwy. 117 (North William Street); thence with the Eastern right of way of N. C. Hwy 117 (North William Street), along a curve to the left having an arc distance of 277.80 feet, a radius of 3,917.02 feet (a chord), N. 10° 56' 02" E. 277.74 feet to an iron stake; thence leaving said right of way, with the line of the property of North Carolina Warehousing, LLC, N. 49° 45' 18" E. 121.47 feet to a concrete monument; thence with the line of the property of North Carolina Warehousing, LLC, N. 34° 47' 22" W. 64.43 feet to an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road); thence with said road right of way, N. 42° 43' 21" E. 77.48 feet to an iron pipe; thence with the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), along a curve to the left having an arc distance of 245.58 feet, a radius of 809.37 feet (a chord), N. 73° 06' 18" E. 244.64 feet to an iron stake on the Southern right of way of N. C. Secondary Road No. 1571 (West Tommy's Road), having N. C. Grid Coordinates: N = 610,312.92, E = 2,304,224.95, the point of beginning, containing 6.74 Acres more or less.

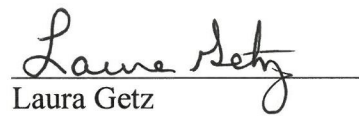
**NOW, THEREFORE, BE IT FURTHER ORDAINED THAT:**

1. The City of Goldsboro will provide commercial refuse service, fire, and police protection to the property;
2. Water and sewer services to the subject annexation area will be available by the City of Goldsboro; however, the owner/developer will be required to extend water and sewer utilities to the property;
3. The annexed area herein above identified be added to and become a part of Electoral District 3;
4. The boundaries of the six single-member electoral districts shall be modified and changed as shown on a map entitled "Official Election District Boundaries Map" adopted August 1, 2022;
5. The Director of Planning is directed to prepare an official map showing the district boundaries and to file a copy of the official map in the Office of the City Clerk as required by G. S. 160A-22 and G. S. 160A-23. Further, the City Clerk shall forward a copy of the official map to the Wayne County Board of Elections;
6. The effective date of annexation for the property under consideration is **June 3, 2024**.

Adopted this 3<sup>rd</sup> day of June, 2024.

  
Charles Gaylor, IV  
Mayor

Attested by:

  
Laura Getz  
City Clerk



CITY OF GOLDSBORO  
AGENDA MEMORANDUM  
JUNE 3, 2024 COUNCIL MEETING

**SUBJECT:** Public Hearing on FY2024-25 Annual Operating Budget

**BACKGROUND:** The North Carolina General Statute §159-12 requires the governing board to conduct a public hearing prior to the adoption of the annual operating budget. Statute further requires that the budget officer file notice of the availability of the budget for public inspection and the date and time of the budget hearing. The advertisement was run in the Saturday, May 11<sup>th</sup> edition of the Goldsboro News-Argus. The Manager's Recommended Budget was published as advertised on May 15, 2024 on the City's website. City Council met on Monday, May 20, 2024 during the 5 pm work session in the large conference room of City Hall for an overview presentation of the FY2024-25 budget.

**DISCUSSION:** Upon closing of the public hearing, Council may engage in additional discussion regarding the budget. Staff will then take any agreed upon changes by Council and then prepare the FY2024-2025 annual operating budget ordinance for proposed adoption at the June 17, 2024 meeting.

**RECOMMENDATION:** It is recommended:

1. Conduct public hearing on the annual operating budget at the June 3, 2024 council meeting at 7:00 p.m.
2. Engage in further discussion and provide staff direction to make any additional changes for the proposed adopted budget.
3. Establish any additional budget work session(s) date(s) and times, if necessary before June 30, 2024 at midnight.

Date: 5/27/2024

  
Catherine F. Gwynn, Finance Director

Date: 5/29/24

  
Matthew S. Livingston, Interim City Manager

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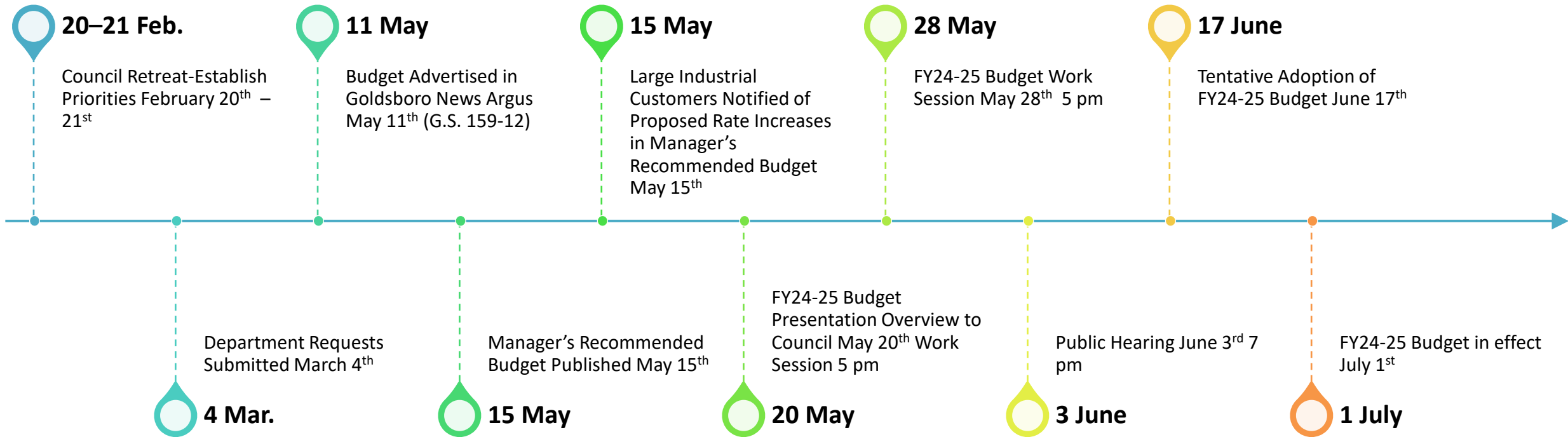
FY2024-25 Budget Public Hearing  
June 3, 2024 7:00 pm

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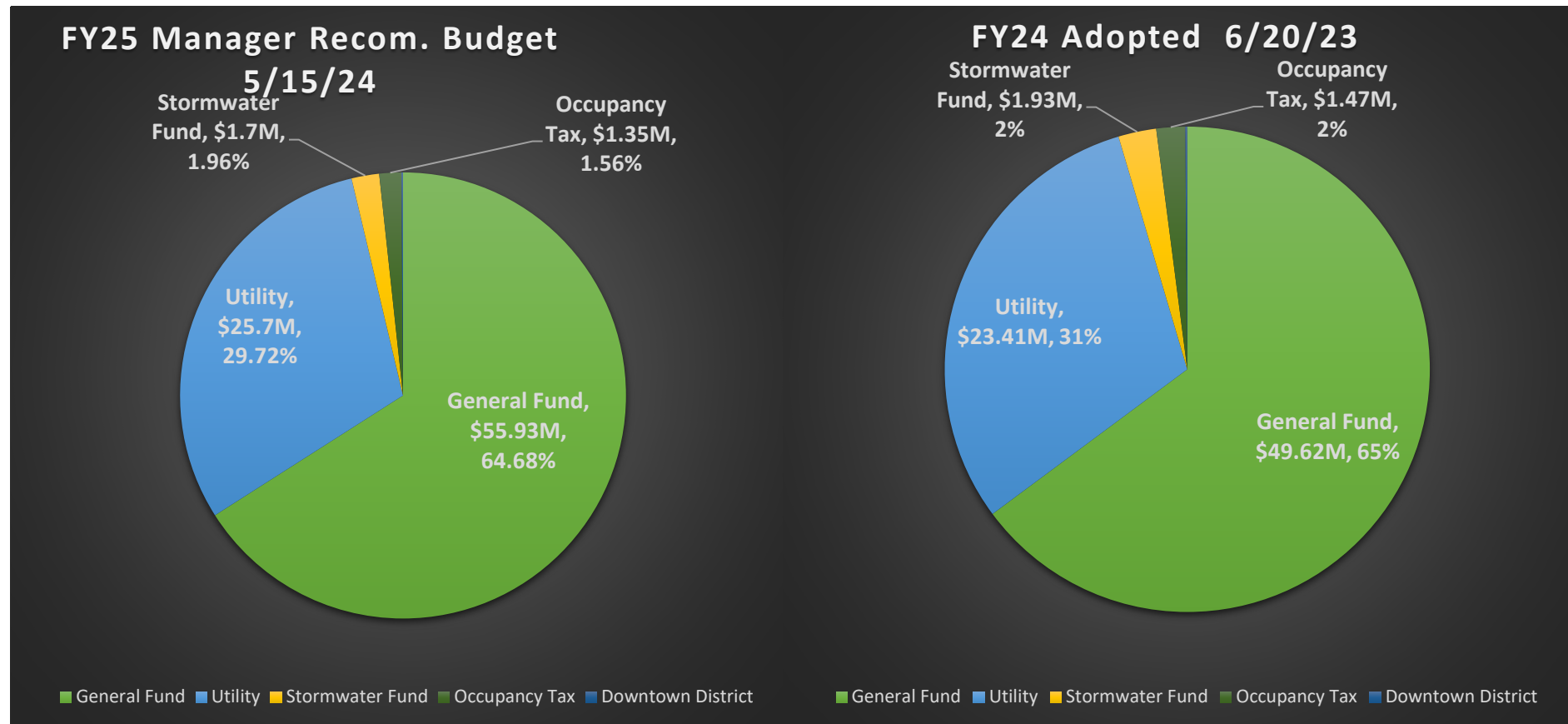
# FY24-25 Budget Overview & Timeline



# Summary FY24-25 Budget

**FY24-25 Manager's Rec. \$86.5M**

**FY23-24 Adopted Budget \$76.6M**



# FY2024-25 Manager's Recommended Budget All Funds

Fund	FY24 Adopted	FY25 Mgr. Rec.	Incr/(Decr)	% Change
General Fund	\$49,622,612	\$55,931,496	\$6,308,884	13%
Utility Fund	\$23,409,993	\$25,698,254	\$2,288,261	10%
Stormwater Fund	\$1,934,200	\$1,697,831	\$(236,369)	-12%
Occupancy Tax Fund	\$1,465,450	\$1,349,857	\$(115,593)	-8%
Downtown MSD Fund	\$102,683	\$100,225	\$(2,458)	-2%
General Fund Capital Reserve	\$1,000	\$1,000	\$0	0%
Cemetery Perpetual Fund	\$0	\$53,105	\$53,105	
Fuel System Internal Service Fund	\$0	\$1,361,421	\$1,361,421	
Utility Fund Capital Reserve	\$100,000	\$0	\$(100,000)	-100%
System Development Fees Capital Reserve	\$0	\$280,000	\$280,000	
<b>Total All Operating Funds</b>	<b>\$76,635,938</b>	<b>\$86,473,189</b>	<b>\$9,837,251</b>	<b>13%</b>

# Revised Potential Cost Cuts to Reduce Proposed Property Tax Increase

<u>General Fund</u>	<u>Proposed Cuts</u>
Employer Health Insurance 10% to 4%	(\$199,675)
Savings 3 Months - New CD Position Sal & Ben	(\$15,507)
Savings 3 Months - New Minimum Housing Position Sal & Ben	(\$18,192)
Cut Capital Not Financed	(\$55,000)
Add - Equipment Storage Shed at Cemetery	\$42,000
Reduce CMO - Consultant Fees	(\$5,000)
Reduce CMO - Dues & Subscriptions memberships	(\$800)
Reduce DD - flags for Walnut & Carolina	(\$8,000)
Increase DD - missed recurring building maintenance	\$750
 Total Potential Cuts	 (\$259,425)
	111%
 Additional Use of Fund Balance	 \$ 396,259
	170%
 Fund Balance Reserved - Cemetery Care Reserve	 \$ 42,000
	18%
 Value of Penny Tax	 \$233,312
 Proposed Tax Increase (Manager's Recommended)	 \$ 0.15
Reduce for Proposed Cuts	\$ (0.011)
Addtl Use of Fund Balance	\$ (0.017)
Use of Reserved Fund Balance (Cemetery)	\$ (0.002)
Revised Proposed Tax Increase	\$ 0.120



# Property Tax Scenarios

Annual Dollar Impact of Tax Increase Scenarios

Source	Median Property Value	Property Tax for Each 1 Cent Increase	1 cent increase	10 cent increase	11 cent increase	12 cent increase	13 cent increase	14 cent increase	15 cent increase
County-wide Tax Rate (Cents)			1.00	10.00	11.00	12.00	13.00	14.00	15.00
Impact on Average Taxable Home Value	\$ 88,000	\$ 9	\$ 9	\$ 88	\$ 97	\$ 106	\$ 114	\$ 123	\$ 132
Impact on Median Home Value Sold (Realtor.com®)	\$ 210,000	\$ 21	\$ 21	\$ 210	\$ 231	\$ 252	\$ 273	\$ 294	\$ 315
Impact on Median Home Value Sold (Zillow.com®)	\$ 194,561	\$ 19	\$ 19	\$ 195	\$ 214	\$ 233	\$ 253	\$ 272	\$ 292
Impact on Taxable Home Value \$100K	\$ 100,000	\$ 10	\$ 10	\$ 100	\$ 110	\$ 120	\$ 130	\$ 140	\$ 150

Average Taxable Home Value - Tax increase Annually, Monthly, or Daily

1 cent increase	10 cent increase	11 cent increase	12 cent increase	13 cent increase	14 cent increase	15 cent increase
\$ 9	\$ 88	\$ 97	\$ 106	\$ 114	\$ 123	\$ 132
\$ 0.73	\$ 7.33	\$ 8.07	\$ 8.80	\$ 9.53	\$ 10.27	\$ 11.00
\$ 0.02	\$ 0.24	\$ 0.27	\$ 0.29	\$ 0.31	\$ 0.34	\$ 0.36

# Revised Potential Utility Rate Changes FY25

## Sewer

- Sewer Capitalized (Regular)
  - ✓ 20% Increase
- Sewer Capitalized Industrial Bulk
  - ✓ 7% Increase
- All Other Rates & Classes
  - ✓ 5% increase in lieu of 7% increase

## Water

- All Rates & Classes
  - ✓ 5% increase in lieu of 7% increase

# Goldsboro Water and Sewer Rates

- UNC Environmental Finance Center
- [NC Water and Wastewater Rates Dashboard \(unc.edu\)](https://www.unc.edu/efc/water-wastewater-rates-dashboard)
- Why are w/s rates proposed to increase 5% for city residents
  - 1). Inflation (CPI is 3.5%) costs for chemicals, maintenance due to age and equipment costs have doubled since Covid
  - 2). Funding is needed for large future capital projects unfunded mandates such as reduction of PFAS/PFOS
  - 3) Future Recommendations/Conservation measures

# Next Steps June 3<sup>rd</sup> Meeting



Conduct the Public Hearing



Additional Council Discussion



Comments Interim City Manager



# Notes

CITY OF GOLDSBORO  
AGENDA MEMORANDUM  
JUNE 3, 2024 COUNCIL MEETING

**SUBJECT:** Amending a Grant Project Ordinance – Fire Truck Capital Project Fund (F3111)

**BACKGROUND:** City Council created a capital project fund for a Quint Aerial Fire Truck on July 11, 2022. At the Council Retreat February, 2024, Council indicated that fire apparatus was a priority, and at the May 20<sup>th</sup> Council meeting, Council by consensus authorized their approval to bring forth a proposal to fund a new pumper truck through debt financing.

**DISCUSSION:** The construction and delivery of the truck will take longer than a fiscal year, and the City plans on borrowing the funds for the purchase of the truck. General Statute §159-13.2 authorizes local governments to account for this type of project in a grant project ordinance which will span the life of the project.

Chief Stempien presented a resolution for the approval of the purchase of the pumper truck through the cooperative purchasing group, Sourcewell, and to allow the City Manager to sign the contract with Atlantic Coast Firetrucks. The not to exceed cost is \$873,952 and an additional \$17,500 needs to be added to cover the cost of financing the equipment for a total project cost of \$891,452.


It is necessary to appropriate the expenditures so that staff may execute a contract and purchase order for the fire truck, and this will be funded with an appropriation of debt proceeds.

**RECOMMENDATION:** It is recommended that the attached Grant Project Fund for the Fire Truck Capital Project Fund (F3111) be amended.

Date: 5/27/24

  
Catherine F. Gwynn, Finance Director

Date: 5/29/24

  
Matthew S. Livingston, Interim City Manager

AN ORDINANCE AMENDING A GRANT PROJECT FUND FOR THE  
FIRE TRUCK CAPITAL PROJECT FUND (F3111)

WHEREAS, the City of Goldsboro provides for the health and safety of its citizens by providing critical public safety services; and

WHEREAS, City Council created a capital project fund on July 11, 2022 for the debt-funded purchase of a Quint aerial fire truck; and

WHEREAS, the existing 1991 Pierce pumper truck is outdated and has exceeded its useful life, and it is necessary to replace it with a new pumper truck to allow the Fire Department to serve the citizens in a safe and reliable manner; and

WHEREAS, it is necessary to appropriate expenditures for the purchase of a new pumper fire truck in order for staff to begin procurement of the truck, and this will be funded with debt proceeds.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Goldsboro, North Carolina, that the Fire Truck Capital Project Fund (F3111) is hereby amended as follows:

Section 1: The capital project fund name shall be changed from Quint Aerial Fire Truck Capital Project Fund (F3111) to the Fire Truck Capital Project Fund (F3111).

Section 2: The following amounts are appropriated for the Project:

Fire Truck Capital Project Fund (F3111)

	Current Budget	Amended Budget	Increase (Decrease)
Revenues:			
Loan Proceeds	\$1,151,600.00	\$2,043,052.00	\$ 891,452.00
Total Revenues	\$1,151,600.00	\$2,043,052.00	\$ 891,452.00
Expenditures:			
Construction-Quint Aerial Fire Truck	\$1,143,063.05	\$1,143,063.05	\$ -
Construction-Spartan Pumper Fire Truck	-	873,952.00	873,952.00
Costs of Issuance	8,536.95	26,036.95	17,500.00
Total Expenditures	\$1,151,600.00	\$2,043,052.00	\$ 891,452.00

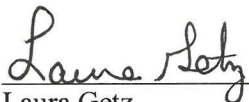
Section 3: Copies of this Grant Project Ordinance shall be furnished by the Clerk to the Budget Officer and the Finance Officer.

This Ordinance shall be in full force and effect from and after this 3<sup>rd</sup> day of June, 2024.

  
Charles Gaylor, IV  
Mayor



ATTEST:

  
Laura Getz  
City Clerk

CITY OF GOLDSBORO  
AGENDA MEMORANDUM  
JUNE 3, 2024 COUNCIL MEETING

SUBJECT: Resolution Authorizing the City Manager to Sign a Contract with Atlantic Coast Fire Trucks (ACFT) to Purchase a 2025 Spartan Pumper

BACKGROUND: The Fire Department has presented the need for replacement vehicles to the City Council. Council agreed to review the purchase of a new fire truck to replace Engine 7, a 1991 Pierce Pumper at the May 20, 2024, Council Meeting.


DISCUSSION: In accordance with the Goldsboro Fire Department Capital Improvement Plan, the purchase of a new Spartan Emergency Response S180 Model 2114 Pumper will replace the existing 1991 Pierce Pumper that is in dire need of replacement. After reviewing options and cooperative contracts, the Spartan offers the best option to meet our needs as well as the best customer service and warranties. ACFT provided a contract to be signed by the City Manager to secure the building of the apparatus. The current build time for the apparatus is 270 days. To avoid any additional potential price increases, Council is asked to give consent to the City Manager to sign a sales contract securing the Purchase Price.

RECOMMENDATION: It is recommended that the Council approve the attached Resolution allowing the Interim City Manager to sign the contract with Atlantic Coast Fire Trucks for the purchase of a 2025 Spartan Pumper not to exceed \$873,952.00.

Date: 5-28-2024

  
Ron Stempien, Fire Chief

Date: 5-29-24

  
Matthew Livingston, Interim City Manager



RESOLUTION NO. 2024- 70

**RESOLUTION ALLOWING THE INTERIM CITY MANAGER TO SIGN  
THE SALES CONTRACT WITH ATLANTIC COAST FIRE TRUCKS FOR THE  
PURCHASE OF A 2025 SPARTAN EMERGENCY RESPONSE S180 MODEL 2114 PUMPER  
FOR NOT MORE THAN \$873,952.00**

**WHEREAS**, the City of Goldsboro provides its own fire protection; and

**WHEREAS**, the City's 1991 Pierce Pumper is in dire need of replacement due to the age of the apparatus, continuous costly repairs, and inability to purchase parts; and


**WHEREAS**, the City Council approved the requested replacement fire truck; and

**WHEREAS**, the Atlantic Coast Fire Trucks company offers the best option to meet our needs as well as the best customer service and warranties provided; and

**WHEREAS**, a Sourcewell contract (#113021-RVG-4) was utilized to obtain the specification and purchase price for a Spartan Pumper.

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and City Council of the City of Goldsboro, North Carolina authorizes the Interim City Manager to sign a contract with Atlantic Coast Fire Trucks for the purchase of a 2025 Spartan Pumper not to exceed \$873,952.00.

Attested by:

  
Laura Getz  
City Clerk



  
Charles Gaylor, IV  
Mayor



**Vendor Contract #113021-RVG-4**

Date 05-23-2024

Member Name: City of Goldsboro, North Carolina  
Member ID: #38626  
Member Address: P.O. Box A  
Member City, State, Zip: Goldsboro, North Carolina 27533-9701

We are pleased to offer to you a Spartan Pumper Fire Apparatus through the Sourcewell® Contract, based on the provided specifications and drawings.

MSRP	\$ 900,273.74
Sourcewell Discount	\$ 54,321.74
Discount Percentage	% 6.03%
Total Contract Price	\$ 845,952.00

*Prices above do not include any Federal, State or local taxes.*

We look forward to providing your agency with an industry leading apparatus. Our legacy of expertise means we build your apparatus from the ground up on a foundation ready to handle your specific response equipment and route needs. We strategically configure your apparatus design to represent the best possible mix of safety, speed, agility, ergonomics, and serviceability.



**REV GROUP**

## **EMERGENCY RESPONSE**

### **Spartan ER S-180 Model 2114 Pumper Specifications**

for

## **Goldsboro Fire Department**

Proposed by



**David English, Walter Jones**

**May 22, 2024**



City of Goldsboro  
S-180 Model 2114 Pumper  
Proposal Specifications 052224

**INTENT OF SPECIFICATIONS**

It shall be the intent of these specifications to provide a complete apparatus equipped as hereinafter and as specified. With a view to obtaining the best results and the most acceptable apparatus for service in the Department, these specifications cover only the general requirements as to the type of construction and tests to which the apparatus must conform, together with certain details as to finish, equipment and appliances with which the successful bidder shall conform. Minor details of construction and materials where not otherwise specified are left to the discretion of the contractor, who shall be solely responsible for the design and construction for all features. The manufacturer shall provide loose equipment only when specified by the customer. The (NFPA) 1901, Standard for Automotive Fire Apparatus, unless otherwise specified as requested by the customer in these specifications, shall prevail.

The apparatus must meet all NFPA, DOT, ICC, AE, SAE, UL, TRA, FMVSS and local state Motor Vehicle Requirements.

It is required that the apparatus be manufactured to current NFPA edition standards, all NFPA equipment (LOOSE EQUIPMENT) not specified in the specifications will not be provided by the contractor.

Bids shall only be considered from companies that have an established reputation in the field of fire apparatus construction that have been in business and construction for a minimum of twenty-five (25) years.

The bidder of the apparatus herein specified; shall be wholly owned (100%) and managed by a Company, Corporation, and/or Parent Company that is wholly based, and permanently resides in the United States of America.

The Company, Corporation, and/or Parent Company and all assets belonging to such; shall be wholly owned and managed (100%) by the entities specified above.

The bidder shall state the location of the manufacturing facility where the apparatus is to be built and the location of the parent company if a subsidiary of a manufacturer.

The bidder shall provide satisfactory evidence of their ability to construct the apparatus specified in the bidders manufacturing facilities.

The bidder's representation shall state the length of time representing the manufacturer of specified apparatus.

Due to the severe service requirements the department will impose on the apparatus as specified, each bidder shall provide a list of at least six (6) departments in which similar apparatus utilizing the brand of chassis proposed have been in service for over one year. This list shall include contact names and phone numbers.





City of Goldsboro  
S-180 Model 2114 Pumper  
Proposal Specifications 052224

Due to the importance of keeping this vital piece of firefighting apparatus in service with a minimum of downtime, the manufacturer shall maintain a network of service centers with factory-training personnel.

The bid shall be accompanied by a set of "Contractor's Specifications" consisting of a detailed description of the apparatus being furnished under this contract which conform. Computer runoff sheets are not acceptable as "Contractor's Specifications". Item compliance shall be indicated in the "Yes/No" column of each item by all Bidders. Note: Each bidder shall submit their bid in the same sequence as these specifications to allow the department to easily compare.

These specifications shall indicate size, type, model and make of all component parts and equipment.

### **QUALITY AND WORKMANSHIP**

The design of the Apparatus shall embody the latest approved automotive engineering practices.

The workmanship must be of the highest quality in its respective field. Special consideration will be given to the following points: Accessibility of the various units, which require periodic maintenance, ease of operation (including both pumping and driving) and symmetrical proportions.

Construction shall be rugged and ample safety factors shall be provided to carry loads as specified and to meet both on and off road requirements and to speed conditions as set forth under "Performance tests and requirements".

Welding shall be employed in the assembly of the apparatus in a manner that will not prevent the ready removal of any component part for service or repair, with apparatus bodies of bolt together design not being acceptable.

All steel welding shall follow American Welding Society requirements for AWS D1.1:2012 Structural Welding Code for welding steel structural assemblies. All aluminum welding shall follow American Welding Society requirements for AWS D1.2/D1.2M:2003 Structural Welding Code for any type of structure made from aluminum structural alloys. All sheet metal welding shall follow American Welding Society AWS D9.1M/D9.1:2006 Structural Welding code for Arc/Braze requirements of non-structural materials. All pressure pipe welding shall follow American Society of Mechanical Engineers ASME IX/ ASME B31:2010 requirements to the qualification of procedures in welding and brazing, in accordance with the ASME Boiler and Pressure Vessel Code and the ASME B31 Code for Pressure Piping. Flux core arc welding to use alloy rods, type 7000, American Welding Society AWS standards A5.20-E70T1.

### **DELIVERY**

The bidder shall provide the number of calendar days from the date the bid is awarded to the delivery of the completed unit.

A qualified delivery engineer representing the contractor shall deliver the apparatus and instruct the Fire Department personnel in the proper operation, care and maintenance of the equipment delivered.



City of Goldsboro  
S-180 Model 2114 Pumper  
Proposal Specifications 052224

To ensure proper break-in of all components while still under warranty, the apparatus shall be delivered under its own power. The unit will remain insured by the apparatus manufacturer until the department accepts the unit.

**PERFORMANCE TESTS AND REQUIREMENTS**

A road test shall be conducted with the apparatus fully loaded to its estimated in-service weight and shall be capable of the following performance while on dry paved roads that are in good condition and for a continuous run of ten (10) miles or more, during which time the apparatus shall show no loss of power or overheating. The transmission drive shaft or shafts and rear axles shall run quietly and be free from abnormal vibration or noise throughout the operating range of the apparatus. The successful bidder shall furnish a Weight Certificate showing weights on front axle, rear axles and total weight for the completed apparatus at time of delivery.

- The apparatus shall be capable of accelerating to 35 MPH (55 km/hr) from a standing start within 25 seconds on a level concrete highway without exceeding the maximum governed RPM of the engine.
- The apparatus, fully loaded, shall be capable of obtaining a minimum top speed of 50 MPH (80 km/hr) on a level dry concrete highway with the engine not exceeding its governed RPM (fully loaded).
- The service brakes shall be capable of stopping a fully loaded vehicle in 35ft (10.7 m) at 20 mph (32.2 km/hr) on a level concrete highway. The air brake system shall conform to Federal Motor Vehicle Safety Standards (FMVSS) 121.
- The apparatus, when fully loaded, shall have not less than 25 percent or more than 50 percent of the weight on the front axle, and not less than 50 percent nor more than 75 percent on the rear axle.
- From a steady pace of 15 mph, the vehicle will accelerate to a true speed of 35 mph within 15 seconds. This will be accomplished without moving gear selector.
- The apparatus will be able to maintain a speed of at least 20 mph on any grade up to and including 6 percent.
- The contractor shall have the Underwriter's Laboratories, LLC conduct the tests of the apparatus as in accordance with standard practices required by the Underwriter Laboratories, LLC (Guide for the Certification of Fire Department Pumper latest edition). A copy of all tests shall accompany the Apparatus. (For apparatus sold within Canadian ULC S515 latest revision shall prevail).
- The contractor shall furnish copies of the Pump Manufacturer's Certification of hydrostatic test, the Engine Manufacturer current certified brake horsepower curve, and the Manufacturer's record of pumper construction details when delivered.



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- All fluid levels and applicable pressures will be brought to proper levels and noted prior to final delivery.

### **INFORMATION REQUIRED**

The manufacturer shall supply at time of delivery, a complete operation and maintenance manual covering the completed apparatus as delivered.

A Fire Apparatus Safety Guide published by Fire Apparatus Manufacturer's Association shall be provided with the apparatus upon delivery. This manual includes essential safety information for fire fighters, fire chiefs, apparatus mechanics, and fire department safety officers. The guide is applicable to municipal, wildland, and airport firefighting apparatus manufactured on either custom or commercial chassis.

A permanent plate shall be mounted in the driver's compartment to specify the quantity and type of the following fluids used in the vehicle: Engine oil, engine coolant, and chassis transmission fluid, pump transmission lubrication fluid, pump primer fluid (if used) and drive axle lubrication fluid.

The manufacture shall supply the final certification of GVWR and GAWR on a nameplate affixed to the vehicle.

A permanent plate in the driver's compartment shall be installed, specifying the seating capacity of the enclosed cab.

Signs that state "OCCUPANTS MUST BE SEATED AND BELTED WHEN APPARATUS IS IN MOTION" shall be provided and will be visible from each seated position. An accident prevention sign shall be located at the rear step area of the apparatus. It shall warn all personnel that standing on the step while apparatus is in motion shall be prohibited.

A nameplate indicating the chassis transmission shift selector position to be used when pumping shall be provided in the driving compartment and located so that it can be easily read from the driver's position.

### **LIABILITY**

The bidder, if their bid is accepted, shall defend any and all suits and assume all liability for the use of any patented device or article forming part of the apparatus or any appliance provided under the contract.

### **GENERAL CONSTRUCTION**

The apparatus shall be designed with due consideration to distribution of load between the front and rear axles, so that all specified equipment, including filled water tank, a full complement of personnel and fire hose will be carried without injury to the apparatus. Weight balance and distribution shall be in accordance with the recommendations of the (NFPA) 1901, Standard for Automotive Fire Apparatus, documentation.



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The apparatus shall be designed so that all recommended daily maintenance checks can be performed easily by the operator without the need for hand tools. Apparatus components that interfere with repair or removal of other major components must be attached with fasteners (cap, screws, nuts, etc.) so that the components can be removed and installed with normal hand tools. These components must not be welded or otherwise permanently secured into place.

The GAWR and GVWR of the chassis shall be adequate to carry the fully equipped apparatus including all tanks filled, the specified hose load, unequipped personnel weight, ground ladders and a miscellaneous equipment allowance per NFPA criteria. It shall be the responsibility of the purchaser to provide the contractor with the weight of equipment to be carried if it is in excess of the allowance as set forth by NFPA.

The unequipped personnel weight shall be calculated at 250 lbs. per person times the maximum number of persons to ride on the apparatus.

The height of the fully loaded vehicle's center of gravity shall not exceed the chassis manufacturer's maximum limit.

The front to rear weight distribution of the fully loaded vehicle shall be within the limits set by the chassis manufacturer. The front axle loads shall not be less than the minimum axle loads specified by the chassis manufacturer, under full loads and all other loading conditions.

The difference in weight on the end of each axle, from side to side, when the vehicle is fully loaded and equipped shall not exceed 7 percent.

The apparatus shall be so designed that the various parts are readily accessible for lubrication, inspection, adjustment and repair.

Where special tools manufactured or designed by the contractor and are required to provide routine service on any component of the apparatus built or supplied by the contractor, such tools shall be provided with the apparatus.

### **EXCEPTIONS TO SPECIFICATIONS**

The following specifications shall be strictly adhered to. Exceptions shall be allowed if they are equal to or superior to that as specified and providing, they are listed and entirely explained on a separate page entitled "Exceptions to Specifications". The exceptions list to refer to specification page number and paragraph.

Proposals taking total exception to specifications or total exception to certain parts of the specifications such as Electrical Systems, Chassis, Body or Pump, will not be accepted.

Prototype units will not be acceptable. Apparatus shall be inspected upon completion for compliance with specifications.





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Deviations will not be tolerated and will be cause for rejection of Apparatus unless they were originally listed in bidder's proposal and accepted in writing by the department.

If the bidder takes an exception, on the exception page, the bidder must state an option price to bring their specifications into full compliance with the Department specifications.

Failure to provide this information shall be cause to reject the proposal as being non-responsive.-

Copied or run off sheets of these specifications shall be unacceptable, and the bid will be rejected no exceptions.

### **WARRANTY**

Warranties applicable to the chassis and body (excluding vendor supplied components {engine, transmission, axles, etc.} which carry their own specific warranties) will be addressed by a single point warranty service provider approved by the manufacturer to perform service as necessary.

### **PURCHASER'S RIGHTS**

The Purchaser reserves the right to accept or reject any or all bids as it deemed in their best interests.

### **BID DRAWING**

For purposes of evaluation, the bidder shall provide a drawing illustrating, but not limited to, the overall dimensions, wheelbase, and overall length of the proposed apparatus. Other specified equipment shall be required to be included with the bidder's proposal package.

The drawings shall be large "D" size (minimum 24.00 inches x 36.00 inches). Smaller size drawings, "similar to" drawings or general sales drawings, shall not be acceptable.

Failure to provide a bid evaluation drawing in accordance with these specifications shall be cause for rejection of the bid proposal.

### **APPROVAL DRAWING**

After the award of the bid, the contractor shall provide detailed colored engineering drawings including, but not limited to, the overall dimensions, wheelbase, and overall length of the proposed apparatus for use during the pre-construction conference.

The drawings shall include, but shall not be limited to, the right, left, top, front and rear views of the apparatus.

### **SINGLE SOURCE MANUFACTURER**

Bids shall only be accepted from a single source apparatus manufacturer.



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The definition of a single source manufacturer is a company that designs and manufactures their products utilizing an approach that includes complete product integration, including the apparatus chassis, cab, and body modules being constructed, assembled, and tested on company premises only.

Warranties qualified to the chassis and body design construction (excluding vendor component warranties such as engine, axles, transmission, and pumps, etc.) will be from a single source manufacturer and not separated between manufacturers (i.e., body and chassis). The bidder shall provide evidence of maintaining compliance to this requirement.

### **TAG-ON ORDERS-COOPERATIVE PURCHASING**

Other fire departments, metropolitan regions, or municipalities may purchase apparatus and equipment similar to the Apparatus and Equipment that is the subject of this Contract. The following terms shall apply to any such tag-on orders:

(a) Changes - Spartans' intention is to make available to others, tag-on orders utilizing the same specification as the Apparatus and Equipment that is the subject of this Contract in order to provide favorable pricing and lead-times to other buyers due to having such specification fully engineered. Spartan recognizes however that each additional buyer may have unique requirements that must be accommodated; and in this regard, limited changes will be permitted. Such changes will be captured in the pre-construction meeting and the price of any tag-on unit adjusted accordingly.

(b) Term – Tag-on orders may be placed for a term of one year after the Effective Date of this Contract.

(c) Escalation - Spartan Fire, LLC reserves the right to adjust the price of any tag-on order if material costs escalate during the term of this Contract, changes in regulations become effective (for example EPA, NFPA or other), or the tag-on order would cross a model year.

(d) Acceptance – Spartan Fire, LLC reserves the right to accept or reject any tag-on orders under this Contract.

### **FINITE ELEMENT ANALYSIS AND TESTING**

Finite Element Analysis (FEA) shall be provided by the manufacturer.

Prototype bodies have been subjected to rigorous testing over varied terrains simulating different environmental conditions.

The purpose of such complex engineering methods of analysis shall be to ensure the longevity of the design by analyzing stress levels throughout the body and incorporating the structural supports wherever necessary.

There shall have been a minimum of three (3) different load cases (per DOT, FHWA, and TTMA recommended practice) applied and analyzed to properly display the different areas and levels of stresses that will be present under the various operating conditions of the apparatus.



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In addition to the FEA analysis, the core product design shall be strain gauged instrumental to ensure validation of FEA results and “Real World” drive/apparatus driving conditions.

Analysis shall also have been conducted on the mounting system for the apparatus body and pump house. EXCEPTIONS TO THIS STATEMENT MAY BE CAUSE FOR IMMEDIATE REJECTION AND/OR BE CONSIDERED NON-COMPLIANT.

### **SUPPLIED INFORMATION & EXTRAS**

The apparatus manufacturer shall supply two (2) hard copies of apparatus manuals with all manufactured apparatus.

The manuals shall include, but not be limited to: all component warranties, users' manuals and information for supplied products, apparatus engineering information including drawings and build prints, and whatever other pertinent information the manufacturer can supply to its customer regarding the said apparatus.

Included in the delivery of the unit, the manufacturer shall also include spare hardware and extra fasteners, paint for touch-up, information regarding washing and care procedures, as well as other recommendations for care and maintenance of the general apparatus.

The manufacturer shall also supply a manufacturer's record of apparatus construction details, including the following information:

1. Owner name and address;
2. Apparatus manufacturer, model, and serial number;
3. Chassis make, model, and serial number;
4. GAWR of front and rear axles;
5. Front tire size and total rated capacity in kilograms;
6. Rear tire size and total rated capacity in kilograms;
7. Chassis weight distribution in kilograms with water (if applicable) and manufacturer mounted equipment (front and rear);
8. Engine make, model, serial number, rated horsepower, related speed and no load governed speed;
9. Type of fuel and fuel tank capacity;
10. Electrical system voltage and alternator output in amps;
11. Battery make and model, capacity in CCA
12. Paint numbers;
13. Weight documents from a certified scale showing actual loading on the front axle, rear axle(s), and overall vehicle (with the water tank full (if applicable) but without personnel, equipment, and hose);
14. Written load analysis and results of the electrical system performance tests;
15. Transmission make, model, and type;
16. Pump to drive through the transmission (yes or no);
17. Engine to pump gear ratio and transmission gear ratio used;



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18. Pump make model, rated capacity in gallons per minute, serial number, and number of stages;
  19. Pump manufacturer's certification of suction capability;
  20. Pump manufacturer's certification of hydrostatic test;
  21. Pump manufacturer's certification of inspection and test for the fire pump;
  22. Copy of the apparatus manufacturer's approval for stationary pumping applications;
  23. Pump transmission make, model and serial number;
  24. Priming device type;
  25. Type of pump pressure control system;
  26. The engine manufacturer's certified brake horsepower curve for the engine furnished, showing the maximum no load governed speed;
  27. Certification of the water tank capacity.
- NO Online Customer Interaction (Dealer May Provide)

### **LIABILITY INSURANCE COVERAGE**

In order to protect the department and its personnel, the bidder shall show proof that it has no less than \$10 million dollars in liability insurance in force. A certificate of coverage shall be included in the bid package. Failure to carry liability insurance of at least this amount or failure to include proof of coverage shall be cause to reject the bidder's proposal.

### **GENERAL WARRANTY**

The manufacturer shall provide a two (2) year warranty from the date of delivery.

In the case of a commercial chassis being used, the warranty on the chassis, engine, transmission, tires, storage batteries, generators, electrical lamps and other devices subject to deterioration is limited to the warranty of the manufacturer thereof and adjustments for the same are to be made directly with the manufacturer by the customer.

### **STRUCTURAL BODY WARRANTY**

A structural Aluminum body warranty shall be provided by the apparatus manufacturer for products of its manufacture to be free from defects in material and workmanship, under normal use and service, for a period of ten (10) years.

### **PAINT WARRANTY**

A Prorated Paint Warranty shall be provided by the apparatus manufacturer for products of its manufacture to be free from defects in material and workmanship, under normal use and service, for a period of ten (10) years.

### **PUMP WARRANTY**

Waterous Company shall provide a limited manufacturer's pump warranty to be free from defects, under normal use and service, for a period of seven (7) years from the date placed into service.





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**PLUMBING WARRANTY**

A Stainless Steel Plumbing/Piping warranty shall be provided by the apparatus manufacturer for products of its manufacture to be free from defects in material and workmanship, under normal use and service, for a period of ten (10) years from the date of delivery.

**TANK WARRANTY**

A lifetime tank warranty shall be provided by the tank manufacturer, Pro Poly.

**MULTI-PLEXED ELECTRICAL WARRANTY**

A four (4) year limited (V-MUX) multiplex system warranty, of Weldon Technologies, Inc., shall be provided by the apparatus manufacturer, for parts and labor, while under normal use and service, against mechanical, electrical and physical defects from the date of installation.

The warranty shall exclude: sensors, shunt interface modules, serial or USB kits, transceivers, cameras, GPS, and electrical display screens, which shall be limited to a period of one (1) time a year repair for parts and labor from the date of installation. Please see the official warranty document in the appendix (attached) for specific details.

**PUMP CERTIFICATION AND TESTING**

The apparatus upon completion will be tested and certified by Underwriters Laboratories, LLC. The certification tests will follow the guidelines outlined in (NFPA) 1901, Standard for Automotive Fire Apparatus.

There shall be multiple tests performed by the contractor and Underwriter's Laboratories, LLC when the apparatus has been completed. The manufacturer shall provide the completed Test Certificate(s) to the purchaser at time of delivery. The inspection services of Underwriters Laboratories, LLC are available to all bidders on an equal basis; therefore, no third party certification of testing results shall be acceptable.

If the pumping system provided is rated at 3000gpm (12,000 L/min) or less, the pump shall be capable of delivering the following:

- (1) One hundred percent of rated capacity at 150 psi (1000 kPa) net pump pressure.
- (2) Seventy percent of rated capacity at 200 psi (1400 kPa) net pump pressure.
- (3) Fifty percent of rated capacity at 250 psi (1700 kPa) net pump pressure.

If the fire pump has a rated capacity of 750gpm (3000 L/min) or greater, the pump shall be tested after the pump and all its associated piping and equipment have been installed on the apparatus.

The tests shall include at least the pumping test, the pumping engine overload test, the pressure control system test, the priming device tests, and the vacuum test.



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A test plate shall be provided at the pump operator's panel that gives the rated discharges and pressures together with the speed of the engine as determined by the certification test for each unit, the position of the parallel/series pump as used, and the governed speed of the engine as stated by the engine manufacturer on a certified brake horsepower curve. The plate shall be completely stamped with all information at the factory and attached to the vehicle prior to shipping.

**Pumping Test:**

The test site shall be adjacent to a supply of clear water at least 4 ft. (1.2 m) deep, with the water level not more than 10 ft. (3 m) below the center of the pump intake, and close enough to allow the suction strainer to be submerged at least 2 ft. (0.6 m) below the surface of the water when connected to the pump by 20 ft. (6 m) of suction hose.

Tests shall be performed when conditions are as follows:

- (1) Air temperature: 0°F to 110°F (−18°C to 43°C)
- (2) Water temperature: 35°F to 90°F (2°C to 32°C)
- (3) Barometric pressure: 29 in. Hg (98.2 kPa), minimum (corrected to sea level)

Engine-driven accessories shall not be functionally disconnected or otherwise rendered inoperative during the tests.

The following devices shall be permitted to be turned off or not operating during the pump test:

- (1) Foam pump
- (2) Winch
- (3) Windshield wipers
- (4) Four-way hazard flashers
- (5) Compressed air foam system (CAFS) compressor

All structural enclosures, such as floorboards, gratings, grilles, and heat shields, not provided with a means for opening them in service shall be kept in place during the tests.

All test gauges shall meet the requirements for Grade A gauges as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*, and shall be at least size 3 1/2 per ASME B40.100. The pump intake gauge shall have a range of 30 in. Hg (100 kPa) vacuum to zero for a vacuum gauge, or 30 in. Hg (100 kPa) vacuum to a gauge pressure of 150 psi (1000 kPa) for a compound gauge. The discharge pressure gauge shall have a gauge pressure range of 0 psi to 400 psi (0 kPa to 2800 kPa). All pilot gauges shall have a gauge pressure range of at least 0 psi to 160 psi (0 kPa to 1100 kPa). All gauges shall be calibrated in the month preceding the tests using a dead-weight gauge tester or a master gauge meeting the requirements for Grade 3A or 4A gauges, as defined in ASME B40.100, *Pressure Gauges and Gauge Attachments*, that has been calibrated within the preceding year.



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The engine speed-measuring equipment shall consist of a nonadjustable tachometer supplied from the engine or transmission electronics, a revolution counter on a checking shaft outlet and a stopwatch, or other engine speed-measuring means that is accurate to within  $\pm 50$  rpm of actual speed.

The pump shall be subjected to a 3 hour pumping test from draft consisting of 2 hours of continuous pumping at rated capacity at a minimum of 150 psi (1000 kPa) net pump pressure, followed by 1/2 hour of continuous pumping at 70 percent of rated capacity at a minimum of 200 psi (1400 kPa) net pump pressure and 1/2 hour of continuous pumping at 50 percent of rated capacity at a minimum of 250 psi (1700 kPa) net pump pressure and shall not be stopped until after the 2 hour test at rated capacity, unless it becomes necessary to clean the suction strainer.

**Pumping Engine Overload Test:**

The apparatus shall be subjected to an overload test consisting of pumping rated capacity at 165 psi (1100 kPa) net pump pressure for at least 10 minutes.

This test shall be performed immediately following the pumping test of rated capacity at 150 psi (1000 kPa).

The capacity, discharge pressure, intake pressure, and engine speed shall be recorded at least three times during the overload test.

**Pressure Control System Test:**

The pressure control system on the pump shall be tested as follows:

- (1) The pump shall be operated at draft, delivering rated capacity at a discharge gauge pressure of 150 psi (1000 kPa).
- (2) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge gauge pressure at 150 psi (1000 kPa)  $\pm 5$  percent.
- (3) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (4) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.
- (5) The original conditions of pumping rated capacity at a discharge gauge pressure of 150 psi (1000 kPa) shall be reestablished.
- (6) The discharge pressure gauge shall be reduced to 90 psi (620 kPa) by throttling the engine fuel supply, with no change to the discharge valve settings, hose, or nozzles.
- (7) The pressure control system shall be set according to the manufacturer's instructions to maintain the discharge gauge pressure at 90 psi (620 kPa)  $\pm 5$  percent.



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- (8) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (9) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.
- (10) The pump shall be operated at draft, pumping 50 percent of rated capacity at a discharge gauge pressure of 250 psi (1700 kPa).
- (11) The pressure control system shall be set in accordance with the manufacturer's instructions to maintain the discharge gauge pressure at 250 psi (1700 kPa)  $\pm$ 5 percent.
- (12) All discharge valves shall be closed not more rapidly than in 3 seconds and not more slowly than in 10 seconds.
- (13) The rise in discharge pressure shall not exceed 30 psi (200 kPa) and shall be recorded.

**Priming System Tests:**

With the apparatus set up for the pumping test, the primer shall be operated in accordance with the manufacturer's instructions until the pump has been primed and is discharging water. This test shall be permitted to be performed in connection with priming the pump for the pumping test.

The interval from the time the primer is started until the time the pump is discharging water shall be noted. The time required to prime the pump shall not exceed 30 seconds if the rated capacity is 1250 gpm (5000 L/min) or less. The time required to prime the pump shall not exceed 45 seconds if the rated capacity is 1500 gpm (6000 L/min) or more.

An additional 15 seconds shall be permitted in order to meet the requirements of 16.13.5.3 and 16.13.5.4 when the pump system includes an auxiliary 4 in. (100 mm) or larger intake pipe having a volume of 1 ft<sup>3</sup> (0.03 m<sup>3</sup>) or more.

**Vacuum Test:**

The vacuum test shall consist of subjecting the interior of the pump, with all intake valves open, all intakes capped or plugged, and all discharge caps removed, to a vacuum of 22 in. Hg (75 kPa) by means of the pump priming system.

At altitudes above 2000 ft. (600 m), the vacuum attained shall be permitted to be less than 22 in. Hg (75 kPa) by 1 in. Hg (3.4 kPa) for each 1000 ft. (305 m) of altitude above 2000 ft. (610 m).

The vacuum shall not drop more than 10 in. Hg (34 kPa) in 5 minutes.

The primer shall not be used after the 5 minute test period has begun and the engine shall not be operated at any speed greater than the governed speed during this test.

**Water Tank-to-Pump Flow Test:**





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A water tank-to-pump flow test shall be conducted as follows:

- (1) The water tank shall be filled until it overflows.
- (2) All intakes to the pump shall be closed.
- (3) The tank fill line and bypass cooling line shall be closed.
- (4) Hose lines and nozzles for discharging water at the rated tank-to-pump flow rate shall be connected to one or more discharge outlets.
- (5) The tank-to-pump valve(s) and the discharge valves leading to the hose lines and nozzles shall be fully opened.
- (6) The engine throttle shall be adjusted until the required flow rate  $-0/+5$  percent is established.
- (7) The discharge pressure shall be recorded.
- (8) The discharge valves shall be closed, and the water tank refilled.
- (9) The bypass line shall be permitted to be opened temporarily, if needed, to keep the water temperature in the pump within acceptable limits.
- (10) The discharge valves shall be reopened fully, and the time noted.
- (11) If necessary, the engine throttle shall be adjusted to maintain the discharge pressure recorded as noted in 16.13.7.1(7).
- (12) When the discharge pressure drops by 10 psi (70 kPa) or more, the time shall be noted and the elapsed time from the opening of the discharge valves shall be calculated and recorded.

**Volume Discharge Calculation:**

The volume discharged shall be calculated by multiplying the rate of discharge in gallons per minute (liters per minute) by the time in minutes elapsed from the opening of the discharge valves until the discharge pressure drops by at least 10 psi (70 kPa).

Other means shall be permitted to be used to determine the volume of water pumped from the tank such as a totalizing flowmeter, weighing the truck before and after, or refilling the tank using a totalizing flowmeter.

The rated tank-to-pump flow rate shall be maintained until 80 percent of the rated capacity of the tank has been discharge.

**Engine Speed Advancement Interlock Test**



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The engine speed advancement interlock system shall be tested to verify that engine speed cannot be increased at the pump operator's panel unless there is throttle-ready indication.

If the apparatus is equipped with a stationary pump driven through split-shaft PTO, the test shall verify that the engine speed control at pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the pump shift in the driving compartment is in the road position.
- (2) The chassis transmission has been placed in the position for pumping as indicated on the label provided in the driving compartment, the parking brake is on, and the pump shift in the driving compartment is in the road position.

If the apparatus is equipped with a stationary pump driven through a transmission mounted PTO, front-of-engine crankshaft PTO, or engine flywheel PTO, the test shall verify that the engine speed control on the pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is off, and the pump shift status in the driving compartment is disengaged.
- (2) The chassis transmission is in any other gear other than neutral, the parking brake is on, and the pump shift in the driving compartment is in the "Pump Engaged" position.

If the apparatus is equipped with a pump driven by the chassis engine designed for both stationary pumping and pump-in-motion, the test shall verify that the engine speed control at pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the parking brake is on, and the pump shift status in the driving compartment is disengaged.
- (2) The chassis transmission is in any other gear other than neutral, the parking brake is on, and the pump shift in the driving compartment is in the "Pump Engaged" or the "OK to Pump In-Motion" position.

If the apparatus is equipped with a stationary pump driven through transfer case PTO, the test shall verify that the engine speed control on the pump operator's panel cannot be advanced when either of the following conditions exists:

- (1) The chassis transmission is in neutral, the transfer case is in neutral, the parking brake is off, and the pump shift in the driving compartment is in the road position.
- (2) The chassis transmission is in neutral, the transfer case is engaged, the parking brake is off, and the pump shift in the driving compartment is in the road position.



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- (3) The chassis transmission has been placed in the position for pumping as indicated on the label provided in the driving compartment, the parking brake is on, and the pump shift in the driving compartment is in the road position.

### **LOW-VOLTAGE ELECTRICAL SYSTEM PERFORMANCE TESTING**

The apparatus low-voltage electrical system will be tested and certified. Tests shall be performed when the air temperature is between 0°F and 110°F (−18°C and 43°C). The three tests defined in NFPA shall be performed in the order in which they appear. Before each test, the batteries shall be fully charged until the voltage stabilizes at the voltage regulator set point and the lowest charge current is maintained for 10 minutes. Failure of any of these tests shall require a repeat of the sequence.

#### **Reserve Capacity Test:**

The engine shall be started and kept running until the engine and engine compartment temperatures are stabilized at normal operating temperatures and the battery system is fully charged.

The engine shall be shut off and the minimum continuous electrical load shall be activated for 10 minutes.

All electrical loads shall be turned off prior to attempting to restart the engine. The battery system shall then be capable of restarting the engine. Failure to restart the engine shall be considered a test failure of the battery system.

#### **Alternator Performance Test at Idle:**

The minimum continuous electrical load shall be activated with the engine running at idle speed.

The engine temperature shall be stabilized at normal operating temperature.

The battery system shall be tested to detect the presence of battery discharge current. The detection of battery discharge current shall be considered a test failure.

#### **Alternator Performance Test at Full Load:**

The total continuous electrical load shall be activated with the engine running up to the engine manufacturer's governed speed.

The test duration shall be a minimum of 2 hours.

Activation of the load management system shall be permitted during this test.

An alarm sounded by excessive battery discharge, as detected by the system required in NFPA 13.3.4, or a system voltage of less than 11.8 V dc for a 12 V nominal system or 23.6 V dc for a 24 V nominal system, for more than 120 seconds, shall be considered a test failure.



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**Low Voltage Alarm Test:**

Following the above test, a Low Voltage Alarm Test will be performed in the manner prescribed.

With the engine shut off, the total continuous electrical load shall be activated and shall continue to be applied until the excessive battery discharge alarm activates.

The battery voltage shall be measured at the battery terminals.

The test shall be considered a failure if the alarm has not yet sounded 140 seconds after the voltage drops to 11.70V for a 12 V nominal system or 23.4 V for a 24 V nominal system.

The battery system shall then be able to restart the engine. Failure to restart the engine shall be considered a test failure.

**Certification Documentation:**

At the time of delivery, the manufacturer shall provide the following documentation:

- (1) Documentation of the electrical system performance tests.
- (2) A written electrical load analysis, including the following:
  - (a) The nameplate rating of the alternator.
  - (b) The alternator rating under the conditions specified above.
  - (c) Each of the component loads specified that make up the minimum continuous electrical load.
  - (d) Additional electrical loads that, when added to the minimum continuous electrical load, determine the total continuous electrical load.
  - (e) Each individual intermittent electrical load.

**WARNING AND INFORMATION LABELS**

All warning and informational labels (non-vendor specific) shall be provided in compliance with (NFPA) 1901, Standard for Automotive Fire Apparatus, and installed in the appropriate locations to alert the operator of potential hazards and operating instructions.

**NO PRE-CONSTRUCTION CONFERENCE**

There shall be no Pre-construction conference, prior to manufacturing, with individuals from the Fire Department.





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**FINAL INSPECTION**

There shall be a factory final inspection provided for 2 representatives of the fire department.

**NFPA 1901**

The apparatus and product orientation of the vehicle will be provided per NFPA 1901-2016 revision.

**MAXIMUM OVERALL LENGTH REQUIREMENT**

The Apparatus specified shall be constructed with no restrictions to the Maximum Overall Length.

**MAXIMUM OVERALL HEIGHT REQUIREMENT**

The Apparatus specified shall be constructed as detailed and shall NOT exceed a Maximum Overall Height of 10 feet 2 inches.

**MAXIMUM WHEEL BASE REQUIREMENT**

The Apparatus specified shall be constructed as detailed and shall NOT exceed a Maximum Wheel Base of 184 inches.

S

## ***Specification***

**MODEL**

The chassis shall be a Metro Star model. The cab and chassis shall include design considerations for multiple emergency vehicle applications, rapid transit and maneuverability. The chassis shall be manufactured for heavy duty service with the strength and capacity to support a fully laden apparatus, one hundred (100) percent of the time.

**COUNTRY OF SERVICE**

The chassis shall be put in service in the country of United States of America (USA).

The chassis will meet applicable U.S.A. federal motor vehicle safety standards per CFR Title 49 Chapter V Part 571 as clarified in the incomplete vehicle book per CFR Title 49 Chapter V Part 568 Section 4 which accompanies each chassis. The chassis manufacturer is not responsible for compliance to state, regional, or local regulations. Dealers should identify those regulations and order any necessary optional equipment from the chassis manufacturer or their OEM needed to be in compliance with those regulations.



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### **CAB AND CHASSIS LABELING LANGUAGE**

The cab and chassis shall include the applicable caution, warning, and safety notice labels with text to be written in English. All applicable caution, warning, and safety notice labels shall be Innovative Controls brand. Where applicable to the location within the specific layout and label package of the cab and chassis, the labels shall include decorative chrome bezels. Designs shall include bezels that fit individual labels or packaged configurations of labels in certain common locations.

### **APPARATUS TYPE**

The apparatus shall be a pumper vehicle designed for emergency service use which shall be equipped with a permanently mounted fire pump which has a minimum rated capacity of 750 gallons per minute (3000 L/min). The apparatus shall include a water tank and hose body whose primary purpose is to combat structural and associated fires.

### **VEHICLE TYPE**

The chassis shall be manufactured for use as a straight truck type vehicle and designed for the installation of a permanently mounted apparatus behind the cab. The apparatus of the vehicle shall be supplied and installed by the apparatus manufacturer.

### **VEHICLE ANGLE OF APPROACH PACKAGE**

The angle of approach of the apparatus shall be a minimum of 8.00 degrees.

NFPA1901 Angle of Approach definition:

“To determine the angle of approach, place a thin steel strip against the front of the tires where they touch the ground or stretch a tight string from one front tire to the other at the front where they touch the ground. Determine the lowest point (component or equipment) on the vehicle forward of the front tire that would make the smallest angle of approach. Hang a plumb bob from the lowest point and mark the point on the ground where the point of the plumb bob touches. Measure the vertical distance from the ground to the point where the plumb bob was hung (distance  $V$ ). Measure the horizontal distance from the plumb bob point to the steel strip or string running from front tire to front tire (distance  $H$ ). Divide the vertical distance by the horizontal distance. The ratio of  $V/H$  is the tangent of the angle of approach. If the ratio is known, the angle of approach can be determined from a table of trigonometric functions of angles or from a math calculator. The standard requires a minimum angle of approach of 8.00 degrees: since the tangent of 8.00 degrees is 0.1405, if  $V$  divided by  $H$  is 0.1405 or larger, the angle of approach is 8.00 degrees or greater.”

### **AXLE CONFIGURATION**

The chassis shall feature a 4 x 2 axle configuration consisting of a single rear drive axle with a single front steer axle.

### **GROSS AXLE WEIGHT RATINGS FRONT**



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The front gross axle weight rating (GAWR) of the chassis shall be 20,000 pounds.

This front gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

**GROSS AXLE WEIGHT RATINGS REAR**

The rear gross axle weight rating (GAWR) of the chassis shall be 26,000 pounds.

This rear gross axle weight rating shall be adequate to carry the weight of the completed apparatus including all equipment and personnel.

**PUMP PROVISION**

The chassis shall include provisions to mount a drive line pump in the middle of the chassis, behind the cab, more commonly known as the midship location. Chassis driveline pump provisions shall include an interlock feature for automatic setting of the park brake when the vehicle is shifted into pump mode while the transmission is in neutral and the transmission output speed translates to less than 1 mph. When the conditions are met the driver side parking brake valve shall activate. Once shifted to road mode the condition for electric automatic brake engagement is no longer present and the driver's parking brake control valve shall function normally.

**WATER & FOAM TANK CAPACITY**

The chassis shall include a carrying capacity of 750 gallons (2839 liters) to 1250 gallons (4732 liters). The water and/or foam tank(s) shall be supplied and installed by the apparatus manufacturer.

**CAB STYLE**

The cab shall be a custom, fully enclosed, EMFD model with a 10.00 inch raised roof over the driver, officer, and crew area, designed and built specifically for use as an emergency response vehicle by a company specializing in cab and chassis design for all emergency response applications. The cab shall be designed for heavy-duty service utilizing superior strength and capacity for the application of protecting the occupants of the vehicle. This style of cab shall offer up to eight (8) seating positions.

The cab shall incorporate a fully enclosed design with side wall roof supports, allowing for a spacious cab area with no partition between the front and rear sections of the cab. To provide a superior finish by reducing welds that fatigue cab metal; the roof, the rear wall and side wall panels shall be assembled using a combination of welds and proven industrial adhesives designed specifically for aluminum fabrication for construction.

The cab shall be constructed using multiple aluminum extrusions in conjunction with aluminum plate, which shall provide proven strength and the truest, flattest body surfaces ensuring less expensive paint repairs if needed. All aluminum welding shall be completed to the American Welding Society and ANSI D1.2-96 requirements for structural welding of aluminum.



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All interior and exterior seams shall be sealed for optimum noise reduction and to provide the most favorable efficiency for heating and cooling retention.

The cab shall be constructed of 5052-H32 corrosion resistant aluminum plate. The cab shall incorporate tongue and groove fitted 6061-T6 0.13 & 0.19 inch thick aluminum extrusions for extreme duty situations. A single formed, one (1) piece extrusion shall be used for the "A" pillar, adding strength and rigidity to the cab as well as additional roll-over protection. The cab side walls and lower roof skin shall be 0.13 inch thick; the rear wall and raised roof skins shall be 0.09 inch thick; the front cab structure shall be 0.19 inch thick.

The exterior width of the cab shall be 94.00 inches wide with a minimum interior width of 88.00 inches. The overall cab length shall be 137.10 inches with 60.00 inches from the centerline of the front of the axle to the back of the cab.

The cab interior shall be designed to afford the maximum usable interior space and attention to ergonomics with hip and legroom while seated which exceeds industry standards. The crew cab floor shall be flat across the entire walking area for ease of movement inside the cab.

The cab shall offer an interior height of 57.50 inches from the front floor to the headliner and a rear floor to headliner height of 65.00 inches in the raised roof area, at a minimum. The cab shall offer an interior measurement at the floor level from the rear of the engine tunnel to the rear wall of the cab of 57.88 inches. All interior measurements shall include the area within the interior trimmed surfaces and not to any unfinished surface.

The cab shall include a driver and officer area with two (2) cab doors large enough for personnel in full firefighting gear. The front doors shall offer a clear opening of 40.25 inches wide X 53.50 inches high, from the cab floor to the top of the door opening. The cab shall also include a crew area with up to two (2) cab doors, also large enough for personnel in full firefighting gear. The rear doors shall offer a clear opening of 32.25 inches wide X 61.00 inches high, from the cab floor to the top of the door opening.

The cab shall incorporate a progressive two (2) step configuration from the ground to the cab floor at each door opening. The progressive steps are vertically staggered and extend the full width of each step well allowing personnel in full firefighting gear to enter and exit the cab easily and safely.

The first step for the driver and officer area shall measure approximately 11.50 inches deep X 31.13 inches wide. The intermediate step shall measure approximately 8.50 inches deep X 32.50 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 11.00 inches.

The first step for the crew area shall measure approximately 11.50 inches deep X 20.44 inches wide. The intermediate step shall measure approximately 10.25 inches deep X 22.75 inches wide. The height from the first step to the intermediate step and the intermediate step to the cab floor shall not exceed 12.80 inches.

## **OCCUPANT PROTECTION**





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An IMMI 4Front® occupant protection system shall be installed in the vehicle's cab. The system shall inflate three (3) air bags in the following locations:

- Steering wheel air bag to protect the head and neck of the driver
- Knee bolster air bag to protect the driver's legs
- Knee bolster air bag to protect the officer's legs

The air bags shall use a combination of high-pressure stored argon and oxygen with a pyrotechnic charge for initiation to inflate the bags remain inflated for several seconds.

The system shall be connected to the crash detection sensor that will also activate the driver and first officer integrated belt pretensioners if it detects a frontal crash.

A RollTek™ rollover occupant protection system shall be installed in the apparatus cab. The system shall include an integrated roll sensor (IRS) master module and a slave sensor in applicable configurations.

The IRS shall be a microprocessor-controlled solid-state sensing device that utilizes vehicle-specific calibrations to detect rollovers. The IRS shall be equipped with pyrotechnic loops for connection to the protective countermeasures which shall include seat integrated side roll airbags (SRA), integrated seat belt pretensioners, and air seat pull-downs (S4S), in applicable occupant seat positions.

The IRS shall continuously monitor the truck's acceleration and angle, and upon detection of an imminent roll-over, shall activate protective countermeasures in a pre-programmed sequence. In addition, the IRS shall also act as a data recorder to record crash events for post-crash evaluation.

### **CAB FRONT FASCIA**

The front cab fascia shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate which shall be an integral part of the cab.

The cab fascia will encompass the entire front of the aluminum cab structure from the bottom of the windshield to the bottom of the cab and shall be the "Classic" design.

The front cab fascia shall include two (2) molded plastic modules on each side accommodating a total of up to four (4) Hi/Low beam headlights and two (2) turn signal lights or up to four (4) warning lights. A chrome plated molded plastic bezel shall be provided on each side around each set of four lamps.

### **FRONT GRILLE**

The front fascia shall include a box style, 304 stainless steel front grille 44.45 inches wide X 33.50 inches high X 1.50 inches deep. The grille shall include a minimum free air intake of 732.00 square inches. The upper portion of the grille shall be hinged to provide service access behind the grille.



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**CAB UNDERCOAT**

There shall be a rubberized undercoating applied to the underside of the cab that provides abrasion protection, sound deadening and corrosion protection.

**CAB SIDE DRIP RAIL**

There shall be a drip rail along the top radius of each cab side. The drip rails shall help prevent water from the cab roof running down the cab side.

**CAB PAINT EXTERIOR**

The cab exterior shall be painted a single color per customers specified paint color following the RFG-SR-001 paint standards.

**CAB PAINT PROCESS/MANUFACTURER**

The cab shall be painted with Sikkens paint prior to the installation of glass accessories and all other cab trim to ensure complete paint coverage and the maximum in corrosion protection of all metal surfaces.

All metal surfaces on the cab shall be mechanically etched by sanding disc to remove any surface oxidation or surface debris which may hinder the paint adhesion. Once all imperfections on the exterior surfaces are removed and sanded smooth, body fillers shall be applied to the cab on all surfaces that require a critically aesthetic finish and sanded smooth.

The entire cab shall then be coated with a high quality base primer that is designed to fill any minor surface defects, provide an adhesive bond between the primer and the paint and improve the color and gloss retention of the color. The finish to this procedure shall be sanding the cab to a smooth finish followed by sealing the seams with an automotive seam sealer. The minimum thickness of the primer coat after sanding shall be 2.50 mils with a maximum thickness of 5.00 mils.

The cab shall then be painted the specific color(s) designated by the customer with an acrylic urethane type system designed to retain color and resist acid rain and most atmospheric chemicals found on an emergency scene. The paint shall have a minimum thickness of 1.00 mils with a maximum of 4 mils, followed by a clear top coat with a minimum of 2.5 mils and a maximum of 3.5 mils. The entire cab shall then be baked to speed the curing process of the coatings.

**CAB PAINT PRIMARY/LOWER COLOR**

The lower paint color shall be Sikkens FLNA 30011 Red.

**CAB PAINT WARRANTY**

Purchaser shall receive a Paint and Finish (Exterior Clear coated) Ten (10) Years limited warranty in accordance with, and subject to, warranty certificate RFW0710. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.



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### **CAB PAINT INTERIOR**

The visible interior cab structure surfaces shall be painted with a multi-tone onyx black texture finish.

### **CAB ENTRY DOORS**

The cab shall include four (4) entry doors, two (2) front doors and two (2) crew doors designed for ease of entering and egress when outfitted with an SCBA. The doors shall be constructed of extruded aluminum with a nominal thickness of 0.13 inch. The exterior skins shall be constructed of 0.13 inch aluminum plate.

The doors shall include a double rolled style automotive rubber seal around the perimeter of each door frame and door edge which ensures a weather tight fit.

All door hinges shall be hidden within flush mounted cab doors for a pleasing smooth appearance and perfect fit along each side of the cab. Each door hinge shall be piano style with a 0.38 inch pin and shall be constructed of stainless steel.

### **CAB ENTRY DOOR TYPE**

All cab entry doors shall be full length in design to fully enclose the lower cab steps. Entry doors shall include Pollak mechanical plunger style switches for electrical component activation.

### **CAB INSULATION**

The cab ceiling and walls shall include a nonwoven polyester fiber insulation. The insulation shall act as a barrier absorbing noise as well as assisting in sustaining the desired climate within the cab interior.

### **CAB STRUCTURAL WARRANTY**

Purchaser shall receive a Cab Structure (Aluminum) Ten (10) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0602. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

### **CAB TEST INFORMATION**

The cab shall have successfully completed the preload side impact, static roof load application and frontal impact without encroachment to the occupant survival space when tested in accordance with Section 4 of SAE J2420 COE Frontal Strength Evaluation Dynamic Loading Heavy Trucks, Section 5 of SAE J2422 Cab Roof Strength Evaluation Quasi –Static Loading Heavy Trucks and ECE R29 Uniform Provisions Concerning the Approval of Vehicles with regard to the Protection of the Occupants of the Cab of a Commercial Vehicles Annex 3 Paragraph 5.



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The above tests have been witnessed by and attested to by an independent third party. The test results were recorded using cameras, high speed imagers, accelerometers and strain gauges. Documentation of the testing shall be provided upon request.

### **ELECTRICAL SYSTEM**

The chassis shall include a single starting electrical system which shall include a 12 volt direct current multiplexing system, suppressed per SAE J551. The wiring shall be appropriate gauge cross link with 311 degree Fahrenheit insulation. All SAE wires in the chassis shall be color coded and shall include the circuit number and function where possible. The wiring shall be protected by 275 degree Fahrenheit minimum high temperature flame retardant loom. All nodes and sealed Deutsch connectors shall be waterproof.

### **VEHICLE DISPLAY**

The multiplex electrical system shall include (2) Weldon Vista IV displays which shall be located one (1) on the right side of the dash in the switch panel and one (1) on the left side of the dash in the switch panel. The Vista IV displays shall feature full color LCD display screens which include a message bar displaying the time of day and important messages requiring acknowledgement by the user which shall all be displayed on the top of the screen in the order they are received. There shall be eight (8) push button virtual controls, four (4) on each side of the display for the on-board diagnostics. The display screens shall be video ready for back-up cameras, thermal cameras, and DVD.

The Vista IV displays shall offer varying fonts and background colors. The displays shall be fully programmable to the needs of the customer and shall offer virtually infinite flexibility for screen configuration options.

### **MULTIPLEX DISPLAY SPECIAL LAYOUT**

The Vista display and control screen shall be configured specifically for a virtual button on the control screen to override the park brake interlocked deactivation of the wiper system. This will reset when the park brake is cycled.

The Vista display and control screen shall also be configured specifically for the vista dimmer control screen to have two dimmer settings. The dimmer settings shall be labeled "DAY" (Normal) and "NIGHT". This shall omit the additional default settings "MAX" and "DIM".

### **LOAD MANAGEMENT SYSTEM**

The apparatus load management shall be performed by the included multiplex system. The multiplex system shall also feature the priority of sequences and shall shed electrical loads based on the priority list specifically programmed.

### **DATA RECORDING SYSTEM**





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The chassis shall have a Weldon Vehicle Data Recorder (VDR) system installed. The system shall be designed to meet NFPA 1901 and shall be integrated with the Weldon Multiplex electrical system. The following information shall be recorded:

- Vehicle Speed
- Acceleration
- Deceleration
- Engine Speed
- Engine Throttle Position
- ABS Event
- Seat Occupied Status
- Seat Belt Status
- Master Optical Warning Device Switch Position
- Time
- Date

Each portion of the data shall be recorded at the specified intervals and stored for the specified length of time to meet NFPA 1901 guidelines and shall be retrievable by connecting a laptop computer to the VDR system. The laptop connection shall be a panel mounted female type B USB connection point, remotely mounted in the left side foot well.

### **ACCESSORY POWER**

The electrical distribution panel shall include two (2) power studs. The studs shall be size #10 and each of the power studs shall be circuit protected with a fuse of the specified amperage. One (1) power stud shall be capable of carrying up to a 40 amp battery direct load. One (1) power stud shall be capable of carrying up to a 15 amp ignition switched load. The two (2) power studs shall share one (1) #10 ground stud.

An OEM body connections bracket shall be installed on the chassis near the left hand battery box. The bracket shall include one (1) set each of 200 amp master power switched and 300 amp battery direct fused power and ground studs.

### **AUXILIARY ACCESSORY POWER**

An auxiliary six (6) position Blue Sea Systems 5025 blade type fuse panel shall be installed behind the switch panel. The fuse panel shall be protected by a 40 amp fuse. The panel shall be capable of carrying up to a maximum 40 amp battery direct load.

### **ADDITIONAL ACCESSORY POWER**

An additional six (6) position Blue Sea Systems 5025 blade type fuse panel shall be installed on the side wall of the engine tunnel behind the officer's seat. The fuse panel shall be protected by a 40 amp fuse. The panel shall be capable of carrying up to a maximum 40 amp battery direct load.



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**EXTRA ACCESSORY POWER**

An extra six (6) position Blue Sea Systems 5025 blade type fuse panel shall be provided and installed on the lower rear wall of the cab above the seat frame. The fuse panel shall be offset left of the cab centerline between the forward facing center seat and the forward facing outer seat. The fuse panel shall be protected by a 40 amp fuse and be wired battery direct.

**EXTERIOR ELECTRICAL TERMINAL COATING**

All terminals exposed to the elements will be sprayed with a high visibility protective rubberized coating to prevent corrosion.

**ELECTRICAL SYSTEM WARRANTY**

Purchaser shall receive an Electrical System Two (2) Years or 36,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0202. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

**ENGINE**

The chassis engine shall be a Cummins L9 engine. The L9 engine shall be an in-line six (6) cylinder, four-cycle diesel-powered engine. The engine shall offer a rating of 450 horsepower at 2100 RPM and shall be governed at 2200 RPM. The torque rating shall feature 1250-foot pounds of torque at 1200 RPM with 543 cubic inches (8.9 liters) of displacement.

The L9 engine shall feature a VGT™ Turbocharger, a high-pressure common rail fuel system, fully integrated electronic controls with an electronic governor, and shall be EPA certified to meet the 2021-26 emissions standards using cooled exhaust gas recirculation and selective catalytic reduction technology.

The engine shall include an engine mounted combination full flow/by-pass oil filter with replaceable spin on cartridge for use with the engine lubrication system. The engine shall include Citgo brand Citgard 500, or equivalent SAE 15W40 CK-4 low ash engine oil which shall be utilized for proper engine lubrication.

A wiring harness shall be supplied ending at the back of the cab. The harness shall include a connector which shall allow an optional harness for the pump panel. The included circuits shall be provided for a tachometer, oil pressure, engine temperature, hand throttle, high idle and a PSG system. A circuit for J1939 data link shall also be provided at the back of the cab.

**If an L9 engine is NOT available or cannot be provided for that specific quote or build slot at time of production, you will automatically be upgraded and charged for an X12 (or the X10 engine) with all costs associated with the upgrade being passed on to the end user. No exceptions.**

**If a pre-2027 emission engine is NOT available at the time of build (starting production on January 1, 2026) your order will automatically be upgraded and charged for either the 2027**



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**engine compliant Cummins X-10 or X-15, with all associated costs being passed on to the end user. No exceptions.**

**CAB ENGINE TUNNEL**

The cab interior shall include an integrated engine tunnel constructed of 5052-H32 Marine Grade, 0.19 of an inch thick aluminum. The tunnel shall be a maximum of 41.50 inches wide X 25.50 inches high.

**DIESEL PARTICULATE FILTER CONTROLS**

There shall be two (2) controls for the diesel particulate filter. One (1) control shall be for regeneration and one (1) control shall be for regeneration inhibit.

**ENGINE PROGRAMMING HIGH IDLE SPEED**

The engine high idle control shall maintain the engine idle at approximately 1250 RPM when engaged.

**ENGINE HIGH IDLE CONTROL**

The vehicle shall be equipped with an automatic high-idle speed control which shall be pre-set to operate the engine at a specified RPM to increase alternator output if the system voltage drops to 12.5 volts. This device shall automatically operate only when the engine is running, the transmission is in neutral, and with the parking brake set. The automatic high idle will stay engaged for a minimum of ten (10) minutes and until the system, voltage has reached 13.0 volts. Application of the service brake will override the automatic high idle and reset timer. The vehicle shall be equipped with a high-idle speed virtual button on the vehicle display and control screen to activate/deactivate manual control only. It shall be pre-set so when activated, it will operate the engine at the specified RPM to increase alternator output. This device shall operate only when the engine is running, the transmission is in neutral, and with the parking brake set. When automatically engaged the high idle shall disengage when the operator depresses the brake pedal, or the transmission is placed in gear, and shall be available to manually or automatically re-engage when the brake pedal is released, or when the transmission is placed in neutral. Virtual control screen shall not override automatic high idle between voltage parameters during timed cycle. Display shall indicate when high idle is disabled, enabled, or active.

**ENGINE PROGRAMMING ROAD SPEED GOVERNOR**

The engine shall include programming which will govern the top speed of the vehicle.

**AUXILIARY ENGINE BRAKE**

A compression brake, for the six (6) cylinder engine shall be provided. A cutout relay shall be installed to disable the compression brake when in pump mode or when an ABS event occurs. The engine compression brake shall activate upon 0% accelerator when in operation mode and actuate the vehicle's brake lights.



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The engine shall utilize a variable geometry turbo (VGT) as an integrated auxiliary engine brake to offer a variable rate of exhaust flow, which when activated in conjunction with the compression brake shall enhance the engine's compression braking capabilities.

#### **AUXILIARY ENGINE BRAKE CONTROL**

An engine compression brake control device shall be included. The electronic control device shall monitor various conditions and shall activate the engine brake only if all of the following conditions are simultaneously detected:

- A valid gear ratio is detected.
- The driver has requested or enabled engine compression brake operation.
- The throttle is at a minimum engine speed position.
- The electronic controller is not presently attempting to execute an electronically controlled final drive gear shift.

The compression brake shall be controlled via an off/low/medium/high virtual button on the vehicle display and control screen. The system shall remember and default to the last engine brake control setting when the vehicle is shut off and re-started.

#### **ELECTRONIC ENGINE OIL LEVEL INDICATOR**

The engine oil shall be monitored electronically and shall send a signal to activate a warning in the instrument panel when levels fall below normal. The warning shall activate in a low oil situation upon turning on the master battery and ignition switches without the engine running.

#### **FLUID FILLS**

The front of the chassis shall accommodate fluid fill for the engine oil through the grille. This area shall also accommodate a check for the engine oil. The transmission, power steering, and coolant fluid fills and checks shall be under the cab. The windshield washer fill shall be accessible through the front left side mid step.

#### **ENGINE DRAIN PLUG**

The engine shall include an original equipment manufacturer installed oil drain plug.

#### **ENGINE WARRANTY**

The Cummins engine shall be warranted for a period of five (5) years or 100,000 miles, whichever occurs first.

#### **REMOTE THROTTLE HARNESS**

An apparatus interface wiring harness for the engine and transmission pump interlocks shall be supplied with the chassis. The harness shall include a connector for connection to a chassis pump panel harness supplied by the body builder and shall terminate in the left frame rail behind the cab for





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connection by the body builder. The harness shall include circuits deemed for a pump panel and shall contain circuits for a hand throttle, and a multiplexed gauge. Separate circuits shall also be included for a pump control switch, "Pump Engaged" and "OK to Pump" indicator lights, open compartment ground, start signal, park brake ground, ignition signal, master power, clean power, customer ignition, air horn solenoid switch, high idle switch and high idle indicator light. The harness shall contain interlocks that will prevent shifting to road or pump mode unless the transmission output speed translates to less than 1 mph and the transmission is in neutral. The shift to pump mode shall also require the park brake be set.

### **ENGINE PROGRAMMING REMOTE THROTTLE**

The engine ECM (Electronic Control Module) discreet wire remote throttle circuit shall be turned off for use with a J1939 based pump controller or when the discreet wire remote throttle controls are not required.

### **ENGINE PROGRAMMING IDLE SPEED**

The engine low idle speed will be programmed at 750 rpm.

### **ENGINE AIR INTAKE**

The engine air intake system shall include an ember separator. This ember separator shall be designed to protect the downstream air filter from embers using a combination of unique flat and crimped metal screens packaged in a heavy duty galvanized steel frame. This multilayered screen shall trap embers and allow them to burn out before passing through the pack.

The engine air intake system shall also include an air cleaner mounted above the radiator. This air cleaner shall utilize a replaceable dry type filter element designed to prevent dust and debris from being ingested into the engine. A service cover shall be provided on the housing, reducing the chance of contaminating the air intake system during air filter service.

The air intake system shall include a restriction indicator light in the warning light cluster on the instrument panel, which shall activate when the air cleaner element requires replacement.

### **ENGINE FAN DRIVE**

The engine cooling system fan shall incorporate a thermostatically controlled, Horton fully variable type fan drive with SmartClutch J-1939 CAN controller.

The variable speed fan clutch only engages at the amount needed for proper cooling to facilitate improved vehicle performance, cab heating in cold climates, and fuel economy. The fan clutch design shall be fail-safe so that if the clutch drive fails the fan shall engage to prevent engine overheating due to the fan clutch failure. The fan speed shall include a J-1939 CAN clutch controller to receive signal from the engine control module to activate at variable rates of speed. Variable speeds shall be set through thermostatic and engine speed signals to run as efficiently and quietly as required to maintain temperature.



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## **ENGINE COOLING SYSTEM**

There shall be a heavy-duty aluminum cooling system designed to meet the demands of the emergency response industry. The cooling system shall have the capacity to keep the engine properly cooled under all conditions of road and pumping operations. The cooling system shall be designed and tested to meet or exceed the requirements specified by the engine and transmission manufacturer and all EPA requirements. The complete cooling system shall be mounted to isolate the entire system from vibration or stress. The individual cores of the cooling system shall be mounted in a manner to allow expansion and contraction at various rates without inducing stress into the adjoining cores.

The cooling system shall be comprised of a charge air cooler to radiator serial flow package that provides the maximum cooling capacity for the specified engine as well as serviceability. The main components shall include a surge tank, a charge air cooler bolted to the front of the radiator, recirculation shields, a shroud, a fan, and required tubing.

The radiator shall be a down-flow design constructed with aluminum cores, plastic end tanks, and a steel frame. The radiator shall be equipped with a drain cock to drain the coolant for serviceability.

The cooling system shall include a one piece injected molded polymer fan with a three (3) piece fiberglass fan shroud.

The cooling system shall be equipped with a surge tank that is capable of removing entrained air from the system. The surge tank shall be equipped with a low coolant probe and rearward oriented sight glass to observe coolant in the system. A cold fill and observation line shall be included within the frame mounted translucent recovery bottle to monitor the level of the coolant. The surge tank shall have a dual seal cap that meets the engine manufacturer's pressure requirements and allows for expansion and recovery of coolant into a separate integral expansion chamber.

All radiator tubes shall be formed from aluminized steel tubing. Recirculation shields shall be installed where required to prevent heated air from reentering the cooling package and affecting performance.

The charge air cooler shall be a cross-flow design constructed completely of aluminum with cast tanks. All charge air cooler tubes shall be formed from aluminized steel tubing and installed with silicone hump hoses and stainless steel "constant torque" style clamps meeting the engine manufacturer's requirements.

The radiator and charge air cooler shall be removable through the bottom of the chassis.

## **ENGINE COOLING SYSTEM PROTECTION**

The engine cooling system shall include a recirculation shield designed to act as a light duty skid plate below the radiator to provide additional protection for the engine cooling system from light impacts, stones, and road debris. The skid plate shall be painted to match the frame components.

## **ENGINE COOLANT**



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The cooling package shall include Extended Life Coolant (ELC). The use of ELC provides longer intervals between coolant changes over standard coolants providing improved performance. The coolant shall contain a 50/50 mix of ethylene glycol and de-ionized water to keep the coolant from freezing to a temperature of -34 degrees Fahrenheit.

Proposals offering supplemental coolant additives (SCA) shall not be considered, as this is part of the extended life coolant makeup.

### **ELECTRONIC COOLANT LEVEL INDICATOR**

The instrument panel shall feature a low engine coolant indicator light which shall be located in the center of the instrument panel. An audible tone alarm shall also be provided to warn of a low coolant incident.

### **COOLANT HOSES**

The cooling systems hose shall be formed silicone hose and formed aluminized steel tubing and include stainless steel constant torque band clamps.

### **ENGINE COOLANT OVERFLOW BOTTLE**

A remote engine coolant overflow expansion bottle shall be provided in the case of over filling the coolant system. The overflow bottle shall capture the expansion fluid or overfill rather than allow the fluid to drain on the ground.

### **ENGINE EXHAUST SYSTEM**

The exhaust system shall include an end-in end-out horizontally mounted single module after treatment device, and downpipe from the charge air cooled turbo. The single module shall include four temperature sensors, diesel particulate filter (DPF), urea dosing module (UL2), and a selective catalytic reduction (SCR) catalyst to meet current EPA standards. The selective catalytic reduction catalyst utilizes a diesel exhaust fluid solution consisting of urea and purified water to convert NOx into nitrogen, water, and trace amounts of carbon dioxide. The solution shall be mixed and injected into the system through the DPF and SCR.

The system shall utilize 0.07 inch thick stainless steel exhaust tubing between the engine turbo and the DPF. Zero leak clamps seal all system joints between the turbo and DPF.

The single module after treatment through the end of the tailpipe shall be connected with zero leak clamps. The discharge shall terminate horizontally on the right side of the vehicle ahead of the rear tires.

The exhaust system after treatment module shall be mounted below the frame in the outboard position.

### **DIESEL EXHAUST FLUID TANK**



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The exhaust system shall include a molded cross linked polyethylene tank for Diesel Exhaust Fluid (DEF). The tank shall have a capacity of six (6) usable gallons and shall be mounted on the left hand side of the chassis frame behind the batteries below the frame.

The DEF tank shall be designed with capacity for expansion in case of fluid freezing. Engine coolant, which shall be thermostatically controlled, shall be run through lines in the tank to help prevent the DEF from freezing and to provide a means of thawing the fluid if it should become frozen.

The tank fill tube shall be routed under the rear of the cab with the fill neck and splash guard accessible in the top rear step.

### **ENGINE EXHAUST ACCESSORIES**

An exhaust temperature mitigation device shall be shipped loose for installation by the body manufacturer on the vehicle. The temperature mitigation device shall lower the temperature of the exhaust by combining ambient air with the exhaust gasses at the exhaust outlet.

The tail pipe shall have a drop in it to allow additional clearance from the body.

### **ENGINE EXHAUST WRAP**

The exhaust tubing between the engine turbo and the diesel particulate filter (DPF) shall be wrapped with a thermal cover in order to retain the necessary heat for DPF regeneration. The exhaust wrap shall also help protect surrounding components from radiant heat which can be transferred from the exhaust.

The exhaust flex joint shall not include the thermal exhaust wrap.

### **EMISSIONS SYSTEMS WARRANTY**

Purchaser shall receive a Regulated Emissions Systems Five (5) Years or 100,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0140. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

### **TRANSMISSION**

The drive train shall include an Allison model EVS 3000 torque converting, automatic transmission which shall include electronic controls. The transmission shall feature two (2) 10-bolt PTO pads located on the converter housing.

The transmission shall include two (2) internal oil filters which shall offer Allison formulated Castrol TranSynd™ synthetic transmission fluid which shall be utilized in the lubrication of the EVS transmission. An electronic oil level sensor shall be included with the readout located in the shift selector.

The transmission gear ratios shall be:

1st 3.49:1



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2nd	1.86:1
3rd	1.41:1
4th	1.00:1
5th	0.75:1
6th	0.65:1 (if applicable)
Rev	5.03:1

### **TRANSMISSION MODE PROGRAMMING**

The transmission, upon start-up, will select the fifth speed operation without the need to press the mode button.

### **TRANSMISSION FEATURE PROGRAMMING**

The Allison Gen V/VI-E transmission EVS group package number 127 shall contain the 198 vocational package in consideration of the duty of this apparatus as a pumper. This package shall incorporate an automatic neutral with selector override. This feature commands the transmission to neutral when the park brake is applied, regardless of drive range requested on the shift selector. This requires re-selecting drive range to shift out of neutral for the override.

This package shall be coupled with the use of a split shaft PTO and incorporate pumping circuits. These circuits shall be used allowing the vehicle to operate in the fourth range lockup while operating the pump mode due to the 1 to 1 ratio through the transmission, therefore the output speed of the engine is the input speed to the pump. The pump output can be easily calculated by using this input speed and the drive ratio of the pump itself to rate the gallons of water the pump can provide.

A transmission interface connector shall be provided in the cab. This package shall contain the following input/output circuits to the transmission control module. The Gen V/VI-E transmission shall include prognostic diagnostic capabilities. These capabilities shall include the monitoring of the fluid life, filter change indication, and transmission clutch maintenance.

<u>Function ID</u>	<u>Description</u>	<u>Wire assignment</u>
Inputs		
C	PTO Request	142
J	Fire Truck Pump Mode (4th Lockup)	122 / 123
Outputs		
C	Range Indicator	145 (4th)
G	PTO Enable Output	130
	Signal Return	103

### **TRANSMISSION SHIFT SELECTOR**

An Allison pressure sensitive range selector touch pad shall be provided and located to the right of the driver within clear view and easy reach. The shift selector shall have a graphical Vacuum Florescent Display (VFD) capable of displaying two lines of text. The shift selector shall provide mode





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indication and a prognostic indicator (wrench symbol) on the digital display. The prognostics monitor various operating parameters and shall alert you when a specific maintenance function is required.

### **ELECTRONIC TRANSMISSION OIL LEVEL INDICATOR**

The transmission fluid shall be monitored electronically.

### **TRANSMISSION PRE-SELECT WITH AUXILIARY BRAKE**

When the auxiliary brake is engaged, the transmission shall automatically shift to second gear to decrease the rate of speed assisting the secondary braking system and slowing the vehicle.

### **TRANSMISSION COOLING SYSTEM**

The transmission shall include a water to oil cooler system located in the cooling loop between the radiator and the engine. The transmission cooling system shall meet all transmission manufacturer requirements. The transmission cooling system shall feature continuous flow of engine bypass water to maintain uninterrupted transmission cooling.

### **TRANSMISSION DRAIN PLUG**

The transmission shall include an original equipment manufacturer installed magnetic transmission fluid drain plug.

### **TRANSMISSION WARRANTY**

The Allison EVS series transmission shall be warranted for a period of five (5) years with unlimited mileage. Parts and labor shall be included in the warranty.

### **PTO LOCATION**

The transmission shall have two (2) power take off (PTO) mounting locations, one (1) in the 8:00 o'clock position and one (1) in the 4:00 o'clock position.

### **DRIVELINE**

All drivelines shall be heavy duty metal tube and equipped with MSI 1710 series universal joints. The shafts shall be dynamically balanced prior to installation to alleviate future vibration. In areas of the driveline where a slip shaft is required, the splined slip joint shall be coated with Glide Coat<sup>®</sup>. The drivelines shall include Meritor brand u-joints with thrust washers.

### **MIDSHIP PUMP / GEARBOX**

A temporary jackshaft driveline shall be installed by the chassis manufacturer to accommodate the mid-ship split shaft pump as specified by the apparatus manufacturer. Holes shall be provided as specified by the OEM for mounting a customer installed pump module.



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See PDF for specific hole pattern.

**MIDSHIP PUMP / GEARBOX MODEL**

The midship pump/gearbox provisions shall be for a Waterous CSUC20 or C22 pump.

**MIDSHIP PUMP GEARBOX DROP**

The Waterous pump gearbox shall have a “C” (medium length) drop length.

**MIDSHIP PUMP RATIO**

The ratio for the midship pump shall be 2.27:1.

**MIDSHIP PUMP LOCATION C/L SUCTION TO C/L REAR AXLE**

The midship pump shall be located so the dimension from the centerline of the suction to the centerline of the rear axle is 99.50 inches.

**PUMP SHIFT CONTROLS**

One (1) air pump shift control panel shall be located on the left hand side of the engine tunnel, integrated with the shifter pod. The following shall be provided on the panel: a three (3) position control lever; an engraved PUMP ENGAGED identification light; and an engraved OK TO PUMP identification light. The pump shift control panel shall be black with a yellow border outline and shall include pump instructions. An instruction plate describing the transmission shift selector position used for pumping shall be provided and located so it can be read from the driver’s position per NFPA **16.10.1.3**. The road mode shall be selected when the control lever is in the forward position and pump mode shall be selected when the control lever is in the rearward position.

The control lever center position shall exhaust air from both pump and road sides of the pump gear box shift cylinder.

**PUMP SHIFT CONTROL PLUMBING**

Air connections shall be provided from the air supply tank to the pump shift control valve and from the pump shift control valve to the frame mounted bracket. The frame mounted bracket shall include labeling identifying the pump and road connection points with threaded 0.25 inch NPT fittings on the solenoid for attaching the customer installed pump. The air supply shall be pressure protected from service brake system.

**FUEL FILTER/WATER SEPARATOR**

The fuel system shall have a Fleetguard FS20121 fuel filter/water separator as a primary filter. The fuel filter shall have a drain valve.



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A water in fuel sensor shall be provided and wired to an instrument panel lamp and audible alarm to indicate when water is present in the fuel/water separator.

A secondary fuel filter shall be included as approved by the engine manufacturer.

### **FUEL LINES**

The fuel system supply and return lines installed from the fuel tank to the engine shall be black textile braided lines which are reinforced with braided high tensile steel wire. The fuel lines shall be connected with reusable steel fittings.

### **FUEL SHUTOFF VALVE**

There shall be two (2) fuel shutoff valves which shall be installed, one (1) in the fuel draw line at the primary fuel filter and one (1) in the fuel outlet line at the primary fuel filter to allow the fuel filters to be changed without loss of fuel to the fuel pump.

A third fuel shutoff valve shall be installed in the fuel draw line, near the fuel tank to allow maintenance to be performed with minimal loss of fuel.

### **ELECTRIC FUEL PRIMER**

Integral to the engine assembly is an electric lift pump that serves the purpose of pre-filter fuel priming.

### **FUEL COOLER**

A fuel cooler shall be provided to lower fuel temperature allowing the vehicle to operate at higher ambient temperatures. The fuel cooler shall include an electrical fan and temperature-controlled relay switch.

### **FUEL TANK**

The fuel tank shall have a capacity of sixty-eight (68) gallons and shall measure 35.00 inches in width X 17.00 inches in height X 29.00 inches in length.

The baffled tank shall have a vent port to facilitate venting to the top of the fill neck for rapid filling without "blow-back" and a roll over ball check vent for temperature related fuel expansion and draw.

The tank is designed with dual draw tubes and sender flanges. The tank shall have 2.00 inch NPT fill ports for right or left hand fill. A 0.50 inch NPT drain plug shall be centered in the bottom of the tank.

The fuel tank shall be mounted below the frame, behind the rear axle. Two (2) three-piece strap hanger assemblies with "U" straps bolted midway on the fuel tank front and rear shall be utilized to allow the tank to be easily lowered and removed for service purposes. Rubber isolating pads shall be



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provided between the tank and the upper tank mounting brackets. Strap mounting studs through the rail, hidden behind the body shall not be acceptable.

### **FUEL TANK MATERIAL AND FINISH**

The fuel tank shall be constructed of 12 gauge aluminized steel. The exterior of the tank shall be powder coated black and then painted to match the frame components.

All powder coatings, primers and paint shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 Method B, results to be 5B minimum. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794, results to be 5B minimum.

Any proposals offering painted fuel tanks with variations from the above process shall not be accepted. The film thickness of vendor supplied parts shall also be sufficient to meet the performance standards as stated above.

### **FUEL TANK STRAP MATERIAL**

The fuel tank straps shall be constructed of ASTM A-36 steel. The fuel tank straps shall be powder coated black and then painted to match the frame components if possible.

### **FUEL TANK FILL PORT**

The fuel tank fill ports shall be provided with two (2) left fill ports located one (1) in the forward position and one (1) in the middle position and the right fill port located in the middle position of the fuel tank.

A 1.50 inch diameter hole shall be provided in the left and right frame rails for vent hose routing provisions. The holes shall be located adjacent to the fuel tank and 5.13 inches up from the bottom of each rail.

### **FUEL TANK SERVICEABILITY PROVISIONS**

The chassis fuel lines shall have additional length provided so the tank can be easily lowered and removed for service purposes. The additional 8.00 feet of length shall be located above the fuel tank and shall be coiled and secured. The fuel line fittings shall be pointed towards the right side (curbside) of the chassis.

### **FUEL TANK DRAIN PLUG**

A 0.5 inch NPT magnetic drain plug shall be centered in the bottom of the fuel tank.

### **FRONT AXLE**

The front axle shall be a Hendrickson STEERTEK Non-drive front axle, NXT Fire/Rescue model. The axle shall include a 3.74 inch drop and a 70.87 inch king pin intersection (KPI). The axle shall be



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a box-shaped fabricated beam with integrated suspension. The axle shall include a conventional style hub with a standard knuckle. The weight capacity for the axle shall be rated to 20,000 pounds.

**FRONT WHEEL BEARING LUBRICATION**

The front axle wheel bearings shall be lubricated with oil. The oil level can be visually checked via clear inspection windows in the front axle hubs.

**FRONT SHOCK ABSORBERS**

Shock absorbers shall be supplied by the suspension manufacturer and installed on the front axle suspension.

**FRONT SUSPENSION**

The front suspension shall include a parabolic leaf spring pack integrated into the Hendrickson STEERTEK NXT axle consisting of 58.40 inches long and 4.00 inches wide tapered leaf springs and shall feature a military double wrapped front eye. Spring eyes shall have Hendrickson's proprietary threaded pin bushings to increase roll stiffness. The spring capacity shall be rated specifically to the axle configuration from 18,000 and up to 24,000 pounds.

**STEERING COLUMN/ WHEEL**

The cab shall include a Douglas Autotech steering column which shall include a seven (7) position tilt, a 2.25 inch telescopic adjustment, and an 18.00 inch, four (4) spoke steering wheel located at the driver's position. The steering wheel shall be covered with black polyurethane foam padding.

The steering column shall contain a horn button, self-canceling turn signal switch, four-way hazard switch and headlamp dimmer switch.

**ELECTRONIC POWER STEERING FLUID LEVEL INDICATOR**

The power steering fluid shall be monitored electronically and shall send a signal to activate an audible alarm and visual warning in the instrument panel when fluid level falls below normal.

**POWER STEERING PUMP**

The hydraulic power steering pump shall be a Vickers V20F and shall be gear driven from the engine. The pump shall be a fixed displacement vane type. The power steering system shall include an oil to air passive cooler.

**FRONT AXLE CRAMP ANGLE**

The chassis shall have a front axle cramp angle of 45-degrees to the left and right.

**POWER STEERING GEAR**





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The power steering gear shall be a TRW model TAS 85 with an assist cylinder.

### **CHASSIS ALIGNMENT**

The chassis frame rails shall be measured to insure the length is correct and cross checked to make sure they run parallel and are square to each other. The front and rear axles shall be laser aligned. The front tires and wheels shall be aligned and toe-in set on the front tires by the chassis manufacturer.

### **REAR AXLE**

The rear axle shall be a Meritor model RS-25-160 single drive axle. The axle shall include precision forged, single reduction differential gearing, and shall have a fire service rated capacity of 27,000 pounds.

The axle shall be built of superior construction and quality components to provide the rugged dependability needed to stand up to the fire industry's demands. The axle shall include rectangular shaped, hot-formed housing with a standard wall thickness of 0.63 of an inch for extra strength and rigidity and a rigid differential case for high axle strength and reduced maintenance.

The axle shall have heavy-duty Hypoid gearing for longer life, greater strength and quieter operation. Industry-standard wheel ends for compatibility with both disc and drum brakes, and unitized oil seal technology to keep lubricant in and help prevent contaminant damage will be used.

### **REAR AXLE DIFFERENTIAL LUBRICATION**

The rear axle differential shall be lubricated with oil.

### **REAR WHEEL BEARING LUBRICATION**

The rear axle wheel bearings shall be lubricated with oil.

### **VEHICLE TOP SPEED**

The top speed of the vehicle shall be approximately 68 MPH +/-2 MPH at governed engine RPM.

### **REAR SUSPENSION**

The single rear axle shall feature a Reyco 79KB vari-rate, self-leveling captive slipper type parabolic five (5) leaf spring pack suspension with 57.50 inch X 3.00 inch springs. The suspension shall also utilize two (2) torque arms with eccentric cam adjustment.

The rear suspension capacity shall be rated to 27,000 pounds.

### **REAR SHOCK ABSORBERS**



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Two (2) Bilstein inert, nitrogen gas filled shock absorbers shall be provided and installed as part of the rear suspension system. The shocks shall be a monotubular design and fabricated using a special extrusion method, utilizing a single blank of steel without a welded seam, achieving an extremely tight peak-to-valley tolerance and maintains consistent wall thickness. The monotubular design shall provide superior strength while maximizing heat dissipation and shock life.

The ride afforded through the use of a gas shock is more consistent and shall not deteriorate with heat, the same way a conventional oil filled hydraulic shock would.

The Bilstein front shocks shall include a digressive working piston assembly allowing independent tuning of the compression and rebound damping forces to provide optimum ride and comfort without compromise. The working piston design shall feature fewer parts than most conventional twin tube and “road sensing” shock designs and shall contribute to the durability and long life of the Bilstein shock absorbers.

Proposals offering the use of conventional twin tube or “road sensing” designed shocks shall not be considered.

#### **TIRE INTERMITTENT SERVICE RATING**

The chassis shall be rated using Intermittent Service ratings provided to the emergency vehicle market by the tire manufacturers as the basis for determining the maximum vehicle load and speed.

#### **FRONT TIRE**

The front tires shall be Michelin 385/65R22.5 “L” tubeless radial X Multi HL Z regional tread.

The front tire stamped load capacity shall be 22,000 pounds per axle with a nominal speed rating of 68 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 23,540 pounds per axle with a maximum speed of 68 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall be 22,000 pounds per axle with a speed rating of 75 miles per hour when properly inflated to 130 pounds per square inch.

The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

#### **REAR TIRE**

The rear tires shall be Michelin 12R-22.5 16PR "H" tubeless radial XDN2 all-weather tread.



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The rear tire stamped load capacity shall be 27,120 pounds per axle with a nominal speed rating of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Michelin Intermittent Service Rating maximum load capacity shall be 29,020 pounds per axle with a maximum speed of 75 miles per hour when properly inflated to 120 pounds per square inch.

The Michelin Intermittent Service Rating maximum speed capacity shall match the nominal speed rating.

The Michelin Intermittent Service Rating limits the operation of the emergency vehicle to no more than fifty (50) miles of continuous operation under maximum recommended payload, or without stopping for at least twenty (20) minutes. The emergency vehicle must reduce its speed to no more than 50 MPH after the first fifty (50) miles of travel.

### **REAR AXLE RATIO**

The rear axle ratio shall be 5.13:1.

### **TIRE PRESSURE INDICATOR**

There shall be electronic chrome LED valve caps shipped loose for installation by the OEM which shall illuminate with a red LED when tire pressure drops 8psi provided. The valve caps are self-calibrating and set to the pressure of the tire upon installation.

### **FRONT WHEEL**

The front wheels shall be Alcoa hub piloted, 22.50 inch X 12.25 inch aluminum wheels. The outer face of the wheels shall feature Alcoa's Dura-Bright® finish as an integral part of the wheel surface. Alcoa Dura-Bright® wheels keep their shine without polishing. Brake dust, grime and road debris are easily removed by simply cleaning the wheels with soap and water. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

### **REAR WHEEL**

The rear wheels shall be Alcoa hub piloted, 22.50 inch X 8.25 inch aluminum wheels with a polished outer surface and Alcoa Dura-Bright® wheel treatment as an integral part of the wheel surface. The inner rear wheels shall be Alcoa hub piloted, 22.50 inch X 8.25 inch aluminum wheels with a polished inner and outer surface and Alcoa Dura-Bright® wheel treatment as an integral part of the wheel surface. The hub piloted mounting system shall provide easy installation and shall include two-piece flange nuts.

### **BALANCE WHEELS AND TIRES**

All of the wheels and tires, including any spare wheels and tire assemblies, shall include Counteract brand balancing beads.

### **WHEEL TRIM**



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The front wheels shall include stainless steel lug nut covers and stainless steel baby moons shipped loose with the chassis for installation by the apparatus builder. The baby moons shall have cutouts for oil seal viewing when applicable.

The rear wheels shall include stainless steel lug nut covers and band mounted spring clip stainless steel high hats shipped loose with the chassis for installation by the apparatus builder.

The lug nut covers, baby moons, and high hats shall be RealWheels® brand constructed of 304L grade, non-corrosive stainless steel with a mirror finish. Each wheel trim component shall meet D.O.T. certification.

### **BRAKE SYSTEM**

A rapid build-up air brake system shall be provided. The air brakes shall include, at a minimum, a two (2) air tank, three (3) reservoir system with a total of 4152 cubic inch of air capacity. A floor mounted treadle valve shall be mounted inside the cab for graduated control of applying and releasing the brakes. An inversion valve shall be installed to provide a service brake application in the unlikely event of primary air supply loss. All air reservoirs provided on the chassis shall be labeled for identification.

The rear axle spring brakes shall automatically apply in any situation when the air pressure falls below 25 PSI and shall include a mechanical means for releasing the spring brakes when necessary. An audible alarm shall designate when the system air pressure is below 60 PSI.

A four (4) sensor, four (4) modulator Anti-lock Braking System (ABS) shall be installed on the front and rear axles in order to prevent the brakes from locking or skidding while braking during hard stops or on icy or wet surfaces. This in turn shall allow the driver to maintain steering control under heavy braking and in most instances, shorten the braking distance. The electronic monitoring system shall incorporate diagonal circuitry which shall monitor wheel speed during braking through a sensor and tone ring on each wheel. A dash mounted ABS lamp shall be provided to notify the driver of a system malfunction. The ABS system shall automatically disengage the auxiliary braking system device when required. The speedometer screen shall be capable of reporting all active defaults using PID/SID and FMI standards.

Additional safety shall be accommodated through Automatic Traction Control (ATC) which shall be installed on the single rear axle. The ATC system shall apply the ABS when the drive wheels lose traction. The system shall scale the electronic engine throttle back to prevent wheel spin while accelerating on ice or wet surfaces.

A virtual button on the vehicle display and control screen shall be provided and properly labeled “mud/snow”. When the switch is pressed once, the system shall allow a momentary wheel slip to obtain traction under extreme mud and snow conditions. During this condition the ATC light shall blink continuously notifying the driver of activation. Pressing the switch again shall deactivate the mud/snow feature.



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The Electronic Stability Control (ESC) unit is a functional extension of the electronic braking system. It is able to detect any skidding of the vehicle about its vertical axis as well as any rollover tendency. The control unit comprises an angular-speed sensor that measures the vehicle's motion about the vertical axis, caused, for instance, by cornering or by skidding on a slippery road surface. An acceleration sensor measures the vehicle's lateral acceleration. The Controller Area Network (CAN) bus provides information on the steering angle. On the basis of lateral acceleration and steering angle, an integrated microcontroller calculates a theoretical angular speed for the stable vehicle condition.

### **FRONT BRAKES**

The front brakes shall be Meritor EX225 Disc Plus disc brakes with 17.00 inch vented rotors.

### **REAR BRAKES**

The rear brakes shall be Meritor EX225 Disc Plus disc brakes with 17.00 inch vented rotors.

### **PARK BRAKE**

Upon application of the push-pull valve in the cab, the rear brakes will engage via mechanical spring force. This is accomplished by dual chamber rear brakes, satisfying the FMVSS parking brake requirements.

### **PARK BRAKE CONTROL**

A Meritor-Wabco manual hand control push-pull style valve shall operate the parking brake.

The parking brake actuation valve shall be mounted to the left side of the engine tunnel integrated into the transmission shift pod console within easy access of the driver.

### **AIR DRYER**

The brake system shall include a Wabco System Saver 1200 air dryer with an integral heater with a Metri-Pack sealed connector. The air dryer incorporates an internal turbo cutoff valve that closes the path between the air compressor and air dryer purge valve during the compressor "unload" cycle. The turbo cutoff valve allows purging of moisture and contaminants without the loss of turbo boost pressure. The air dryer shall be mounted behind the battery box on the left hand side.

### **FRONT BRAKE CHAMBERS**

The front brakes shall be provided with type 24 brake chambers as supplied with the Hendrickson STEERTEK NXT axle.

### **REAR BRAKE CHAMBERS**

The rear axle shall include TSE 24/30 H.O.T. (High Output Technology) brake chambers shall convert the energy of compressed air into mechanical force and motion. This shall actuate the brake camshaft,





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which in turn shall operate the foundational brake mechanism forcing the brake pads against the brake rotor.

### **AIR COMPRESSOR**

The air compressor provided for the engine shall be a Wabco® SS318 single cylinder pass-through drive type compressor which shall be capable of producing 18.7 CFM at 1200 engine RPMs. The air compressor shall feature a higher delivery efficiency translating to more air delivery per horsepower absorbed. The compressor shall include an aluminum cylinder head which shall improve cooling, reduce weight and decrease carbon formation. Superior piston and bore finishing technology shall reduce oil consumption and significantly increasing the system component life.

### **AIR GOVERNOR**

An air governor shall be provided to control the cut-in and cut-out pressures of the engine mounted air compressor. The governor shall be calibrated to meet FMVSS requirements. The air governor shall be located on the air dryer bracket.

### **MOISTURE EJECTORS**

Automatic moisture ejectors with a manual drain provision shall be installed on all reservoirs of the air supply system. The manual drain provision shall include an actuation pull cable coiled and tied at each drain valve. The supplied cables when extended shall be sufficient in length to allow each drain to be activated from the side of the apparatus.

### **AIR SUPPLY LINES**

The air system on the chassis shall be plumbed with color coded reinforced nylon tubing air lines. The primary (rear) brake line shall be green, the secondary (front) brake line red, the parking brake line orange and the auxiliary (outlet) will be blue.

Brass compression type fittings shall be used on the nylon tubing. All drop hoses shall include fiber reinforced neoprene covered hoses.

### **AIR INLET CONNECTION**

An air connection for the shoreline air inlet shall be supplied.

### **AIR INLET LOCATION**

The air inlet shall be installed in the left hand side lower front step in the forward position.

### **AIR INLET/ OUTLET FITTING TYPE**



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The air connector supplied shall be a 0.25 inch size Tru-Flate Interchange style manual connection which is compatible with Milton 'T' style, Myers 0.25 inch Automotive style and Parker 0.25 inch 10 Series connectors.

### **AIR TANK SPACERS**

There shall be spacers included with the air tank mounting. The spacers shall move the air tanks 3.00 inches inward towards the center of the chassis. This shall provide clearance between the air tanks and the frame for body U-bolt clearance.

### **REAR AIR TANK MOUNTING**

If a combination of wheel base, air tank quantity, or other requirements necessitate the location of one or more air tanks to be mounted rear of the fuel tank, these tank(s) will be mounted parallel to frame.

### **WHEELBASE**

The chassis wheelbase shall be 184.00 inches.

### **REAR OVERHANG**

The chassis rear overhang shall be 47.00 inches.

### **FRAME**

The frame shall consist of double rails running parallel to each other with cross members forming a ladder style frame. The frame rails shall be formed in the shape of a "C" channel, with the outer rail measuring 10.25 inches high X 3.50 inches deep upper and lower flanges X 0.38 inches thick with an inner channel of 9.44 inches high X 3.13 inches deep and 0.38 inches thick. Each rail shall be constructed of 110,000 psi minimum yield high strength low alloy steel. Each double rail section shall be rated by a Resistance Bending Moment (RBM) minimum of 3,213,100 inch pounds and have a minimum section modulus of 29.21 cubic inches. The frame shall measure 35.00 inches in width.

Proposals calculating the frame strength using the "box method" shall not be considered.

Proposals including heat treated rails shall not be considered. Heat treating frame rails produces rails that are not uniform in their mechanical properties throughout the length of the rail. Rails made of high strength, low alloy steel are already at the required yield strength prior to forming the rail.

A minimum of seven (7) fully gusseted 0.25 inch thick cross members shall be installed. The inclusion of the body mounting, or bumper mounting shall not be considered as a cross member. The cross members shall be attached using zinc coated grade 8 fasteners. The bolt heads shall be flanged type, held in place by distorted thread flanged lock nuts. Each cross member shall be mounted to the frame rails utilizing a minimum of 0.25 inch thick gusset reinforcement plates at all corners balancing the area of force throughout the entire frame.



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Any proposals not including additional reinforcement for each cross member shall not be considered.

All relief areas shall be cut in with a minimum 2.00 inch radius at intersection points with the edges ground to a smooth finish to prevent a stress concentration point.

### **MISCELLANEOUS FRAME OPTIONS**

The frame shall include hole patterns which shall be specific to Spartan ERV Legend style body mounting.

See PDF for OEM specified pattern.

### **REAR TOW DEVICE**

The frame rails shall contain (6) holes per frame in a pattern specified by the OEM for mounting Spartan ERV tow eyes at the rear of the frame at a location defined by the OEM.

### **FRAME PAINT**

The frame rails shall be hot dip galvanized prior to assembly and attachment of any components. The components that shall be galvanized shall include:

- Main frame "C" channel or channels

The frame parts which are not galvanized shall be powder coated prior to any attachment of components. Parts which shall be powder coated shall include but are not limited to:

- Steering gear bracket
- Front splayed rails and fish plates
- Bumper extensions
- Cross members
- Cross member gussets
- Fuel tank mounting brackets
- Fuel tank straps (unless material/finish is specified in 3130 subcat)
- Air tanks (unless color coded tanks are specified in 3205 subcat)
- Air tank mounting brackets
- Exhaust mounting brackets
- Air cleaner skid plate
- Radiator skid plate
- Battery supports, battery trays and battery covers

Other non-galvanized under carriage components which are received from the suppliers with coatings already applied shall include but are not limited to:

- Suspension components



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- Front and rear axles

All powder coatings, primers and paint used on the non-galvanized components shall be compatible with all metals, pretreatments and primers used. The cross hatch adhesion test per ASTM D3359 shall not have a fail of more than ten (10) squares. The pencil hardness test per ASTM D3363 shall have a final post-curved pencil hardness of H-2H. The direct impact resistance test per ASTM D2794 shall have an impact resistance of 120.00 inches per pound at 2 mils.

#### **FRAME ASSEMBLY STRUCTURAL**

Purchaser shall receive a Frame Assembly Structural Fifty (50) Years or 250,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0305. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

#### **FRAME RAIL CORROSION**

Purchaser shall receive a Frame Rail Corrosion (Zinc Plate and Powder Coat) Twenty Five (25) Years or 150,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0316. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

#### **FRAME COMPONENTS CORROSION**

Purchaser shall receive a Frame Components Corrosion (Powder Coat) Three (3) Years or 48,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0313. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

#### **REAR MUD FLAP**

The unit shall be equipped with a temporary wooden fender and mud flap assembly for transport to the body manufacturer.

#### **FRONT BUMPER**

The chassis shall be equipped with a severe duty front bumper constructed from structural steel channel. The bumper material shall be 0.38 thick ASTM A36 steel which shall measure 12.00 inches high with a 3.05 inch flange and shall be 99.00 inches wide with angled front corners.

The bumper shall be primed and painted as specified.

#### **FRONT BUMPER EXTENSION LENGTH**

The front bumper shall be extended approximately 21.00 inches ahead of the cab.

#### **FRONT BUMPER PAINT**



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The front bumper shall be painted the same as the lower cab color. The front bumper trim shall feature a black spray on bedliner coating.

#### **FRONT BUMPER TRIM**

A stainless steel trim angle, painted to the customer's specifications, shall be installed on the top corner of the bumper across the front and on the top corner of the bumper tails, terminating at the rearmost portion of the apron. The trim angle shall measure approximately 3.00 inches wide on the horizontal flange and 1.60 inches tall on the vertical flange. The trim shall be affixed to the bumper and bolted down to the apron with isolating washers.

#### **FRONT BUMPER APRON**

The 21.00 inch extended front bumper shall include an apron constructed of 0.19 inch thick embossed aluminum tread plate.

The apron shall be installed between the bumper and the front face of the cab affixed using stainless steel bolts attaching the apron to the top bumper flange.

#### **FRONT BUMPER COMPARTMENT CENTER**

The front bumper shall include a compartment in the bumper apron located in the center between the frame rails which may be used as a hose well. The compartment shall be constructed of 0.13 inch 5052-H32 grade aluminum and shall include drain holes in the bottom corners to allow excess moisture to escape. The compartment shall be the full size of available space in the apron from the cab fascia to the bumper and 38.00 inches wide X 10.88 inches deep. The clear opening shall be 37.75 inches wide. The compartment shall include a cover constructed of 0.19 inch thick bright embossed aluminum tread plate.

#### **FRONT BUMPER COMPARTMENT COVER HARDWARE**

The front bumper compartment cover(s) shall include gas cylinder stays which shall hold the cover open. Each cover shall be held in the closed position via a D-ring style latch.

#### **MECHANICAL SIREN**

The front bumper shall include an electro mechanical Federal Q2B™ siren, which shall be streamlined, chrome-plated and shall produce 123 decibels of sound at 10.00 feet. The Q2B™ siren produces a distinctive warning sound that is recognizable at long distances. A unique clutch design provides a longer coast down sound while reducing the amp draw to 100 amps. The siren shall measure 10.50 inches wide X 10.00 inches high X 14.00 inches deep. The siren shall include a pedestal mount to surface mount on a horizontal surface.

#### **MECHANICAL SIREN LOCATION**





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The siren shall be pedestal mounted on the bumper apron on the furthest outboard section of the bumper on the driver side.

### **AIR HORN**

The front bumper shall include two (2) Hadley brand E-Tone air horns which shall measure 21.00 inches long with a 6.00 inch round flare. The air horns shall be trumpet style with a chrome finish on the exterior and a painted finish deep inside the trumpet.

### **AIR HORN LOCATION**

The air horns shall be recess mounted in the front bumper face, one (1) on the right side of the bumper in the outboard position relative to the right hand frame rail and one (1) on the left side of the bumper in the outboard position relative to the left hand frame rail.

### **AIR HORN RESERVOIR**

One (1) air reservoir, with a 2084 cubic inch capacity, shall be installed on the chassis to act as a supply tank for operating air horns. The reservoir shall be isolated with a 90 PSI pressure protection valve on the reservoir supply side to prevent depletion of the air to the air brake system.

### **ELECTRONIC SIREN SPEAKER**

There shall be two (2) Federal Signal Inc. Dynamax® model ES100C, 100 watt speakers provided. Each speaker shall measure 5.90 inches tall X 5.50 inches wide X 2.30 inches deep. Each speaker shall include a Federal Signal "Electric F" style grille which shall measure 6.61 inches tall X 6.78 inches wide.

### **ELECTRONIC SIREN SPEAKER LOCATION**

The two (2) electronic siren speakers shall be located on the front bumper face outboard of the frame rails with one (1) on the right side and one (1) on the left side in the inboard positions.

### **FRONT BUMPER TOW EYES**

The bumper shall include two (2) painted tow eyes which shall be installed below the front bumper. The tow eyes shall be fabricated from 0.75 inch thick #1020 ASTM-36 hot rolled steel. The inside diameter of the eye shall be 2.00 inches and include inside/outside chamfered edges. The tow eyes shall be painted to match the frame components.

### **CAB TILT SYSTEM**

The entire cab shall be capable of tilting approximately 45-degrees to allow for easy maintenance of the engine and transmission. The cab tilt pump assembly shall be located on the right side of the chassis above the battery box.



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The electric-over-hydraulic lift system shall include an ignition interlock and red cab lock down indicator lamp on the tilt control which shall illuminate when holding the “Down” button to indicate safe road operation.

It shall be necessary to activate the master battery switch and set the parking brake in order to tilt the cab. As a third precaution the ignition switch must be turned off to complete the cab tilt interlock safety circuit.

Two (2) spring-loaded hydraulic hold down hooks located outboard of the frame shall be installed to hold the cab securely to the frame. Once the hold-down hooks are set in place, it shall take the application of pressure from the hydraulic cab tilt lift pump to release the hooks.

Two (2) cab tilt cylinders shall be provided with velocity fuses in each cylinder port. The cab tilt pivots shall be 1.90 inch ball and be anchored to frame brackets with 1.25 inch diameter studs.

A steel safety channel assembly, painted safety yellow shall be installed on the right side cab lift cylinder to prevent accidental cab lowering. The safety channel assembly shall fall over the lift cylinder when the cab is in the fully tilted position. A cable release system shall also be provided to retract the safety channel assembly from the lift cylinder to allow the lowering of the cab.

#### **CAB TILT AUXILIARY PUMP**

A manual cab tilt pump module shall be attached to the cab tilt pump housing/power distribution box.

#### **CAB TILT LIMIT SWITCH**

A cab tilt limit switch shall be installed. The switch will effectively limit the travel of the cab when being tilted. The limit adjustment of the switch shall be preset by the chassis manufacturer to prevent damage to the cab or any bumper mounted option mounted in the cab tilt arc. Further adjustment to the limit by the apparatus manufacturer shall be available to accommodate additional equipment.

#### **CAB TILT CONTROL RECEPTACLE**

A 25.00 foot cab tilt control harness shall be provided on the right side of frame just behind the cab. This harness shall consist of an 8.00 foot harness connected to the tilt pump and a 17.00 foot extension harness with a six (6) pin Deutsch connector with cap for mounting in a compartment in the body.

The remote control pendant shall include 20.00 feet of cable with a mating Deutsch connector. The remote control pendant shall be shipped loose with the chassis.

#### **CAB TILT LOCK DOWN INDICATOR**

The cab dash shall include a message located within the dual air pressure gauge which shall alert the driver when the cab is unlocked and ajar. The alert message shall cease to be displayed when the cab is in the fully lowered position and the hold down hooks are secured and locked to the cab mounts.



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In addition to the alert message an audible alarm shall sound when the cab is unlocked and ajar with the parking brake released.

**GLASS FRONT DOOR**

The front cab doors shall include a window which is 27.00 inches in width X 26.00 inches in height. These windows shall have the capability to roll down completely into the door housing. This shall be accomplished using electric actuation. The left and right front door windows shall be controlled using a switch on each respective side inner door panel. The driver's door shall include a switch for each powered door window in the cab.

There shall be an irregular shaped fixed window which shall measure 2.50 inches wide at the top, 8.00 inches wide at the bottom X 26.00 inches in height, more commonly known as "cozy glass" ahead of the front door roll down windows.

The windows shall be mounted within the frame of the front doors trimmed with a black anodized ring on the exterior.

**GLASS TINT FRONT DOOR**

The windows located in the left and right front doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

**GLASS REAR DOOR RH**

The rear right hand side crew door shall include a window which is 27.00 inches in width X 26.00 inches in height. The window shall be a powered type and shall be controlled by a switch on the door panel ledge and on the driver's control panel.

**GLASS TINT REAR DOOR RIGHT HAND**

The window located in the right hand side rear window shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

**GLASS REAR DOOR LH**

The rear left hand side crew door shall include a window which is 27.00 inches in width X 26.00 inches in height. The window shall be a powered type and shall be controlled by a switch on the door panel ledge and on the driver's control panel.

**GLASS TINT REAR DOOR LEFT HAND**



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The window located in the left hand side rear door shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

**GLASS TINT SIDE MID RIGHT HAND**

The window located on the right hand side of the cab between the front and rear doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

**GLASS TINT SIDE MID LEFT HAND**

The window located on the left hand side of the cab between the front and rear doors shall include a dark gray automotive tint which shall allow forty-five percent (45%) light transmittance. The dark tint shall aid in cab cooling and help protect passengers from radiant solar energy.

**CABIN AIR FILTRATION SYSTEM**

An Active Air Purification system will be installed in the cab. The system utilizes RGF's Photohydroionization® Cell (PHI-Cell®) technology which produces hydro-peroxides and hydroxide ions, reducing airborne mold, bacteria, viruses, and odors up to 99%.

The system shall include a stainless-steel housing approximately 7.50 inches high X 16.13 inches wide X 6.6 inches deep in a trapezoid shape and shall be located at the upper portion of the rear wall mounted in a horizontal orientation. The system shall be 12V DC and shall be active either when the ignition power is on, or when the shoreline is connected.

**CLIMATE CONTROL**

A ceiling mounted combination defroster and cabin heating and air conditioning system shall be located above the engine tunnel area. The system covers and plenums shall be of severe duty design made of aluminum which shall be coated with a customer specified interior paint. The design of the system's covers shall provide quick access to washable air intake filters as well as easy access to other serviceable items.

Six (6) adjustable louvers shall provide comfort for the front seat occupants and ten (10) adjustable louvers shall provide comfort for the rear crew occupants. The plenum shall be shortened to terminate in the mid crew area on cabs with 10.00 inch raised roofs and greater. This shortened plenum shall allow for the customer to utilize the upper rear center wall for compartmentation, equipment, or apparatus operations.

Separate front and rear blower motors shall be of brushless design and shall be controlled independently. It shall be capable of reducing the interior cabin air temperature from 122° F (+/- 3° F) to 80° F in thirty minutes with 50% relative humidity and full solar load as described in SAE J2646.



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The system shall also provide heater pull up performance which meets or exceeds the performance requirements of SAE J1612 as well as defrost performance that meets or exceeds the performance requirements of SAE J381.

A gravity drain system shall be provided that is capable of evacuating condensate from the vehicle while on a slope of up to a 13% grade in any direction.

The air conditioning system plumbing shall be a mixture of custom bent zinc coated steel fittings and Aeroquip flexible hose with Aeroquip EZ-Clip fittings.

The overhead heater/defroster plumbing shall include an electronic flow control valve that re-directs hot coolant away from the evaporator, via a bypass loop, as the temperature control is moved toward the cold position.

Any component which needs to be accessed to perform system troubleshooting shall be accessible by one person using basic hand tools. Regularly serviced items shall be replaceable by one person using basic hand tools.

***\*\*The chassis manufacturer recommends that the overall climate system performance be based off third-party testing in accordance with the Society of Automotive Engineering standards as a complete system.***

***Individual component level BTU ratings is not an accurate indicator of the performance capability of the completed system. System individual component BTU ratings:***

- Air conditioning evaporator total BTU/HR: 82,000
- Air conditioning condenser total BTU/HR: 59,000
- Heater coil total BTU/HR: 98,000

***Performance data specified is based on testing performed by an independent third-party test facility using a medium four-door 10" raised roof cab equipped with an ISL engine.***

### **CLIMATE CONTROL DRAIN**

The climate control system shall include a gravity drain for water management. The gravity drain shall remove condensation from the air conditioning system without additional mechanical assistance.

### **CLIMATE CONTROL ACTIVATION**

The heating, defrosting and air conditioning controls shall be in the center dash center switch panel, in a position which is easily accessible to the driver. The climate control shall be activated by a rotary switch.

### **HVAC OVERHEAD COVER PAINT**

The overhead HVAC cover shall be painted with a multi-tone onyx black texture finish.





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### **A/C CONDENSER LOCATION**

A roof mounted A/C condenser shall be installed centered on the cab forward of the raised roof against the slope rise.

### **A/C COMPRESSOR**

The air-conditioning compressor shall be a belt driven, engine mounted compressor. The compressor shall be compatible with R134-a refrigerant.

***\*\*The chassis manufacturer recommends that the overall climate system performance be based off third-party testing in accordance with the Society of Automotive Engineering standards as a complete system.***

***Individual component level ratings are not an accurate indicator of the performance capability of the completed system.***

Refrigerant Compressor displacement: 19.1 cubic inches per revolution.

### **UNDER CAB INSULATION**

The underside of the cab tunnel surrounding the engine shall be lined with multi-layer insulation, engineered for application inside diesel engine compartments.

The insulation shall act as a noise barrier, absorbing noise thus keeping the decibel level in the cab well within NFPA recommendations. As an additional benefit, the insulation shall assist in sustaining the desired temperature within the cab interior.

The engine tunnel insulation shall measure approximately 0.30 inch thick including a multi-layer foil faced glass cloth and polyester fiber layer. The foil surface acts as protection against heat, moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

The cab floor insulation shall measure approximately 0.30 inch thick including a multi-layer foil faced glass cloth and polyester fiber layer. The foil surface acts as protection against heat, moisture and other contaminants. The insulation shall meet or exceed FMVSS 302 flammability test.

The insulation shall be cut precisely to fit each section and sealed for additional heat and sound deflection. The insulation shall be held in place by acrylic pressure sensitive adhesive.

The cab floor insulation shall cover the driver and officer floor areas as well as all crew floor areas and compartment floor areas if applicable.

### **INTERIOR TRIM FLOOR**

The floor of the cab shall be covered with a multi-layer mat consisting of 0.25 inch thick sound absorbing closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The covering



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shall be held in place by a pressure sensitive adhesive and embossed treadplate trim that shall wrap 2" horizontally and vertically. All exposed seams shall be sealed with silicone caulk matching the color of the floor mat to reduce the chance of moisture and debris retention.

### **INTERIOR TRIM**

The cab interior shall include trim on the front ceiling, rear crew ceiling, and the cab walls. It shall be easily removable to assist in maintenance. The trim shall be constructed of insulated vinyl over a hard board backing.

### **REAR WALL INTERIOR TRIM**

The rear wall of the cab shall be trimmed with vinyl.

### **HEADER TRIM**

The cab interior shall feature header trim over the driver and officer dash constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum.

### **TRIM CENTER DASH**

The main center dash area shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate. There shall be four (4) holes located on the top of the dash near each outer edge of the electrical access cover for ventilation. The center dash electrical access cover shall include a gas cylinder stay which shall hold the cover open during maintenance.

### **TRIM LH DASH**

The left hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 inch thick aluminum plate for a perfect fit around the instrument panel. For increased occupant protection the extreme duty left hand dash utilizes patent pending break away technology to reduce rigidity in the event of a frontal crash. The left hand dash shall offer lower vertical surface area to the left and right of the steering column to accommodate control panels.

### **TRIM RH DASH**

The right hand dash shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick aluminum plate and shall include a glove compartment with a hinged door and a Mobile Data Terminal (MDT) provision. The glove compartment size will measure 14.00 inches wide X 4.50 inches high X 5.88 inches deep. The MDT provision shall be provided above the glove compartment.

### **TRIM RH DASH ACCESSORIES**

The Mobile Data Terminal (MDT) provision on the right hand dash shall be provided with a slide-out tray. The MDT slide-out tray shall be constructed of 5052-H32 Marine Grade, 0.13 of an inch thick



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aluminum plate. The mounting surface of the tray measures 12.50 inches wide X 10.75 inches deep which shall allow for the mounting of a MDT with the added luxury of sliding it toward the officer as much as 11.00 inches.

### **ENGINE TUNNEL TRIM**

The cab engine tunnel shall be covered with a multi-layer mat consisting of 0.25 inch closed cell foam with a 0.06 inch thick non-slip vinyl surface with a pebble grain finish. The mat shall be held in place by pressure sensitive adhesive. The engine tunnel mat shall be trimmed with anodized aluminum stair nosing trim for an aesthetically pleasing appearance.

### **POWER POINT DASH MOUNT**

The cab shall include a 12 volt cigarette lighter type receptacle in the cab dash to provide a power source for 12 volt electrical equipment. The cab shall also include one (1) Blue Sea dual universal serial bus (USB) charging receptacle in the cab dash switch panel to provide a power source for USB chargeable electrical equipment. The USB port shall be capable of a 5 Volt-4.8 amp total output. The receptacles shall be wired battery direct.

### **STEP TRIM**

Each cab entry door shall include a three step entry. The first step closest to the ground shall be constructed of SAE 304 stainless steel with embossed perforations and diamond shaped cutout. The perforations and cutouts shall allow water and other debris to flow through rather than becoming trapped within the stepping surface. The step shall feature a splash guard to reduce water and debris from splashing in to the step. The splash guard shall have drainage holes beneath the back of the step to allow debris and water to flow through rather than becoming trapped within the stepping surface. The stainless steel material shall have a number 8 mirror finish. The lower step shall be mounted to a frame which is integral with the construction of the cab for rigidity and strength. The middle step shall be integral with the cab construction and shall be trimmed in 0.08 inch thick 3003-H22 embossed aluminum tread plate.

### **STEP TRIM KICKPLATE**

The cab steps shall include a kick plate in the rise of each step. The risers shall be trimmed in 3003-H22 bright aluminum tread-plate which is 0.07 inch thick.

### **UNDER CAB ACCESS DOOR**

The cab shall include an access door in the left crew step riser constructed of aluminum tread plate with a push and turn latch. The under cab access door shall provide access to the diesel exhaust fluid fill.

### **INTERIOR DOOR TRIM**



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The interior trim on the doors of the cab shall consist of an aluminum panel constructed of Marine Grade 5052-H32 0.13 of an inch thick aluminum plate. The door panels shall include a painted finish.

**CAB DOOR TRIM REFLECTIVE**

The interior of each door shall include high visibility reflective tape. A white reflective tape shall be provided vertically along the rear outer edge of the door. The lowest portion of each door skin shall include a reflective tape chevron with red and white stripes and a Spartan logo. The chevron tape shall measure 6.00 inches in height.

**INTERIOR GRAB HANDLE "A" PILLAR**

There shall be two (2) rubber covered 11.00 inch grab handles installed inside the cab, one on each "A" post at the left and right door openings. The left handle shall be located 7.88 inches above the bottom of the door window opening and the right handle shall be located 2.88 inches above the bottom of the door window opening. The handles shall assist personnel in entering and exiting the cab.

**INTERIOR GRAB HANDLE FRONT DOOR**

Each front door shall include one (1) ergonomically contoured 9.00 inch cast aluminum handle mounted horizontally on the interior door panels to assist personnel entering and exiting the cab. The handle shall feature a black spray on bedliner coating.

**INTERIOR GRAB HANDLE REAR DOOR**

A cast aluminum assist handle shall be provided on the inside of each rear crew door to assist personnel in exiting and entering the cab. The 30.00 inch long handle shall extend horizontally the width of the window just above the window sill. Each handle shall feature a black spray on bedliner coating.

**INTERIOR SOFT TRIM COLOR**

The cab interior soft trim surfaces shall be gray in color.

**INTERIOR TRIM SUNVISOR**

The header shall include two (2) sun visors, one each side forward of the driver and officer seating positions above the windshield. Each sun visor shall be constructed of Masonite and covered with padded vinyl trim.

**INTERIOR FLOOR MAT COLOR**

The cab interior floor mat shall be black in color.

**CAB PAINT INTERIOR DOOR TRIM**



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The inner door panel surfaces shall be painted with multi-tone onyx black texture finish.

**HEADER TRIM INTERIOR PAINT**

The metal surfaces in the header area shall be coated with multi-tone onyx black texture finish.

**TRIM CENTER DASH INTERIOR PAINT**

The entire center dash shall be coated with multi-tone onyx black texture finish. Any accessory pods attached to the dash shall also be painted this color.

**TRIM LH DASH INTERIOR PAINT**

The left hand dash shall be painted with a multi-tone onyx black texture finish.

**TRIM RIGHT HAND DASH INTERIOR PAINT**

The right hand dash shall be painted with multi-tone onyx black texture finish.

**RIGHT HAND DASH ACCESSORIES INTERIOR PAINT**

The right hand dash accessories shall be painted with multi-tone onyx black texture finish.

**DASH PANEL GROUP**

The main center dash area shall include three (3) removable panels located one (1) to the right of the driver position, one (1) in the center of the dash and one (1) to the left of the officer position. The center panel shall be within comfortable reach of both the driver and officer.

**SWITCHES CENTER PANEL**

The center dash panel shall include no rocker switches or legends.

**SWITCHES LEFT PANEL**

The left dash panel shall include three (3) switches. There shall be two (2) across the top of the panel with one (1) below. One (1) of the top row of switches shall be rocker type and the left one (1) shall be the windshield wiper/washer control switch. The lower switch shall be a rocker type switch.

A rocker switch with a blank legend installed directly above shall be provided for any position not designated by a specific option. The non-designated switches shall be two-position, black switches with a green indicator light. Each blank switch legend can be custom engraved by the body manufacturer. All switch legends shall have backlighting provided.

**SWITCHES RIGHT PANEL**





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The right dash panel shall include no rocker switches or legends.

### **SEAT BELT WARNING**

A Weldon seat belt warning system, integrated with the Vehicle Data Recorder system, shall be installed for each seat within the cab. The system shall provide a visual warning indicator in the vehicle display and control screen(s).

The warning system shall activate when any seat is occupied with a minimum of 60 pounds, the corresponding seat belt remains unfastened, and the park brake is released. The warning system shall also activate when any seat is occupied, the corresponding seat belt was fastened in an incorrect sequence, and the park brake is released. Once activated, the visual indicators and applicable audible alarm shall remain active until all occupied seats have the seat belts fastened.

### **SEAT MATERIAL**

The Bostrom Firefighter seats shall include a covering of extra high strength, wear resistant fabric made of durable low seam Durawear Plus™ ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Durawear Plus™ meets or exceeds specification of the common trade name Imperial 1800. The material meets FMVSS 302 flammability requirements.

*If applicable, Theatre style seats located in the cab shall be high strength, wear resistant fabric made of durable ballistic polyester. A PVC coating shall be bonded to the back side of the material to help protect the seats from UV rays and from being saturated or contaminated by fluids. Common trade names for this material are Imperial 1200 and Durawear.*

### **SEAT COLOR**

All seats supplied with the chassis shall be gray in color. All seats shall include red seat belts.

### **SEAT BACK LOGO**

The seat back shall include the "Spartan" logo. The logo shall be centered on the standard headrest of the seat back and on the left side of a split headrest.

### **SEAT DRIVER**

The driver's seat shall be an H.O. Bostrom 500 Series Firefighter Sierra model seat with air suspension. The four-way seat shall feature a 3.00 inches vertical travel air suspension and manual fore and aft adjustment with 5.00 inches of travel. The suspension control shall be located on the seat below the left front corner of the bottom cushion. The seat shall also feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position



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within easy reach of the occupant. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

This model of seat shall have successfully completed the static load tests set forth by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208.

The materials used in construction of the seat shall also have successfully completed testing with regard to the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which dictates the allowable burning rate of materials in the occupant compartments of motor vehicles.

#### **SEAT BACK DRIVER**

The driver's seat shall include a standard seat back incorporating the all belts to seat feature (ABTS) as described above. The seat back shall recline up to 19-degrees.

#### **SEAT MOUNTING DRIVER**

The driver's seat shall be installed in an ergonomic position in relation to the cab dash.

#### **OCCUPANT PROTECTION DRIVER**

The driver's position shall be equipped with the IMMI 4Front and RollTek™ Systems which shall secure belted occupants and increase the survivable space within the cab. The 4Front and RollTek™ Systems shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, and rollover events.

The Driver's seating area protection shall include:

- Drivers airbag **DAB** - inflates a steering wheel airbag to protect the head and neck of the driver.
- Driver's knee airbag **DKAB** - inflating knee bolster airbags to protect the knees.
- Integrated roll sensor **IRS** - detects an imminent rollover, activates protective devices and records crash events.
- Integrated belt pretension **ICP** - device for air ride seats tightens the seat belt, securing driver in seat and positions driver for contact with seat integrated head cushion side roll airbag.
- Seat pull-down system **S4S** - device for air seats locks seat to lowest position, increases survivable space.



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Inflatable Head Cushion seat integrated Side Roll Airbag **SRA** - protects driver's head/neck and shields driver from dangerous surfaces.

### **SEAT OFFICER**

The officer's seat shall be an H.O. Bostrom 500 Series Sierra model seat. The seat shall feature two-way manual adjustment and shall include a tapered and padded seat cushion. The seat shall also feature integral springs to isolate shock.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt, automatic retractor and buckle as an integral part of the seat assembly. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

The minimum vertical dimension from the seat H-point to the ceiling for this belted seating position shall be 35.00.

This model of seat shall have successfully completed the static load tests by FMVSS 207, 209, 210 and 302 in effect at the time of manufacture. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

### **SEAT BACK OFFICER**

The officer's seat back shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

### **SEAT MOUNTING OFFICER**

The officer's seat shall offer a special mounting position which is 2.00 inches rearward of the standard location offering increased leg room for the occupant.

### **OCCUPANT PROTECTION OFFICER**



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The officer's position shall be equipped with the IMMI 4Front and RollTek™ Systems which shall secure belted occupants and increase the survivable space within the cab. The 4Front and RollTek™ Systems shall selectively deploy integrated systems to protect against injuries in qualifying frontal impact, and rollover events.

The Officer's seating area protection shall include:

- Officer's knee airbag **OKAB** - inflating knee bolster airbags to protect the knees.
- Integrated roll sensor **IRS** - detects an imminent rollover, activates protective devices and records crash events.
- Integrated belt pretension **IBP** - device for mechanical and/or electrical seats tightens the seat belt, securing officer in seat and positioning officer for contact with seat integrated head cushion side roll airbag.
- Inflatable head cushion seat integrated side roll airbag **SRA** - protects officer's head/neck and shields officer from dangerous surfaces.

#### **SEAT BELT ORIENTATION CREW**

The crew position seat belts shall follow the standard orientation which extends from the outboard shoulder extending to the inboard hip.

#### **SEAT REAR FACING OUTER LOCATION**

The crew area shall include two (2) rear facing crew seats, which include one (1) located directly behind the left side front seat and one (1) located directly behind the right side front seat.

The primary position designation per NFPA 1900 2024 edition, shall only declare the positioning in the cab offers a minimum width of 27.60 inches of shoulder clearance without overlap of any other primary seating position and a minimum of 10.80 inches each side of seat center line. Clear width may be offset from center of seat cushion by up to 3.00 inches. It shall also offer a minimum of 22.00 inches of shoulder width clearance without any overlap of any position.

#### **SEAT CREW REAR FACING OUTER**

The crew area shall include a seat in the rear facing outboard position which shall be a H.O. Bostrom 500 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat and cushion shall be spring load hinged and compact in design for additional room. The seat shall include a "Fold and Hold" feature so that the cushion shall remain in the seated position and simply touched to flip up.



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The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

#### **SEAT BACK REAR FACING OUTER**

The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

#### **SEAT MOUNTING REAR FACING OUTER**

The rear facing outer seats shall offer special mounting positions which shall be 2.00 inches towards the rear wall offering additional space between the front seats and the outer rear facing seats.

#### **OCCUPANT PROTECTION RFO**

The rear facing outer seat position(s) shall be equipped with the RollTek™ System which shall secure belted occupants and increase the survivable space within the cab. The RollTek™ System shall deploy integrated systems to protect against injuries in rollover events.





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The rear facing outer seat position(s) protection shall include:

- Integrated roll sensor **IRS** - detects an imminent rollover, activates protective devices and records crash events.
- Integrated belt pretension **IBP** - device for flip-up (non-theatre) and fixed mechanical seats tightens the seat belt, securing occupant in seat and positioning occupant for contact with seat integrated head cushion side roll airbag.

Inflatable head cushion seat integrated side roll airbag **SRA** - protects occupant's head/neck and shields occupant from dangerous surfaces.

### **SEAT FORWARD FACING CENTER LOCATION**

The crew area shall include one (1) forward facing center crew seat located directly behind the engine tunnel in the center of the cab.

### **SEAT CREW FORWARD FACING CENTER**

The forward facing center seat shall be a H.O. Bostrom 500 Series Firefighter model seat. The seat shall feature a tapered and padded seat, and cushion. The seat shall be mounted in a fixed position. The seat and cushion shall be hinged and compact in design for additional room. The seat shall include a "Fold and Hold" feature so that the cushion shall remain in the seated position and simply touched to flip up.

The seat shall feature an all belts to seat (ABTS) style of safety restraint. The ABTS feature shall include a three-point shoulder harness with the lap belt and automatic retractor as an integral part of the seat assembly. The buckle portion of the seat belt shall extend from the seat base towards the driver position within easy reach of the occupant. The ABTS feature shall also include the RiteHite™ shoulder adjustment feature to provide enhanced comfort and safety by allowing customized seat belt fit.

The minimum vertical dimension from the seat H-point to the ceiling for each belted seating position shall be 35.00 inches.

This model of seat shall have successfully completed the static load tests by FMVSS 207/210. This testing shall include a simultaneous forward load of 3000 pounds each on the lap and shoulder belts and twenty (20) times the weight through the center of gravity. This model of seat installed in the cab model, as specified, shall have successfully completed the dynamic sled testing using FMVSS 208 as a guide with the following accommodations. In order to reflect the larger size outfitted firefighters, the test dummy used shall be a 95th percentile hybrid III male weighing 225 pounds rather than the 50th percentile male dummy weighing 165 pounds as referenced in FMVSS 208. The model of seats shall also have successfully completed the flammability of materials used in the occupant compartments of motor vehicles as outlined in FMVSS 302, of which decides the burning rate of materials in the occupant compartments of motor vehicles.

### **SEAT BACK FORWARD FACING CENTER**



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The crew area seat backs shall include an IMMI brand SmartDock® Gen 2 hands-free self contained breathing apparatus (SCBA) holder. The hands-free holder shall meet NFPA 1901-03 9G dynamic requirements for cylinder restraint systems for use in crew compartments of emergency response vehicles. The bracket shall accommodate and secure most types of self-contained breathing apparatus cylinders.

The hands-free holder shall consist of a back plate, bottom cradle, non-marring top claws, and claw height adjustment knob. The height adjustment knob shall allow for easy adjustment of the claws to the SCBA. The hands-free holder's claws shall lock from inertial forces to prevent the SCBA from becoming a projectile in the event of a crash to meet the NFPA 1901-03 standard for SCBA retention. The SCBA holder shall offer single-motion insertion into the claws and hands-free release when the SCBA fitted seat occupant rises.

### **OCCUPANT PROTECTION FFC**

The forward facing center seat positions shall be equipped with the RollTek™ rollover occupant protection system which shall secure occupants, increase the survivable space within the cab and protect against head/neck injuries in the event of a rollover accident.

The system shall function using a microprocessor-controlled, solid-state sensing device which, when the system detects a side roll shall provide instantaneous occupant protection (less than 0.3 seconds from trigger to total deployment) by automatically initiating the following sequence:

1. The seat belt shall tighten around the occupant.

System Components Shall Include:

Integrated Roll Sensor **IRS** - detects an imminent rollover, activates protective devices and records crash events.

Integrated Belt Pretension **IBP** with flip-up (non theatre) and fixed mechanical seats - tightens the seat belt around occupant, securing occupant in seat.

Integrated Gas Pretension **IGP** with flip-up theatre style seats - tightens the seat belt around occupant, securing occupant in seat.

### **SEAT FRAME FORWARD FACING**

The forward facing seating position shall include two (2) channel type risers for each seat. The risers shall be constructed of 0.19 inch thick steel with 1.50 inch flanges. The risers shall be painted black.

### **SEAT MOUNTING FORWARD FACING CENTER**

The forward facing center seats shall be installed facing the front of the cab.

### **CAB FRONT UNDERSEAT STORAGE ACCESS**



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The left and right under seat storage areas shall have a solid aluminum hinged door with non-locking latch.

### **SEAT COMPARTMENT DOOR FINISH**

All underseat storage compartment access doors shall have a multi-tone onyx black texture finish.

### **WINDSHIELD WIPER SYSTEM**

The cab shall include a triple arm linkage wiper system which shall clear the windshield of water, ice and debris. There shall be two (2) windshield wipers; each shall be affixed to a radial arm. The wiper motor shall be activated by an intermittent wiper control located within easy reach of the driver's position. The windshield wipers shall be interlocked with the park brake allowing activation only when the park brake is released.

There shall be virtual button on the vehicle display and control screen to override the park brake deactivation. This will reset when the park brake is cycled.

### **ELECTRONIC WINDSHIELD FLUID LEVEL INDICATOR**

The windshield washer fluid level shall be monitored electronically. When the washer fluid level becomes low the yellow "Check Message Center" indicator light on the instrument panel shall illuminate and the message center in the dual air pressure gauge shall display a "Check Washer Fluid Level" message.

### **CAB DOOR HARDWARE**

The cab entry doors shall be equipped with exterior pull handles, suitable for use while wearing firefighter gloves. The handles shall be made of aluminum with a chrome plated finish.

The interior exit door handles shall be flush paddle type with a black finish, which are incorporated into the upper door panel.

All cab entry doors shall include locks which are keyed alike. The door locks shall be designed to prevent accidental lockout.

### **DOOR LOCKS**

Each cab entry door shall include a manually operated door lock. Each door lock may be actuated from the inside of the cab by means of a red knob located on the paddle handle of the respective door or by using a TriMark key from the exterior. The door locks are designed to prevent accidental lock out.

### **GRAB HANDLES**



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The cab shall include one (1) 18.00 inch three-piece knurled aluminum anti-slip exterior grab handle behind each cab door. The Hansen Anti-Slip Rails shall be mounted in bright anodized aluminum 4000 Series II stanchions, complete with weep holes to prevent the buildup of moisture.

The grab rails shall include red reflective tape.

### **LIGHTED GRAB HANDLES**

The grab rails shall include a 12 volt, 17.00 inch long clear LED light to provide an increased margin of safety for night time cab entry and egress.

### **REARVIEW MIRRORS**

Retrac Aerodynamic West Coast style dual vision mirror heads model 613305 shall be provided and installed on each of the front cab doors.

The mirrors shall be mounted via 1.00 inch diameter tubular stainless steel arms to provide a rigid mounting to reduce mirror vibration.

The mirrors shall measure 8.00 inches wide X 19.00 inches high and shall include an integral convex mirrors installed in the mirror head below the flat glass to provide a wider field of vision. The flat and convex mirrors shall be motorized with remote horizontal and vertical adjustment. The control switches shall be mounted within easy reach of the driver. The flat and convex mirrors shall be heated for defrosting in severe cold weather conditions.

The mirrors shall be constructed of a vacuum formed chrome plated ABS plastic housing that is corrosion resistant and shall include the finest quality non-glare glass.

### **REARVIEW MIRROR HEAT SWITCH**

The heat for the rearview mirrors shall be controlled through a virtual button on the vehicle display and control screen.

### **EXTERIOR TRIM REAR CORNER**

There shall be an overlay of 3003-H22 aluminum tread plate which shall be 0.07 inches thick on the outside corners at the back of the cab. The overlay shall wrap 1.00 inches forward on the sides of the cab and 12.00 inches inboard on the rear wall.

### **CAB FENDER**

Wheel well liners shall be integrated into cab design and include a bed liner undercoat to limit road splash and enable easier cleaning. Each outer fenderette shall be 5.00 inches wide made of SAE 304 polished stainless steel.

### **CAB EXTERIOR FRONT & SIDE EMBLEMS**



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The cab shall include three (3) Spartan emblems. There shall be one (1) installed on the front air intake grille and two (2) for the exterior sides of the cab shipped loose with the chassis for installation by the body manufacturer.

### **CAB EXTERIOR MODEL NAMEPLATE**

The cab shall include “Metro Star” nameplates on the front driver and officer side doors.

### **IGNITION**

A master battery system with a keyless start ignition system shall be provided. There shall be a three-position rocker switch with off, battery, and ignition positions as well as a stainless-steel etched engine start push-button. The engine start button shall include an illuminated LED halo ring. Both switches shall be mounted to the left of the steering wheel on the dash.

The engine start switch shall only operate when the master battery and ignition switch is in the “ignition” position.

### **BATTERY**

The single start electrical system shall include six (6) Harris BCI 31 925 CCA batteries with a 210 minute reserve capacity and 4/0 welding type dual path starter cables per SAE J541.

### **BATTERY TRAY**

The batteries shall be installed within two (2) steel battery trays located on the left side and right side of the chassis, securely bolted to the frame rails. The battery trays shall be coated with the same material as the frame.

The battery trays shall include drain holes in the bottom for sufficient drainage of water. A durable, non-conducting, interlocking mat made by Dri-Dek shall be installed in the bottom of the trays to allow for air flow and help prevent moisture build up. The batteries shall be held in place by non-conducting phenolic resin hold down boards.

### **BATTERY BOX COVER**

Each battery box shall include a steel cover which protects the top of the batteries. Each cover shall include flush latches which shall keep the cover secure as well as a black powder coated handle for convenience when opening.

### **BATTERY CABLE**

The starting system shall include cables which shall be protected by 275 degree F. minimum high temperature flame retardant loom, sealed at the ends with heat shrink and sealant.





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**BATTERY JUMPER STUD**

The starting system shall include battery jumper studs. These studs shall be located in the forward most portion of the driver's side lower step, 8.00 inches apart. The studs shall allow the vehicle to be jump started, charged, or the cab to be raised in an emergency in the event of battery failure.

**ALTERNATOR**

The charging system shall include a 320 amp Leece-Neville 12 volt alternator. The alternator shall include a self-exciting integral regulator.

**STARTER MOTOR**

The single start electrical system shall include a Delco brand starter motor.

**BATTERY CONDITIONER**

A Kussmaul Auto Charge Chief 4012 battery conditioner shall be supplied. The battery conditioner shall provide a 40 amp output for the chassis batteries and a 20 amp output circuit for accessory loads. The battery conditioner shall be mounted in the cab behind the driver's seat. The battery conditioner shall include a battery temperature sensor.

**BATTERY CONDITIONER DISPLAY**

A Kussmaul auto charge status center display shall be supplied. The auto charge display shall be mounted in the cab, viewable through the cab mid side window behind the left front door.

**AUXILIARY AIR COMPRESSOR**

A Kussmaul Auto Pump 120V air compressor shall be supplied. The air compressor shall be installed under the dashboard on the right-hand side, forward of the officer's seating position. The air compressor shall be plumbed to the air brake system to maintain air pressure.

**ELECTRICAL INLET LOCATION**

An electrical inlet shall be installed on the left hand side of cab over the wheel well.

**ELECTRICAL INLET**

A Kussmaul 20 amp super auto-eject electrical receptacle shall be supplied. It shall automatically eject the plug when the starter button is depressed.

A single item or an addition of multiple items must not exceed the rating of the electric inlet that it's connected to.

**Amp Draw Reference List:**



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*Kussmaul 40 LPC Charger - 5 Amps*  
*Kussmaul 40/20 Charger - 8.5 Amps*  
*Kussmaul 80 LPC Charger - 13 Amps*  
*Kussmaul EV-40 - 6.2 Amps*  
*Blue Sea P12 7532 - 7.5 Amps*  
*Iota DLS-45/IQ4 - 11 Amps*  
*1000W Engine Heater - 8.33 Amps*  
*1500W Engine Heater - 12.5 Amps*  
*120V Air Compressor - 4.2 Amps*  
*120V Dometic HVAC - 15 Amps*

### **ELECTRICAL INLET CONNECTION**

The electrical inlet shall be connected to the battery conditioner and the air pump.

### **ELECTRICAL INLET COLOR**

The electrical inlet connection shall include a red cover.

### **HEADLIGHTS**

The cab front shall include two (2) FireTech rectangular LED headlamps with high/low beam in the same housing and two (2) separate FireTech LED high beam only headlamps mounted in bright chrome bezels.

### **HEADLIGHT LOCATION**

The headlights shall be located on the front fascia of the cab directly below the front warning lights.

### **FRONT TURN SIGNALS**

The front fascia shall include two (2) Whelen model M6 4.00 inch X 6.00 inch amber LED turn signals which shall be installed in an outboard position within the front fascia chrome bezel.

### **SIDE TURN/MARKER LIGHTS**

The sides of the cab shall include two (2) Tecniq S170 LED side marker lights which shall be provided just behind the front cab radius corners. The lights shall be amber with chrome bezels.

### **MARKER AND ICC LIGHTS**

In accordance with FMVSS, there shall be five (5) marker lamps on the front of the vehicle designating identification and clearance. There shall be five (5) face mounted lights integrated into the scene light.

### **HEADLIGHT AND MARKER LIGHT ACTIVATION**



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The headlights and marker lights shall be controlled via a virtual button on the Vista display. There shall be a virtual dimmer control on the Vista display to adjust the brightness of the dash lights. The headlamps and markers lamps shall illuminate to 100% brilliance when the ignition switch is in the "On" position. The headlamps shall be equipped with an LED halo parking light around the perimeter of each lamp that shall activate with marker lights "on".

### **INTERIOR OVERHEAD LIGHTS**

The cab shall include a LED dome lamp located over each door. The lights shall include push switches on each lamp to activate both the clear and red portions of the light individually.

### **INTERIOR OVERHEAD LIGHTS ACTIVATION**

The clear portion of each lamp shall be activated by opening the respective door and via the multiplex display.

### **AUXILIARY DOME LIGHT FRONT CREW**

The cab shall include two (2) LED auxiliary dome lights in the headliner inboard of the rear facing crew seat. The clear portion of each lamp shall be activated by opening any cab door and both the red and clear portion can be activated by individual push switches on each lamp.

### **LIGHTBAR PROVISION**

There shall be one (1) light bar installed on the cab roof. The light bar shall be provided and installed by the chassis manufacturer. The light bar installation shall include a lowered mounting that shall place the light bar just above the junction box and wiring to a control switch on the cab dash.

### **CAB FRONT LIGHTBAR MODEL**

The cab shall be provided with one (1) Whelen light bar.

See the light bar layout for specific details.

### **CAB FRONT LIGHTBAR**

The lightbar provisions shall be for one (1) Whelen brand Freedom IV LED lightbar mounted centered on the front of the cab roof. The lightbar shall be 72.00 inches in length. The lightbar shall feature fourteen (14) red LED light modules and two (2) clear LED light modules. The entire lightbar shall feature a clear lens. The clear lights shall be disabled with park brake engaged. The cable shall exit the lightbar on the right side of the cab.

### **LIGHTBAR SWITCH**

The light bar shall be controlled by a virtual button on the vehicle display and control screen. This button shall be clearly labeled for identification.



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### **FRONT SCENE LIGHTS**

The front of the cab shall include one (1) HiViz model FireTech FT-B-72-ML-B LED scene light installed on the brow of the cab. The light shall feature (5) five integrated marker lights.

The housing shall be powder coated black.

### **FRONT SCENE LIGHT LOCATION**

There shall be one (1) scene light mounted center on the front brow of the cab.

### **FRONT SCENE LIGHTS ACTIVATION**

The front scene lighting shall be activated by a virtual button on the vehicle display and control screen. The virtual button shall be a multi-level button to toggle through the front scene lighting activation levels. The button shall toggle through and display the state as “Off”, “Spot”, “Flood”, “Scene”, “Off” and then repeat that cycle. With each level of activation the previous state is maintained, so that “Flood” is both “Spot” and “Flood” modes together, while “Scene” is all three (3) levels activated simultaneously.

### **SIDE SCENE LIGHTS**

The cab shall include two (2) Whelen model Pioneer PCH2 semi-recess mount lights installed one (1) on each side of the cab.

Each 150 watt lamp head shall incorporate a 12 volt DC Super-LED combination flood/spot light installed in a die-cast aluminum housing. Each lamp head shall use a collimator/metalized redux spot/flood reflector assembly with Proclera™ silicone optics and a clear non-optic polycarbonate lens. The lens/reflector assembly shall utilize a liquid injected molded silicone gasket to be resistant to water, moisture, dust, and other environmental conditions. The PCH2 shall be vibration resistant. The Pioneer PC boards shall be conformal coated for additional protection. Each combination flood light lamp head shall draw 13.0 amps in spotlight mode and generate 17,750 lumens total. Each lamp head shall measure 4.25 inches in height X 14.00 inches in width. Each lamp head shall be mounted within a semi-recess housing featuring a chrome flange which shall measure 7.92 inches in height X 17.17 inches in width. The lamp heads and brackets shall be powder coated white.

### **SIDE SCENE LIGHT LOCATION**

The scene lighting located on the left and right sides of the cab shall be mounted rearward of the cab “B” pillar in the 10.00 inch raised roof portion of the cab between the front and rear crew doors.

### **SIDE SCENE ACTIVATION**



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The scene lights shall be activated by two (2) virtual buttons on the vehicle display and control screen(s), one (1) for each light, and by opening the respective side cab doors.

### **REAR SCENE LIGHTS**

The vehicle shall include multiplex activated rear scene lighting for body builder installed scene lights and body builder installed multiplex output.

### **REAR SCENE LIGHT ACTIVATION**

The rear scene lighting shall be activated via a virtual button on the Vista display and control screen.

### **GROUND LIGHTS**

Each door shall include a Tecniq T44 LED ground light mounted to the underside of the cab step below each door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life.

### **GROUND LIGHTS**

The ground lighting shall be activated when the parking brake is set, by the opening of the door on the respective cab side, and through a virtual button on the vehicle display and control screen.

### **LOWER CAB STEP LIGHTS**

The middle step located at each door shall include a Tecniq T44 LED light which shall activate with the opening of the respective door. The lights shall include a polycarbonate lens, a housing which is vibration welded and LEDs which shall be shock mounted for extended life.

### **INTERMEDIATE STEP LIGHTS**

The intermediate step well area at the front doors shall include a TecNiq D06 LED light within a chrome housing. The front egress step lights shall provide visibility to the step well area for the first step exiting the vehicle. The Egress step lights shall activate with entry step lighting.

### **ENGINE COMPARTMENT LIGHT**

There shall be a LED NFPA compliant light mounted under the engine tunnel for area work lighting on the engine. The light shall activate automatically when the cab is tilted.

### **DO NOT MOVE APPARATUS LIGHT**

The front headliner of the cab shall include a flashing red TecNiq K50 LED light clearly labeled "Do Not Move Apparatus". In addition to the flashing red light, an audible alarm shall be included which shall sound while the light is activated.





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The flashing red light shall be located centered left to right for greatest visibility.

The light and alarm shall be interlocked for activation when either a cab door is not firmly closed, or an apparatus compartment door is not closed, and the parking brake is released.

### **MASTER WARNING SWITCH**

A master switch shall be included, as a virtual button on the Vista display and control screen which shall be labeled “E Master” for identification. The button shall feature control over all devices wired through it. Any warning device switches left in the “ON” position when the master switch is activated shall automatically power up.

### **HEADLIGHT FLASHER**

An alternating high beam headlight flashing system shall be installed into the high beam headlight circuit which shall allow the high beams to flash alternately from left to right.

Deliberate operator selection of high beams will override the flashing function until low beams are again selected. Per NFPA, these clear flashing lights will also be disabled “On Scene” when the park brake is applied.

### **HEADLIGHT FLASHER SWITCH**

The flashing headlights shall be activated through a virtual button on the Vista display and control screen.

### **INBOARD FRONT WARNING LIGHTS**

The cab front fascia shall include two (2) Whelen M6 Super LED front warning lights in the left and right inboard positions. The lights shall feature multiple flash patterns including steady burn. The lights shall be mounted to the front fascia of the cab within a chrome bezel. The warning lights shall be set to emit the “TripleFlash 75” in/out flash pattern.

### **INBOARD FRONT WARNING LIGHTS COLOR**

The warning lights mounted on the cab front fascia in the inboard positions shall be red with a clear lens.

### **FRONT WARNING SWITCH**

The front warning lights shall be controlled through a virtual control on the vehicle display and control screen. This switch shall be clearly labeled for identification.

### **INTERSECTION WARNING LIGHTS**



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The chassis shall include two (2) Whelen M6 series Super LED intersection warning lights, one (1) each side. The lights shall feature multiple flash patterns including steady burn. The lights shall be set to flash "TripleFlash 75" I/O flash pattern.

**INTERSECTION WARNING LIGHTS COLOR**

The intersection lights shall be red with a clear lens.

**INTERSECTION WARNING LIGHTS LOCATION**

The intersection lights shall be mounted centered front to rear on the flat portion of the side of the bumper tail.

**SIDE WARNING LIGHTS**

The cab sides shall include two (2) Whelen M6 Super LED warning lights, one (1) on each side. The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be mounted to the sides of the cab within a chrome bezel. The light shall be programmed to emit the "TripleFlash 75" in/out flash pattern.

**SIDE WARNING LIGHTS COLOR**

The warning lights located on the side of the cab shall be red with clear lens.

**SIDE WARNING LIGHTS LOCATION**

The warning lights on the side of the cab shall be mounted over the front wheel well directly over the center of the front axle.

**AUXILIARY SIDE WARNING LIGHTS**

The cab sides shall include two (2) Whelen series M6 Super LED 4.00 inch X 6.00 inch warning lights, one (1) each side, which shall feature multiple flash patterns including steady burn. The warning lights shall be set to flash "TripleFlash 75" in/out flash pattern.

**AUXILIARY SIDE WARNING LIGHTS COLOR**

The auxiliary warning lights located on the side of the cab shall be red with clear lens.

**AUXILIARY SIDE WARNING LIGHTS LOCATION**

The auxiliary warning lights on the side of the cab shall be mounted above the front doors.

**SIDE AND INTERSECTION WARNING SWITCH**



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The side warning lights shall be controlled through a virtual button on the vehicle display and control screen. This button shall be clearly labeled for identification.

### **TANK LEVEL LIGHTS**

There shall be two (2) Innovative Controls SL Monster 3030696 surface mount water level light strips mounted vertical. Each light includes a Deutsch connector to directly interface with the SL Plus Master gauge being supplied and installed by the OEM.

The light strips shall feature four (4) colors of LED lights to indicate the fluid level of a tank. The colors from top to bottom shall be green, blue, amber, and red.

### **TANK LEVEL LIGHTS ACTIVATION**

The tank level lights shall be pre-wired and coiled at rear of the cab for connection to the apparatus by the body builder.

### **TANK LEVEL LIGHTS LOCATION**

There shall be water level lights mounted on each side of the cab, behind the rear cab doors.

### **REAR WARNING LIGHTS**

The cab shall have a Whelen TACTL5 Traffic Advisor control head installed and wired in the header above the driver.

Wiring provisions shall be provided routed to the rear of the frame for OEM installation of up to eight (8) individual traffic advisor warning lights rated at no more than one (1) amp each.

The power to the control head shall be ignition switched and activation dependent upon the state of the controllers switched position upon ignition.

### **ROTO-RAYS WARNING LIGHT**

A Roto-Rays® warning light shall be provided on the cab. The Roto-Rays light shall consist of three (3) round chrome heads, each equipped with an LED light. The LED lights shall be two (2) red and one (1) clear in color. The Roto-Rays light shall be installed on the top center of the cab front fascia using a custom bracket.

When activated, the entire light head assembly shall rotate at 200 RPM.

### **ROTO-RAYS WARNING LIGHT SWITCH**

The Roto-Rays® front warning light(s) shall be separately controlled through a virtual button on the Vista display and control screen. When the parking brake is engaged the light shall stop rotating.



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**INTERIOR DOOR OPEN WARNING LIGHTS**

The interior of each door shall include one (1) 15.87 inch long X 0.73 inch tall amber Weldon LED warning light. The light shall be located on the upper portion of the door frame to be visible when a person is standing in front of the door while entering or exiting the cab. Each light shall activate with a scrolling directional flash pattern which moves from inside to outside when the door is in the open position. This shall serve as a warning to oncoming traffic.

**SIREN CONTROL HEAD**

A Whelen 295SLSA1 electronic siren control head with hard wired microphone shall be mounted in the cab dash center panel in a location specified by the customer. The siren shall offer a selectable 100 or 200-watt output, radio broadcast, public address, and seventeen (17) Scan-Lock siren tones and hands free operation which shall allow the operator to turn the siren on and off from the steering wheel horn ring if a horn/siren selector switch option is also selected. The siren circuitry shall be placed behind the rocker switch panels under the electrical cover with a 30.00 inch loop for the OEM to route as desired.

**STEERING WHEEL HORN BUTTON SELECTOR SWITCH**

A virtual button on the Vista display and control screen shall be provided to allow control of the electric horn or the air horn from the steering wheel horn button. The horn button selection shall default to the air horn each time the Vista screen power is cycled off and on.

**AUDIBLE WARNING LH FOOT SWITCH**

A foot switch wired to actuate the mechanical siren(s) shall be supplied for installation in the front section of the cab for driver actuation.

**MECHANICAL SIREN FOOT SWITCH LH**

The mechanical siren foot switch shall be a Linemaster model 491-S.

**MECHANICAL SIREN FOOT SWITCH LH LOCATION**

The mechanical siren foot switch shall be located on the left hand side accessible to the driver between the steering column and the door.

**MECHANICAL SIREN FOOT SWITCH LH POSITION**

The mechanical siren foot switch shall be positioned outboard of any other foot switch, if applicable.

**AUDIBLE WARNING LH FOOT SWITCH BRACKET**

A 30.00 degree angled foot switch bracket, wide enough to accommodate (2) foot switches, shall be installed outboard of the steering column for specified driver accessible foot switch activations.



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### **AUDIBLE WARNING RH FOOT SWITCH**

A foot switch wired to actuate the mechanical siren(s) shall be supplied for installation in the front section of the cab for officer actuation.

### **MECHANICAL SIREN FOOT SWITCH RH**

The mechanical siren foot switch shall be a Linemaster model 491-S.

### **MECHANICAL SIREN FOOT SWITCH RH LOCATION**

The mechanical siren foot switch shall be temporarily tied up with a coiled wire drop at the firewall inboard for installation by the customer on the right hand side accessible to the officer.

### **AIR HORN AUXILIARY ACTIVATION**

The air horn activation shall be accomplished by two (2) lanyard cables, one (1) on the left hand side accessible to the driver and one (1) on the right hand side accessible to the officer. An air horn activation circuit shall be provided to the chassis harness pump panel harness connector.

### **MECHANICAL SIREN BRAKE/AUXILIARY ACTIVATION**

A siren brake shall be provided on the right and left hand vehicle display and control screens.

### **MECHANICAL SIREN INTERLOCK**

The siren shall only be active when master warning switch is on to prevent accidental engagement.

### **BACK-UP ALARM**

An ECCO model 575 backup alarm shall be installed at the rear of the chassis with an output level of 107 dB. The alarm shall automatically activate when the transmission is placed in reverse.

### **INSTRUMENTATION**

An ergonomically designed instrument panel shall be provided. Each gauge shall be backlit with LED lamps. Stepper motor movements shall drive all gauges. The instrumentation system shall be multiplexed and shall receive ABS, engine, and transmission information over the J1939 data bus to reduce redundant sensors and wiring.

A twenty eight (28) icon lightbar message center with integral LCD odometer/trip odometer shall be included. The odometer shall display up to 999,999.9 miles. The trip odometer shall display 9,999.9 miles. The LCD message center screen shall be capable of custom configuration by the users for displaying certain vehicle status and diagnostic functions.





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The instrument panel shall contain the following gauges:

One (1) three-movement gauge displaying vehicle speed, fuel level, and Diesel Exhaust Fluid (DEF) level. The primary scale on the speedometer shall read from 0 to 100 MPH, and the secondary scale on the speedometer shall read from 0 to 160 KM/H. The scale on the fuel and DEF level gauges shall read from empty to full as a fraction of full tank capacity. Red indicator lights in the gauge and an audible alarm shall indicate low fuel or low DEF at 1/8<sup>th</sup> tank level.

One (1) three-movement gauge displaying engine RPM, and primary and secondary air system pressures shall be included. The scale on the tachometer shall read from 0 to 3000 RPM. The scale on the air pressure gauges shall read from 0 to 150 pounds per square inch (PSI) with a red line zone indicating critical levels of air pressure. Red indicator lights in the gauge and an audible alarm shall indicate low air pressure.

One (1) four-movement gauge displaying engine oil pressure, coolant temperature, voltmeter, and transmission temperature shall be included. The scale on the engine oil pressure gauge shall read from 0 to 100 pounds PSI with a red line zone indicating critical levels of oil pressure. A red indicator light in the gauge and audible alarm shall indicate low engine oil pressure. The scale on the coolant temperature gauge shall read from 100 to 250 degrees Fahrenheit (°F) with a red line zone indicating critical coolant temperatures. A red indicator light in the gauge and audible alarm shall indicate high coolant temperature. The scale on the voltmeter shall read from 9 to 18 volts with a red line zone indicating critical levels of battery voltage. A red indicator light in the gauge and an audible alarm shall indicate high or low system voltage. The low voltage alarm shall indicate when the system voltage has dropped below 11.8 volts for more than 120 seconds in accordance with the requirements of NFPA 1901. The scale on the transmission temperature gauge shall read from 100 to 300 degrees °F with a red line zone indicating critical temperatures. A red indicator light in the gauge and an audible alarm shall indicate a high transmission temperature.

The light bar portion of the message center shall include twenty-eight (28) LED backlit indicators. The lightbar shall be split with fourteen (14) indicators on each side of the LCD message screen. The lightbar shall contain the following indicators and produce the following audible alarms when supplied in conjunction with applicable configurations:

### **RED INDICATORS**

Stop Engine - indicates critical engine fault  
Air Filter Restricted - indicates excessive engine air intake restriction  
Park Brake - indicates parking brake is set  
Seat Belt - indicates a seat is occupied and corresponding seat belt remains unfastened  
Low Coolant - indicates critically low engine coolant  
Cab Tilt Lock - indicates the cab tilt system locks are not engaged.

### **AMBER INDICATORS**

Malfunction Indicator Lamp (MIL) - indicates an engine emission control system fault  
Check Engine - indicates engine fault



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Check Transmission - indicates transmission fault  
Anti-Lock Brake System (ABS) - indicates anti-lock brake system fault  
High exhaust system temperature – indicates elevated exhaust temperatures  
Water in Fuel - indicates presence of water in fuel filter  
Wait to Start - indicates active engine air preheat cycle  
Windshield Washer Fluid – indicates washer fluid is low  
DPF restriction - indicates a restriction of the diesel particulate filter  
Regen Inhibit-indicates regeneration of the DPF has been inhibited by the operator  
Range Inhibit - indicates a transmission operation is prevented and requested shift request may not occur.  
SRS - indicates a problem in the supplemental restraint system  
Check Message - indicates a vehicle status or diagnostic message on the LCD display requiring attention.

**GREEN INDICATORS**

Left and Right turn signal indicators  
ATC - indicates low wheel traction for automatic traction control equipped vehicles, also indicates mud/snow mode is active for ATC system  
High Idle - indicates engine high idle is active.  
Cruise Control - indicates cruise control is enabled  
OK to Pump - indicates the pump is engaged and conditions have been met for pump operations  
Pump Engaged - indicates the pump transmission is currently in pump gear  
Auxiliary Brake - indicates secondary braking device is active

**BLUE INDICATORS**

High Beam indicator

**AUDIBLE ALARMS**

Air Filter Restriction  
Cab Tilt Lock  
Check Engine  
Check Transmission  
Open Door/Compartment  
High Coolant Temperature  
High or Low System Voltage  
High Transmission Temperature  
Low Air Pressure  
Low Coolant Level  
Low DEF Level  
Low Engine Oil Pressure  
Low Fuel  
Seatbelt Indicator  
Stop Engine  
Water in Fuel  
Extended Left/Right Turn Signal On  
ABS System Fault



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### **BACKLIGHTING COLOR**

The instrumentation gauges and the switch panel legends shall be backlit using white LED backlighting.

### **CAMERA RIGHT HAND**

One (1) Audiovox Voyager heavy duty rearview teardrop shaped chrome plated housing camera shall be mounted on the officer side of the cab below the windshield ahead of the front door at approximately the same level as the cab door handles. The camera display shall activate when the right side turn signal is activated.

### **CAMERA REAR**

One (1) Audiovox Voyager heavy duty box shaped HD camera shall be shipped loose for OEM installation in the body to afford the driver a clear view to the rear of the vehicle.

The rear camera display shall activate when the vehicle's transmission is placed in reverse.

### **CAMERA DISPLAY**

The camera system shall be wired to two (2) vehicle display and control screens located on the driver's and officer's side dash. The camera system display can be activated through the vehicle display and control screens.

### **COMMUNICATION ANTENNA**

An antenna base, for use with an NMO type antenna, shall be mounted on the left hand front corner of the cab roof so not to interfere with light bars or other roof mounted equipment installed by chassis builder. The antenna base shall be an Antenex model MABVT8 made for either a 0.38 inch or 0.75 inch receiving hole in the antenna and shall include 17 foot of RG58 A/U cable with no connector at the radio end of the cable. The antenna base design provides the most corrosion resistance and best power transfer available from a high temper all brass construction and gold plated contact design. The antenna base shall be chassis builder supplied.

### **COMMUNICATION ANTENNA CABLE ROUTING**

The antenna cable shall be routed from the antenna base mounted on the roof to the area behind and underneath the right hand front seat.

### **TWO-WAY RADIOS**

A radio wire conduit with a pull wire included shall be installed and routed from behind the dash to under the officer's seat for radio installation by the customer. The officer's under seat storage area



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shall include an access hole for the conduit cut into the rear face of the seat box. The hole shall be approximately 1.00 inch from the bottom and 1.00 from the inner wall of the seat box.

### **FIRE EXTINGUISHER**

A 2.50 pound D.O.T approved fire extinguisher with BC rating shall be shipped loose with the cab.

### **DOOR KEYS**

The cab and chassis shall include a total of four (4) door keys for the manual door locks.

### **WARRANTY**

Purchaser shall receive a Custom Chassis Two (2) Years or 36,000 Miles limited warranty in accordance with, and subject to, warranty certificate RFW0102. The warranty certificate is incorporated by reference into this proposal, and included with this proposal or available upon request.

### **CHASSIS OPERATION MANUAL**

The chassis operation manual shall be contained in an on board USB digital storage device. The chassis operation manual shall be accessible through a USB port provided in the OBD diagnostic panel.

### **ENGINE AND TRANSMISSION OPERATION MANUALS**

The following manuals specific to the engine and transmission models ordered will be included with the chassis in the ship loose items:

- (1) Hard copy of the Engine Operation and Maintenance manual with digital copy
- (1) Digital copy of the Transmission Operator's manual
- (1) Digital copy of the Engine Owner's manual

### **CAB/CHASSIS AS BUILT WIRING DIAGRAMS**

The cab and chassis wiring schematics and option wiring diagrams shall be contained in an on board USB digital storage device. The cab and chassis wiring schematics and option wiring diagrams shall be accessible through a USB port provided in the OBD diagnostic panel.

### **CHASSIS REQUIRED LABELING**

Signs that state "Occupants must be seated and belted when apparatus is in motion" shall be provided.

They shall be visible from each seating position.



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There shall be a lubrication plate mounted inside the cab listing the type and grade of lubrication used in the following areas on the apparatus and chassis:

- Engine oil
- Engine Coolant
- Transmission Fluid
- Pump Transmission Lubrication Fluid
- Drive Axle Lubrication Fluid
- Generator Lubrication Fluid (where applicable)
- Tire Pressures

**APPARATUS INFORMATION LABEL**

There shall be a high-visibility label installed in a location clearly detectable to the driver while in the seated position.

The label shall indicate the following specified information.

Overall Height (feet and inches)  
Overall Length (feet and inches)  
Overall GVWR (tons or metric tons)

**HELMET RESTRAINTS**

All NFPA required helmet restraints will be supplied and installed by the Fire Department prior to the truck being placed into service.

**MUD FLAPS**

Heavy-duty rubber mud flaps shall be installed behind the rear wheels. The mud flaps shall be black rubber type and be bolted in place.

**CAB TILT PENDANT CONTROL**

There shall be a cab tilt pendant control provided and installed on the right side of the apparatus. The pendant shall be located directly behind the lower auxiliary pump access panel, accessible through a small hinged door secured with a push button style latch. A label shall be provided that states "CAB TILT". The cab tilt door shall open towards the rear of body.

There shall also be a cab tilt instruction plate located as close as possible to the control pendant for ease of operation.

**AIR TANK DRAIN LINES (extended)**

There shall be manual pull air tank drain lines provided with the apparatus. The air drain lines shall be extended to the outer edge of the apparatus to facilitate draining moisture from the chassis air tanks to





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a single location for all drains and shall be actuated by a key ring. A label shall be affixed indicating "Air Tank Drain".

### **HEAT EXCHANGER**

A supplementary heat exchanger cooling system shall be provided with the chassis and shall be complete to the discharge side of the fire pump through the engine compartment, without intermixing, for absorption of excess heat. The heat exchanger shall be adequate in size to maintain the temperature of the coolant in the pump drive engine not in excess of the engine manufacturer's temperature rating under all pumping conditions.

Appropriate drains shall be provided to allow draining the heat exchanger to prevent damage from freezing. A manual shut-off valve shall be supplied at the pump operator's position.

### **FUEL FILL DOOR**

There shall be an aluminum fuel fill assembly located on the apparatus body accessing the chassis supplied fuel tank. The assemblies shall be located in the upper area of the rear wheel on the left and right side.

The fuel fill assembly will have a brushed aluminum door. There shall be a drain in the fuel fill assembly to allow over flow to drain on the back side of the apparatus body. The fuel fill cap shall be removable, manufactured of plastic materials, green in color and equipped with a tether.

The fuel fill cap shall be labeled "DIESEL FUEL". The stainless steel fuel fill neck shall have a 3/8" inside diameter vent line installed from the top of the fuel tank to the fill tube.

### **SIDE MOUNT PUMP CONTROL MODULE**

The pump control module shall be a self-supported structure mounted independently from the body and chassis cab. The pump module frame shall be constructed entirely of 6061-T6 aluminum extrusions and 5052-H32 aluminum plate. The pump module design shall allow normal frame deflection through isolation mounts without imposing stress on the pump module structure or side running boards. The pump module support shall bolt directly to the chassis frame web.

### **VIBRA-TORQ MOUNTING**

The entire pump module assembly shall be mounted so that it "floats" above the chassis frame rails exclusively with Vibra-Torq™ torsion isolator assemblies to reduce the vibration and stress providing an extremely durable pump module mounting system.

The pump module substructure shall be mounted above the frame to allow independent flexing to occur between the body and the chassis. Each assembly shall be mounted to the chassis frame rails with steel, gusseted mounting brackets. Each bracket shall be powder coated for corrosion resistance. Each pump compartment mount bracket shall be mounted to the side chassis frame flange with two 5/8"-UNC Grade 5 HHCS.



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Each assembly shall have a two-part rubber vibration isolator. The isolator shall be of a specific durometer to carry the necessary loads of the pump module, apparatus body, equipment, tank, water, and hose. The quantity of mounts utilized shall correspond directly to the anticipated weight being supported. Certain assemblies shall also incorporate a torsion spring. Helical coil springs shall be incorporated into specific mounts in tandem with the rubber isolators to minimize the stress absorbed by the body caused from chassis frame rail flexing.

There shall be no welding to the chassis frame rail sides, web or flanges, or drilling of holes in the top or bottom frame flanges between axles. All pump module to chassis connections shall be bolted so that in the event of an accident, the body shall be easily removable from the truck chassis for repair or replacement.

Because of the constant vibration and twisting action that occurs in chassis frame rails and suspension, the torsion mounting system is required to minimize the possibility of premature pump module structural failures. The Vibra-Torque™ mounting system shall have a lifetime warranty.

#### **PUMP COMPARTMENT WORK LIGHT**

One (1) 24.00 inch (61.00 cm) OnScene Solutions "Access" series tube light shall be installed inside the pump compartment module to illuminate the plumbing and piping components.

The work light shall activate with the same rocker switch as the pump panel lights.

#### **PUMP MODULE PANELS**

The panels shall be an integral part of the pump module structure.

The driver's side panels shall consist of a removable lower panel fastened with mechanical fasteners, a removable middle operator's panel fastened with mechanical fasteners and a removable diamond plate panel above the operator's panel.

The officer's side panels shall consist of a removable upper diamond plate panel and two lower removable panels. The lower removable panel shall be fastened with mechanical fasteners. Above the lower panel shall be a removable access panel to provide ease of entrance for service and maintenance. The middle panel shall be attached to the module frame with push button latches.

#### **OPERATOR'S GAUGE PANEL**

The operator gauge panel shall be located on the upper portion of the left (drivers) side main pump module.

#### **PUMP PANEL & OPERATOR'S PANEL FINISH**

The pump module panels and the operator's panel shall be brushed stainless steel finish.



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**LEFT SOFT SUCTION HOSE STORAGE**

There shall be a recessed cavity on the left side of the pump compartment module integrated into the side panel. The cavity shall be located rearward of the steamer inlet and be capable of storing a 25 foot roll of 5.00 inch suction hose. The cavity shall be approximately 12 inches (304.8 mm) wide x 17.5 inches (444.5 mm) high x 12.5 inches (317.5 mm) deep. The floor area shall have a light taper downward to assist in restraining the hose. Drain holes shall be provided in the rear corners.

**RIGHT SOFT SUCTION HOSE STORAGE**

There shall be a recessed cavity on the right side of the pump compartment module integrated into the side panel. The cavity shall be located forward of the steamer inlet and be capable of storing a 25 foot roll of 5.00 inch suction hose. The cavity shall be approximately 12 inches (304.8 mm) wide x 17.5 inches (444.5 mm) high x 12.5 inches (317.5 mm) deep. The floor area shall have a light taper downward to assist in restraining the hose. Drain holes shall be provided in the rear corners.

**SEATBELT HOLD DOWN STRAP**

There shall be one (1) aircraft style seat belt type hose hold down installed on each storage area. The hold down will be used to secure the stored hose in place during transit.

**STORAGE CAVITY INTERIOR FINISH**

The interior of the storage compartments shall feature a painted medium gray speedliner finish.

**PUMP PANEL LIGHTS**

There shall be adequate illumination provided at the side pump panels with the installation of two (2) shielded light assemblies functioning as an intermediate step and installed on a stationary surface, one (1) on the left and one (1) on the right side pump compartment.

There shall be up to three (3) handhold cutouts provided in the top step surface measuring approximately 2.50 inches deep. There shall be one (1) full length aluminum non lit handrail integrated into each side assembly.

Each shield shall contain two (2) 18 inch (457.2 mm) OnScene LED "Access" lights.

**PUMP PANEL SWITCHING**

There shall be a rocker switch located on the operator's pump panel to turn on or off all four (4) pump panel lights and the interior pump panel work light.

One light on the driver's side and one light on the passenger's side pump module shall be activated by "pump engagement" and it is "OK TO PUMP".

**SWITCH HOUSING**



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All specified lighting fixtures and electrical components activated at the pump operator's panel shall be activated by Carling W-series rocker style switches.

The switches shall be located on a separate matte black Innovative Controls 6-position electrical panel, complete with backlit name tags describing the function of each individual switch.

The switches shall be laid out in the following order left to right: Panel Lights, Left Scene, Right Scene, Rear Scene, Blank Space, Air Horn.

### **VALVE CONTROL - T-HANDLE PULL ASSEMBLY**

Unless specified otherwise, the discharge valves shall be controlled from an Innovative Controls side mount valve control assembly. The ergonomically designed handle shall be chrome-plated with recessed areas for name plate and color code. A .75 inch (19.5 mm) diameter hardcoat anodized aluminum control rod and housing shall, together with a stainless spring steel locking mechanism, eliminate valve drift. Teflon impregnated bronze bushings in both ends of the rod housing shall minimize rod deflection, never need lubrication, and ensure consistent long-term operation. The control assembly shall include a decorative chrome-plated panel-mounting bezel. The valve operating mechanism will indicate the position of the valve at all times.

### **BEZELS FOR 2.5" DISCHARGE GAUGES**

Highly-polished stainless steel Innovative Control bezels shall be provided around each of the 2.50 inch (65 mm) discharge pressure gauges to prevent corrosion and protect lenses and gauge cases. The gauges shall be installed into decorative chrome-plated mounting bezels that incorporate valve identifying verbiage and/or color labels.

### **RUNNING BOARDS**

Running boards shall be installed on each side of the pump compartment module. The running boards shall be constructed of .188 inch (4.76 mm) embossed aluminum diamond plate. Each shall be a minimum of approximately 12.00 inches deep by the width of the module.

The running boards shall have a 1.25 inch upward bend on the inside edge to act as a kick plate.

The aluminum diamond plate shall meet recommendations for slip resistant surfaces at the time of proposal.

The running boards shall be attached to a frame mounted outrigger support structure. Each running board to have a 3.00 inch downward bend on the outboard face with a 1.50 inch underside return for superior strength.

### **APPARATUS PLUMBING LABELING**

Innovative Controls verbiage tag bezels shall be installed. The bezel assemblies will be used to identify



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apparatus components. These tags shall be designed and manufactured to withstand the specified apparatus service environment and shall be backed by a warranty equal to that of the exterior paint and finish. The verbiage tag bezel assemblies shall include a chrome-plated panel-mount bezel with durable easy-to-read UV resistant polycarbonate inserts featuring the specified verbiage and color coding. These UV resistant polycarbonate verbiage and color inserts shall be subsurface screen printed to eliminate the possibility of wear and protect the inks from fading. Both the insert labels and bezel shall be backed with 3M permanent adhesive, which meets UL969 and NFPA standards.

Where it is appropriate to denote foam discharges, the notation shall be incorporated into the discharge label itself. A secondary "FOAM" label and bezel will not be accepted.

### **PRESSURE GOVERNOR AND MONITORING DISPLAY**

Fire Research "InControl 400" Series pressure governor and monitoring display kit shall be installed. The kit shall include a control module, intake pressure sensor, discharge pressure sensor, and cables. The control module case shall be waterproof and have dimensions not to exceed 5.50 inches high by 10.50 inches wide by 2.00 inches deep. The control knob shall be 2.00 inches in diameter with no mechanical stops, have a serrated grip, and a red idle push button in the center. It shall not extend more than 1.75 inches from the front of the control module. Inputs for monitored information shall be from a J1939 data bus or independent sensors. Outputs for engine control shall be on the J1939 data bus or engine specific wiring.

The following continuous displays shall be provided:

28. Pump discharge; shown with four daylight bright LED digits more than 1/2" high
29. Pump Intake; shown with four daylight bright LED digits more than 1/2" high
30. Pressure / RPM setting; shown on a dot matrix message display
31. Pressure and RPM operating mode LEDs
32. Throttle ready LED
33. Engine RPM; shown with four daylight bright LED digits more than 1/2" high
34. Check engine and stop engine warning LEDs
35. Oil pressure; shown on a dual color (green/red) LED bar graph display
36. Engine coolant temperature; shown on a dual color (green/red) LED bar graph display
37. Transmission Temperature: shown on a dual color (green/red) LED bar graph display
38. Battery voltage; shown on a dual color (green/red) LED bar graph display.

The dot-matrix message display shall show diagnostic and warning messages as they occur. It shall show monitored apparatus information, stored data, and program options when selected by the operator. All LED intensity shall be automatically adjusted for day and nighttime operation.

The program shall store the accumulated operating hours for the pump and engine to be displayed with the push of a button. It shall monitor inputs and support audible and visual warning alarms for the following conditions:

39. High Battery Voltage
40. Low Battery Voltage (Engine Off)
41. Low Battery Voltage (Engine Running)
42. High Transmission Temperature





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- 43. Low Engine Oil Pressure
- 44. High Engine Coolant Temperature
- 45. Out of Water (visual alarm only)
- 46. No Engine Response (visual alarm only).

The program features shall be accessed via push buttons and a control knob located on the front of the control panel. There shall be a USB port located at the rear of the control module to upload future firmware enhancements.

Inputs to the control panel from the pump discharge and intake pressure sensors shall be electrical. The discharge pressure display shall show pressures from 0 to 600 psi. The intake pressure display shall show pressures from -30 in. Hg to 600 psi.

The governor shall operate in two control modes, pressure and RPM. No discharge pressure or engine RPM variation shall occur when switching between modes. A throttle ready LED shall light when the interlock signal is recognized. The governor shall start in pressure mode and set the engine RPM to idle. In pressure mode the governor shall automatically regulate the discharge pressure at the level set by the operator. In RPM mode the governor shall maintain the engine RPM at the level set by the operator except in the event of a discharge pressure increase. The governor shall limit a discharge pressure increase in RPM mode to a maximum of 30 psi. Other safety features shall include recognition of no water conditions with an automatic programmed response and a push button to return the engine to idle.

### **PRESSURE RELIEF VALVE**

A Task Force Tips model #A18XX pressure relief valve shall be provided. The valve shall have an easy to read adjustment range from 90 to 300 PSI with 90, 125, 150, 200, 250 and 300 PSI adjustment settings and an "OFF" position. Pressure adjustments shall be made utilizing a 1/4" hex key, 9/16" socket or 14mm socket.

For corrosion resistance the cast aluminum valve shall be a hardcoat anodized with a powder coat interior and exterior finish. The valve shall meet (NFPA) 1901, Standard for Automotive Fire Apparatus, requirements for pump inlet relief valves. The unit shall be covered by a five year warranty. The valve shall be preset at 125 PSI (860 kPa) suction inlet pressure. The valve shall be installed inside the pump compartment where it will be easily accessible for future adjustment. The excess water shall be plumbed to the atmosphere via the unloader pipe and shall dump on the opposite side of the pump operator.

For normal pumping operations, the relief valve shall not be capped and there shall be a placard stating "DO NOT CAP" installed.

### **UL TEST PORTS**

One (1) set of UL testing ports with plugs shall be provided on the pump panel for testing of the vacuum and pump pressures.



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### **WATER TANK LEVEL GAUGE**

A Fire Research TankVision model WLA300-A00 tank indicator kit shall be installed on the operator's panel.

The kit shall include an electronic indicator module, a pressure sensor, and a 20' sensor cable. The indicator shall show the volume of water in the tank on nine (9) easy to see super bright LEDs. A wide view lens over the LEDs shall provide for a viewing angle of 180 degrees. The indicator case shall be waterproof, manufactured of aluminum, and have a distinctive blue label.

The program features shall be accessed from the front of the indicator module. The program shall support self-diagnostics capabilities, self-calibration, and a datalink to connect remote indicators. Low water warnings shall include flashing LEDs at 1/4 tank, down chasing LEDs when the tank is almost empty, and an output for an audio alarm.

The indicator shall receive an input signal from an electronic pressure sensor. The sensor shall be mounted from the outside of the water tank near the bottom. No probe shall place on the interior of the tank. Wiring shall be weather resistant and have automotive type plug-in connectors.

### **TANK LEVEL DRIVER GAUGE**

Additional tank level gauges shall be installed on the cab by the chassis manufacturer. The tank level gauges shall utilize a pressure transducer and driver to provide an accurate reading of the water tank level.

### **AIR HORN BUTTON**

The air horn shall be activated by a Carling W-series non-illuminated, momentary rocker switch with a solid red actuator provided and installed on the pump operator's panel in a rocker switch bezel.

The button shall be labeled "AIR HORN".

### **PUMP COMPARTMENT TOP OVERLAY**

The top of the pump compartment shall be overlaid with .1875 inch embossed aluminum diamond plate.

### **MIDSHIP PUMP**

The pump shall have a capacity of 1500 gallons per minute, measured in U.S. Gallons. The pump shall be a Waterous model CSU single stage midship pump.

The pumps impellers shall be bronze with double suction inlets, accurately balanced (mechanically and hydraulically), of mixed flow design with reverse-flow, labyrinth-type, wear rings that resist water bypass and loss of efficiency due to wear. The impeller shall have flame plated hub to assure maximum pump life and efficiency despite the presence of abrasive particles, such as fine sand, in the water being pumped. The wear rings shall be bronze and easily replaceable to restore original pump



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efficiency and eliminate the need for replacing the entire pump casing due to wear.

Pump casing shall be close grained gray iron, bronze fitted and horizontally split in two sections for easy removal of entire impeller assembly, including wear rings, without disturbing setting of pump in chassis or pump piping. The pump, for ease and rapid servicing in the future, shall have the separable impeller shaft which allows true separation of transmission or pump without disassembly or disturbing the other component. This shall be accomplished by using a two piece shaft. This feature will allow field service to accomplish in much less time since each component (pump or transmission) can be repaired independently. The impeller shaft shall be stainless steel, accurately ground to size and polished. Shaft shall be supported at each end by ball type oil grease lubricated bearings. Sleeve bearings or bushings will not be acceptable. The bearings shall be protected from water at each end of the impeller shaft.

The discharge manifold shall be cast as an integral part of the pump body assembly and shall provide at least three full 3.50 inch openings for ultimate flexibility in providing various discharge outlets for maximum efficiency and shall be located as follows: one outlet on the right side of the pump body, one outlet on the left side of the pump body, and one outlet directly on top of the pump discharge manifold.

The entire pump shall be cast, manufactured and tested at the pump manufacturer's factory. The pump transmission housing shall be high strength aluminum, three pieces and horizontally split. Power transfer to the pump shall be through a Morse Hy-Vo drive chain. Chain shall be pressure lubricated through oil pump. Chain sprockets shall be cut from carbonized, hardened alloy steel. Spur gears will not be acceptable.

The drive shafts shall be 2.35" in diameter, made of hardened and ground alloy steel. All shafts shall be ball bearing supported. Case shall be designed to eliminate the need of water cooling.

The entire pump, both suction and discharge passages, shall be hydrostatically tested to a pressure of 600 PSI. A certificate documenting this test shall be provided with the completed apparatus. The pump shall be fully tested at the pump manufacturer's factory to the performance requirements as outlined by the latest (NFPA) 1901, Standard for Automotive Fire Apparatus. Pump shall be free from objectionable pulsation and vibration.

The pump shall be the Class "A" type and shall deliver the percentage of rated discharge at pressures indicated below.

100% of rated capacity at 150 PSI net pump pressure.  
100% of rated capacity at 165 PSI net pump pressure.  
70% of rated capacity at 200 PSI net pump pressure.  
50% of rated capacity at 250 PSI net pump pressure.

### **PUMP HOUSE WIDTH**

The width of the pump house shall be 48.00 inches from front to back.

### **PUMP SEALS**



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The pump shall be equipped with maintenance free mechanical shaft seals that shall not require manual adjustment. The seal size, type, component materials, and housing configuration shall be specifically designed for the pump application and rated operating parameters as specified.

### **AIR PRIMER SYSTEM**

The priming system shall be a Trident Emergency Products compressed air powered high efficiency, multi-stage, venturi based Air Prime System.

All wetted metallic parts of the priming system are to be of brass and stainless steel construction. A single panel mounted control will activate the priming pump and open the priming valve to the pump.

The primer shall be mounted above the pump impeller so that the priming line will automatically drain back to the pump. The primer shall also automatically drain when the panel control actuator is not in operation. The inlet side of the primer shall include a brass 'wye' type strainer with removable stainless steel fine mesh strainer to prevent entry of debris into the primer body.

The system shall employ an 80 PSI (5.5 bar) pressure protection valve, located on the chassis auxiliary air tank.

The primer shall be covered by a five (5) year parts warranty.

### **6.0" STEAMER INLETS**

Two (2) 6.00 inch (150.00 mm) steamer inlets shall be provided, one (1) on the left side and one (1) on the right side.

Each inlet shall have a chrome plated long handle chrome vented caps and die cast zinc screens designed to provide cathodic protection for the pump. The caps shall be National Standard Thread with long handles.

### **PUMP COOLING LINE**

There shall be a .375 inch line run from the pump to the water tank to assist in keeping the pump water from overheating. A manual 1/4 turn .25 inch on/off valve with a rectangular handle shall be supplied on the operator's panel.

### **PUMP ANODES**

Two (2) pump anodes shall be installed in plumping system of the apparatus, to prevent damage from galvanic corrosion within the pump system. There shall be one (1) anode on the intake side and one (1) on the discharge side.

### **MASTER PUMP DRAIN**



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The pump shall be equipped with a Master Pump drain to allow draining of the lower pump cavities, volute and selected water carrying lines and accessories. The drain shall have an all brass body.

The drain valve control shall be panel mounted and identified as MASTER DRAIN.

### **DRAIN VALVES**

All manual drains shall be Class 1 with .75 inch J-style lift handle kit.

Each drain shall have a 90 degree push lock fitting supply with a 90 degree poly elbow drain. Reinforced clear vinyl tubing shall be utilized to route the water to atmosphere.

### **VALVES**

All valves, unless otherwise stated, shall be of a heavy duty design capable of bi-directional flow and incorporate a self-locking ball feature and full flow optimizing characteristics that reduce the operational force required for actuation.

The valves shall be Akron 8000 series.

The valves shall be of a self-adjusting dual seat design requiring no lubrication or regular maintenance. The valve shall meet or exceed NFPA standard requirements.

### **PLUMBING**

All plumbing and piping shall be of 304 stainless steel or flexible type piping. All inlet and outlet plumbing 3.00 inch (77 mm) and smaller shall be plumbed with either stainless steel piping or synthetic reinforced rubber hose blended with high tensile strength cord for maximum performance in tight bend applications.

Secondary plumbing such as small diameter drain lines shall be stainless steel, brass or hose. Where chassis and module flexing or vibration may damage or loosen piping or where a coupling is required for servicing, the piping shall be equipped with Victaulic or rubber type couplings.

All lines shall drain through the master drain valve or shall be equipped with individual drain valves. All individual drain lines for discharges shall be extended to the point where they shall drain below the chassis frame rails. All water carrying drain lines shall be of flexible polypropylene type tubing.

### **MANIFOLDS**

Plumbing manifold bodies shall be ductile cast iron or stainless steel. The suction inlets shall include removable die cast zinc screens designed to provide cathodic protection for the pump, therefore reducing deterioration within the pump.

### **TANK FILL**





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One (1) 2.00 inch (50 mm) pump to tank fill line shall be installed from the discharge manifold directly to the booster tank.

### **TANK TO PUMP**

One (1) 3.50 inch (88.9 mm) Waterous valve shall be installed between the water tank and the pump with flow recommendations as set forth by (NFPA) 1901, Standard for Automotive Fire Apparatus, and shall be tested to those standards when the pump is being certified.

### **TANK TO PUMP CHECK VALVE**

There shall be a tank to pump check valve, conforming to NFPA standard requirements to prevent water from back flowing at an excessive rate if the pump is being supplied from a pressurized source.

The check valve shall be mounted as an integral part of the pump suction extension. A hole up to .25 inch (6.35 mm) is allowable in the check valve to release steam or other pressure buildup so that the void between the valve and check valve may drain of water that could be subject to freezing.

### **2.5" LEFT SIDE INLET**

There shall be one (1) 2.50 inch (65 mm) gated suction inlet with .75 inch (19 mm) bleeder installed on the left side of the apparatus, forward of the steamer.

### **INTAKE PLUMBING**

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

### **INTAKE TERMINATION**

The termination shall include the following components:

One (1) 2.50 inch (65 mm) NST swivel female straight adapter with screen

One (1) 2.50 inch (65 mm) self-venting plug, secured by a cable

### **2.5" LEFT SIDE DISCHARGE**

There shall be one (1) 2.50 inch (65 mm) gated discharge installed on the left side of the apparatus in the forward position. The discharge shall be controlled with a rack & sector control with a rod bezel.

### **2.5" SIDE DISCHARGE PLUMBING**

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.



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**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.50 inch (65 mm) Male NST adapter

One (1) 2.50 inch (65 mm) NST female swivel by male with 30 degree polished elbow

One (1) 2.50 inch (65 mm) female self-venting cap, secured by a cable

**2.5" RIGHT SIDE DISCHARGE**

There shall be one (1) 2.50 inch (65 mm) gated discharge installed on the right side of the apparatus.

**2.5" SIDE DISCHARGE PLUMBING**

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.50 inch (65 mm) Male NST adapter

One (1) 2.50 inch (65 mm) NST female swivel by male with 30 degree polished elbow

One (1) 2.50 inch (65 mm) female self-venting cap, secured by a cable

**4.0" RIGHT SIDE DISCHARGE WITH 3.0" VALVE**

There shall be one (1) gated 4.00 inch (100 mm) discharge with a 3.00 inch ball valve installed on the right side of the apparatus.

**4.0" SIDE DISCHARGE PLUMBING**

The plumbing shall consist of 4.00 inch (100 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 4.00 inch (100 mm) NST adapter

One (1) 4.00 inch (100 mm) NST female by 5.00 inch (125 mm) Storz with 30 degree elbow



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One (1) 5.00 inch (125 mm) Storz cap, secured by a cable

**2.5" LEFT REAR DISCHARGE**

There shall be one (1) 2.50 inch (65 mm) discharge located on the left side at the rear of the vehicle.

**REAR DISCHARGE PLUMBING**

The plumbing shall consist of 2.50 inch (65 mm) piping, be plumbed from the right hand discharge manifold, and incorporate a manual drain control installed below the pump area for ease of access..

**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.50 inch (65 mm) Male NST adapter

One (1) 2.50 inch (65 mm) NST female swivel by male with 30 degree polished elbow

One (1) 2.50 inch (65 mm) female self-venting cap, secured by a cable

**3.0" DECK GUN DISCHARGE**

There shall be a 3.00 inch (77 mm) deck gun discharge provided.

**DECK GUN PIPING**

The deluge waterway shall be plumbed with 3.00 inch (77 mm) piping that terminates in the center location at the top of the pump compartment module.

The plumbing shall be drained with an auto-drain located at the lowest point of the waterway plumbing if required.

**EXTEND-A-GUN**

There will be a Task Force Tips 18.00 inch (457 mm) manual Extenda-Gun, model XG18VL-PL, installed on the deluge pipe.

If the Extenda-Gun is not properly stowed and the parking brake is released, it shall activate the hazard light in the cab to alert the crew.

**CROSSLAYS**

Two (2) crosslays hose beds shall be located in the upper portion of the pump compartment, toward the front. The crosslay area shall span the entire width of the pump compartment module. Slotted aluminum flooring shall be provided for the hose bed area for drainage.



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**CROSSLAY CAPACITY**

The two (2) crosslays shall each have capacity for 200 feet of 1.75 inch (45 mm) double jacket fire hose.

The ends of the crosslay dividers shall be cut at a 62 degree angle to provide room for the hand holes cut into the crosslay cover ends.

**DISCHARGE PLUMBING**

The plumbing shall consist of 2.00 inch (50 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.00 inch (50 mm) NPT x 1.50 inch (38 mm) NST chrome plated brass chicksan swivel

The use of a swivel shall allow hose payout to either side of the pump compartment.

**2.5" CROSSLAY DISCHARGE**

One (1) additional crosslay hose bed shall be provided.

The crosslay shall have capacity for 200 feet of 2.50 inch (65 mm) double jacket fire hose.

**DISCHARGE PLUMBING**

The plumbing shall consist of 2.50 inch (65 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

**DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.5" NPT x 2.5" NST chrome plated brass chicksan swivel

The use of a swivel shall allow hose payout to either side of the pump compartment.

**CROSSLAY COVER**

The crosslay hose bed area shall have a .188 inch (4.76 mm) embossed aluminum diamond plate cover installed. The cover shall be installed to provide a solid surface over all bays. The cover shall have a hand hold slot on each end. The cover shall be attached with a full length piano style hinge.



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When opened, the diamond plate cover shall rest upon rubber bumpers or an equivalent protective type stop to eliminate marring or scratching of other apparatus body work.

**CROSSLAY SIDE COVERS**

The crosslay hose bed area shall have a cover installed at each end of the crosslay area by the Dealership prior to the apparatus being placed into service.

**CROSSLAY LIGHT**

One (1) On Scene LED 60 inch Walkway series waterproof light shall be installed in an anodized aluminum housing on the front of the body to illuminate the crosslay area.

**CROSSLAY LIGHT ACTIVATION**

The crosslay light shall be activated with the pump "Panel Lights" switch.

**FRONT BUMPER DISCHARGE**

One (1) 1.50 inch (38 mm) front bumper discharge outlet shall be provided.

**FRONT BUMPER DISCHARGE PLUMBING**

The front bumper discharge plumbing shall consist of 2.00 inch (50 mm) piping and shall incorporate a manual drain control installed below the pump area for ease of access.

Auto-drain(s) shall be installed in the discharge piping at the lowest point of the plumbed system.

**FRONT BUMPER DISCHARGE TERMINATION**

The discharge termination shall include the following components:

One (1) 2.00 inch (50 mm) NPT x 1.50 inch (38 mm) NST polished stainless steel chickens swivel.

The use of a swivel shall allow hose payout to either side of the apparatus.

The front bumper discharge shall be mounted on top of the gravel shield of the front bumper extension. The discharge shall be placed to the right of the hose well.

The hosewell lid shall be notched on the passenger's side.

**FRONT BUMPER DISCHARGE CHICKSAN GUARD**

The front bumper discharge chickens shall include a chickens guard installed on the front bumper gravelshield to prevent the chickens from hitting the cab. The guard shall be fabricated of smooth





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aluminum with a dual-action sanded finish on all sides. There shall be two (2) rubber bumper stops installed on the guard to protect the chrome chicksan.

### **BOOSTER HOSE REEL**

There shall be one (1) Hannay electric rewind booster reel with automatic brake installed on the apparatus.

There shall be a manual rewind device provided. A manual crank shall be mounted adjacent to booster reel.

The reel shall be model number EPF28-25-26-RT, 12V, standard assembly, electric rewind right hand side, manual rewind horizontal orientation, inlet shall be 1.0" with a 90 degree swivel.

### **REEL FINISH**

The hose reel specified shall be steel and painted the standard silver utilized by Hannay.

### **HOSE REEL VALVE**

The reel shall be plumbed to the pump with a 1.50 inch (38.10 mm) quarter turn Akron 8815 ball valve and 1.00 inch (25.40 mm) high pressure hose and couplings.

The valve shall be controlled from the operator's panel with a push-pull control.

### **REWIND ACTIVATION**

An electric rewind switch shall be mounted directly on the side wall in the B1 compartment. The switch shall have a weather resistant rubber cover and label denoting its function.

The switch shall be labeled "REEL REWIND".

The circuit breaker for the electric rewind shall be of the manual reset type and be located within easy reach of the operator.

### **HOSE REEL LOCATION**

The hose reel shall be mounted on the floor of the B1 compartment as far to the rear and left side walls to maximize storage space on the floor of the compartment for the nozzle and other accessories.

### **BOOSTER REEL GAUGE**

A discharge gauge shall be included for the booster reel, the discharge gauges shall be specified in the specification.

### **BOOSTER HOSE**



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The booster hose shall be provided and installed by the Dealership prior to the apparatus being placed into service.

### **HOSE ROLLER GUIDES**

There shall be a four-way roller assembly provided and installed directly to the reel.

### **DISCHARGE GAUGES**

An (Innovative Controls) TC 3010xxxx Series nominal 2.50 inch gauge shall be supplied for reading the pressure of each discharge greater than 1.50 inches (38 mm) in diameter, unless otherwise specified.

A KEM-X socket saver diaphragm, located in the stem, eliminates freeze-up by preventing water from entering and/or clogging the gauge internals while containing a low temperature instrument oil that fills and protects the socket and the bourdon tube.

The molded glass-filled Nylon 66 case will not corrode and includes a scratch-resistant molded polycarbonate lens with O-ring seal. The gauge shall withstand pressures up to 100psi over gauge range with operation from -40° F to +160°F.

### **GAUGE SCALE**

Each gauge shall be marked for reading a discharge pressure of 0-400 PSI.

### **GAUGE FACE COLOR**

Each gauge shall have black markings on a white face.

### **BEZELS FOR 2.5" DISCHARGE GAUGES**

There shall be a deluxe metal bezel supplied around each of the 2.50 inch (65 mm) discharge pressure gauges. The bezels shall be constructed from chrome-plated zinc with large, easily identifiable recessed labels for color-coding and verbiage.

### **VIBRA-TORQUE™ BODY MOUNTING SYSTEM**

The entire body module assembly shall be mounted to the chassis frame rails exclusively with Vibra-Torq™ torsion isolator assemblies to reduce the vibration and stress providing an extremely durable body mount.

The body substructure shall be mounted above the frame to allow independent flexing to occur between the body and the chassis. Two (2) assemblies shall be mounted to the chassis frame rails with steel, gusseted mounting brackets. Each bracket shall be painted for corrosion resistance. Each body mount bracket shall be mounted to the side chassis frame flange with two 5/8"-UNC Grade 5 HHCS.



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The rear assemblies shall have a two-part rubber vibration isolator. Certain assemblies shall also incorporate a torsion spring. Helical coil springs shall be incorporated into specific mounts in tandem with the rubber isolators to minimize the stress absorbed by the body caused from chassis frame rail flexing.

There shall be no welding to the chassis frame rail sides, web or flanges, or drilling of holes in the top or bottom frame flanges between axles. All body to chassis connections shall be bolted so that in the event of an accident, the body shall be easily removable from the truck chassis for repair or replacement.

Because of the constant vibration and twisting action that occurs in chassis frame rails and suspension, the torsion mounting system is required to minimize the possibility of premature body structural failure. The Vibra-Torque™ body mounting system shall have a lifetime warranty.

### **COMPARTMENT VENTILATION**

To allow for proper air circulation and flow, each compartment shall have a venting route. The venting locations shall be determined by "best-fit" locations for each body style configuration. The vents will be a chrome louvered and mounted appropriately on the compartment interior walls.

### **COMPARTMENTATION**

The following compartments shall be supplied on the apparatus:

#### **Compartment "L1"**

There shall be one (1) full height compartment ahead of the rear wheels on the left side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 37.75 inches (958.85 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.

The lower portion shall be approximately 37.75 inches (958.85 mm) wide by 33.00 inches (838.20 mm) high by 26.00 inches (660.40 mm) deep.

Clear door opening dimensions shall be 29.70" (754.38 mm) wide by 63.10" (1602.74 mm) high.

#### **Compartment "L2"**

There shall be one (1) compartment over the rear wheels on the left side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 68.00 inches (1727.20 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.



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The lower portion shall be approximately 68.00 inches (1727.20 mm) wide by 8.00 inches (203.20 mm) high by 25.75 inches (654.05 mm) deep.

Clear door opening dimensions shall be 65.50" (1663.70 mm) wide by 38.10" (967.74 mm) high.

Compartment "L3"

There shall be one (1) full height compartment behind the rear wheels on the left side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 46.75 inches (1187.45 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.

The lower portion shall be approximately 46.75 inches (1187.45 mm) wide by 33.00 inches (838.20 mm) high by 26.00 inches (660.40 mm) deep.

Clear door opening dimensions shall be 41.70" (1059.18 mm) wide by 63.10" (1602.74 mm) high.

Compartment "R1"

There shall be one (1) full height compartment ahead of the rear wheels on the right side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 37.75 inches (958.85 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.

The lower portion shall be approximately 37.75 inches (958.85 mm) wide by 33.00 inches (838.20 mm) high by 26.00 inches (660.40 mm) deep.

Clear door opening dimensions shall be 29.70" (754.38 mm) wide by 63.10" (1602.74 mm) high.

Compartment "R2"

There shall be one (1) compartment over the rear wheels on the right side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 68.00 inches (1727.20 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.

The lower portion shall be approximately 68.00 inches (1727.20 mm) wide by 8.00 inches (203.20 mm) high by 25.75 inches (654.05 mm) deep.

Clear door opening dimensions shall be 65.5" (1663.70 mm) wide by 38.1" (967.74 mm) high.

Compartment "R3"



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There shall be one (1) full height compartment behind the rear wheels on the right side of the apparatus with interior dimensions of the following:

The upper portion shall be approximately 46.75 inches (1187.45 mm) wide by 39.00 inches (990.60 mm) high by 12.50 inches (317.50 mm) deep.

The lower portion shall be approximately 46.75 inches (1187.45 mm) wide by 33.00 inches (838.20 mm) high by 26.00 inches (660.40 mm) deep.

Clear door opening dimensions shall be 41.70" (1059.18 mm) wide by 63.10" (1602.74 mm) high.

### **FORMED BODY DESIGN CONSTRUCTION**

The apparatus body shall be a formed sheet metal design, which serves as the compartment enclosures and supporting substructure of the body. The substructure and enclosures shall work in unison to provide maximum storage that supports and protect the contents contained within.

### **BODY CONSTRUCTION**

The body substructure and compartments shall utilize a combination of huck bolting and welding methods.

The huck bolt systems utilized in either body or substructure shall be .3125 inch (7.94 mm) or .375 inch (9.53 mm) diameter stainless steel fasteners for maximum shear and tension strength. Other system of fasteners that do not consist of stainless steel shall NOT be acceptable.

In combination with the huck bolt system, strictly monitored welding procedures shall be instituted. To ensure maximum joint strength, any welding zones shall be welded together utilizing American Welding Standard (AWS), Certified welding procedures.

Due to the engineered combination of specifically chosen materials, no dissimilar metals shall be used in the body and its supporting substructure without being separated by a sufficient corrosion and electrolysis inhibitor. This shall consist of isolation pads and structural adhesives.

### **ECK® ANTI-CORROSION PROCESS**

Absolutely no dissimilar metals shall be used in the body and its supporting substructure without being separated by Eck®, which prevents corrosion by providing a barrier between dissimilar metals, sealing out moisture and absorbing energy created by a dissimilar metal reaction.

### **BODY STRUCTURE**

The supporting tank and compartment substructure shall be manufactured from corrosion resistant 304L stainless steel material. The supporting material shall be engineered from 7 gauge stainless steel material to provide both high strength and corrosion resistance for longevity of the apparatus body.





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The use of black carbon steel materials that have been painted or coated to try to prevent corrosion shall not be acceptable.

### **BODY COMPARTMENTS**

The formed sheet metal compartments shall utilize a 0.125 inch (3.18 mm) thick 5052-H32 aluminum alloy to provide maximum strength and durability. Each compartment sheet and enclosure shall be fabricated in a manor to provide proper sheet alignment and weld location application. The body shall consist of multiple pre-engineered compartment assemblies that shall be combined to create a series of body combinations. In the event of body damage, these assemblies shall allow for easier disassembly and assembly through the use of common tools and materials.

### **COMPARTMENT TOPS AND EXTERIOR HOSE BED WALL**

The exterior compartment tops and outer hose bed walls shall consist of .125 inch (3.18 mm) embossed aluminum diamond plate material to provide both strength and pleasing appearance. The hose bed walls shall be embossed aluminum diamond plate to the outward face while incorporating an additional smooth aluminum interior wall sheet to form the hose bed area. The use of interior and exterior hose bed wall sheets shall provide an enclosed section for strength integrity, wire routing, etc. Single hose bed wall sheet construction shall NOT be acceptable.

### **COMPARTMENT FLOORS**

The body compartments shall be enclosed with aluminum sheet metal as specified above. The compartment floors shall have a 1.00 inch (25.40 mm) lip downward at the door opening side of the compartment. This lip shall integrate with a structural member on the bottom edge and form a “sweep-out” compartment. This design shall also allow for a structural flush fitting door frame and a complete door/weather seal.

### **COMPARTMENT LOAD CAPACITY**

Each compartment shall have a minimum of one additional structural compartment floor support hat section centered on the underside of the compartment floor. This additional member shall be integral with compartment assemblies of each area. Each compartment must be designed, and analyzed to carry a working load of:

Full depth side compartment: 500 pounds (226.80 kg) per compartment

Half depth side compartment: 375 pounds (170.10 kg) per compartment

Rear center compartment: 500 pounds (226.80 kg)

### **REAR COMPARTMENT**

The following compartment shall be supplied on the apparatus:

Compartment "B1":



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There shall be one (1) compartment installed at the rear of the apparatus with a R·O·M Series IV roll up door.

The interior dimensions of this compartment shall be approximately 41.50 inches (1054.10 mm) wide by 39.50 inches (1003.30 mm) high by 33.63 inches (854.08 mm) deep.

Clear door opening dimensions shall be 33.50" (850.90 mm) wide by 31.80" (807.72 mm) high.

### **DOOR OPEN INDICATOR**

The rear compartment roll up door shall have an integral door open indicator magnet in the lift bar. If the bar is not properly closed and the parking brake is released, it shall activate the hazard light in the cab to alert the crew.

### **ROLL-UP DOOR PROTECTOR**

There shall be a protective cover installed under the rear compartment door roll to protect the door in the rolled up position.

### **ROLL-UP DOOR PROTECTOR FINISHING**

The cover shall be fabricated of smooth aluminum and of Natural finish.

### **ROLL-UP DOOR CONSTRUCTION**

All horizontal and vertical side compartment doors shall be roll-up style doors.

### **REAR COMPARTMENT DOOR**

A R·O·M Corporation Series IV roll-up shutter door shall be installed. Each shutter slat, track, bottom rail, and drip rail shall be constructed from anodized 6063 T6 aluminum.

Shutter slats shall feature a double wall extrusion 0.315 inches thick with a concave interior surface to minimize loose equipment jamming the shutter door closed. Shutter slats shall feature an interlocking end shoe to prevent side to side binding of the shutter door during operation. Slat must have interlocking joints with an inverted locking flange. Slat inner seal shall be a one piece PVC extrusion; seal design shall be such to prevent metal to metal contact while minimizing dirt and water from entering the compartment.

Shutter door track shall be one piece design with integral overlapping flange to provide a clean finished look without the need of caulk. Door track shall feature an extruded Santoprene rubber double lip low profile side seal with a silicone co-extruded back to reduce friction during shutter operation.

Shutter bottom rail shall be a one piece double wall extrusion with integrated finger pull. Finger pull shall be curved upward with a linear striated surface to improve operator grip while operating the shutter door. Bottom rail shall have a smooth contoured interior surface to prevent loose equipment



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from jamming the shutter door. Bottom rail seal shall be made from Santoprene; it will be a double “V” seal to prevent water and debris from entering compartment. Bottom rail lift bar shall be a one piece “D” shaped aluminum extrusion with linear striations to improve operator grip during operation. Lift bar shall have a wall thickness of 0.125 inches. Lift bar shall be supported by no less than two pivot blocks; pivot blocks shall be constructed from Type 66 Glass filled reinforced nylon for superior strength. Bottom rail end blocks shall have incorporated drain holes which will allow any moisture that collects inside the extrusion to drain out.

Shutter door shall have an enclosed counterbalance system. Counterbalance system shall be 4.00 inches in diameter and held in place by 2 heavy duty 18 gauge zinc plated plates. Counterbalance system shall have 2 over-molded rubber guide wheels to provide a smooth transition from vertical track to counterbalance system.

**SIDE COMPARTMENT DOOR/TRACK/TRIM WET PAINTED**

The side compartment doors, track, and trim shall be aluminum finish and wet painted to color match the apparatus body.

**REAR COMPARTMENT DOOR/TRACK/TRIM WET PAINTED**

The rear compartment door, track and trim shall be aluminum finish and wet painted to color match the apparatus body.

**ROLL-UP DOOR PROTECTORS**

There shall be a protective cover installed under each body side compartment door roll to protect the door in the rolled up position.

**ROLL-UP DOOR PROTECTORS FINISHING**

Each cover shall be fabricated of smooth aluminum and of Natural finish.

**ROLL-UP DOOR ASSIST STRAPS**

There shall be nylon straps installed on both the left and right side body side, 'high side' compartment doors, to assist in closing the door. The strap shall be attached to each door and shall be permanently mounted to the rearward wall with footman loops using Nutserts, halfway between the top and bottom of the compartment.

**DOOR OPEN INDICATOR**

Each roll up door shall have an integral door open indicator magnet in the lift bar.

If the bar is not properly closed and the parking brake is released, it shall activate the hazard light in the cab to alert the crew.



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### **COMPARTMENT LIGHTING**

Two (2) OnScene Access LED strip lights shall be installed in each body compartment.

The tube lights shall be centered vertically along each side of the door framing and shall be maximum length available to fit the opening.

The lights in each compartment shall be on a separate circuit, turning on only those lights that have open compartment doors. The lights shall not be tied into the park brake control.

### **HOSE STORAGE**

A hose bed shall be provided that meets the minimum NFPA storage requirements. The hose bed shall have slotted .25 inch (6.35 mm) aluminum flooring installed to allow drainage through the tank cavity to the ground below.

The aluminum flooring shall be manufactured in discrete sections to allow for easy removal and outstanding stability. The area shall be free of sharp edges to protect the hose when loaded or distributed.

### **HOSE BED FINISH**

The apparatus hose bed interior walls shall be incorporated with a brushed stainless steel overlay material.

### **HOSE BED DIVIDER WITH HAND CUTOUT**

There shall be a full height adjustable hose bed divider provided and installed in the hose bed area of the apparatus body.

The divider shall be fabricated of .25 inch (6.35 mm) thick aluminum plate with a double sided reinforcement and attached to the adjustable slide rails. The rear of the divider shall have a radius to provide a smooth corner and a hand cut out to aid in access to the hose bed area. Hose payout shall be unobstructed by the divider.

There shall be a total of four (4) provided and installed in the hose bed.

### **HOSEBED RISER**

A 15.00 inch (381.00 mm) hosebed riser made from the same material as the body shall be provided in order to increase the hosebed capacity.

There shall be a red reflective stripe installed at the top of the hosebed riser sides.

### **HOSEBED RISER SIGN BOARDS**



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Full height hose bed wall sign panels painted job color will be installed on the exterior riser on both sides. The panel will be attached with screws.

### **CATWALKS**

Catwalks shall be provided over the top of the compartments. The catwalks shall be manufactured with .125 inch (3.18 mm) embossed aluminum diamond plate material.

The outboard edge shall be bent downward at a 90 degree angle and over the compartments on both sides.

Catwalks shall not be an approved stepping surface, "Do not walk" labels to be installed

### **'A' FRAME HOSEBED COVER**

There shall be a double door cover provided and installed which overlays a tubular structure for the hosebed.

Each cover shall be capable of supporting 600 pounds (272 kg) while standing on the cover. Each cover shall be capable of being opened independently and rest on a tubular structure which runs down the middle of the hose bed with a truss support at the rear of the apparatus. The covers in the closed position shall be higher in the center of the hose bed than they are at the hinged end to create an 'A' frame appearance and to aid in water runoff.

The front of the hose bed covers shall have vertical end caps that extend down to create a level line of diamond plate the width of the covers.

The doors shall be fabricated of .125 inch (3.18 mm) embossed aluminum diamond plate with full length two-piece stainless steel piano hinges.

The hosebed covers shall be wired to the hazard light in chassis cab. Inductive proximity switches shall be installed at the hosebed cover door hinges. If the door is not properly closed and the parking brake is released, it shall activate the "hazard light" in the cab to alert the crew.

### **MANUAL RAISED COVERS**

Each cover shall be raised independently and manually. There shall be a gas strut installed on each cover to assist in opening the covers. Each gas shock shall be accompanied by a vinyl covered safety chain. There shall be a mechanical hold-open device to hold each cover in the open position at the front of the hosebed covers.

### **REAR OF A-FRAME HANDRAILS**

Two (2) 1.25-inch diameter handrails constructed of extruded aluminum with a knurled grip full length red reflective stripe with 18.00 inches of grip surface shall be installed on the rear face of the A-Frame structure at the rear of the hosebed.





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### **FRONT OF COVER ILLUMINATED HANDRAILS**

Two (2) handrails shall be installed on the front vertical flanges of the hose bed covers, one (1) each cover. The handrails shall be constructed of 1.25-inch diameter extruded aluminum with a knurled grip full length red reflective stripe and full length illuminated LED light strip and shall be up to 18.00 inches (457.20 mm) in length.

Each handrail LED light strip specified shall be white/clear in color.

### **FRONT COVER ILLUMINATED HANDRAIL LIGHTING ACTIVATION**

The illuminated handrail light shall be activated when the park brake and marker light activation to match chassis.

### **REAR HOSE BED COVER**

The cover that extends down over the rear of the hose bed shall be supplied and installed by the Dealership prior to the apparatus being placed into service.

### **HOSEBED COVER LIGHTING**

Two (2) OnScene "Access" LED strip light shall be mounted to the underside of each hosebed cover. Each light shall be 48.00 inches each, evenly spaced from front to back.

The lights on each side shall be on a separate circuit and activate only when the covers are opened.

### **DUNNAGE AREA**

A vertical bulkhead shall be installed at the front of the hose bed area, just behind the water tank fill tower, forming a storage area that is separated from the hose bed. The rear face of the bulkhead shall serve as a mounting surface for the hose bed dividers, resulting in the ability to move any hose bed divider across the entire width of the hose bed.

The floor of the dunnage area shall be constructed of non-slip .188 inch (4.76 mm) embossed aluminum diamond plate. The floor shall be slotted to allow drainage through the tank cavity to the ground below. The area shall be free of sharp edges to protect equipment when loading and unloading.

### **POLYPRENE TANK**

The booster tank shall be constructed of .50 inch (12.70 mm), .75 inch (19.05 mm), and 1.00 inch (25.40 mm) thick polypropylene sheet stock which is a non-corrosive stress relieved thermoplastic. It shall be designed to be completely independent of the body and compartments. All joints and seams are extrusion welded and/or contain the "Bent Edge" and tested for maximum strength and integrity. The top of the booster tank is fitted with lifting eyes designed with a 3 to 1 safety factor to facilitate tank removal.



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### **COVER**

The tank cover shall be constructed of .75 inch (19.05 mm) thick Polyprene and shall be recessed. A minimum of two lifting dowels shall be drilled and tapped .50 inch (12.70 mm) x 2.00 inch (50.80 mm) to accommodate the lifting eyes.

### **BAFFLES**

The swash partitions are manufactured of .50 inch (12.70 mm) Polyprene. All partitions are equipped with vent and air holes to permit movement of air and water between compartments to provide to provide maximum water flow. All swash partitions interlock and are welded to one another as well as to the walls of the tank.

### **MOUNTING**

The tank shall rest on the sub-frame cross members with an unsupported area not to exceed 530 square inches (.34 square meters) on tanks up to 40.00 inches (1016.00 mm) in height. On tanks over 40.00 inches (1016.00 mm) in height, an unsupported area of not more than 400 square inches (.26 square meters) must be maintained.

All tanks shall be isolated from those cross members with a minimum of 2.00 inch (50.80 mm) x .25 inch (6.35 mm) hard rubber strips that are 60 durometer in hardness. The tank shall sit cradle mounted in the under body sub-frame and shall be completely removable without disturbing the body side panels.

### **TANK CAPACITY**

The tank shall be 750 gallons (2839 liters) in capacity.

### **FILL TOWER**

The fill opening shall be approximately 14.00 inches (355.00 mm) x 14.00 inches (355.00 mm).

The tower will have a .25 inch (6.35 mm) thick removable poly material screen and hinged type cover that will open if the tank is filled at an excess rate. There shall be a removable .25 inch (6.35 mm) thick poly material screen to prevent debris from falling into the tank.

The fill tower shall have a 6.00 inch (150.00 mm) overflow that will discharge underneath the tank, behind the rear wheels. The overflow shall terminate above the tank water level when filled to the rated capacity.

### **LADDER STORAGE**

The ground ladders shall be stored within a compartment installed on the right side of the apparatus booster tank, with ladders lying on their side. There shall be storage for two (2) standard head pike



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poles and a slot for a back board integrated into the compartment. There shall be a non-metal ladder stop to prevent metal to metal contact. There shall be non-metallic guides installed for ladders to slide on.

All items shall be stored in their own independent section to allow one item to be removed without disturbing another.

The compartment and door shall be fabricated of .125 inch (3.18 mm) smooth aluminum.

The door shall be vertically hinged on the outboard edge (right side) and provided with two push button style latches and a chrome handle centered between the push button latches. The door shall have retro-reflective striping in a chevron pattern.

If the door is not properly closed and the parking brake is released, it shall activate the hazard light in the cab to alert the crew.

### **GROUND LADDERS**

The following ground ladders shall be provided by the manufacturer:

- One (1) Duo-Safety 24 foot (7 m) two (2) section aluminum extension ladder, model 900A.
- One (1) Duo-Safety 14 foot (4 m) aluminum roof ladder with folding hooks, model 775A.
- One (1) Duo-Safety 10 foot (3 m) aluminum attic ladder, model 585A.

### **BODY OVERLAYS – FRONT/REAR**

The entire front face of the apparatus body shall have aluminum diamond plate overlays installed. The entire rear face of the apparatus body shall have raw aluminum overlays installed for the installation of chevron striping.

All overlay materials shall be coated with 3M adhesive sealant on the back portion to provide an insulating barrier between dissimilar metals.

### **WHEEL WELL ROLL-OUT DRAWER**

There shall be a roll-out drawer installed in the compartment located above the rear wheel on the left side of the body in the L-2 compartment. The slide assemblies shall incorporate cadmium plated ball bearing roller slides and a lock-in, lock-out front drawer release system (FDR).

The drawer shall be approximately 25.00 inch (635.00 mm) deep by 63.15 inch (1604.01 mm) wide with 2.75 inch (69.85 mm) tall sides and have a 300.00 pound (136.08 kg) capacity.

### **SCBA COMPARTMENT BIN**

There shall be an eight (8) place air bottle compartment bin provided in the lower portion of the compartment located above the wheel well area on the right side in the R-2 compartment.



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The interior surface of each SCBA storage tube shall be lined with a coating of gray Superliner. The application of Superliner shall aid to minimize any damage caused to the canisters while stored in the holders.

The NFPA required SCBA bottle straps shall be mounted deeper in the compartment, so the bottles do not hit the door when the door is closed.

### **OVERWHEEL SHELVING**

One (1) shelf 66.25 inch (1682.75 mm) wide x 11.50 inch (292.10 mm) deep x 2.00 inch (50.80 mm) high shall be provided in the left side wheel well compartment.

The shelf shall be .19 inch (4.76 mm) smooth aluminum with a formed 2.00 inch (50.80 mm) lip on the front and back. The side mounting brackets shall be integral with the shelf to form the sides.

One (1) shelf 66.25 inch (1682.75 mm) wide x 11.50 inch (292.10 mm) deep x 2.00 inch (50.80 mm) high shall be provided in the right side wheel well compartment as part of the SCBA storage assembly.

The shelf shall be .19 inch (4.76 mm) smooth aluminum with a formed 2.00 inch (50.80 mm) lip on the front and back. The side mounting brackets shall be integral with the shelf to form the sides.

### **COMPARTMENT UNISTRUT**

Vertically mounted Unistrut shall be installed in ALL compartments of the apparatus body to accommodate mounting shelves, trays, and other miscellaneous equipment items as specified.

### **SHELVING**

The shelving shall be made out of .190 inch (4.83 mm) smooth aluminum sheet material with a formed 2.00 inch (50.80 mm) lip on the front and back.

The side mounting brackets shall be integral with the shelving to form the sides. The shelving shall be vertically adjustable.

The following shelving shall be provided:

### **UPPER HALF DEPTH SHELVING**

A full width x half depth shelf shall be provided and installed in the upper compartment(s) specified.

There shall be a total quantity of five (5) provided.

Two (2) shall be located in the L-3 compartment.

One (1) shall be located in the R-1 compartment.

One (1) shall be located in the R-2 compartment.

One (1) shall be located in the R-3 compartment.



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### **SHELF DEPTH MODIFICATION**

The shelf specified above shall be reduced in depth by 1.00 inch (25.40 mm) for installation of wall mount tool boards.

### **FULL DEPTH SHELVING**

A full width x full depth shelf shall be provided and installed in the compartment(s) as specified.

There shall be a total quantity of three (3) provided.

One (1) shall be located in the L-1 compartment.

One (1) shall be located in the L-3 compartment.

One (1) shall be located in the R-3 compartment.

### **AUSTIN SLIDE OUT TRAYS**

There shall be a total quantity of two (2) provided

One (1) shall be located in the R-2 compartment.

One (1) shall be located in the R-3 compartment.

### **SHELF AND TRAY FINISH**

Any shelf or roll-out tray installed shall have a dual-action sanded finish applied on the front and side faces.

### **WHEEL WELL PANELS**

The body panel area around the wheel well on each side of the body shall be painted the same color as the rest of the body

### **SIDE RUB RAILS**

The bottom edge of the body compartments and pump compartment shall be protected with rub rails to absorb minor damage while protecting the body. The rear rub rails shall be full length to the end of the tailboard.

The rub rails shall be fabricated of brightly anodized aluminum channel. The rub rails shall be bolted in place with stainless steel bolts and shall be spaced away from the body with .50 inch (12.70 mm) nylon spacers to help prevent the collection of water and debris. Each rub rail section shall be easily removable and replaced should it become damaged.

### **REAR RUB RAILS**

The rearward edge of the rear step shall be trimmed with rub rails to absorb minor damage while protecting the body.





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The rub rails shall be fabricated of brightly anodized aluminum channel. The rub rails shall be bolted in place with stainless steel bolts and shall be spaced away from the body with .50 inch (12.70 mm) nylon spacers to help prevent the collection of water and debris. Each rub rail section shall be easily removable and replaced should it become damaged.

### **RUB RAIL RETRO-REFLECTIVE STRIPING**

One inch retro-reflective Diamond Grade striping shall be applied to the length of each rub rail section making the perimeter of the apparatus more readily visible.

### **STRIPE COLOR**

The reflective striping shall be red in color.

### **DOOR SILL TRIM PLATES**

Brushed stainless steel door sill plates shall be installed at the bottom of each body compartment door opening.

### **VERTICAL OVERLAY TRIM PLATES**

Full height brushed stainless steel vertical overlay trim plates shall be installed on the outer corners of the front and back body compartments.

### **FENDERETTES**

Two (2) polished aluminum fenderettes shall be provided and installed on body rear wheel well openings, one (1) each side. Rubber welting shall be provided between the body and the crown to seal the seam and restrict moisture from entering. A dielectric barrier shall be provided between the fender crown fasteners (screws) and the fender sheet metal to resist deterioration.

### **REAR TAILBOARD**

The rear tailboard shall be fabricated of the same materials as used in the apparatus body. The tailboard shall be an independent assembly fastened to the rear body structural framing to provide body protection and a solid rear stepping platform.

The rear of the apparatus body shall be vertical in design - otherwise known as a 'flat-back'. On the rear body surface, a sign shall be attached that states: "DO NOT RIDE ON REAR STEP, DEATH OR SERIOUS INJURY MAY RESULT."

The rear tailboard and body shall be constructed such that the angle of departure shall be no less than 8 degrees at the rear of the apparatus when fully loaded (Per NFPA 1901, current edition).

### **REAR TAILBOARD STEP**



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The rear tailboard shall be approximately seventeen and one half (17.50) inches (444.50 mm) deep and shall incorporate a .125 inch (3.175 mm) embossed aluminum diamond plate overlay.

The stepping area shall span the width of the apparatus, overlapping the perimeter of the structural tailboard framework.

The embossed diamond plate material shall meet the minimum NFPA standard requirements for slip resistance.

### **INTERMEDIATE REAR STEP**

The rear step shall be 53.38 inches (1355.73 mm) wide by 10.00 inches (254.00 mm) in depth. There shall be up to four (4) handhold cutouts provided in the top step surface measuring approximately 2.50 inches deep. There shall be one (1) full length aluminum non lit handrail integrated into the assembly.

The step shall be mounted on the flat back of the apparatus with gusset-type mounting and 5/16" bolts to provide sufficient support for loading hose and gaining access to the hose bed area.

The platform stepping surface shall be constructed of .188 inch (4.76 mm) embossed aluminum diamond plate materials.

### **INTERMEDIATE STEP LIGHTING**

Two (2) Whelen OS lights shall be installed to illuminate the stepping area.

Additionally, there shall be one (1) On-Scene Access 38" LED tube light installed below the intermediate step to illuminate below the step.

### **STEP LIGHT ACTIVATION**

The step lights shall be activated when the park brake is set.

### **FOLDING STEPS**

Innovative Controls Inc. model #3004234 steps, made of high strength die cast aluminum, conforming to current NFPA requirements, shall be provided and installed on the apparatus as specified.

The steps shall include a molded gasket and drain at the bottom to allow any water to escape the assembly, preventing water ingress and keeping the mount from damaging painted surfaces.

The steps shall be mounted with 5/16" bolts.

The steps shall have a minimum of 46 sq. inches of surface area capable of sustaining a 1200 lb. static load. The steps shall be mounted no more than 18" inches between each step.

### **ILLUMINATED FOLDING STEPS**



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Three (3) illuminated folding steps shall be installed on the left front vertical face of the body.

**STEP LIGHT ACTIVATION**

The step lights shall be activated when the park brake is set.

**10" HANDRAILS**

One (1) handrail constructed of extruded aluminum with a knurled grip, full length red reflective strip and full length illuminated LED light strip shall be installed to assist in climbing the steps according to NFPA 1901, current edition. There shall be a 2.00 inch minimum clearance between the bracket and the body.

Location: Front edge of catwalk, angled at approximately 30 degrees.

**ILLUMINATED FOLDING STEPS**

Three (3) illuminated folding steps shall be installed on the right front vertical face of the body.

**STEP LIGHT ACTIVATION**

The step lights shall be activated when the park brake is set.

**10" HANDRAILS**

One (1) handrail constructed of extruded aluminum with a knurled grip, full length red reflective strip and full length illuminated LED light strip shall be installed to assist in climbing the steps according to NFPA 1901, current edition. There shall be a 2.00 inch minimum clearance between the bracket and the body.

Location: Front edge of catwalk, angled at approximately 30 degrees.

**ILLUMINATED FOLDING STEPS**

Three (3) illuminated folding steps shall be installed on the right rear vertical face of the body.

**STEP LIGHT ACTIVATION**

The step lights shall be activated when the park brake is set.

**HANDRAILS KNURLED ALUMINUM ILLUMINATED**

Handrails shall be 1.25 inches in diameter, constructed of extruded aluminum with a knurled grip, full length red reflective strip and full length illuminated LED light strip.



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There shall be a 2.00 inch minimum clearance between the handrail and the body. The light shall illuminate an area adjacent to the handrail and in accordance with (NFPA) 1901, Standard for Automotive Fire Apparatus, standard requirements.

Each handrail LED light strip specified shall be white/clear in color.

The following handrails shall be installed at the approximate lengths noted:

### **REAR HANDRAIL LOCATION**

Two (2) full height vertical handrails shall be mounted, one (1) on each side of the rear center compartment area at the rear of the apparatus. The vertical rear of body handrails shall be mounted with offset stanchions.

### **PUMP MODULE HAND RAILS**

Two (2) 20" handrails shall be installed parallel to the body on top the pump house, rear of the crosslays, one (1) each side.

### **REAR TOW EYES**

There shall be two (2) rear tow eyes installed on the rear sub frame support structure, one each side. The location of the tow eyes shall be below the rear center compartment. The tow eyes shall be manufactured of 1.00 inch plate steel that is bolted to the chassis frame rail with a minimum of 6 grade 8 bolts.

### **PAINT SPECIFICATIONS**

All bright metal fittings, if unavailable in stainless steel, shall be heavily chrome plated.

Critical body and sub-frame area which cannot be primed after assembly shall be pre-painted.

All welded metal surfaces shall be ground to a smooth surface prior to a degreasing and high pressure, high temperature phosphatizing process. The entire surface shall be sprayed with a non-chromate sealing compound to prevent formulation of stains or flash rust on previously phosphatized parts.

The paint applied to the apparatus shall be Akzo Nobel, Sikkens brand, LVBT650 basecoat, applied throughout a multi-step process including at least two coats of each color and clear coat finish.

The coating shall be an infra-red, baked air dried. The coatings shall provide full gloss finished suitable for application by high-pressure airless or conventional low pressure air atomizing spray.

The coatings shall not contain lead, cadmium or arsenic. The polyisocyanate component shall consist of only aliphatic isocyanates, with no portion being aromatic isocyanates in character. The solvents used in all components and products shall not contain ethylene glycol mono-ethyl ethers or their acetates (commercially recognized as cello solves), nor shall they contain any chlorinated



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hydrocarbons. The products shall have no adverse effects on the health or nor present any unusual hazard to personnel when used according to manufacturer's recommendations for handling and proper protective safety equipment, and for its intended use.

The coating system, as supplied and recommended for application, shall meet all applicable federal, state and local laws and regulations now in force or at any time during the courses of the bid.

The manufacturer shall supply (upon request) for each product and component of the system, a properly complete OSHA "Safety Data Sheet".

The following documents of the issue in effect on the date of the invitation to quote form a part of this document to the extent specified herein:

Federal Standards: Number 141A and 141B paint, varnish, lacquer and related material: methods of inspection, sampling, and testing.

Military Standard: MIL-C 83486B Coating, Urethane, Aliphatic Isocyanates, for Aerospace applications.

Industry Methods and Standards: ASTM Method of Analysis (American Society for testing and Materials). BMS 10-72A (Boeing Material Specifications).

The entire exterior body structure (excluding roll-up doors) shall receive the primer coats and the finish coats. The apparatus body will be painted in a down draft type paint booth to reduce dust, dirt or impurities in the finish paint. The painted surfaces shall have a finish with no runs, sags, craters, pinholes or other defects. The coating will meet the following test performance properties as a minimum standard.

The apparatus shall be painted Sikkens FLNA 30011 Red

#### **SPEEDLINER COMPARTMENT FINISH**

The compartment interiors shall be coated with bed liner type spray.

#### **COMPARTMENT FINISH COLOR**

The Superliner Color shall be Medium Gray.

#### **LOW-VOLTAGE ELECTRICAL SYSTEM**

The apparatus shall be equipped with a Weldon Logic Controlled, Low-Voltage (12v) Electrical System compliant with the latest revision of the NFPA 1901 guideline.

The system shall be capable of performing total load management, load management sequencing, and load shedding via continuous monitoring of the low-voltage electrical system. In addition, the system shall be capable of switching loads (like operating as an emergency warning lamp flasher) eliminating





City of Goldsboro  
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the dependency on many archaic electrical components such as conventional flasher modules. The system shall also incorporate provisions for future expansion or modification.

The low-voltage electrical system shall be designed to distribute the placement of electrical system hardware throughout the apparatus thereby enabling a smaller, optimized wire harness. The programmable, logic controlled system shall eliminate redundant electrical hardware such as harnesses, circuit boards, relays, circuit breakers, and separate electrical or interlock subsystems and associated electronics for controlling various electrical loads and inputs.

As-built electrical system drawings and a vehicle-specific reference of I/O shall be furnished in the delivery manuals. These drawings shall show the electrical system broken down into separate functions, or small groups of related functions. Drawings shall depict circuit numbers, electrical components and connectors from beginning to end. A single drawing for all electrical circuits installed by the apparatus builder shall not be accepted.

### **LED PERIMETER LIGHTS**

There shall be six (6) LED TecNiq model T44 series, 4.00 inch round, 8 diode LED lights installed on the apparatus. One (1) under each side at the front of the body, one (1) under each side at the rear of the body and one (1) each side under the rear tailboard. The lights shall be positioned to provide illumination to the immediate ground area around the unit.

### **PERIMETER LIGHTS ACTIVATION**

The underbody perimeter lights shall be activated with activation of the chassis ground lights.

### **LED DOT LIGHTING**

There shall be seven (7) lights located on the rear of the vehicle. Three (3) of the lights shall be mounted on the upper rear face of the body just below the hosebed area in a cluster for use as identification lamps. Two (2) lights shall be located outboard on the upper rear, one each side for use as clearance lamps and two (2) lights in the rearmost position of the side rubrail on the tailboard facing the side for use as rear side marker lamps

The lights shall be TecNiq brand S17 series LED red markers

### **DOT ADDITIONAL MARKER LIGHTS**

There shall be two (2) amber LED intermediate marker lights/intermediate turn signals installed in the rub rail, forward of the rear wheel well, one (1) each side.

The lights shall be TecNiq brand S17 series LED amber markers/turn.

### **INTERMEDIATE MARKER LIGHTS**

The intermediate amber side marker lights installed in the rub rail, forward of the rear wheel well, shall



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flash when their respective side turn signal is activated. The lights shall return to steady burn when turn signal is deactivated.

### **UPPER LIGHTING PACKAGE**

The following NFPA lighting package, manufactured by Whelen, shall be supplied and installed in the upper areas of the vehicle.

#### **UPPER ZONE C:**

There shall be two (2) Whelen model L31H beacons with 360 degree LED lights, provided and installed on the apparatus.

One (1) each side on the rear upper outboard corners of the apparatus.

#### **REAR WARNING LIGHTS COLOR**

The upper warning lights mounted at the rear shall be red with clear lenses.

#### **AUXILIARY UPPER ZONE C:**

There shall be two (2) Whelen model M6 series LED lights with chrome bezels, one (1) each side, provided and installed on the back of the fabricated tread plate scene light box.

#### **REAR WARNING LIGHTS FLASH**

The rear upper lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be programmed to emit the "TripleFlash 75" solid flash pattern.

#### **REAR WARNING LIGHTS COLOR**

The upper warning lights mounted at the rear shall be amber with a clear lens.

#### **UPPER REAR WARNING LIGHT SWITCH E-MASTER/VISTA**

The upper rear warning lights shall be controlled through the master warning switch and a secondary rear warning switch located on the Vista display control screen. The switches shall be clearly labeled for ease of identification.

#### **AUXILIARY UPPER WARNING LIGHTS**

There shall be four (4) Whelen WION lights with chrome bezels installed, two (2) on each side. One (1) light shall be located in the upper section of the side compartment header centered above the forward and rearmost compartments.



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**SIDE WARNING LIGHTS FLASH**

The lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors.

**WARNING LIGHTS COLOR**

The warning lights shall be red with clear lenses.

**LOWER LED WARNING LIGHTING**

The following NFPA lighting package, manufactured by Whelen, shall be supplied and installed in the lower areas of the vehicle.

**LOWER ZONE B&D:**

There shall be four (4) Whelen model M6 series LED lights with chrome bezels, two (2) each side, provided and installed with the apparatus.

**SIDE WARNING LIGHTS FLASH**

The lower side lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be programmed to emit the "TripleFlash 75 in/out" solid flash pattern.

**SIDE WARNING LIGHTS COLOR**

The lower side warning lights mounted on the side positions shall be red with clear lenses.

**SIDE WARNING LIGHTS LOCATION**

The warning lights on the side of the apparatus shall be mounted at the mid height in the forward area of the rear wheel well panel and at the rear tailboard location.

**LOWER ZONES B&D CAST ALUMINUM LIGHT HOUSING WITH PAINTED INSERT**

A cast aluminum light housing with painted outward facing inserts, shall be installed for the rearmost warning light in zones B&D. The housing will ensure the light is mounted as far rearward as possible.

The inserts shall be painted to color match the body.

**LOWER SIDE WARNING LIGHT SWITCH E-MASTER/VISTA**

The lower side warning lights shall be controlled through the master warning switch and a secondary side warning switch located on the Vista display control screen. The switches shall be clearly labeled for ease of identification.



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**LOWER ZONE C:**

There shall be two (2) Whelen model M9 series Super-LED lights with chrome bezels, one (1) each side, on provided and installed on the rear of the body.

**REAR WARNING LIGHTS FLASH**

The lower rear lights shall feature multiple flash patterns including steady burn for solid colors and multiple flash patterns for split colors. The lights shall be programmed to emit the "Triple Flash 75 in/out" flash pattern.

**REAR WARNING LIGHTS COLOR**

The lower rear warning lights mounted at the rear shall be red with clear lenses.

**REAR WARNING LIGHT ACTIVATION**

The rear lower warning lights shall be activated by the master warning switch, and individually switched by a virtual switch on the vista screen in the cab by a "lower rear warning lights" switch.

**LED REAR TAIL LIGHT ASSEMBLY**

There shall be Whelen M9-Series Super LED rear tail light assemblies provided and installed with the apparatus, one (1) each side at the rear.

The following shall be installed in the order as specified from top to bottom:

- One (1) Warning light called out above
- One (1) #M9BTT LED red brake light
- One (1) #M9T LED series amber turn signal light
- One (1) #M9 BUW LED clear backup light

**MOUNTING FLANGES**

There shall be individual chrome bezels provided for each light of the taillight assembly.

**BACKUP LIGHTS**

The backup lights shall illuminate when the apparatus is placed in reverse.

**REAR DIRECTIONAL LIGHTBAR**

There shall be eight (8) rear directional lights provided and installed on the rear of the apparatus integrated to the rear face of hosebed cover vertical end cap.



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The lights shall be Whelen model #WIONSMCA LED ION amber lights with clear lenses and black bezels, and mounted equally spaced, four (4) lights on each end cap.

The back of the hose bed cap shall be boxed in to provide protection and strength for the lights. The back of the protection panel shall be angled to provide protection when hose is deployed in case of contact. This protection panel shall be constructed of smooth aluminum.

The controller shall be located and installed in the Chassis.

### **RDL BLACK VINYL**

There shall be a non-reflective black vinyl provided around the perimeter of the rear directional lights. The vinyl shall be applied to a smooth surface material.

### **REAR VIEW CAMERA SYSTEM**

The chassis provided camera shall be surface mounted under the intermediate step, on the center rear of the apparatus body for maximum viewing capability.

### **SIDE SCENE LIGHTING**

Two (2) Whelen Pioneer PCH2 with flood and spotlight, housing shall be powder-coated white.

The scene lights shall be located on the side of the body, one (1) on each side, at the rear corner of the body side walls.

### **SIDE SCENE LIGHT MOUNTING**

The Light shall be mounted in the side of the treadbrite box which also houses the upper rear warning light on the rear face of the box.

The treadplate box shall be as short as possible from the catwalk to the top of the scene light and shall be as wide as the catwalk.

### **SIDE SCENE LIGHT ACTIVATION**

The side scene lights shall be activated by the two (2) virtual buttons on the Vista display control screen for the chassis side scene lights, one (1) chassis provided switch on the officer switch panel for the right scene only, and two (2) switches on the pump panel, one (1) labeled for each side of the body.

The switches shall be labeled as follows:

Left Scene

Right Scene





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### **REAR SCENE LIGHTING**

There shall be two (2) scene lights installed at the rear body panels, one (1) on each side.

The scene lights shall be Whelen model #M9LZC 12 volt scene lights with chrome bezels. The lights shall offer LED directional lighting from 2 to 40-degrees with internal and external optics.

The lights shall draw 6.0 amps and generate 6,500 lumens.

### **REAR SCENE LIGHT ACTIVATION**

The rear scene lights shall be activated by one (1) virtual button on the Vista display control screen, one (1) switch on the officer switch panel, one (1) switch on the pump panel, and when the apparatus transmission is shifted into reverse.

The switch shall be labeled as follows:

Rear Scene

### **REFLECTIVE STRIPING**

The reflective stripe applied to the outside perimeter of the chassis and apparatus as directed by the Fire Department shall be applied by the Dealership prior to the truck being placed into service.

### **REAR RETRO-REFLECTIVE CHEVRON STRIPING**

The rear of body (excluding rear door) shall be equipped with Diamond Grade, retro-reflective striping in a chevron pattern, sloping downward and away from the centerline of the vehicle at an angle of 45-degrees.

The stripe shall be 6.00 inch (152.40 mm) wide alternating in colors in compliance with the current edition of (NFPA) 1901, Standard for Automotive Fire Apparatus.

### **RETRO-REFLECTIVE CHEVRON STRIPING**

Diamond Grade retro-reflective chevron striping shall be applied to the front bumper.

### **CHEVRON COLORS**

The retro-reflective chevron striping shall be red and fluorescent yellow-green in color.

### **BODY LETTERING**

The lettering shall be provided and installed on each side of the apparatus body as directed by the Fire Department by the Dealership.



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**LICENSE PLATE BRACKET**

A Cast Products, model LP0005-1-C, cast aluminum open bottom license plate bracket shall be installed on the apparatus.

The bracket shall incorporate a clear LED (WL0501) light to illuminate the license plate to meet DOT requirements.

**LICENSE PLATE BRACKET LOCATION**

The above specified license plate bracket shall be installed at the back of the apparatus on the right side. The bracket shall be mounted to meet all applicable DOT standards.

**WHEEL CHOCKS**

One (1) set of NFPA compliant wheel chocks shall be provided and installed by the Dealership before the truck is placed into service.

**RECHARGEABLE FLASHLIGHTS**

All NFPA required portable hand lights will be supplied and installed by the Fire Department before the truck is placed into service.

**NFPA LOOSE EQUIPMENT**

The Fire Department shall be responsible to provide all NFPA loose equipment.

**DEALER PROVIDED ITEMS**

The following items are to be provided by the dealer:

Two EMS storage compartments will be installed in the cab

One Left side pump panel 2.5" discharge

200 feet of booster hose

Two 12v power blocks in designated body compartments

Two grab handles on the cab front

One look-down mirror on the right front cab corner

Right side running board modification to store H2O extinguisher

An allowance of \$15,000 for additional shelving, trays, and tool boards



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An allowance of \$30,000 for specialty rescue equipment

An allowance of \$7,000 for radio and safety headsets

-



5867 Balsom Ridge Road, Denver, NC 28037

### SALES CONTRACT

THIS CONTRACT ("Contract") is made by and between Atlantic Coast Fire Trucks, LLC ("ACFT"), and City of Goldsboro, ("Customer") for the purchase of one Spartan S180 Model 2114 Pumper. This Contract will not become binding by ACFT until it is executed by an authorized person(s) on behalf of ACFT and the Customer, and the effective date of the Contract ("Effective Date") will be the date that the ACFT authorized person executes the Contract. The parties hereby agree as follows:

(1) Subject to the terms of this Contract, the manufacturer shall furnish, and Customer shall purchase, the apparatus and equipment ("Apparatus and Equipment") described and in accordance in all material respects with the specifications ("Original Specifications") submitted with the bid proposal (the "Bid Proposal"). In the event there is any conflict between Original Specification and the Bid Proposal, the Bid Proposal will prevail.

(2) This Contract for Apparatus and Equipment conforms to all Federal Department of Transportation (DOT) and Environmental Protection Agency (EPA) rules and regulations and to all National Fire Protection Association (NFPA) Guidelines for Automotive Fire Apparatus in effect as of the Effective Date. Any increased cost incurred by the manufacturer because of future changes in or additions to such DOT, EPA or NFPA standards will be passed along to Customer as an addition to the Purchase Price set forth below.

(3) The Apparatus and Equipment shall be ready for delivery from the factory, within 270 days of preconstruction meeting and customer approved preconstruction change orders. This delivery timeframe is subject to modification if there are customer driven delays to holding the pre-construction meeting and/or if there are customer driven delays to returning the corresponding signed change order to the factory. All days exceeding 10 days after the pre-construction conclusion with priced change order ready for approval will be added to the above-mentioned delivery timeframe. Any further delays after the pre-construction has been completed in providing additional desired specifications, change approvals, inspection timelines, or other required information for the Apparatus and Equipment may result in an extension of the above referenced delivery timeline by the amount of time the manufacturer requires, in its sole but reasonable discretion, to furnish the Apparatus and Equipment following Customer's delay, but in any event by at least the duration of Customer's delay. It is understood by the Customer that change orders can affect contract price and delivery time.

(4) A competent ACFT service representative shall, upon request, be provided to demonstrate and provide instructions in the handling and operation of Apparatus or Equipment described herein.

(5) In exchange for the Apparatus and Equipment, Customer agrees to pay ACFT the sum of Eight Hundred Seventy-Three Thousand, Nine Hundred Fifty-Two and 00/100 Dollars (\$83,952.00) ("Purchase Price") Pricing valid until July 15, 2024. Net payment is due upon receipt of invoice or delivery to Customer, unless otherwise specified herein. Dealer-supplied or dealer-installed items that delay payment will be invoiced separately. Interest at 18 percent per annum, payable monthly, shall be charged on all past due payments. If more than one item of Apparatus and Equipment is covered by this Contract, the above terms of payment shall apply to each item, and an invoice covering each item shall be rendered in the proper amount and paid upon delivery of the item. In the event the Apparatus and Equipment is placed in service prior to payment in full, ACFT reserves the right to charge a rental fee of Three Hundred Fifty Dollars (\$350.00) per day. Any applicable taxes not specified noted above will be paid by Customer directly or will be added to the Purchase Price. If Customer claims exemption from any tax, Customer shall furnish applicable exemption certificate to ACFT and hold ACFT harmless from any such tax, interest or penalty which may at any time be assessed against ACFT.

All payments must be made to Atlantic Coast Fire Trucks, LLC. Any representation that payment is to be to any other party is unauthorized.

(6) Acceptance of Apparatus and Equipment shall occur immediately after completion of a final inspection by a representative of the Customer, completion of any discrepancy list, and shipment of Apparatus and Equipment from the factory location. Upon completion of the final inspection and related discrepancy list, the Apparatus and Equipment shall be conclusively determined to be in full compliance with the terms of this Contract, including without limitation the Original Specifications. Smeal will not surrender to Customer the title to or the statement of origin for any Apparatus or Equipment or provide Customer with any other documentation regarding ownership of any Apparatus or Equipment until Smeal has received full payment of the Purchase Price and taxes.

(7) ACFT shall not be liable to Customer or to anyone else for consequential, incidental, special, exemplary, indirect or punitive damages arising from any defect, delay, nondelivery, recall or other breach by ACFT, including but not limited to personal injury, death, property damage, lost profits, or other economic injury. ACFT shall not be liable to Customer or anyone else in tort for any negligent design or manufacture of any body or other part of Apparatus or Equipment, or for the omission of any warning with respect thereto.

(8) Customer shall indemnify ACFT against, and hold ACFT, its agents, employees, officers and directors harmless from, any and all claims, action, suits and proceedings, costs, expenses, damages and liabilities, whether based in negligence, tort, strict liability or otherwise, including

attorney's fees and costs, arising out of, connected with, or resulting from this Contract or the Apparatus or Equipment, except to the extent such claims, action, suits and proceedings, costs, expenses, damages or liabilities arise from ACFT's breach of its obligations under this Contract.

(9) ACFT warrants that, at the time of delivery, the Apparatus and Equipment shall comply in all material respects with the Original Specifications. OTHER MANUFACTURER WARRANTIES APPLICABLE TO THE APPARATUS AND EQUIPMENT ARE THOSE EXPRESSLY SET FORTH IN THE BID PROPOSAL AND IDENTIFIED AS APPLYING TO THE APPARATUS AND EQUIPMENT. SUCH WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

(10) ACFT shall not be liable if performance failure arises out of causes beyond its reasonable control, which causes shall include without limitation acts of God, war, fires, floods, public health emergencies, difficulty in procuring materials, equipment or tooling failure, freight embargoes, order of any court, strike, lockout, shortage of labor, failure or delays by suppliers or contractors, or legislative or governmental, or other, prohibitions or restrictions.

(11) The Apparatus and Equipment shall remain the property of ACFT until the entire Purchase Price for each and every item of Apparatus and Equipment has been paid. In case of a default in payment, ACFT may take full possession of the Apparatus and Equipment, or of the item or items upon which default has been made, and any payments that have been made shall be applied as payment for the use of the Apparatus and Equipment up to the date ACFT takes possession.

(12) This Contract will only be binding on ACFT after it is signed and approved by an authorized person of ACFT. This Contract (which includes the other documents referenced in this Contract) embody the entire agreement and understanding between the parties with respect to the subject matter of this Contract and supersede all prior oral or written agreements and understandings relating to the subject matter of this Contract. No statement, representation, warranty, covenant or agreement of any kind not expressly set forth in this Contract shall affect, or be used to interpret, change or restrict, the express terms and provisions of this Contract. This Contract cannot be altered or modified except by mutual written agreement signed by the parties. The Customer representative signing this Contract on Customer's behalf represents and warrants that he or she has the authority to sign this Contract and that all necessary action has been taken by Customer to authorize Customer's execution of and performance under this Contract.

(13) In the event that any court of competent jurisdiction shall determine that any provision, or any portion thereof, contained in this Contract shall be unenforceable in any respect, then the provision shall be deemed limited to the extent that the court deems it enforceable, and as so limited shall remain in full force and effect. In the event the court shall deem any provision, or portion thereof, wholly unenforceable, the remaining provisions of this Contract shall nevertheless remain in full force and effect.

Submitted to Customer By: David L English on 05/23/2024.  
ACFT Sales Representative – Print Name Date



ACFT Sales Representative Signature

Atlantic Coast Fire Trucks, LLC

By: \_\_\_\_\_  
Atlantic Coast Fire Trucks, LLC Authorized  
Signature

Print Name

Date

Customer: City of Goldsboro

By:   
Customer Signature

MATTHEW S. LIVINGSTON  
Print Name

By: \_\_\_\_\_  
Customer Signature

Print Name

6-14-24

Date



**CITY OF GOLDSBORO**  
**AGENDA MEMORANDUM**  
**JUNE 3, 2024, COUNCIL MEETING**

**SUBJECT:** **CERTIFICATION OF SUFFICIENCY**  
**Contiguous Annexation Petition – Oak Forest Holdings, LLC – Corner of Central Heights Rd. and N. Oak Forest Rd.**

Tax Parcels #: 3519839488, 3519922922, 3519849058

Acreage: 25.6 acres

**BACKGROUND:** The applicant is requesting that contiguous property described by the attached metes and bounds description be annexed into the City of Goldsboro. Maps showing the property proposed to be annexed are attached as well.

**DISCUSSION:** Pursuant to G.S. 160A-31, City Council shall fix a date for public hearing on the proposed annexation if the petition is considered sufficient by the City Clerk. Sufficiency requires the City Clerk to make the following findings:

1. The petition contains an adequate property description and annexation plat of the area proposed for annexation.
2. The area described in the petition is contiguous to the City of Goldsboro primary corporate limits, as defined by N.C.G.S. 160A-31.
3. The petition is signed by and includes addresses of all owners of real property lying in the area described therein.
4. The applicant acknowledges that zoning vested rights have been acquired pursuant to G.S. 160D-108 & 108.1 and declared and identified on the petition: (Z-22-22) Caviness & Cates (R-16 to R-6CZD) for the development of 312 multi-family apartment units.

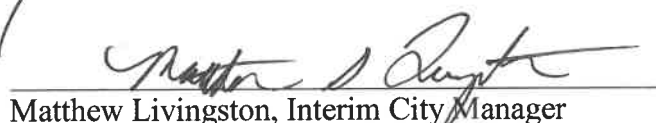
The City Council, at their meeting on June 3, 2024, would request the City Clerk to determine the sufficiency of the petition. If the petition is determined to be sufficient, a public hearing would be scheduled and a report would be prepared by the Planning Department, in conjunction with other City departments, for submission to the Council.

**RECOMMENDATION:** By motion, request that the City Clerk examine the annexation petition to determine its sufficiency.

Date: 5/29/24

  
Mark E. Helmer, Planning Director

Date: 5/29/24

  
Matthew Livingston, Interim City Manager

PETITION FOR ANNEXATION  
OF CONTIGUOUS REAL PROPERTY  
TO THE CITY OF GOLDSBORO, NORTH CAROLINA

Date Submitted: 03-21-2024

To the City Council of the City of Goldsboro, North Carolina:

1. The undersigned, owner(s) of the contiguous real property respectfully request that the area described in Paragraph 2 below be annexed to the City of Goldsboro, North Carolina.

2. The area requested to be annexed is contiguous to the City of Goldsboro and is described by metes and bounds as follows: (Attach separate sheets if necessary.)

**Tract 1**

Beginning at a new iron pipe on the northwestern right of way of N. Oak Forest Road (SR 1711) (Variable Width Public R/W), said pipe having NC grid coordinates (NAD 83 – 2011) of N=592,398.751, E=2,319,165.022, thence from said beginning point leaving said right of way North 55°43'36" West 535.77 feet to a new iron pipe, thence North 34°30'40" East 676.30 feet to an existing iron pipe, thence South 55°56'12" East 65.85 feet to an existing iron pipe, thence South 58°18'39" East 98.45 feet to an existing iron pipe, thence South 63°19'18" East 365.11 feet to a new iron pipe on the western right of way of N. Oak Forest Road (SR 1711) (Variable Width Public R/W), thence with said right of way South 35°00'58" West 15.41 feet to an existing rebar, thence South 34°02'39" West 370.00 feet to a new iron pipe, thence South 33°20'40" West 343.87 feet to the point and place of beginning containing of 8.472 acres (369,029 Sq Ft) more or less.

**Tract 2**

Beginning at an existing rebar on the southern right of way of N. Oaks Forest Drive (SR 1711) (Public R/W) and being the southern most right of way Atlantic and North Carolina Railroad, said rebar having NC grid coordinates (NAD 83 – 2011) of N=593,924.323, E=2,319,534.341, thence from said beginning point leaving said right of way South 34°31'24" West 519.28 feet to an existing rebar, thence South 65°38'09" East 25.04 feet to an existing rebar, thence South 34°33'12" West 199.78 feet to an existing concrete monument, thence South 34°36'53" West 77.62 feet to an existing iron pipe, thence South 34°30'40" West 676.30 feet to a new iron pipe, thence North 55°43'36" West 409.48 feet to an existing iron pipe, thence North 23°50'06" East 1,087.48 feet to a new iron pipe on NCDOT right of way Project # U-5724, thence with said right of way South 65°27'40" East 53.94 feet to an existing rebar, thence North 24°31'02" East 43.97 feet to an existing rebar, thence South 65°26'29" East 55.00 feet to an existing rebar, thence North 24°32'20" East 42.40 feet to a new iron pipe, thence leaving NCDOT right of way South 65°50'14" East 4.90 feet to an existing iron pipe, thence North 23°51'21" East 205.03 feet to an existing iron pipe on the southern right of way of N. Oaks Forest Drive (SR 1711) (Public R/W) and being the southern most right of way Atlantic and North Carolina Railroad, thence with said right of way South 65°43'59" East 536.01 feet to the point and place of beginning, containing of 16.621 acres (724,020 Sq Ft) more or less.

**Tract 3**

Beginning at an existing iron pipe on the southern right of way of N. Oaks Forest Drive (SR 1711) (Public R/W) and being the southern most right of way Atlantic and North Carolina Railroad, said pipe being South 65°43'59" East 536.01 feet from said rebar having NC grid coordinates (NAD 83 – 2011) of N=593,924.323, E=2,319,534.341, thence from said beginning point leaving said right of way South 23°51'21" West 205.03 feet to an existing iron pipe, thence North 65°50'14" West 4.90 feet to a new iron pipe on the NCDOT right of way Project # U-5724, thence with said right of way North 24°32'20" East 7.98 feet to a new iron pipe, thence North 65°27'40" West 102.09 feet to a new iron pipe, thence North 24°32'20" East 34.28 feet to a new iron pipe, thence North 64°49'16" West 8.42 feet to a new iron pipe, thence leaving said NCDOT right of way North 23°50'06" East 161.92 feet to an existing rebar on the southern right of way of N. Oaks Forest Drive (SR 1711) (Public R/W) and being the southern most right of way Atlantic and North Carolina Railroad, thence with said right of way South 65°51'17" East 114.95 feet to the point and place of beginning, containing of 0.513 acres (22,359 Sq Ft) more or less.

3. We acknowledge that any zoning vested rights acquired pursuant to G. S. 160D-108 & 108.1 must be declared and identified on this petition. We further acknowledge that failure to declare such rights on this petition shall result in a termination of vested rights previously acquired for the property. (If zoning vested rights are claimed, indicate below and attach proof.)

Name and Signature of Owner(s)	Address	Phone	Do you declare vested rights? (Indicate Yes or No)
 James P. Raynor	639 Executive Place, Suite 400 Fayetteville, NC 28305	910-481-0503	YES

Contact Person: Casey King Phone No. 910-481-0503

ALL INFORMATION MUST BE **LEGIBLE AND CORRECT**.  
IF THE PETITION IS NOT CURRENTLY THE LEGAL OWNER OF THE PROPERTY,  
**THE LEGAL OWNER MUST SIGN THE PETITION.**

PLEASE SUBMIT ORIGINAL PETITION TO THE OFFICE  
OF THE PLANNING DEPARTMENT



# LIMITED LIABILITY COMPANY ANNUAL REPORT

NAME OF LIMITED LIABILITY COMPANY: Oak Forest Holdings, LLC

SECRETARY OF STATE ID NUMBER: 2482912 STATE OF FORMATION: NC

REPORT FOR THE CALENDAR YEAR: 2024

Filing Office Use Only  
E - Filed Annual Report  
2482912  
CA202412302188  
5/2/2024 02:30

☐ Changes

## SECTION A: REGISTERED AGENT'S INFORMATION

1. NAME OF REGISTERED AGENT: Raynor, J. Patrick

2. SIGNATURE OF THE NEW REGISTERED AGENT: \_\_\_\_\_  
SIGNATURE CONSTITUTES CONSENT TO THE APPOINTMENT

3. REGISTERED AGENT OFFICE STREET ADDRESS & COUNTY 4. REGISTERED AGENT OFFICE MAILING ADDRESS

639 Executive Place Suite 400 639 Executive Place Suite 400  
Fayetteville, NC 28305-5489 Cumberland County Fayetteville, NC 28305-5489

## SECTION B: PRINCIPAL OFFICE INFORMATION

1. DESCRIPTION OF NATURE OF BUSINESS: Real Estate Investments

2. PRINCIPAL OFFICE PHONE NUMBER: (910) 481-0503 3. PRINCIPAL OFFICE EMAIL: Privacy Redaction

4. PRINCIPAL OFFICE STREET ADDRESS 5. PRINCIPAL OFFICE MAILING ADDRESS  
639 Executive Place Ste 400 639 Executive Place Ste 400  
Fayetteville, NC 28305 Fayetteville, NC 28305

6. Select one of the following if applicable. (Optional see instructions)

- ☐ The company is a veteran-owned small business  
☐ The company is a service-disabled veteran-owned small business

## SECTION C: COMPANY OFFICIALS (Enter additional company officials in Section E.)

NAME: <u>Watson G Caviness</u>	NAME: <u>James P Raynor</u>	NAME: _____
TITLE: <u>Managing Member</u>	TITLE: <u>Managing Member</u>	TITLE: _____
ADDRESS: _____	ADDRESS: _____	ADDRESS: _____
<u>639 Executive Place Ste. 400</u>	<u>639 Executive Place, Ste 400</u>	_____
<u>Fayetteville, NC 28305</u>	<u>Fayetteville, NC 28305</u>	_____

## SECTION D: CERTIFICATION OF ANNUAL REPORT. Section D must be completed in its entirety by a person/business entity.

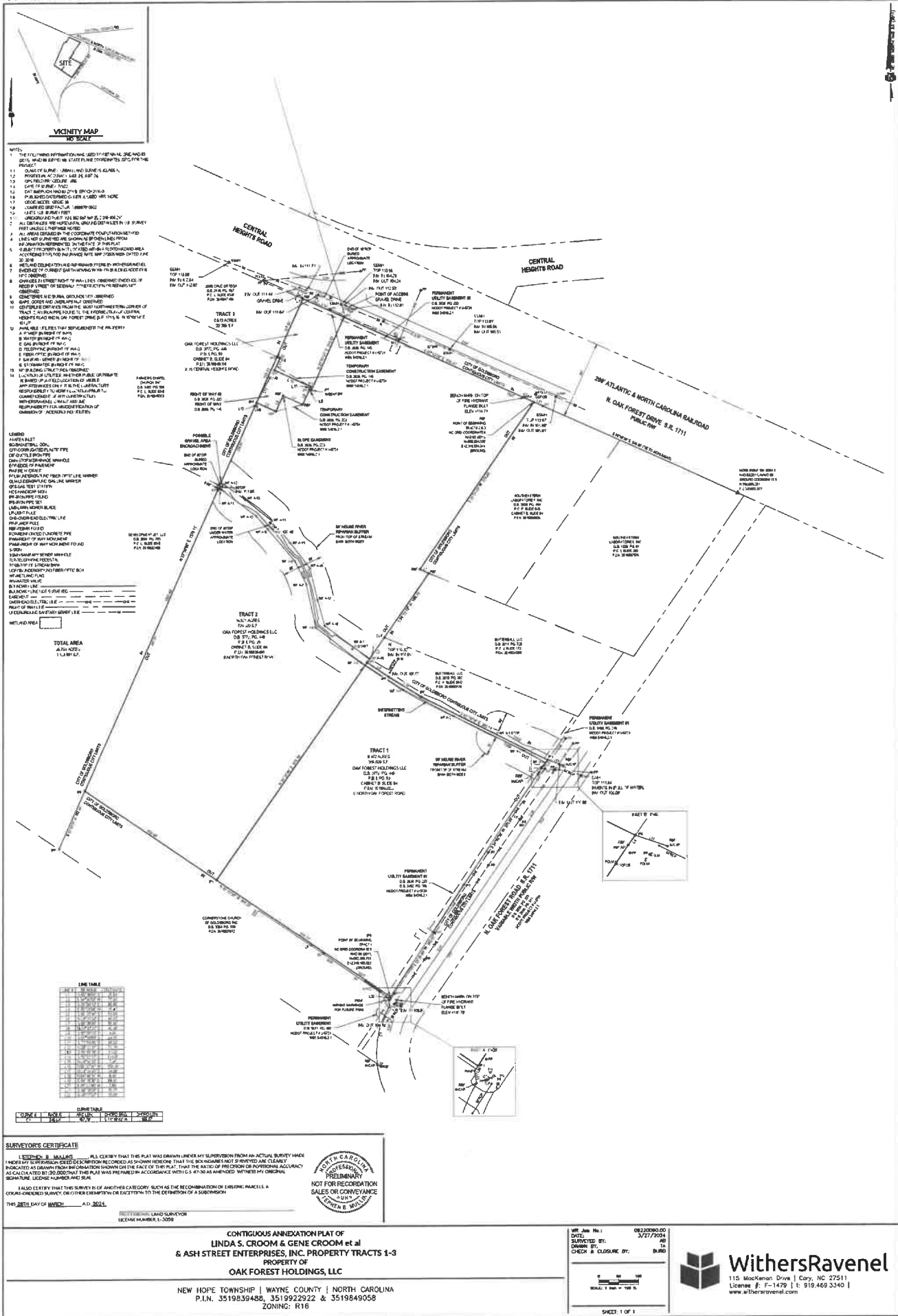
James P Raynor 5/2/2024  
SIGNATURE DATE

Form must be signed by a Company Official listed under Section C of This form.

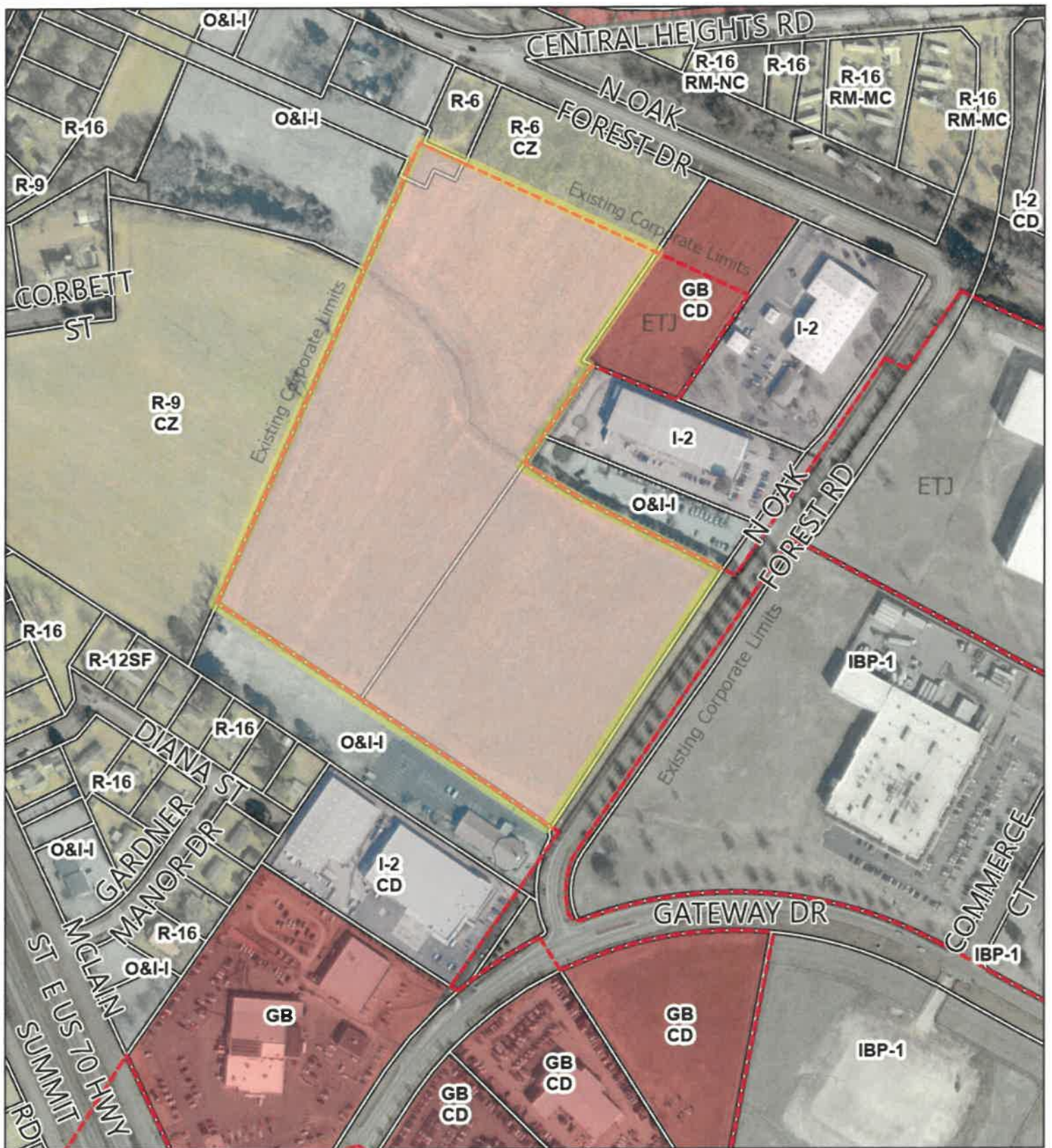
James P Raynor Managing Member  
Print or Type Name of Company Official Print or Type Title of Company Official

This Annual Report has been filed electronically.

MAIL TO: Secretary of State, Business Registration Division, Post Office Box 29525, Raleigh, NC 27626-0525







Request: Voluntary Contiguous Annexation  
 Case Number: AN-02-24  
 Applicant: Oak Forest Holdings, LLC  
 Location: N. Oak Forest Road.

## Legend

--- City Limit





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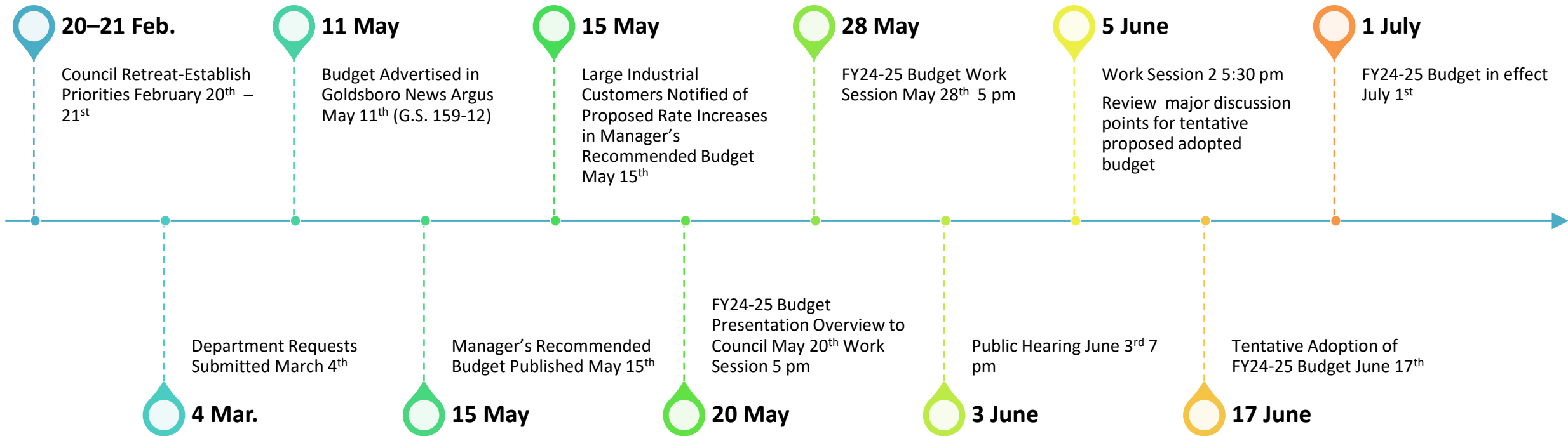
# FY2024-25 Budget Work Session 2

## June 5, 2024 5:30 pm

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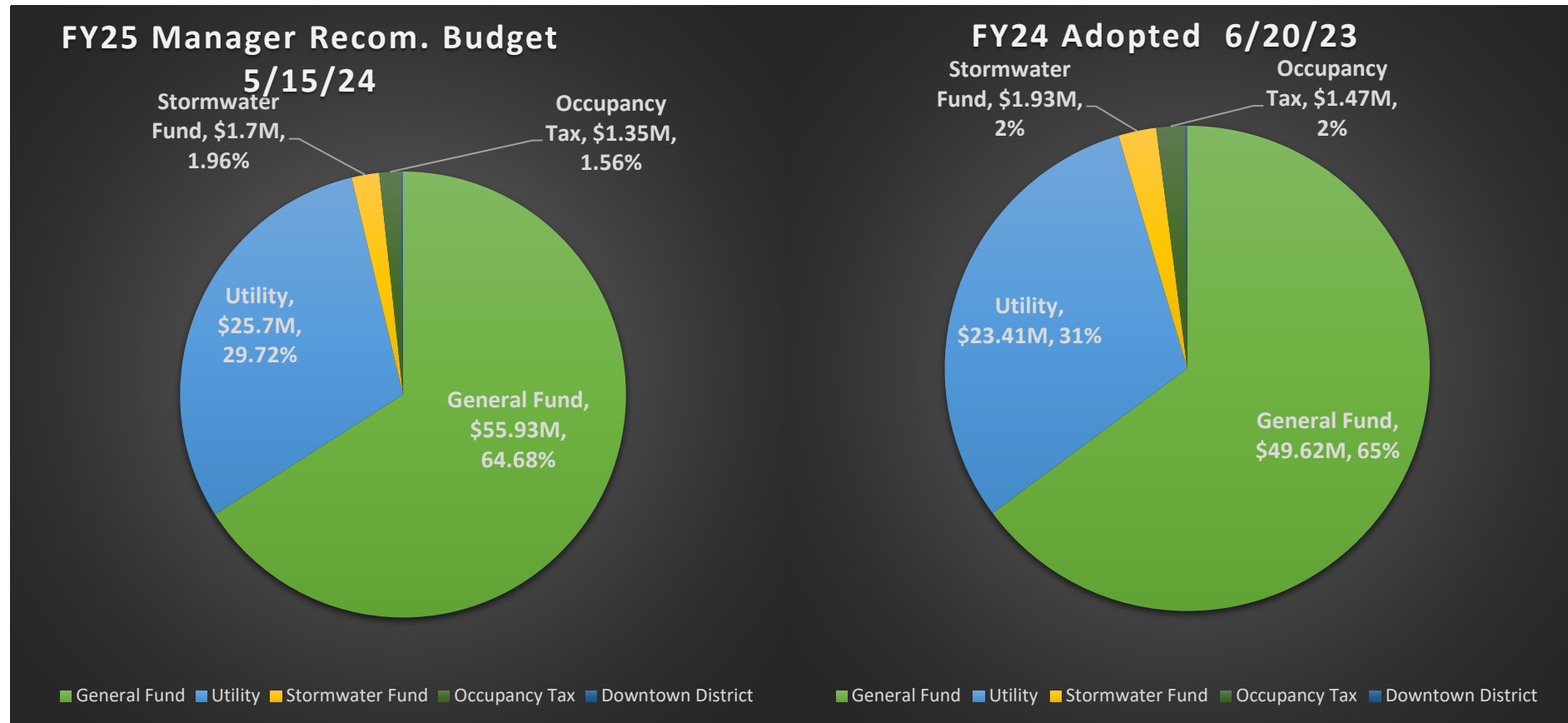
# FY24-25 Budget Overview & Timeline



# Summary FY24-25 Budget

FY24-25 Manager's Rec. \$86.5M

FY23-24 Adopted Budget \$76.6M



# FY2024-25 Manager's Recommended Budget All Funds

Fund	FY24 Adopted	FY25 Mgr. Rec.	Incr/(Decr)	% Change
General Fund	\$49,622,612	\$55,931,496	\$6,308,884	13%
Utility Fund	\$23,409,993	\$25,698,254	\$2,288,261	10%
Stormwater Fund	\$1,934,200	\$1,697,831	\$(236,369)	-12%
Occupancy Tax Fund	\$1,465,450	\$1,349,857	\$(115,593)	-8%
Downtown MSD Fund	\$102,683	\$100,225	\$(2,458)	-2%
General Fund Capital Reserve	\$1,000	\$1,000	\$0	0%
Cemetery Perpetual Fund	\$0	\$53,105	\$53,105	
Fuel System Internal Service Fund	\$0	\$1,361,421	\$1,361,421	
Utility Fund Capital Reserve	\$100,000	\$0	\$(100,000)	-100%
System Development Fees Capital Reserve	\$0	\$280,000	\$280,000	
<b>Total All Operating Funds</b>	<b>\$76,635,938</b>	<b>\$86,473,189</b>	<b>\$9,837,251</b>	<b>13%</b>

# Previously Proposed Expenditure Cuts General Fund

	General Fund Expenditure		Amount
✓	Employer Health Insurance 10% to 4%		(\$199,675)
✓	Savings 2 Months – New CD Position Salary & Benefits		(\$10,220)
✓	Savings 2 Months – New Minimum Housing Position Salary & Benefits		(\$12,128)
✓	Cut Capital Not Financed		(\$55,000)
✓	Add – Equipment Storage Shed at Cemetery		\$42,000
✓	Reduce City Manager budget – Consultant fees estimate		(\$5,000)
✓	Reduce City Manager budget – Dues & Subscriptions memberships		(\$800)
✓	Reduce Downtown Development budget – flags for Walnut & Carolina		(\$8,000)
✓	Increase Downtown Development budget – missed recurring building maintenance		<u>\$750</u>
	Total Potential Expenditure Cuts		<u>(\$248,073)</u>
	Property tax rate impact		(\$0.0106)



# Previously Proposed & New Revenues General Fund

	General Fund Revenue Source		Amount
✓	Additional use of General Fund fund balance (total \$1.5M)		\$396,259
✓	Fund Balance Reserved – Cemetery Care Reserve		\$42,000
✓	*NEW* HUD Funding for Administration Costs (CRD)		<u>\$51,099</u>
	Total Potential New Revenue		<u>\$489,358</u>
	Property tax rate impact		(\$0.021)

Property Tax Rate - Recap	Rate
Proposed Tax Increase (Manager's Recommended)	\$0.150
Reduce Expenditures for Proposed Cuts	(\$0.106)
Additional Revenue Sources	<u>(\$0.021)</u>
Revised Proposed Tax Increase	\$0.118

# Topics for Discussion General Fund

	Expenditure	Yes?	No?	FY 24-25 Proposed Budget	Equivalent Tax Rate
1)	Implementation of Fire raises			\$1,446,317	\$0.0620
2)	COLA 2.5% (Full year)			656,360	\$0.0281
3)	New FTE – Comm. Rel. Dev. Specialist (100% funded by HUD)			\$0	\$0.0000
4)	New FTE – Minimum Housing Specialist (Planning)			\$60,642	\$0.0026
5)	Demolition (Planning)			\$100,000	\$0.0043
6)	Employee \$400 Net Bonus (NOT included in Manager's Rec.)			\$227,000	\$0.0097
7)	NPO Funding (United Way)			\$100,000	\$0.0043
8)	Comprehensive Land Use Plan (Planning) – ½ year			\$100,000	\$0.0043
9)	Pavement Conditions Index Plan			\$75,000	\$0.0032
10)	Parks & Rec Master Plan			\$40,000	\$0.0017
11)	Friends of Seymour (Council)			\$16,125	\$0.0007
12)	Housing Authority Cameras (Agency Support)			\$95,200	\$0.0041
	Total			\$2,916,644	\$0.1250

# Notes