



# **Proposed Dive Apparatus Replacement- Marine 16, Road 16, Road 31**



# Overview

- Fleet Capitol Spend Review
- Dive Team Road and Marine Apparatus – Current State
- Apparatus Challenges
- Proposed Replacement
  - Marine 16
  - Road 16
  - Road 31

# Fleet Capital Spend 2024-2026

2024			2025			2026			
Unit Type/Assignment	Budget Year Funds	Planned Replacement	Unit Type/Assignment	Budget Year Funds	Planned Replacement	Unit Type/Assignment	Budget Year Funds	Carried-Over Funds	Planned Replacement
Aerial - Tiller (3395)	\$1,693,795.00	3342 (2006)	BC/DC	\$150,000.00	2201 (2017)	Engine	\$1,300,000.00		3337 (2003)
Engine (3391)	\$883,082.00	3330 (2000)	BC/DC	\$150,000.00	2267 (2016)	Engine	\$1,300,000.00		3338 (2007)
Engine (3392)	\$883,082.00	3331 (2000)	BC/DC	\$150,000.00	2268 (2017)	Medic (4x4)		\$301,000.00	2673 (2017)
Engine (3393)	\$883,082.00	3335 (2000)	Specialty	\$500,000.00	3348 (1994)	Medic (4x4)		\$301,000.00	2672 (2012)
Engine (3394)	\$883,082.00	3336 (2000)	Specialty	\$500,000.00	2363 (2008)	Medic (4x4)		\$301,000.00	2264 (2016)
			Specialty	\$200,000.00	New Boat	Medic (4x4)	\$301,000.00		2265 (2016)
						Medic (4x4)	\$301,000.00		2272 (2016)
						Tower	\$2,000,000.00		3343 (2006)
						Tower		\$2,000,000.00	3367 (2006)
<b>Capital Budget Total</b>	<b>\$5,226,123.00</b>		<b>Capital Budget Total</b>	<b>\$1,650,000.00</b>		<b>Capital Budget Total</b>	<b>\$5,202,000.00</b>		
							<b>2025 Carried-Over Funds</b>	<b>\$2,903,000.00</b>	
<b>Total Spend in 2024: \$5,226,123</b>			<b>Total Spend in 2025: \$1,650,000.00</b>			<b>Total Spend in 2026: \$8,105,000</b>			

# Current State – Road & Marine 31 Apparatus

1994 – Sutphen Refurbished  
Rescue



2016 – Boston Whaler



# Current State – Road & Marine 16 Apparatus

2008 – Freightliner MT45



Inmar 470-SR-HD with a 25HP



# Single Diver Equipment Configuration



# Operational Challenges with current Marine 16

Boat at max waterline without victim



Workspace & number of operators



# Operational Challenges with current Marine 16

Waves at Shoreline



Capsized Vessel





# Challenges with current Road 31

1994 Model Year  
Constrained Interior layout

Fleet Capital Replacement  
Schedule- recommended 20-year  
replacement



# Challenges with current Road 16

2008 model year  
Delivery truck configuration



Limited Compartmentation & seating,  
Acquired asset – LFR merge



# Proposed solution for Marine 16

2024 Boston Whaler 210  
Guardian \$175K, 12-month ETA

New Marine 16 specification  
derived from current Marine 31



# Proposed replacement Road 16 & Road 31 Apparatus

2024 Helie Dive Road Apparatus

\$400k/unit, 14-16months Order to build, Unit Consistency









# Discussion Items – Board Packet

## BOARD OF DIRECTORS AGENDA ITEM STAFF REPORT



**Meeting Date:** 2/5/2024  
**Agenda Item Type:** Discussion Item  
**Agenda Item:** Specialty Apparatus Replacement- Dive Road Unit(s)  
**Submitted By:** John Frank  
**Approved:** Scott Richardson

### SUMMARY:

In the budget year 2025, a critical focus has been placed on replacing Boat 16 (marine apparatus), Dive 31 (road apparatus) & Dive 16 (road apparatus). The decision to allocate funds for this purpose is driven by the need to enhance the three dive units is to address efficiency, effectiveness and reliability of aging units that are no longer meeting operational needs. Fleet capital replacement schedule reflects funding of \$1.2M for budget year 2025. \$200K for dive boat (marine) replacement and \$800K for dive response (road) apparatus.

### BACKGROUND:

South Metro Fleet Services & Special Operations is submitting a comprehensive request for the replacement of Dive16 and Dive31 (road apparatus), driven by distinct operational needs and adherence to established fleet management practices. Dive16, currently in service, is no longer meeting the operational needs of the SMFR dive team. The unit's capabilities have become outdated, including safety features, towing capacity, technology, and modern standards. This proactive measure is consistent with SMFR's commitment to maintaining a fleet that meets the evolving demands of specialized operations. Dive31, having served admirably for three decades, has reached the end of its expected service life. Recognizing the importance of maintaining a fleet at the forefront of technology and safety standards, SMFR has adopted a model of replacing specialty units, including dive units, at the 20-year mark. Replacing Dive31 this year is in effort to adhere to this established practice, guaranteeing that the dive team has access to state-of-the-art equipment, thereby enhancing their capabilities and ensuring the highest standards of safety and efficiency. By concurrently replacing Dive16 and Dive31, SMFR aims to ensure consistency in fleet management, uphold the safety and effectiveness of its specialized operations, and align with the established replacement model for specialty units. The proactive approach to fleet maintenance and upgrades reflects SMFR's commitment to excellence and responsiveness in serving the community.

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**Agenda Item:** Specialty Apparatus Replacement- Dive Boat- Marine  
**Submitted By:** John Frank  
**Approved:** Scott Richardson

### SUMMARY:

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### BACKGROUND:

Boat replacement - Station 16's dive members are currently operating out of an Inmar 470-SR-HD with a 25HP Yamaha 4 stroke outboard motor. This is an inflatable craft that sits just 12" off the waterline. It's top speed with divers on board is just under 5MPH. Boat 16 is a safety hazard to its members while in use on the busy waters of Chatfield reservoir. It is under powered, hard to maneuver, and over capacity when divers and equipment are on board. Because it sits so close to the water line, it is susceptible to being swamped anytime a larger boat passes by. The new surfing boats are creating waves more than 4 feet high, and boat 16 is simply no match for that in open water. Boat 16 is also too small to get all the necessary equipment to the operating area of a boat-based dive call, and boat 31 has been needed to shuttle equipment and/or divers on all our recent dive calls. This delay takes life saving time away from our citizens in need.