



City of Tacoma
Fire Department

Memorandum

TO: Hyun Kim, Interim City Manager
CC: Andy Cherullo, Finance Director
FROM: Sionna Stallings-Ala'ilima, Fire Chief;
Teresa Green, Chief of Staff, Public Safety
SUBJECT: Tacoma Fire Department Engine Status and Emergent Need Request, Additional Information
DATE: June 13, 2025

Tacoma Fire Department (TFD) was requested to provide additional information related to the request in a memo dated May 30, 2025, entitled "Tacoma Fire Department Engine Status and Emergent Need Request." That request was to purchase two stock engines for an estimated cost of \$2 million. The fiscal impact of that memo is included here for reference:

Fund Number & Name	Total Amount
1. Fund 1090-CPROJ – Fire Protection Service Contract Revenue, for capital projects	\$450,000
2. Fund 1090-EQUIP – Fire Protection Service Contract Revenue, for equipment	\$300,000
3. Fund 0010 – General Fund	\$1,250,000
TOTAL	\$2,000,000

This memo will be in a Question & Answer format to provide a quick reference for responding to inquiries you may receive.

How many engines does TFD currently have?

TFD has 23 engines in its fleet (see Table 1). Recommendations for replacement – based on our fleet's usage, call volume, and operating conditions – is eight years for Frontline service and 13 years for Reserve status.

The type of Assignment and their definition is below:

- Frontline: currently in service, housed at TFD stations throughout our service area.
- Reserve: housed at the Fire Garage and used when frontline engines are unavailable due to maintenance or repairs.
- Deep Reserve: used exclusively at the Training Center for recruit academy and for exercise purposes; they are not used for frontline deployment.

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Below is a table summarizing the current engines in TFD's fleet, sorted first by Assignment and then ascending Manufacturer Year:

No.	Assignment	Year	Manufacturer	Age, in years*
1	Frontline	2007	Pierce	18
2	Frontline	2009	Spartan	16
3	Frontline	2009	Spartan	16
4	Frontline	2009	Spartan	16
5	Frontline	2010	Spartan	15
6	Frontline	2010	Spartan	15
7	Frontline	2011	Spartan	14
8	Frontline	2011	Spartan	14
9	Frontline	2011	Spartan	14
10	Frontline	2013	Spartan	12
11	Frontline	2013	Spartan	12
12	Frontline	2017	Rosenbauer	8
13	Frontline	2017	Rosenbauer	8
14	Frontline	2017	Rosenbauer	8
15	Frontline	2019	Rosenbauer	6
16	Frontline	2023	KME	2
17	Reserve	2001	Spartan	24
18	Reserve	2001	Spartan	24
19	Reserve	2002	Spartan	23
20	Reserve	2009	Spartan	16
21	Deep Reserve	1996	Spartan	29
22	Deep Reserve	1998	Spartan	27
23	Deep Reserve	1998	Spartan	27

Table 1. TFD engine fleet list with ages, as of June 2025

*Highlighting denotes age exceeds recommended replacement

Why is TFD recommending the purchase of these particular engines?

Staff recommends purchasing two (2) stock units from Rosenbauer America, LLC. These units match closely to our current fleet specifications and would limit the need to maintain separate parts from a varied manufacturer.

Why should we make this purchase now?

Production timelines for custom heavy-duty apparatus are currently 30-48 months. These two stock pumpers have a current production timeline of six months, as they are currently on the production line and would have limited customization available. If these units are not able to be secured, TFD would have to get back in line for future production and could wait the standard time for construction.

What discount is provided with these stock units?

If TFD's custom specification was ordered today, the approximate cost would be \$1.2-1.3 million per engine. Each stock unit is being offered at a price of \$997,789, exclusive of taxes and inclusive of a \$275,000 discount.

How were these units identified?

Given the dire situation of TFD's fleet, staff has been in close and constant contact with manufacturers. These units, originally intended for demonstration purposes, were offered to TFD based on the purchases made in the past and the plea to manufacturers for any apparatus they could make available.

When would funds be needed for these two stock units?

For cash flow purposes, the chassis payment – approximately 25% of the total and due in summer 2025 – would come from Fund 1090. The remainder of the cost, including the full amount requested from the General Fund, would be due in December 2025 or January 2026.

Did TFD recently purchase three new engines?

The 2023-2024 General Fund budget approved funding to replace three engines. Purchase orders were issued and construction began in March 2023. Those three engines are expected for delivery in June 2025 and, after upfitting, will be in frontline service in July 2025.

What are the upfitting costs and how would they be paid?

Each new engine would require upfitting before the apparatus can be placed in service. This process involves items such as adding decals, installing housings for communication and dispatch systems, and transferring all equipment from the engine that is being removed from frontline service. This work is done by internal Fire Garage staff and is estimated to be about \$10,000 per engine. These costs could be offset by any revenue generated from surplus actions on engines that are removed from our fleet (see Table 2).

Does TFD have a fleet maintenance & repair budget that could be used for this purchase?

TFD allocates approximately \$1 million annually from the General Fund for fleet maintenance, which includes routine servicing and repairs for engines, ladder trucks, and light-duty response vehicles. In recent years, this budget has been increasingly strained due to the aging condition of the fleet and emergency repair cost alone have exceeded \$600,000 in the last two years, highlighting the growing demand on maintenance resources.

Are there outstanding funding requests for engine purchases?

TFD currently has an outstanding application with the Assistance to Firefighters Grant for two engines, as well as a separate Congressionally Directed Spending request for an additional two engines. These requests are independent of one another and do not replace this new urgent funding need. While these external funding opportunities could significantly improve the critical condition of TFD's frontline apparatus, they are not guaranteed. Even if awarded, they do not provide a long-term capital solution, as the fleet continues to age. Given current production timelines, any apparatus ordered beyond the two available stock units would not be delivered before 2028.

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With the three new engines and two new stock engines, how would the fleet change?

The table below shows possible changes to the engine fleet with five new engines. This information is intended for demonstration of improvement only; TFD may choose to keep additional reserve or training engines as apparatus needs are continually evaluated.

No.	Assignment	Year	Manufacturer	Age, in years*	Action
1	Frontline	2010	Spartan	15	
2	Frontline	2011	Spartan	14	
3	Frontline	2011	Spartan	14	
4	Frontline	2011	Spartan	14	
5	Frontline	2013	Spartan	12	
6	Frontline	2013	Spartan	12	
7	Frontline	2017	Rosenbauer	8	
8	Frontline	2017	Rosenbauer	8	
9	Frontline	2017	Rosenbauer	8	
10	Frontline	2019	Rosenbauer	6	
11	Frontline	2023	KME	2	
12	Frontline	2025	Rosenbauer	0	New; receive in June
13	Frontline	2025	Rosenbauer	0	New; receive in June
14	Frontline	2025	Rosenbauer	0	New; receive in June
15	Frontline	2025	Rosenbauer	0	New; receive in December
16	Frontline	2025	Rosenbauer	0	New; receive in December
17	Reserve	2009	Spartan	16	Moved from Frontline
18	Reserve	2009	Spartan	16	Moved from Frontline
19	Reserve	2009	Spartan	16	Moved from Frontline
20	Reserve	2010	Spartan	15	Moved from Frontline
21	Deep Reserve	2002	Spartan	23	Moved from Reserve
22	Deep Reserve	2007	Pierce	18	Moved from Frontline
23	Deep Reserve	2009	Spartan	16	Moved from Reserve
		1996	Spartan	29	Removed from Deep Reserve; Surplus
		1998	Spartan	27	Removed from Deep Reserve; Surplus
		1998	Spartan	27	Removed from Deep Reserve; Surplus
		2001	Spartan	24	Removed from Reserve; Surplus
		2001	Spartan	24	Removed from Reserve; Surplus

Table 2. Tentative TFD engine status with five new engines in 2025

***Highlighting** denotes age exceeds recommended replacement