



NORTH DAVIS FIRE DISTRICT
BOARD OF TRUSTEES
Station 41, 381 North 3150 West
West Point City, UT 84015
(801)525-2850

Timothy E. Roper, Chairman
Howard Madsen, Vice-Chairman
Erik Craythorne, Board Member
Mark Shepherd, Board Member
Jerry Chatterton, Board Member
Nike Peterson, Board Member
Scott Wiggill, Board Member
Chad Bangerter, Board Member
Gary Petersen, Board Member

Mark Becraft, Fire Chief
John Taylor, Deputy Fire Chief

BOARD OF TRUSTEES MEETING MINUTES
THURSDAY, JANUARY 21, 2021
2:00 PM WORK SESSION / 6:00 PM BOARD MEETING

Utah State Public Health Order 2020-17 dated October 14, 2020 declares a statewide public health emergency; therefore, the public's participation in the Board of Trustee Work Session and Scheduled Board Meeting was available electronically. The public was invited to attend the meeting via Zoom because attendance may have presented a substantial risk to the health and safety of others. No other physical meeting location was available for the public. The anchor location of the January 21, 2021 Meeting was Station 41, 381 N 3150 W, West Point City, UT 84015. Board of Trustee Members had the option to attend the meeting in person or via Zoom.

WORK SESSION – 2:00 PM

Any item not fully addressed during the Work Session were discussed during the Board of Trustee meeting.

Board Members Present: Chairman Timothy E. Roper, Vice-Chairman Howard Madsen, Jerry Chatterton, Nike Peterson, Mark Shepherd, and Gary Petersen

Excused: Chad Bangerter, Scott Wiggill, and Erik Craythorne

Staff Present: Fire Chief Mark Becraft, Deputy Fire Chief John Taylor, District Clerk Misty Rogers, Treasurer Nicole Nelson, and Human Resource Coordinator Jessica Bezzant

Visitors: Curt King, Myles Combe, Allen Hadley,

Chairman Roper stated that the Board of Trustees and administration have much to discuss and to consider for the future years of the North Davis Fire District.

1. North Davis Fire District Statistics, Planning, Planning, Paramedic Program, Personnel, Budget and Revenue, Capital Improvements Plan (CIP), Statistics, Other

Paramedic Discussion: Chief Becraft stated that there were many changes occurring within fire and EMS services. Currently, all areas within Davis County must provide their own paramedic service or contract with Davis County Sheriff's Office (DCSO) for paramedic services. Several years ago, Layton City and South Davis Metro started their own paramedic service; however, their cities still pay a large portion of the paramedic tax levy assessed by Davis County. The paramedic service provided by DCSO is significantly underfunded and it has been for several years. A paramedic committee consisting of city managers, Davis County officials, and district fire chiefs have been meeting to discuss and plan for the changing paramedic providers from DCSO to the entities. He then presented the paramedic presentation (exhibit A) and the Capital Improvements Plan (CIP) (exhibit B) to the Board of Trustees.

Chief Becraft stated that Clinton and Syracuse were not interested in joining the District. Therefore, Clinton, Syracuse, and North Davis Fire District would need to either stand up their own paramedic services no later than January 1, 2023 or contract with another agency. The paramedic service which will be provided will be a

borderless service and should be a better program than what is currently being provided. Chief Becraft stated that an Interlocal Agreement for the paramedic service change will likely be presented to the Board of Trustees in February 2021. Chief Becraft presented a draft of the proposed paramedic timeline to the board. He then stated that the District currently had eight employees enrolled in paramedic school or in prerequisite courses.

Board Members Shepherd and N. Peterson asked if the District would have one or two paramedic licenses. Chief Becraft stated that it is likely the District will start with one paramedic license but eventually need two due to the size of the District and growth. He then explained that when NDFD stands up the paramedic program there will be a minimum of nine paramedics. As the District grows and more employees were hired, the number of paramedics employed by the District would increase.

Board Member Shepherd expressed concern with utilizing multiple dispatch agencies. Chief Becraft stated that dispatching has been of concern and there may be changes to dispatching in the future. However, Clearfield may need to provide dispatch services for all three cities.

Chief Becraft informed the Board of Trustees that Layton City was upgrading their digital server. The District has the opportunity to participate in the server upgrade with Layton City which would save a significant amount of money. However, the purchase of the new server is not planned for several more years.

Board Member Chatterton asked where the eight firefighters enrolled in paramedic school fit in their career. Chief Becraft stated that a few of the firefighters are early in their career and a few are in their mid-career. He then stated that the District may need to provide lateral hires in the future to assist with the needs of the District. Board Member Chatterton stated that Layton City stood up their own paramedic program several years ago. He asked if anyone had asked Layton or South Davis Metro if they would have done anything differently when they started their paramedic programs. Chief Becraft stated that Layton City and South Davis Metro have been attending the paramedic committee meetings. Layton City and South Davis Metro funded their own paramedic programs and the County provides them with a small portion of revenue that they receive from the paramedic levy. He then stated that Layton City, South Davis Metro, and Davis County have been augmenting the DCSO paramedic program for years. Board Member Shepherd stated that Davis County has not increased the paramedic levy since 1978, therefore, Davis County has been subsidizing the program for years with general fund taxes. He then stated that Davis County likely will not give up any of funds other than paramedic levy which were used to operate the paramedic program. Board Member Shepherd stated that as an elected official, it is difficult to increase taxes because of the negligence of Davis County.

Board Member N. Peterson expressed the need for the Davis County Commissioners to take responsibility for the paramedic budget shortfall. She then stated that she has an issue with one or two cities taking responsibility for public relations and public education when it should be done at the county level. Davis County should be responsible to pay for the public education and advertising for the needed paramedic service changes and the budget shortfall. Board Member N. Peterson stated that the paramedic service that North Davis Fire District will provide will be amazing. However, the financial hit that each resident will incur will be significant and at the expense of the District. Board Member Shepherd agreed with Board Member N. Peterson. He then stated that each entity would look like the "bad guy" if Davis County does not inform the public of why the current DCSO paramedic program has a budget shortfall and why there is a need to change paramedic service providers. Board Member N. Peterson stated that the county should be financially responsible for public education and the need to decrease their property tax rate to allow the District to increase their rate to cover the cost of paramedic service.

Chief Becraft stated that there is a need to increase the paramedic levy as it has not been increased since approximately 1979. There are 200,000 or more people located within Davis County, the cost of business is higher, etc. The North Davis Fire District will have a better paramedic service than that what is currently being provided by DCSO, however, it will come with an expense. Chief Becraft stated that the NDFD paramedic unit will have two paramedics on duty at one time and the service agreed upon will be borderless.

Board Member Shepherd stated that most residents do not understand that NDFD currently does not offer the paramedic service, they only offer the EMS service. The paramedic service is provided by DCSO and residents need to be provided education. Chief Becraft stated most cities in Davis County are all in the same situation, they must either change and provide their own paramedic service or contract with someone that can. He then stated that the paramedic levy will need to increase to provide paramedic services.

Chief Becraft stated that Board Member G. Petersen asked that he compare apples to apples. He stated that Ms. Rogers lives in West Warren and her fire and EMS is provided by Weber Fire District. Ms. Rogers' property valuation is the same as Chief Becraft's. Ms. Rogers pays the Weber Fire District significantly more for fire, EMS, paramedic services, and consolidated dispatch services in addition to a GO Bond. Weber Fire District responds to a similar call volume as NDFD and has more stations and more employees. However, Ms. Rogers does not have a fire station anywhere near her home. Ms. Rogers pays significantly more to the Weber Fire District for the needed services than a resident with the same property valuation in the boundaries of the North Davis Fire District. Board Member Shepherd stated that it is difficult to compare apples to apples.

Board Member Chatterton asked how the board can encourage Davis County and the Davis County Commissioners to listen to and help the North Davis Fire District. Chief Becraft stated that the geographic location has evolved, and population has significantly increased. The current paramedic program being provided by DCSO is not sustainable nor is it the best option for the area. He then stated that the timeline of January 1, 2023 for providing our own paramedic service seems to be a firm date. Chief Becraft stated that the NDFD paramedic unit will be extremely busy, and we will operate as a borderless system. He said that the NDFD Capital Improvement Plan (CIP) includes the purchase of a paramedic squad unit in FY2022. The District cannot put paramedics on engines as they will be busy and consistently running. The paramedic squad unit is the best option for the needs of the District.

Board Member N. Peterson asked what type of calls a paramedic would respond to. Chief Becraft stated that a paramedic unit will always respond to a Charlie, Delta, or Echo, traumatic injury, etc. Paramedic responses are dependent upon the type of call. A paramedic can provide much more support than an Advanced EMT and Basic EMT.

Board Member G. Petersen stated that he has been listening to the meeting via Zoom. He then recommended that a question-and-answer memo for the public be drafted. He stated the question-and-answer memo should include what is happening, why it is happening, and when it is happening, in addition to an explanation of the current and upcoming paramedic program.

Board Member Chatterton asked if DCSO would have paramedic equipment and/or vehicles that the District could potentially purchase. Chief Becraft stated that the needs and equipment of a firefighter paramedic are completely different than just a paramedic. In most cases, the current paramedic units from DCSO carry minimal medication and no extrication equipment on them. For example, the vehicle in which the firefighter/paramedic would use must have a separate compartment for turnout gear, medications, some

extrication equipment, etc. Chief Becraft stated that the District will need to start with one paramedic unit and as the Chiefs' trucks were replaced, they would be put into the paramedic unit rotation and used as a reserve paramedic unit. He then stated that the NDFD CIP document indicates that the District would need to purchase an additional Zoll monitor specifically for the paramedic unit. Chief Becraft stated that it would be best for the District to continue to keep up on technology and medical equipment advances. He said that NDFD has great professional AEMT's, however when a crew can sit alongside the paramedics that they work closely with every day, both the paramedic and the AEMT becomes better at their job.

Station 42 Discussion: Chief Becraft presented the map of the North Davis Fire boundaries to the Board of Trustees. He stated that Station 42 was in a good location for call volumes, however, the building is antiquated, does not accommodate a diverse environment, does not have adequate living quarters and restrooms, and could be deemed unsafe. Station 42 barely meets the current needs of the District housing six employees; it will not be able to house and accommodate at least eight persons in the future. Chief Becraft stated that Station 42 is aged, not sprinklered, and not seismic safe and could potentially be problematic. He said that he had contacted a company to create a preliminary draft of a remodel of the upper level of Station 42 and a cost estimate. It is anticipated that would cost between \$500,000 and \$600,000 just to remodel the upper level of Station 42. This would not include making the building seismic safe or improvements to the outside façade. If the façade of Station 42 was remodeled it would cost approximately \$100,000 more. If the building were upgraded with sprinklers and made to be seismic safe, it would cost considerably more. He then stated that with bonding rates, the board could consider consolidating debt and tearing down and rebuilding Station 42 in its current location. Chief Becraft stated that remodeling Station 42 would only be a band-aid and additional work would likely be required in the future. Board Member Chatterton stated that cost of the remodel would likely be more than the estimated \$500,000 to \$600,000. He then expressed concern with the liability to the District and employees and the unsafe conditions.

Chief Becraft mentioned that Layton Fire will be constructing a small station near Highway 89 and the cost of the building is estimated between \$3.5 to \$4 million. He stated that this station would be smaller than what would be required to meet the needs of the District if Station 42 was torn down and rebuilt. He said West Valley City recently built Station 75, a 2-bay residential substation for approximately \$4 million; however, this excluded the cost of the land as it was already owned by West Valley. Murray recently built Station 81 (headquarters) with five bays, offices, and living quarters for approximately \$6.6 million but this also excluded the cost of the land. Chief Becraft stated that the lot where Station 42 is located was nearly 1.5 acres, and due to the needs of the District, a rebuild would need to be two-story. He then stated that Station 42 currently responds to nearly 3,500 calls per year. When the District takes over paramedic services, call volumes would increase by at least an additional 1,500 calls. Chief Becraft stated that there are many questions that must need to be answered to determine if a rebuild or remodel was the best option for the District.

Chief Becraft asked the Board of Trustees for their feedback. Board Member G. Petersen stated that he was not a big spender, however, interest rates are low. He then stated that the issues and problems with Station 42 were not going away and remodeling would only delay the problem for a few more years. He said that there was a need for a new long-term solution and a rebuild would likely last for 30 years. Board Member G. Petersen stated that he is supportive of researching and obtaining information for the rebuilding of Station 42. Chief Becraft stated that the needs of the District were increasing due to population and growth. A new station would create sustainability for the District. Chief Becraft stated that Mark Andersen with Zions Bank will present bonding information to the Board of Trustees later in the meeting. He then stated that until the

District enters into an agreement with Zions Bank for services, Mr. Andersen will be limited on the information which can be discussed.

Chief Becraft mentioned that if Station 42 were rebuilt or remodeled, the District would need to find a location for the crews to be stationed and housed until it was complete. There are logistics that will need to be considered and put into place if a remodel or rebuild was done. He then stated that if the District rebuilds or remodels, the procurement process would be followed.

Chief Becraft informed the board that the NDFD CIP document indicates that \$200,000 will be used in approximately 2023 to upgrade the station alerting system. The station alerting system upgrade is something that will be required by UCAN (Utah Communications Authority Network) within the next few years. However, Layton City is in the process of upgrading their digital server. If NDFD joins with Layton City and shares a digital server, it will cost the District significantly less. He then stated that the District phone system is in need of upgrading as it is antiquated. Chief Becraft stated that while Station 42 is rebuilt or remodeled, there may be a need to buy and erect a steel building in an approved location until the station is complete. The steel building could then be taken down and re-erected at Station 41 to provide an enclosure for the trailers currently being kept outdoors.

Board Member N. Peterson stated there is a need for Zions Public Finance to gather information for the possible rebuilding, remodeling, or GO Bond for the District. She then stated that there could be considerable backlash if adequate information is not received and shared with the public. Both Board Member N. Peterson, Board Member G. Petersen, and Chief Becraft stated that asking for a GO Bond at the same time as implementing the paramedic program could be problematic. Board Member N. Peterson stated that the Board of Trustees does not want to breach the trust of the public.

Chairman Roper stated that the discussion of the remodeling or rebuilding of Station 42 coincides with the paramedic service which the District will likely be providing on January 1, 2023. Chief Becraft indicated that if the Board of Trustees wanted to join in the purchase of a digital server with Layton, the District will save money but there was no obligation. Board Member G. Petersen stated there is not an approval for any item discussed. This is only permission to consider options.

Chief Becraft stated that in FY2021, the District did not purchase an engine as indicated in the previous CIP document. The District made do with the engine they currently had and changed apparatus rotations. In FY2022, administration would like to order a Pierce engine. It holds 1,000 gallons of water and 80 gallons of foam. Chief Becraft stated that high density is typically sprinklered, therefore, crews are typically carrying hose packs. The proposed engine is known as a pump and roll unit; it can be driven while spraying water or foam. This engine has a shorter wheelbase and easier to maneuver. Chief Becraft stated that it is a mid-grade engine, and the cost is approximately \$682,000 in addition to the cost of the required equipment, hose, etc. (approximately \$70,000). When an engine is ordered, it typically takes 12 to 13 months to complete. If the Board of Trustees wishes to have a new engine in service next year, they should formally authorize the Chief to order the engine.

Board Member Chatterton asked if the Board of Trustees could give the Chief approval during the regularly scheduled meeting to order the proposed engine. Chairman Roper stated no, approval to order an engine would need to be listed on an agenda and entertained during a future scheduled board meeting. Board Member N. Peterson stated that there are a significant number of needs and changes occurring within the District. She then thanked Chief Becraft for the information in which he provided. She stated that there is not

an immediacy to upgrade the server, therefore, the purchase should be done at a later date. Chairman Roper stated that going into the next fiscal year, budgeting should be conservative. Board Member G. Petersen stated that this is the first meeting of the Board of Trustees where so much information has been given and discussed. He then stated again, just because an item was discussed it is not approved by the Board of Trustees. This work session is a time for the Board of Trustees to give administration direction, it is not instructions to proceed. Board Member G. Petersen stated again, the direction being given is only for staff to obtain information and to report back to the Board of Trustees. Chief Becraft agreed.

Board Member Shepherd agreed that the Board of Trustees should be cautious with budgeting and providing the needs for the District. He then stated that there is a limited amount of money available for operations, construction, remodeling, etc. He then stated taking on the paramedic program will require NDFD to raise taxes. Chairman Roper stated that NDFD needs to create a fiscally responsible and sustainable environment. Board Member G. Petersen stated that he agreed. Board Member N. Peterson stated that budgeting, bonding, paramedic service, and other details will determine what she will support. Board Member G. Petersen stated that just because something was talked about does not mean that it is approved. It means that the Board of Trustees is allowing for information to be gathered and presented to the Board of Trustees. Board Member Shepherd agreed, there are a significant number of items which need to be considered prior to approving anything.

Chief Becraft stated that property tax revenue from Davis County is never consistent and varies from year to year making budgeting revenue difficult. He then stated that he has spoken with Treasurer Nicole Nelson, Board Member G. Petersen, and Ms. Rogers to discuss the most prudent and conservative way to budget for property tax revenue. Administration recommends that in FY2022, the District budget only what is promised to the District on the Property Tax Rate Summary document. In the past, there have been times when the District has collected more than what was indicated on the tax rate summary, but there have also been times when the District has been required to pay back Davis County for overpayments. Davis County only promises to pay the District what is listed on the Property Tax Rate Summary, no more.

Ms. Nelson stated that there have been years when excess property revenue has been received, but it is always a guess as to how much property tax revenue the District will actually receive. To be cautious and conservative, it would be best to only budget what the Property Tax Rate Summary indicates. Board Member G. Petersen agreed that the District should be cautious when budgeting property tax revenue and should use a conservative approach when budgeting. He then agreed budgeting what is promised on the tax rate summary is a good approach that should provide stability that the District needs. If the economy experiences a downward trend, the District will struggle, and property tax revenue collections may lag. Ms. Nelson asked the Board of Trustees if they agreed in budgeting property tax revenue conservatively. Board Member G. Petersen expressed the need to budget conservatively and then stated that if the District collects more revenue than promised by Davis County, the District could put the overage into fund balance creating sustainability for the future. The board seemed to agree.

Chief Becraft stated that he does not want to supplement the budget using impact fees for debt service. Board Member G. Petersen agreed. He stated impact fees are one-time money and should not be used to balance a budget to pay for debt service unless the impact fee is ready to expire. Impact fees should be used for impact fee approved purchases when they are ready to expire.

Chief Becraft stated in the FY2022 Budget, the District will need to budget to stand up the paramedic program. This means that more revenues will be needed. He then asked if property taxes need to be increased, is it best to do it all at once or a little each year. Board Member G. Petersen stated more information is needed before the board should decide if a property tax increase should occur once or a little at a time or even at all. He then stated that he is nervous about raising taxes prior to implementing the paramedic program. Board Member G. Petersen asked if the Board of Trustees will be asked to consider an Interlocal Agreement for the paramedic program. Chief Becraft stated yes, an Interlocal Agreement will likely be presented to the Board of Trustees in February. Board Member N. Peterson asked if the Interlocal Agreement will be specific to each entity or if each entity will be presented with the same agreement. Board Member Shepherd stated that each District and city will be presented a boiler plate Interlocal Agreement to consider. Chief Becraft stated that Davis County will not release their paramedic license unless everyone agrees.

Board Member N. Peterson asked if all districts and entities could stand together for an addendum with regards to the cost or the terms of the agreement. Chief Becraft stated that he could not speak for the other entities. Board Member N. Peterson recommended reaching out to other entities to push back and try to protect the citizens and find a way to safeguard money and create a more equitable funding for the paramedic program. Board Member Shepherd stated that there has not been a legislative body other than district and city managers involved in the process. Board Member N. Peterson stated that city managers do not set policy, city councils do and that city councils have been involved in the decision making. Board Member Shepherd expressed concern that the NDFD Board of Trustees has not had a part in creating the terms within the upcoming Interlocal Agreement. He then stated that the board should have had part in decision making.

Board Member Shepherd said if the North Davis Fire District must implement a tax increase this year, Davis County will still be collecting tax. He then expressed concern how to justify a major tax increase to the citizens within the District. Board Member G. Petersen agreed with Board Member N. Peterson and Board Member Shepherd, that Davis County needs to be fair and equitable. He then stated that NDFD Board of Trustees should discuss their concerns with Davis County officials. The Board of Trustees owe it to the residents of their cities to fight to hold the county accountable for not keeping the paramedic program adequately funded with the paramedic levy. Board Member Shepherd expressed the need for Davis County to assist with the public education for the change to the paramedic program. He then stated that Davis County will not be taking the heat and accountability for the major tax increase. Chief Becraft stated that Curtis Koch, Commissioner Elliott and the Davis County Sheriff would likely agree to meet with the Board of Trustees to discuss the board's concern. He then recommended asking the Davis County officials and County Commissioners to attend a NDFD Board of Trustees meeting. Board Member N. Peterson agreed and stated that the county should be able to provide financial information and an explanation as to why and how the paramedic levy has been underfunded for several years. Board Member N. Peterson stated that the North Davis Fire District is already in a predicament to deal with growth and the need to either rebuild Station 42 or build a new station. Adding the cost of the paramedic service to the District will create a significant cost burden to the residents of the District.

Chief Becraft said the District should receive approximately \$310,000 for the paramedic levy if the rate remains the same. He then reminded the board that the paramedic levy had not been increased since approximately 1979. Over the years, Davis County has raised their taxes to subsidize the paramedic program. Board Member Shepherd stated the District may need to raise taxes \$1.2 million and it will be difficult to explain to the public that the District will eventually get back approximately \$400,000.

Board Member G. Petersen stated that the tax increase could be significant, and that the District and other entities are being treated unfairly by Davis County. However, other entities such as cities collect sales tax so they may not feel the financial impact as much as the North Davis Fire District. He said that he was unsure if all entities involved would stand together. He then stated that it is the duty of the NDFD Board of Trustees to contact the Davis County Commissioners, the Sheriff and request a meeting where they could discuss the board's concerns and ask for an explanation as to why and how the paramedic program has been subsidized instead of increasing the paramedic levy to cover the cost of the paramedic program. Board Member N. Peterson stated that she has no issue going to bat with Davis County and request that they assist with funding of the paramedic program. Davis County should not be able to "pocket" the money which is being used to subsidize the paramedic program. Board Member Shepherd requested that Chief Becraft set up a meeting with County Commissioners, the County Auditor, and the Sheriff.

Board Member Shepherd stated that he believes that the North Davis Fire District will be able to provide a better paramedic service that what is currently being provided by DCSO. However, the cost and impact to each resident could be significant. He then asked what the maximum tax rate the District could charge. Chief Becraft stated the maximum property tax rate that the District could charge is approximately 0.023.

Board Member N. Petersen stated that the County Commissioners need to be held accountable for their actions. Chief Becraft stated that the past County Commissioners are to blame for not raising the paramedic levy. Board Member Shepherd stated that Davis County has not raised the paramedic levy, however, they have raised their taxes to subsidize the program. It seems that Davis County is only willing to give up the paramedic levy and property taxes which have been used to subsidize the program.

Chief Becraft stated that the North Davis Fire District runs the majority of the calls on the north end of the county, including paramedic. Quality of care is extremely important. Board Member N. Peterson stated that she has a fiscal responsibility to her residents to try to get Davis County to turn over the money which was used to subsidize the paramedic program to the entities who will be providing the paramedic service. Board Member G. Petersen said that the Davis County Commissioners may not know that the Board of Trustees has issue and concern with how the paramedic service transition and financing is being handled. He then requested that the County Commissioners, Curtis Koch, and the Sheriff be invited to attend the next Board of Trustee meeting. Ms. Rogers stated that if the Board of Trustees would like to request a special meeting prior to the February meeting, they could. Board Member Shepherd stated no, it could wait until the February meeting. The Board of Trustees agreed. The Board of Trustees took a short recess.

Ms. Nelson stated that because of the way the District will budget revenue in FY2022, the District will likely need closer to \$1.5 million, not \$1.2 million. Ms. Rogers reminded the board that in FY2021, the District was given Cares Act revenue which was one-time money to be used for employee wages. Therefore, in FY2022 there will not be Cares Act revenue to utilize when budgeting. Board Member G. Petersen stated that there is a difference between a "shortfall" and starting a new program. He stated that the District may need a total of \$1.5 million, however, he wanted to know what the actual cost would be to operate the paramedic program.

Mr. Mark Andersen with Zions Bank attended the meeting to discuss possible bonding. He then clarified that until a Municipal Advisory Services Agreement is entered into between Zions Bank and the North Davis Fire District, he could not make recommendations and is limited on the information in which he could provide to the board.

Mr. Andersen provided the board with a document showing historic information for the District and in what capacity the District could issue debt. He then stated that the District currently has a bond for Station 41 (West Point) and it still has a few years until it will expire. Mr. Andersen stated that there are three-ways to service debt, GO Bond (General Obligation Municipal Bond), revenue bond, and a lease revenue bond. The GO Bond is the most affordable with the least risk. A Revenue bond can be issued by an alternative building authority and the District would make annual lease payments. The building is the collateral for the loan, has higher interest rates and cost of title insurance to record lien against property. A challenge that NDFD may face is the need for additional revenue. Property tax rates may need to be raised before any decisions can be made or debt can be issued.

Board Member G. Petersen asked what the District could qualify for. Mr. Andersen stated that if the Board of Trustee chooses to sign a Municipal Advisory Services Agreement, he and Zions Bank could work together to better determine the bonding possibilities, terms, and options. Board Member G. Petersen recommended that the Board of Trustees enter into a Municipal Advisory Services Agreement with Zions Bank.

Chief Becraft asked the Board of Trustees if they would like him to research possible designs and engineering for the rebuild of Station 42. Board Member G. Petersen stated that until bonding options are known, it will be difficult to obtain certain information including designs and construction costs. Chairman Roper stated that until the District is pre-approved, no funds should be spent for the project.

Chairman Roper made a motion to adjourn the Work Session at approximately 5:50 PM. The motion was seconded by Board Member Shepherd. The motion passed.

Scheduled Board of Trustee Meeting – 6:00 PM

Utah State Public Health Order 2020-17 dated October 14, 2020 declares a statewide public health emergency; therefore, the public's participation in the Board of Trustee Work Session and Scheduled Board Meeting was available electronically. The public was invited to attend the meeting via Zoom because attendance may have presented a substantial risk to the health and safety of others. No other physical meeting location was available for the public. The anchor location of the January 21, 2021 Meeting was Station 41, 381 N 3150 W, West Point City, UT 84015. Board of Trustee Members had the option to attend the meeting in person or via Zoom.

Board Members Present: Chairman Timothy E. Roper, Vice-Chairman Howard Madsen, Jerry Chatterton, Nike Peterson, Mark Shepherd, and Gary Petersen

Excused: Scott Wiggill, Erik Craythorne, and Chad Bangerter

Staff Present: Fire Chief Mark Becraft, Deputy Fire Chief John Taylor, and District Clerk Misty Rogers

Visitors: Battalion Chief Hadley and Captain King

1. **Call to Order:** Chairman Roper called the Board of Trustees Meeting to order.
2. **Invocation or Inspirational Thought:** Board Member N. Peterson
3. **Pledge of Allegiance**
4. **Citizen Comment:** None
5. **Consideration of Approval of Minutes from the December 17, 2020 Board Meeting**

Board Member Shepherd made a motion to approve the minutes from the December 17, 2020 Board Meeting. Vice-Chairman Madsen seconded the motion. The motion passed.

6. Consideration of Approval of the North Davis Fire District Bills for December 2020

Board Member N. Peterson asked why impact fees assessed to Donavan are different rates. Chief Taylor stated that there are more housing units in building three than in building four. Board Member N. Peterson asked what the military sling backpacks purchased from Amazon are for. Chief Becraft stated that the bags will be used as jump kits and will be given to employees and board members in appreciation to their service during the COVID-19 pandemic. The employees will be able to utilize the kits while on duty if they wish.

Board Member N. Peterson made a motion to approve the NDFD bills for December 2020. Board Member G. Petersen seconded the motion. The motion passed.

7. Consideration of Approval of the North Davis Fire District Financial Report

Ms. Rogers provided the board with a review of the financial report. She stated revenues are as expected, however, full-time employees are picking up a significant amount of overtime to keep at or above minimum staffing.

Board Member G. Petersen made a motion to approve the Financial Report. Board Member Shepherd seconded the motion. The motion passed.

8. Consideration of Appointment of the North Davis Fire District Treasurer Nicole Nelson & District Clerk Misty Rogers

Board Member Shepherd made a motion to appoint Ms. Nicole Nelson as the Treasurer and Misty Rogers as the District Clerk of the North Davis Fire District. Board Member N. Peterson seconded the motion. The motion passed. Board Member N. Peterson thanked Ms. Rogers and Ms. Nelson for the work that they provide on behalf of the District.

9. Discussion & Consideration of Approval of an Agreement for Municipal Advisory Services with Zions Public Finance, Inc.

Board Member G. Petersen made a motion to approve an Agreement for Municipal Advisory Services with Zions Public Finance, Inc. Board Member Mark Shepherd seconded the motion. The motion passed.

10. Discussion & Consideration of Resolution, 2021R-01, Adopting the North Davis Fire District Capital Improvements Plan

Chief Becraft stated that the Capital Improvements Plan (CIP) being recommended for approval give direction to the District. He then clarified that that CIP is a liquid document and will be updated as the needs of the District change. Board Member G. Petersen stated that the purchase of land for Station 43 and the construction of Station 43 should be removed as they had never been discussed. Chief Becraft stated that the CIP was drafted as a future view of what could occur. Board Member G. Petersen stated that the referencing of Station 43 should be removed because he did not want anyone to assume it is planned. Chief Becraft asked if the CIP could be amended to reword the referencing of Station 43. Board Member G. Petersen stated that he did not know exactly what he wanted; but he did know that he did not want Station 43 referenced in the CIP document. He stated that the remodel of Station 42 was acceptable to be listed in the CIP because it was being discussed but not approved. Board Member Shepherd stated that Station 43 could be left in the CIP document because it is a possibility the funding will not allow a full rebuild of Station 42. It may be that Station 42 must be remodeled and a small third station may be needed. Board Member G. Petersen stated that minutes should reference that Station 43 is not approved, only discussed. Chairman Roper stated that when discussing the needs of the District

strategies have been discussed. Board Member N. Peterson asked Board Member G. Petersen if the language in the CIP document could indicate that the District could explore Station 43, remodeling, etc. as possible options.

Ms. Rogers asked if it would be acceptable to add the word “potential or possible” in the language of the CIP document, specifically when referring to Station 43. Board Member G. Petersen stated that he would like to clarify that Chief Becraft know his feelings. Looking at the map of the District he can see no benefit of placing a future Station 43 on the south side. He then stated that as a public body, they have never discussed Station 43 in a meeting and that administration put it on the CIP document. Board Member G. Petersen stated that the board would probably agree that Station 42 adequately covers the south side of the District just fine and it has two accesses. Board Member G. Petersen stated that it has not been discussed as a board and that Station 43 should not be included in the CIP document. Chairman Roper stated that Station 42 does cover the area, however a large portion of the area is the Freeport Center, and they cannot go through it. Board Member Shepherd stated there could potentially be a small station placed in Freeport Center. Board Member G. Petersen stated that is a different circumstance and that his point is that the public body has not discussed a Station 43. He then stated that any referencing of Station 43 should be removed from the CIP document. Board Member N. Peterson stated that she would support Board Member G. Petersen’s recommendation.

Board Member G. Petersen made a motion to approve Resolution, 2021R-01, adopting the North Davis Fire District Capital Improvements Plan with the removal of any reference of Station 43. Board Member N. Peterson seconded the motion. The motion passed.

11. Fire Chiefs Report

Deputy Chief Taylor provided the following NDFD Statistics for 2020 to the board. He stated that the NDFD employee responding on the most calls in 2020 was Missy Hone (520).

Call Volume

- 3948 total calls for the year, an increase of 477 calls (12%) (2019- 3471 calls)
- 1301 overlapping incidents (33%)
- 2975 medical
- 2707 total patients treated
- 2662 total transports
- 948 fire calls \$675,200 in total fire loss
- 25 other

Staffing

Station 41: 1 BC, 1 Engineer, 1 fulltime FF, 1 parttime FF

Station 42: 1 Captain, 1 Engineer, 3 fulltime FFs, 1 parttime FF; Station 42 (Clearfield) will always have 6 personnel and any shortage in staffing will come out of the Station 41 crew (West Point)

In 2020, 431 shifts were not filled (shift is anything from 3 to 12 hours long; a 24-hour shift is considered 2 in this count), 5424.5 hours were not covered (6%), 276 days not at full staffing (75%), and only 90 days were fully staffed (25%)

New Development: (does not include projects completed in 2020)

There are 1,856 high density residential units approved or in construction. In 2020 we approved 558 new single family home lots in different developments throughout West Point and Clearfield. There is 873,771

sq' of non-residential space approved or in the construction process. This does not include existing structures that have tenant improvements or remodels in the works. Even though the lifetime building is 677,500 sq' of that total, it still leaves just under 200,000 square feet of other new space. There are several other projects that we have seen concept plans for but have not started the review process, this includes the 60 acres of the Clearfield Station (Front Runner station) property. This Transit Oriented Development (TOD) will include residential (high density), commercial, mercantile, possibly light manufacturing, public spaces such as open-air assembly and recreational venues. This project was recently awarded to a developer to begin the design process in conjunction with UTA and Clearfield City. It is only a matter of time before the development/ review process begins.

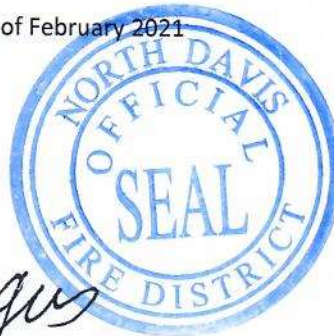
Board Member Chatterton asked how much money that the District anticipates will be spent in overtime for mandatory call back for coverage. Ms. Rogers stated approximately \$161,000.


12. Other

13. Motion to Adjourn

Board Member Shepherd made a motion to adjourn. Board Member Madsen seconded the motion. The motion passed.

Passed and adopted the 18th day of February 2021





Timothy E. Roper, Chairman

ATTEST:



Misty Rogers, District Clerk

Exhibit

**North Davis Fire District Master Plan
and Capital Improvement Plan
2020-2028**

Administrative Review



NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Recommendations contained in this plan for personnel, facilities, and apparatus and equipment strike a balance between “ideal” requirements (i.e., national standards), and the needs of NDFD and communities given the resources that are available.

This plan has been prepared to serve several purposes, including:

1. Serving as a guide for the District’s Board of Trustees, Fire Chief and its Deputy Operations Chief.
2. Informing District residents, businesses, and other interested parties about the current and planned future configuration of the District’s fire protection services so they meet the community’s needs effectively and efficiently,
3. Meeting various administrative and regulatory requirements, such as North Davis Fire District’s use of impact fee revenues, Fee Reporting Requirements, Review Process, and Reporting Schedule.
4. Serving as a Capital Improvement Program (CIP) to support future financing decisions and allocations of revenue
5. Providing the basis for periodic updates as the District’s fire protection services program adapts to meet current and anticipated demands.

The following sections present the policy and program context governing North Davis Fire District fire and EMS protection services, fire stations and training facilities, a suggested Capital Improvement Plan (CIP), and the need for a long-term financial strategy. Some key references also are listed.

Recommended standards for fire protection and emergency medical services issued by the National Fire Protection Association (NFPA) are important considerations. Sometimes these are incorporated into law and regulations, and often are used by courts to determine industry standards. Some of NFPA’s recommended standards have been incorporated into the Utah Code of Regulations. For purposes of this plan is NFPA 1710 – Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.” This covers response time objectives and staffing standards.

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Also, of importance to fire departments and property owners served by them are Public Protection Classification Surveys performed by the Insurance Services Office (ISO) for the insurance industry. The results have a direct bearing on the premiums charged by companies for fire insurance. ISO considers the distribution of engine companies, in-service engines and equipment, company personnel, and training. The ISO's Public Protection Classification rating for the NDFD's services was 4. Recent experience shows that the failure to meet minimum acceptable service standards causes immediate and expensive increases in fire insurance premiums for property owners in the rated area. This is discussed more fully below.

FIRE STATIONS

As part of a review of the North Davis Fire District (NDFD), analysis NDFD has assessed fire station locations and facility sufficiency. Existing fire stations are the West Point Station 41) and the Clearfield (Station42). Station 42 particularly causes concern about the sustainability (e.g., response times and physical plant) related to the delivery of fire services by the NDFD, now and into the future, without improvements being made to the department's current facilities. The options under consideration have ranged from fire station remodeling and refurbishment, to station relocation, or adding fire stations.



West Point Station 41
NDFD Headquarters

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit



DRAFT

NDFD Clearfield
Station 42

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

North Davis Fire District's current automatic-aid response system (i.e., closest available unit response or essentially "boundary drops"), does provide a degree of improved ability to assemble the appropriate number of personnel for a first-alarm structure fire (14 personnel in an average of 8 minutes travel time, 90% of the time). This practice is much better than relying on "stand alone" response systems operated by each fire department. The North Davis Fire District utilizes closest automatic-aid fire companies for a NDFD response. Two control points are used to estimate travel times under normal driving conditions. It is most likely that under "Code 3" emergency responses, the travel times will be less. See the following map that shows the locations of NDFD's two fire stations and possible future third recommended location for Station 43.

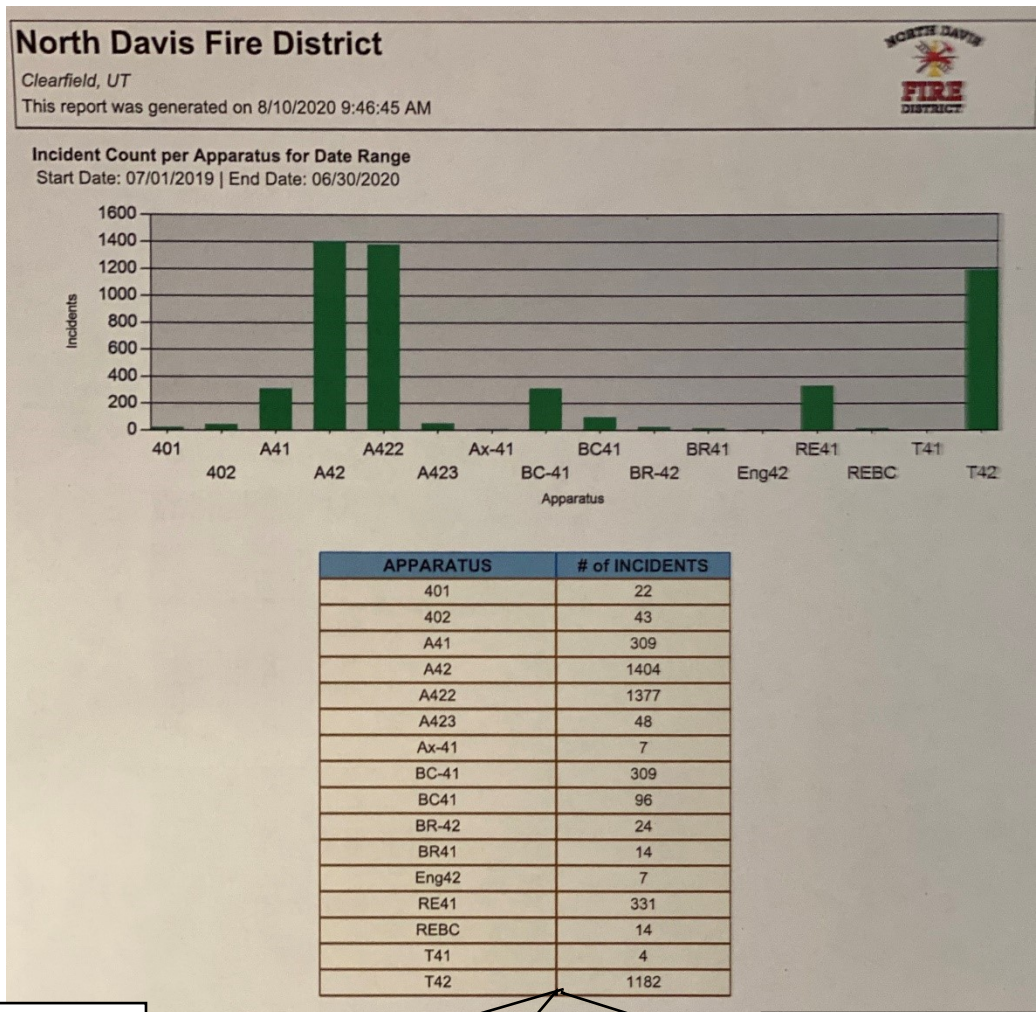


NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Given this stronger response model and the NDFD’s limited resources to remodel, relocate, or expand the number of fire stations in the District, the most practical, efficient, and cost-effective action the NDFD can take is to renovate/remodel Fire Station 42.

The call volume density and dispersal (see Figure Below) indicates that possibly a third fire station may be warranted sometime in the future to reduce response times (due to proximity or simultaneous alarms) and to bolster on-duty staffing. Currently, the North Davis Fire District has 2-4-person engine staffing, augmented by Part-Time firefighters, rendering 3-person staffing approximately 70% of the time. This practice leaves the community vulnerability to low frequency, high risk events, such as a working structure fire.



Station 41
665 responses

Chief Officer
470

Station 42 2019 responses
4,035
Projected ALS paramedic 1400

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

The highest concentration of call volume is both North and South Clearfield Station 42; followed by all Western area and unincorporated Davis County.

These call volumes show a triangle pattern of three response concentrations. This data suggests several improvement possibilities and raises a distinct issue regarding the frequency and volume of calls to the Station 42 response area. Station 42 and possible added paramedic service places a disproportionate demand on departmental resources.

Refurbishing Station 42:

Fire Station 42 was constructed in the 1980's when part-time volunteer staffing was in effect. Given the present fire protection need, the station is undersized and not conducive to full-time staffing due to limitations on space and amenities. Due to the age and construction of the current Station 42 the addition of Square Footage is not likely to be possible without significant foundation and building upgrades that may exceed the cost of other alternatives. However, preliminary discussions with a design consultant have suggested a realistic possibility renovating approximately 3000 square feet to the existing building.

An initial cost of an engineering analysis is likely to be in the \$52,500 - \$60,000 (\$35-\$40/square foot) range; with construction costs estimated to be in the \$480,000 (\$160-\$170/square foot) range.

This building addition would modernize the on-duty staff's living quarters, and provide a vastly improved working environment. Preliminary investigation into typical, average fire station design and construction costs render this option a very realistic possibility for improving the department's existing facilities.

Conclusion: Most viable alternative.

Other Fire Station Alternatives Considered

Relocating Station 42: A new Station 42 would likely be located to the existing area near Highway 193. so as to provide for the most effective response to that area. However, that option simply shifts the response weakness from the new location to the former location. Thus, it is not judged to be a viable alternative. Moreover, there are few if any available land parcels on which to build a new Station 42 in that area.

Based on recent projections, it would likely be in the range of 3.5 - 4.5 million for new construction costs, which includes the purchase of the land, architectural and engineering fees, furnishings and equipment, meeting NFPA, CCI essential facility certification standards, or adding apparatus, equipment, and personnel. Therefore, a 5,500 square-foot fire station would be in the construction cost range of 3.5M-4.5M.

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Establishing a third fire station: Based on call volume and frequency in the future is a likely, the location for a third fire station is in the vicinity of 300 W and 1000 West Antelope Dr. This would serve South Clearfield and the commercial Freeport area in an area of concentrated alarm activity, which is not likely to diminish because of the proximity high density housing. This location is also very likely for service to any future development in the Eastern NDFD service area that would impact fire and emergency resources to or from Station 41 and 42. Moreover, the location provides access Northbound I-15 from Antelope interchange, allowing a dual response (or an alternative response) to freeway incidents that would complement responses from Station 42. However, given that NDFD routinely responds on automatic-aid alarms, a third fire station should be carefully considered within the context of reviewing and adjusting the reciprocity formula of the automatic-aid agreements. In fact, it may only serve to exacerbate this dilemma. This would create substantial benefits to NDFD. Lastly, the same parcel availability and construction costs exist for this option as for the relocation of Station 42. **Conclusion: Viable option in the future.**

Conclusion: Future Planning alternative.

Recommendations:

Conduct an architectural/engineering study for expanding the living quarters at Station 42 to accommodate full-time staffing.

Maintain the automatic-aid agreement that calls for the closest available unit to respond to calls for service (regardless of ownership).

Periodically evaluate fire station locations, response times, and strengths of the automatic-aid agreement regarding agency participation and reciprocity.

Adopt policy for response time effectiveness. It should be measured in terms of 90% efficiency for the following indicators: - Call processing time: 1 minute, - Turnout time: 1 minute, - Travel time: 5 minutes, and - 14 personnel on-scene of a structure fire in 8-minutes 90% of the time.

Priority:

Immediate: complete facility modifications to Station 42.

Intermediate-to-long range: Monitor and evaluate first-responders' efficiencies related to call concentrations, response times, and the effectiveness of closest available unit automatic-aid response.

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Schedule:

Station 42 facility modifications: 18-24 months.

Response time monitoring and analysis: on-going

Fire Department Master Plan and Capital Improvement Plan, 2020-2028

North Davis Fire District Administrative Review Final August 20, 2020

2020-2023 Estimated Cost:

Station 42 facility modifications: Approximate footprint of addition: 3000 square feet full living quarters renovation. Typical average design and engineering estimate: - \$35-/square foot = -105.000.

Typical average construction cost estimates - \$160 – \$170/square foot = approx.

500.000 -Total rough estimate: 600.000.

CAPITAL IMPROVEMENT PLAN;

A well-formulated Capital Improvement Plan (CIP) is rooted in consistent planning for major expenditures and in anticipation of the “just-in-time” replacement of apparatus, equipment, and facilities. CIPs are most effectively done in 5-year increments in which the current year drops into the annual operating budget and off of the 5-year plan. Then the CIP is replaced by a new 5th year so that it is a continuing process that is tied directly to normal annual budget preparations. Supported by an appropriate funding stream and thoughtful analysis and forecasting by staff, the CIP is a powerful instrument for managing the North Davis Fire District’s level of service delivery.

Major capital improvements may include the following:

Apparatus: Purchase and/or refurbishment/replacement of Type-I/Type-III pumper engines; squad and/or rescue vehicles; aerials; ladder trucks; water tenders; command vehicles; utility vehicles; and light vehicles or sedans.

Major equipment: Purchase and/or replacement of: personal protective equipment (PPEs); self-contained breathing apparatus (SCBAs); rescue tools; advanced life support (ALS) cardiac monitoring/intervention equipment, and fire hose.

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

Facilities: New construction and/or renovation of fire stations, vehicle maintenance facilities, training facilities (both didactic classrooms and manipulative drill ground buildings and props), emergency operations centers, and administrative and support offices.

The CIP allows the Board of Trustees and management, to effectively plan, approve, and implement a sustained and continuous effort when operating a modern suburban fire protection service delivery system through a proactive budgeting strategy. If funding for a CIP has not yet been established, there is a requisite initial investment whenever inaugurating or restoring a CIP. This is necessary for creating a baseline of equipment and identifying the sources of funding to support an equipment and facilities replacement schedule based on a formally established policy specifying the useful service life of equipment and facilities. Certain safety equipment, such as structural and wildland firefighting gear and self-contained breathing apparatus, has OSHA-mandated service lives.

A standard cycle of front-line apparatus replacement (depreciation and replacement amortization) for a modern suburban fire department would likely be as previously stated: 10 years front line service followed by a minimum of 5 years reserve service before being decommissioned from the fleet. However, given the available resources of the NDFD, it may be more practical to extend the service life to 15 years front line service followed by a minimum of 5 years reserve status service before being evaluated for being decommissioned from the fleet (i.e., 15 to 20 years of service). A recommendation for adjusting the service life of apparatus (up or down in the number of service years) is based on the continual analysis of on-going maintenance costs to determine trends in exceptional costs that are in excess of routine preventative and regular maintenance expenditures. The apparatus maintenance record system, indicates how much is spent in time and materials for maintenance costs on any single apparatus. NDFD has the ability to flag those apparatus that have gone beyond their cost-effectiveness equilibrium, thus reaching a point of diminishing returns where the value of continuing repairs exceeds those of servicing a new apparatus.

Recommendations: Adopt and implement an apparatus 2020 replacement schedule of 15 years front line service for all firefighting apparatus, with a minimum of 5 years reserve service before consideration of decommissioning the apparatus. Schedule should also require the maintenance of accurate equipment and repair records. This data will support the evaluation of useful service life for each apparatus, and it will take into account any necessary adjustments to either extend or reduce front line or reserve service status. Staff should regularly review and analyze maintenance records and cost-effectiveness to determine if capital outlay for refurbishing and repowering apparatus may be considered as a viable alternative to transitioning from front line to reserve status—or, from reserve status to de-commissioned from service altogether. This analysis should be done on a case by case basis. It is recommended that Truck 42 be replaced to maintain two Aerial Apparatus. After the new engine arrives (on/about September 2022, the Fire District will then have two Aerial Apparatus. It is recommended that light vehicles should be considered for a replacement Schedule of 10 years for Battalion Chief Command Vehicles (due to intense, high mileage use), 10 years.

Major Equipment Replacement: This section discusses the replacement of major equipment in the on-going business of Fire, Rescue and EMS service delivery by the NDFD.

It includes personal protective equipment (PPE) turnout gear, self-contained breathing apparatus (SCBA), rescue extrication tools, advanced life support (ALS) cardiac monitoring/intervention equipment, and fire hose.

1. Personal Protective Equipment (PPE): PPEs are eligible to be replaced every ten (7) years, or every two NFPA standards revision cycles, or whenever the equipment is damaged beyond repair or fails an inspection. The NDFD has approximately 55 sets of structural firefighting gear and half the number of wildland firefighting PPE gear. The 2020 cost for each of these is as follows: 1 set of structural firefighting turnouts (pants and jacket) cost approximately \$2500, and 1 set of wildland firefighting gear (pants and jacket) cost approximately \$1,200. The NDFD typically buys 10 -15 new PPE gear for personnel on an annual basis; then it “hands down” the older PPE gear to firefighters depending on compliance. Therefore, in order to amortize the cost of PPE replacement in a planned fashion over a 7-year period, the fire department should budget \$33,000 annually toward PPEs, in addition to maintenance and repairs. This would, in effect, replace the entire compliment of PPEs (structural and wildland) in manageable increments over each successive 7-year period. Recommendation: Amortize the cost of PPE replacement over a 7-year period, should consider budgeting \$33,000 annually, in addition to maintenance and repairs. This would, in effect, replace the entire inventory of PPEs (structural and wildland), in manageable increments, over each successive 7-year period.

Priority: Program in Place

Immediate for initiating annual amortization funding for completing an ongoing PPE replacement cycle. Schedule: Annual amortization for PPE replacement every 7 years. Cost: \$33,000 annually, to replace 7 sets of both structural and wildland PPEs. Recommend including annual CPI index inflator and/or annual unit cost survey to use to adjust annual funding levels so they are commensurate with replacement costs.

2. Self-Contained Breathing Apparatus (SCBA):

The NDFD has 20 SCBA units with a 2015 estimated replacement cost of \$7,000-\$8,000 each, equaling a potential \$200,000 capital outlay. Fortunately, the NDFD has just replaced the entire complement of SCBAs through grant funding, and replacement is not likely to be necessary prior to 2030 unless parts become unavailable or cylinders fail regular hydrostatic testing. However, an eventual replacement project must be anticipated and planned for as part of on-going financial planning. All SCBA cylinders

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

require periodic hydrostatic testing as required by 49 CFR 180.205. The frequency of the maintenance depends upon the cylinder material, as follows:

Steel cylinders should be tested every five years and have an indefinite service life until they fail a hydro test.

Aluminum cylinders (not including hoop-wrapped) should be tested every five years and have an indefinite service life until they fail a hydro test.

Hoop-wrapped cylinders should be tested every three years and have a 15-year service life.

Fully wrapped fiberglass cylinders should be tested every three years and have a 15-year service life.

Fully wrapped Kevlar cylinders should be tested every three years and have a 15-year service life.

Fully wrapped carbon fiber cylinders should be tested every five years and have a 15-year service life. Recommendation: An annual amortization funding of approximately \$15,000 should be created for the replacement of SCBAs in addition to their annual maintenance budget. Priority: Immediate for initiating annual amortization funding. Schedule: Annually in order to prepare for the ultimate replacement of the SCBA inventory whether through obsolescence or non-serviceability. Cost: \$15,000 annually, and recommend including an annual CPI index inflator and/or unit cost survey in order to adjust funding levels commensurate with replacement costs.

Priority: Program in Place

3. Rescue Tools: Hydraulic rescue tools are mission critical equipment to delivering services. Especially given the proximity and frequency of response by the NDFD Vehicle incidents, these units are of particular significance and value for disentangling and extricating trapped victims in vehicle accidents. These units should be replaced every 5-7 years depending on advances in technology and the cost of maintenance and repairs to each unit.

The NDFD has four (3) Rescue Tool units at a 2020 cost of \$30,000 each. These are due for replacement in FY 2021. An annual capital amortization of approximately \$18,000 should be created for the replacement of Rescue Tools in addition to their annual maintenance budget. Recommendation: The Rescue Tool units are due for replacement in conjunction with Front Line Fleet replacement. An annual capital amortization of approximately 15,000 should be considered for the replacement of Rescue Tools every 6 years (may be desired/required sooner, depending on advances in technology and annual cost of maintenance and repairs for each unit), in addition to the annual maintenance budget.

Priority: Program in Place

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

4. ALS Cardiac Monitors: 12 Lead Cardiac monitors are mission critical equipment in the delivery of Advanced Life Support (ALS) service in the field, North Davis Fire District's communities and as part of a Davis County EMS providers. The monitors should be replaced every 6-8 years depending on advances in technology and annual cost of maintenance and repairs. The NDFD has five Cardiac Monitors (5) units at a cost of approximately \$30,000 each. These units are recommended for replacement in FY 2026.

An annual capital amortization of approximately \$18,000 should be set aside for the replacement of Cardiac Monitors in addition to their annual maintenance budget. Recommendation: The ALS Cardiac Monitoring units are due for replacement in FY 2026-2028. An annual capital amortization of approximately \$18,000 should be established for the replacement of Cardiac Monitors every 7 years. This may be desired or required sooner depending on advances in technology and the annual budget for maintenance and repairs for each unit.

Priority: Program in Place

ALS Cardiac Monitors. Schedule: Annual amortization schedule for ALS Cardiac Monitor replacement.

5. Fire Hose: The National Fire Protection Association's (NFPA) Standard-1962 calls for annual hose testing and allows for keeping hose as long as it passes the annual service test. However, a generally accepted practice is to remove hose from service after 10 years, as recommended by the NFPA in Standard-1962 (2008 Edition), Annex A.7.1., which states "While all users should establish their own retirement schedule, fire departments should give careful consideration to a 10-year maximum service life under normal operating conditions." Therefore, an annual budget should be maintained for replacing a prescribed amount of hose inventory, so it will not need replacement all at once—while also providing for damaged hose repair and replacement. This allocation can be amortized over 10-year increments. The following are a representation of the average hose costs in 2020: 50-foot length of 1-3/4" double-jacketed fire hose approximately \$150; 50-foot length of 2 1/2" or 3" double-jacketed hose approximately \$250; and 100-foot length of 5" Large Diameter Hose (LDH) approximately \$525. Recommendation: Outfitting an entire engine with a complete hose change costs approximately \$9,000 in 2020 dollars. With 5 engines in the NDFD fleet, this represents an in-service inventory of approximately 9,000 feet of fire hose (not including rack storage inventory). Therefore, an annual hose replacement budget of \$5,000-7,500 is considered reasonable.

Priority: Program in Place

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

LONG-TERM FINANCIAL STRATEGY

The North Davis Fire District financial strategy provides an analysis and recommendations for the on-going operations and staffing for the North Davis Fire District represented in the most efficient and cost-effective manner and within the available resources of the District.

This is designed to be a living document and not the final answer. Utilized along with thoughtful analysis and forecasting by staff, it allows management and the Board of Trustees to effectively plan and approve a sustainable maintenance of effort through a proactive budgeting strategy.

This financial strategy document provides a detailed description of several infrastructure and staffing issues by presenting alternatives with a recommendation, an implementation schedule, and an estimated cost to implement the recommendation.

This financial review also considered several courses of action for viable alternative options in funding mechanism strategies as well, ranging from:

Financial planning possibly including bonds or certificates of participation;

Fees for service agreements for extraordinary circumstances; and Active pursuit of annual FEMA grant funding opportunities (SAFER and AFG).

However, since the nuances of each option varies as to implementation, it affects the cost and timeline. Therefore, some general guidelines as to 2020 costs were included, along with recommendations for research and consideration of best practices, in terms of future financial strategy discussion. For planning purposes, the County Assessor's Office projects property valuations and growth for the Service area of the District. This data provides a good starting point for analyzing possible revenues available from impact fee assessments, user fees, or other property tax-based income sources.

Strategy: The level of ongoing staffing and infrastructure support necessary to sustain the North Davis Fire District) at even the current level of community fire and emergency services requires a financial maintenance of effort for capital facilities projects, apparatus and equipment replacement, and possibly staffing. Over time, costs are naturally increase for the delivery of fire and emergency services, while revenues in the North Davis Fire District remain relatively flat. These circumstances are exacerbated by the fact that parts of NDFD service area are "built-out" and developer impact fees will no longer be applicable. Moreover, there are several situations that require thoughtful attention now, and into the future, for mitigation.

Issue: Operational support is in need of a funding mechanism for capital outlay projects of large magnitude (facilities and large apparatus and equipment replacement), and/or staffing shortfalls that are on-going. The NDFD developer impact fee schedule has been a source of one-time revenue to compensate the fire department for initial impacts. However, some areas of NDFD approaching build-out, this revenue source is may rapidly coming to an end.

In recent history, the NDFD recently experienced a cyclical staffing model that has necessarily fluctuated with the annual revenue stream. This often results in possible sub-standard 2-4 person staffing on front line engine companies, over the course of single and/or multiple fiscal year budgets, thus placing both first responders and the community at a higher than normal risk. The third person on each in-service engine is

NDFD MASTER PLAN AND CAPITAL IMPROVEMENT PLAN

Exhibit

critical to effect firefighting with the first arriving company and officer on a first alarm assignment of a structure fire. The engine companies of the NDFD are only staffed with three personnel approximately 70% of the time by utilizing part time firefighters as the third person. Some firefighters work seasonal wildland, and they are gone on assignment in the summer months, but staffing improves in the winter when they return.

This 30% shortfall in engine staffing should be considered for funding. Adding permanent staff to achieve full time three-person engine companies is needed. Possibly this can be accomplished via FEMA safer grant.

Possible Remedy:

It is recommended that the NDFD would greatly benefit from a well-crafted strategic financial plan as a companion to this strategic Fire Department Master Plan and CIP. Moreover, it is recommended that the NDFD give strong consideration to engaging the services of a qualified governmental financial consultant to advise and inform the District on the viability of available options for long-term financing of infrastructure, and an analysis of the effects of smoothing the costs of large capital expenditures over a period of time via an predictable debt service scheduling model. (An initial analysis of this type would likely cost approximately \$25,000).

Issue: The frequency and volume of emergency calls for service generated by Clearfield City and the care centers create a disproportionate demand on NDFD resources, yet the NDFD has limited funding mechanisms. This unfunded consumption of NDFD resources should necessarily be accounted for.

Grant Opportunity Remedies: The NDFD is aggressively pursuing the annual funding opportunities through FEMA's Assistance to Firefighters Grant (AFG), typically available in January of each year. If chosen, the NDFD could receive funding for apparatus and/or equipment on a onetime basis. Typically, there is a 10% matching fund requirement.

Equally valuable and attendant to the AFG are grants available through FEMA's "Staffing for Adequate Fire and Emergency Response" (SAFER) program—typically open for application in November of each year. These grants are highly competitive but not unattainable, particularly given the level of staffing and the limited resources that are available to address that risk. SAFER grants are currently funding positions for a full two years with no matching funds required from the grant receiving agency. And, there is no obligation to retain employees after the grant five year performance period. This is a method by which to consider staffing-up, following a downturn cycle, and gaining the ability to replenishing FTEs in anticipation of revenue (e.g., the 30% staffing gap).

Recommendations:

possible Commission of services of qualified governmental financial strategist to analyze viability of various funding strategies, allocate staff time and training to pursue FEMA grants annually available in the SAFER and AFG programs.

Priority: Immediate; 2-3 Years.

Exhibit

NDFD Fleet & Capital Expense Projection (updated 1/21/2021) Draft

Trailers														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
1989	Wells Fargo (523777)	Haz-Mat Trailer												
2008	Clown Trailer (523776)	Pub Ed												
2010	Haulmark Trailer (523404)	Rehab												
	-95877	Mass Casualty												
2016	Grey Trailer (217772)	Utility												

Engine / Ladder Trucks Rotation														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
2017	America La France (refurb 2003) - Ladder Truck													
2007	Spartan Aerial (Crimson) - Ladder Truck													
2009	Spartan Pumper													
2015	Pierce Pumper/Transport													
FY2022	Projected Lease Purchase Engine 42			\$ 800,000										
FY2028	Projected Lease Purchase Truck 42									\$ 1,200,000				

PMA Unit - 6 Year Rotation														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
FY2022	Projected PMA Unit Purchase			\$ 150,000										
FY2028	Projected PMA Unit Purchase									\$ 168,924				
	<i>Estimated Cost</i>			\$ 150,000						\$ 168,924				

Ambulances - 20 Year Rotation														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
2006	Wheeled Coach F-350							SALE						
FY2026	Projected Ambulance Purchase							\$ 233,466						
2011	Wheeled Coach F-350												SALE	
FY2031	Projected Ambulance Purchase												\$ 257,765	
2013	Wheeled Coach F-350 again in FY2033													
2017	Dodge Remount (2006) again in FY2035													
2017	Wheeled Coach F-350 again in FY2037													
	<i>Estimated Cost</i>							\$ 233,466					\$ 257,765	

Trucks														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
1994	Ford (Utility Truck/Plow)								SALE					
2010	Ford F550 - Brush 42													
2015	Ford F550 - Brush 41													
2013	Ford - F150 (Reserve Vehicle)													
2016	GMC Silverado (BC Vehicle)													
2014	Chev Silverado (Operations Vehicle)													
	<i>Estimated Cost</i>													

Chief Truck (401) - 10 Year Replacement for Diesel Trucks														
Year	Make/Model	Current Status	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
2017	GMC Silverado (Diesel) - 401								Rotate to Plow					

<i>Estimated Cost</i>	\$ 257,248	\$ 252,868	\$ 248,235	\$ 248,349	\$ 242,955	\$ 237,308	\$ 236,408	\$ -	\$ -	\$ -	\$ -	\$ -
ESTIMATED TOTAL EXPENSE BY FISCAL YEAR	\$ 499,406	\$ 654,276	\$ 638,503	\$ 430,922	\$ 371,321	\$ 600,307	\$ 542,943	\$ 390,863	\$ 312,455	\$ 224,441	\$ 610,971	\$ 227,044

Exhibit

Estimated Contributions and Uses of Committed Funds												
Fiscal Year	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
Balance at Beginning of Fiscal Year	\$ 138,237	\$ 58,037	\$ 153,587	\$ 340,287	\$ 734,681	\$ 1,116,315	\$ 1,283,315	\$ 1,596,780	\$ 1,825,918	\$ 2,153,462	\$ 2,569,021	\$ 2,598,051
Contribution of Impact Fees (<i>use for debt service</i>)	\$ 25,000	\$ 160,000	\$ 140,000	\$ 140,000	\$ 140,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000
Contribution from Paramedic Fees	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Committed Funds Contribution (Fleet & Capital Expenses)	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Committed Funds Contribution (Station 43)	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
Committed Funds for Lease Obligations	\$ 136,958	\$ 136,958	\$ 136,968	\$ 136,968	\$ 70,000	\$ 70,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000
Committed Funds for Debt Service	\$ 257,248	\$ 252,868	\$ 248,235	\$ 248,349	\$ 242,955	\$ 237,308	\$ 236,408	\$ -	\$ -	\$ -	\$ -	\$ -
Expense for Purchase of Capital / Fleet / Debt Service	\$ (499,406)	\$ (654,276)	\$ (638,503)	\$ (430,922)	\$ (371,321)	\$ (600,307)	\$ (542,943)	\$ (390,863)	\$ (312,455)	\$ (224,441)	\$ (610,971)	\$ (227,044)
Estimated Balance at end of Fiscal Year	\$ 58,037	\$ 153,587	\$ 340,287	\$ 734,681	\$ 1,116,315	\$ 1,283,315	\$ 1,596,780	\$ 1,825,918	\$ 2,153,462	\$ 2,569,021	\$ 2,598,051	\$ 3,011,006

DEBT SERVICE BONDING	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY2030	FY2031	FY2032
Design Build Remodel Station 42		\$ 500,000										
Revenue Bond - Debt Service for Station 41		\$ 1,623,913										
NEW BOND AMOUNT												

NDFD Purchase Projection FY2021-FY2032 (Draft)

Exhibit

FY2021	Lease Obligation (2009 Crimson) Final Payment	\$ 69,991
	Lease Obligation (2015 RE41) Final Payment 8/2024	\$ 66,968
	Debt Service Payment	\$ 257,248
	Zoll Defibrillator Program (5-year program)	\$ 30,000
	NFPA/OSHA Compliant Multi-Use Helmet	\$ 18,200
	Integrated Radio Comms	\$ 52,000
	Motorolla UHF Paging System Upgrade	\$ 5,000
	Estimated Total	\$ 499,406
FY2022	Lease Obligation (2009 Crimson) Final Payment	\$ 69,991
	Lease Obligation (2015 RE41) Final Payment 8/2024	\$ 66,968
	Debt Service Payment (refinanced)	\$ 168,000
	Projected PMA Unit Purchase	\$ 150,000
	Zoll Defibrillator Program (5-year program)	\$ 30,000
	Zoll Defibrillator for PM Unit	\$ 40,000
	Vent for PM Unit	\$ 15,000
	SCBA Masks, Packs, Bottles - PM Unit	\$ 14,450
	UCA Communication Radios (purchase 3 per year)	\$ 15,000
	Estimated Total	\$ 569,409
FY2023	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Lease Obligation (2015 RE41) Final Payment 8/2024	\$ 66,968
	Debt Service Payment	\$ 168,000
	Zoll Defibrillator Program (5-year program)	\$ 30,000
	UCA Station Alerting System Upgrade (\$100,000 per station)	\$ 200,000
	Vehicle Exhaust Upgrade - Station 41	\$ 8,000
	UCA Communication Radios (purchase 3 per year)	\$ 15,300
	Estimated Total	\$ 558,268
FY2024	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Lease Obligation (2015 RE41) Final Payment 8/2024	\$ 66,968
	Debt Service Payment	\$ 168,000
	Zoll Defibrillator Program (5-year program)	\$ 30,000
	UCA Communication Radios (purchase 3 per year)	\$ 15,606
	Estimated Total	\$ 350,574
FY2025	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Debt Service Payment	\$ 168,000
	Zoll Defibrillator Rotation	\$ 42,488
	UCA Communication Radios (purchase 3 per year)	\$ 15,918
	Estimated Total	\$ 296,406
FY2026	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Ambulance Purchase	\$ 233,466
	Debt Service Payment	\$ 168,000
	Zoll Defibrillator Rotation	\$ 43,297
	UCA Communication Radios (purchase 3 per year)	\$ 16,236
	Estimated Total	\$ 530,999
FY2027	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Lease Purchase Truck 42 (estimated \$1,200,000)	\$ 90,000
	<i>Purchase 401 - Diesel (10 year rotation)</i>	\$ 85,811
	Debt Service Payment Station 41	\$ 168,000
	Debt Service Payment Station 42	\$ 160,000
	Zoll Defibrillator Rotation	\$ 44,163
	UCA Communication Radios (purchase 3 per year)	\$ 16,561
Estimated Total	\$ 634,535	
FY2028	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Lease Purchase Truck 42 (estimated \$1,200,000)	\$ 90,000
	Debt Service Payment Station 41	\$ 168,000
	Debt Service Payment Station 42	\$ 160,000
	<i>Projected PMA Unit Purchase</i>	\$ 168,924
	Zoll Defibrillator Rotation	\$ 45,046
	UCA Communication Radios (purchase 3 per year)	\$ 16,829
	Estimated Total	\$ 718,799
	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Lease Purchase Truck 42	\$ 90,000

NDFD Purchase Projection FY2021-FY2032 (Draft)

FY2029	<i>Purchase 402 - Diesel (10 year rotation)</i>	\$ 89,278
	Zoll Defibrillator Rotation	\$ 45,947
	UCA Communication Radios (purchase 3 per year)	\$ 17,230
	Estimated Total	\$ 312,455
FY2030	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Lease Purchase Engine 42 (estimated cost \$1,200,000)	\$ 90,000
	Debt Service Payment Station 41	\$ 168,000
	Debt Service Payment Station 42	\$ 160,000
	Zoll Defibrillator Rotation	\$ 46,866
	UCA Communication Radios (purchase 3 per year)	\$ 17,575
	Estimated Total	\$ 552,441
FY2031	Projected Lease Purchase Engine 42 (estimated cost \$800,000)	\$ 70,000
	Projected Lease Purchase Engine 42 (estimated cost \$1,200,000)	\$ 90,000
	Debt Service Payment Station 41	\$ 168,000
	Debt Service Payment Station 42	\$ 160,000
	<i>Projected Ambulance Purchase</i>	\$ 257,765
	Vent for PM Unit Rotation	\$ 17,926
	SCBA Masks	\$ 19,550
	SCBA Packs	\$ 14,000
	SCBA bottles	\$ 76,000
	Zoll Defibrillator Rotation	\$ 47,803
	UCA Communication Radios (purchase 3 per year)	\$ 17,926
	Estimated Total	\$ 938,970
	FY2032	Projected Lease Purchase Engine 42 (estimated cost \$800,000)
Projected Lease Purchase Engine 42 (estimated cost \$1,200,000)		\$ 90,000
Debt Service Payment Station 41		\$ 168,000
Debt Service Payment Station 42		\$ 160,000
Zoll Defibrillator Rotation		\$ 48,759
UCA Communication Radios (purchase 3 per year)		\$ 18,285
Estimated Total		\$ 555,044

Exhibit

Updated 1/21/2021

DRAFT

Siddons Martin Emergency Group, LLC
 7285 S. 700 West
 Midvale, UT 84047
 Business Number 221B

Exhibit



January 20, 2021

Mark Becraft, Fire Chief
 NORTH DAVIS FIRE DISTRICT
 381 N 3150 W
 WEST POINT, UT 84015

Proposal For: Engine North Davis

Siddons-Martin Emergency Group, LLC is pleased to provide the following proposal to NORTH DAVIS FIRE DISTRICT. Unit will comply with all specifications attached and made a part of this proposal. Total price includes delivery FOB NORTH DAVIS FIRE DISTRICT and training on operation and use of the apparatus.

Description	Amount
<hr/>	
Qty. 1 - 750 - Pierce-Custom Enforcer PUC	
(Unit Price - \$702,713.00)	
Delivery within 12-13 months of order date	
QUOTE # - SMEG-0001620-0	
Vehicle Price	\$702,713.00
Chassis Prepay Discount	(\$11,108.24)
Full Prepay Discount	(\$10,889.87)
750 - UNIT TOTAL	\$680,714.89
<hr/>	
SUB TOTAL	\$680,714.89
Sourcewell #022818-PMI (FIRE)	\$2,000.00
TOTAL	\$682,714.89

Price guaranteed for 60 days. Prepaid discounts are provided as a courtesy.

Taxes: Tax is not included in this proposal. In the event that the purchasing organization is not exempt from sales tax or any other applicable taxes and/or the proposed apparatus does not qualify for exempt status, it is the duty of the purchasing organization to pay any and all taxes due. Balance of sale price is due upon acceptance of the apparatus at the factory.

Late Fee: A late fee of .033% of the sale price will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days. The late fee increases to .044% per day until the payment is received. In the event a prepayment is received after the due date, the discount will be reduced by the same percentages above increasing the cost of the apparatus.

Exhibit

Cancellation: In the event this proposal is accepted and a purchase order is issued then cancelled or terminated by Customer before completion, Siddons-Martin Emergency Group may charge a cancellation fee. The following charge schedule based on costs incurred may be applied:

- (A) 10% of the Purchase Price after order is accepted and entered by Manufacturer;
- (B) 20% of the Purchase Price after completion of the approval drawings;
- (C) 30% of the Purchase Price upon any material requisition.

The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. Siddons-Martin Emergency Group endeavors to mitigate any such costs through the sale of such product to another purchaser; however, the customer shall remain liable for the difference between the purchase price and, if applicable, the sale price obtained by Siddons-Martin Emergency Group upon sale of the product to another purchaser, plus any costs incurred by Siddons-Martin to conduct such sale.

Acceptance: In an effort to ensure the above stated terms and conditions are understood and adhered to, Siddons-Martin Emergency Group, LLC requires an authorized individual from the purchasing organization sign and date this proposal and include it with any purchase order. Upon signing of this proposal, the terms and conditions stated herein will be considered binding and accepted by the Customer. The terms and acceptance of this proposal will be governed by the laws of the state of Utah. No additional terms or conditions will be binding upon Siddons-Martin Emergency Group, LLC unless agreed to in writing and signed by a duly authorized officer of Siddons-Martin Emergency Group, LLC.

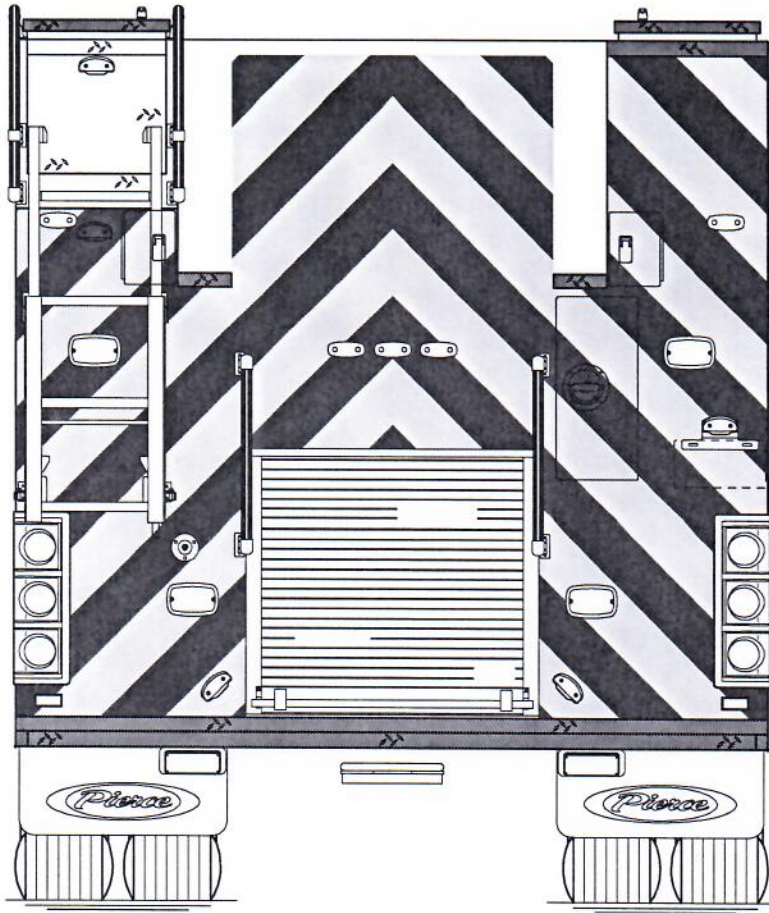
Sincerely, *Joshua Evertsen*

Joshua Evertsen

I, _____, the authorized representative of NORTH DAVIS FIRE DISTRICT, agree to purchase the proposed and agree to the terms of this proposal and the specifications attached hereto.

Signature & Date

Exhibit



CUSTOMER APPROVAL

APPROVED BY: _____

DATE: _____

NOTE: PLEASE REVIEW CHEVRON COVERAGE AND DOOR MATERIAL PER PULSE OPTIONS. NON-RELATED OR NON-CRITICAL MINOR DEVIATIONS MAY EXIST.



MANUFACTURING INC.

JOB NO.

-

SCALE

1:24

DRAWN BY

-

DATE

14JAN21

TITLE

CHEVRON DRAWING

-

FOR

North Davis Fire District

-

DWG

NO.

CHEVRON-CD

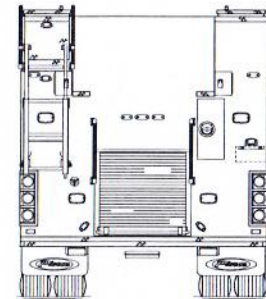
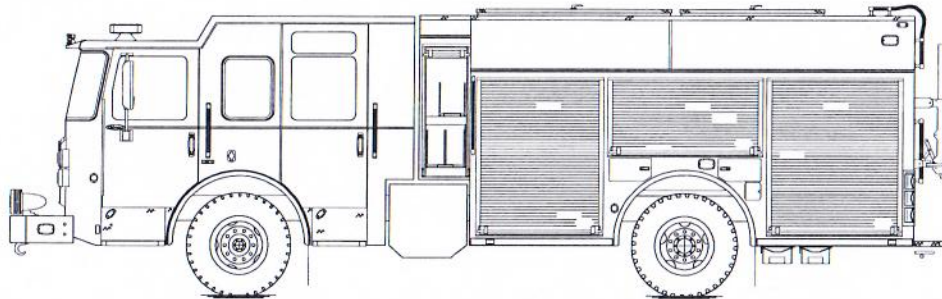
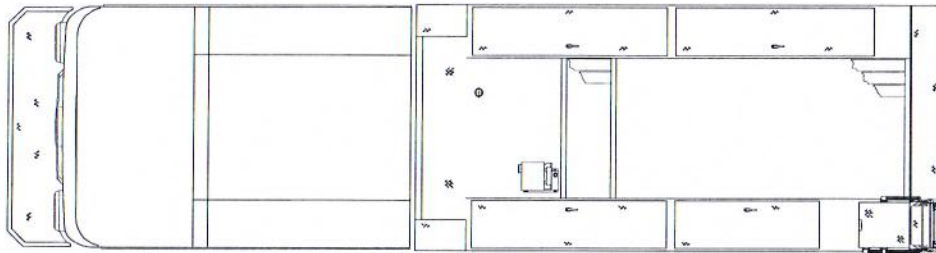
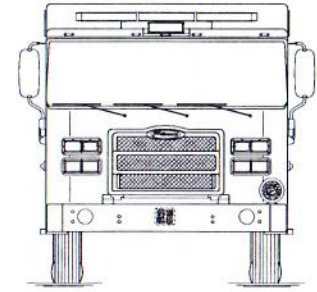
SHEET SIZE

A

SHEET NO.

1 OF 1

Exhibit



NOTE
LAYOUT AND SIZES PROVIDED BY CUSTOMERS
MAY VARY DUE TO AVAILABLE WORKING SPACE.

COLOR LEGEND	
PINK	LETTERING (VINYL OR REFLECTIVE)
ORANGE	STRIPING (VINYL OR REFLECTIVE)
GREEN	GOLD LEAF
YELLOW	CUSTOMER FURNISHED PRODUCT

CUSTOMER APPROVAL				Pierce MANUFACTURING INC.		JOB NO.	DATE
APPROVED BY: _____						SCALE	DATE
DATE: _____						1:24	DATE
CHASSIS DATA				TITLE	LETTERING, STRIPING, AND PAINTING INSTRUCTIONS	DRAWN BY	DATE
MAKE				FOR	North Davis Fire District	CHECKED BY	DATE
PIERCE				DWG	LSP-LP	SHEET SIZE	SHEET NO.
MODEL				NO.		D	1 of 1
REV	DATE	BY	CHK				

Exhibit

Pumper, PUC
BODY
 Pumper, PUC, Aluminum
CHASSIS
 Enforcer Chassis, PUC

CHASSIS
AXLE, FRONT, CUSTOM
 19,500 lb AXI-4 Axle
AXLE, REAR
 33,500 lb Meritor Axle
ENGINE
 310 HP Paccar MP13 Engine
TRANSMISSION
 Allison 5th Gen., 4000 EVS P
BUMPER
 27" Extended Painted Steel
CAB
 7010 Enforcer Cab, PUC

BODY
WATER TANK
COMPT, PUMPER, REAR
 33.50' FF RollUp Rear Comp w/Teelboard, PUC
COMPT, PUMPER, LEFT SIDE
 177" RollUp Full Height & Depth Front & Rear, PUC
COMPT, PUMPER, RIGHT SIDE
 177" RollUp Full Height & Depth Front & Rear, PUC

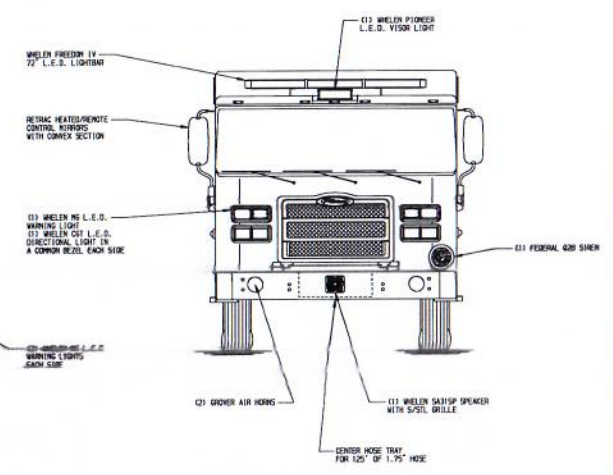
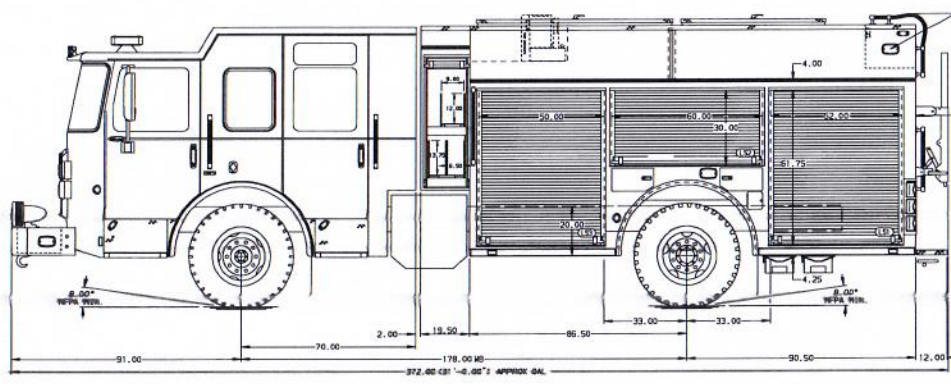
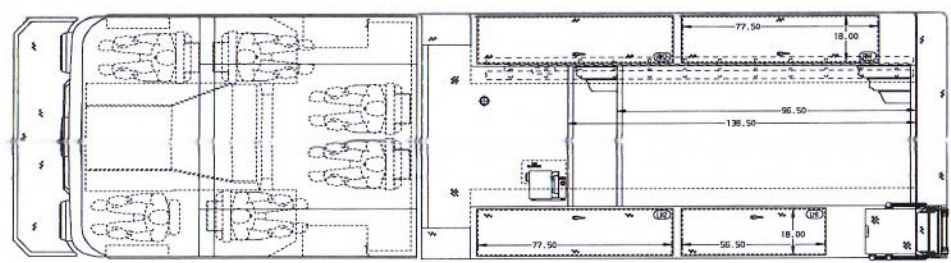
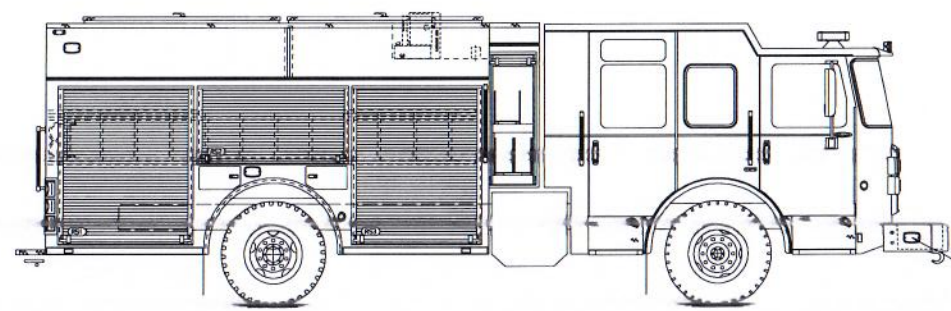
FIRE SUPPRESSION
PUMPHOUSE
 Control Zone, PUC
PUMP
 1500 GPM Pierce PUC
CROSSLAYS, 1.50"
 C2) 1.50", Poly Tray, 200"
CROSSLAYS, 2.50"
 C1) 2.50", Poly Tray, 200"

GENERATOR
 Generator Not Required
Foam System
 Husky 3 Single Agent Foam System
Foam Cell
 20 Gallon Foam Cell, Reduced Motor, PUC

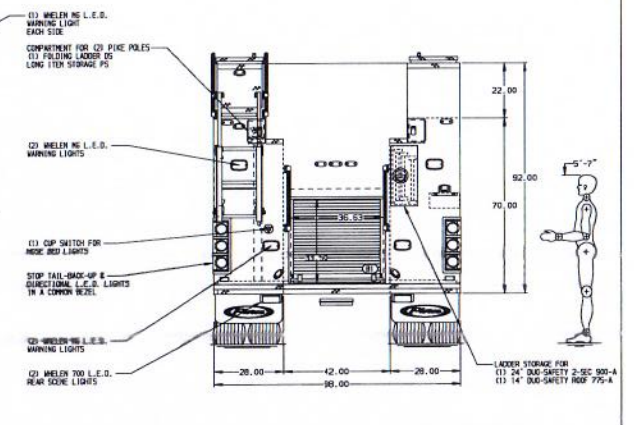
Side Roll and Frontal Impact Protection

NOTE
 DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MINOR DEVIATIONS AS MAY OCCUR OR BE NECESSARY IN CONSTRUCTION.
 MINOR DETAILS NOT SHOWN.

1. ONE 1.50" OULET WITH 2" HO PIPING AND SHAWL LOCATED IN CENTER BUNKER TRAY
2. SHOWERING RECEPTACLE WITH ORIGINAL SPIKE W/TEEL-JECT LOCATED ON DRIVER SIDE OF THE CAB
3. AIR INLET WITH DISCONNECT COUPLING IN THE DRIVER SIDE STEPPWELL
4. BATTERY CHARGE LOCATED IN COMPARTMENT PER SHOP ORDER
5. BATTERY CHARGE INDICATOR LOCATED ON THE DRIVER SIDE SEAT RISER
6. DISASSEMBLY BELT/KEYS IN COMPARTMENTS PER SHOP ORDER
7. ONE FLOOR MOUNTED SLIDE-OUT TRAY IN COMPARTMENT PER SHOP ORDER



HOSEBED CAPACITY
 BED 1
 400' OF 1.50" O.D. POLY HOSE
 BED 2
 1500' OF 2.50" O.D. POLY HOSE



CUSTOMER APPROVAL

APPROVED BY: _____
 DATE: _____

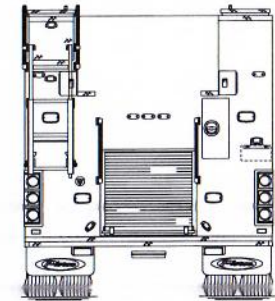
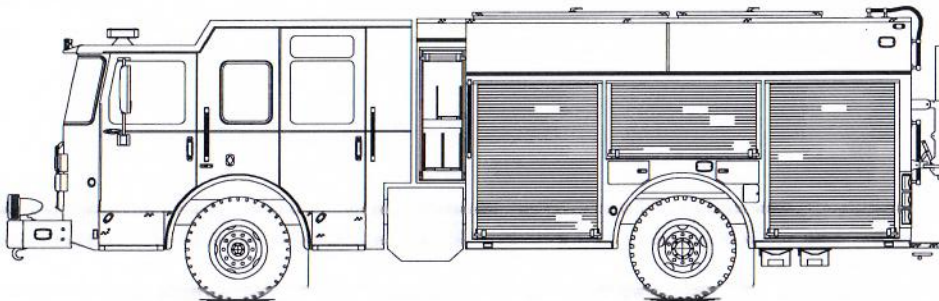
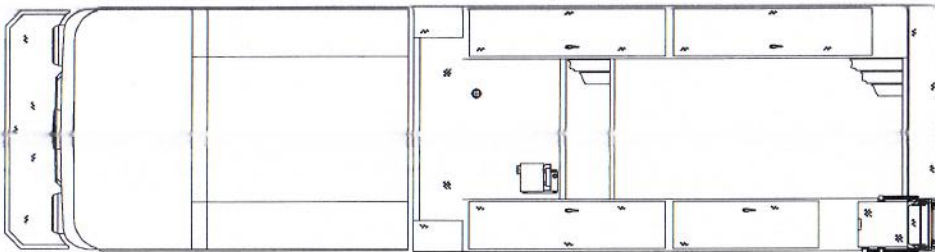
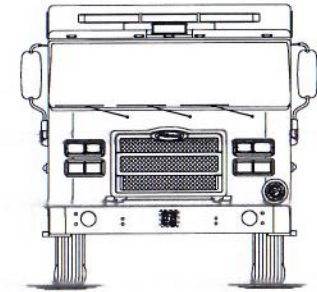
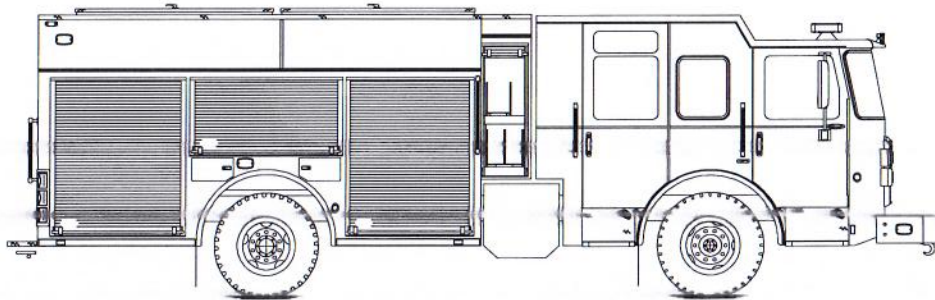


PIERCE MANUFACTURING INC.

CHASSIS DATA
 TITLE: _____
 FOR: North Davis Fire District
 DWS NO. _____

JOB NO.	---
SCALE	1:24
DATE	---
DRAWN BY	---
CHECKED BY	---
SHEET SIZE	D
SHEET NO.	1 of 1

Exhibit



NOTE
LAYOUT AND SIZES PROVIDED BY CUSTOMERS
MAY VARY DUE TO AVAILABLE WORKING SPACE.

COLOR LEGEND	
PINK	LETTERING (VINYL OR REFLECTIVE)
ORANGE	STRIPING (VINYL OR REFLECTIVE)
GREEN	GOLD LEAF
YELLOW	CUSTOMER FURNISHED PRODUCT

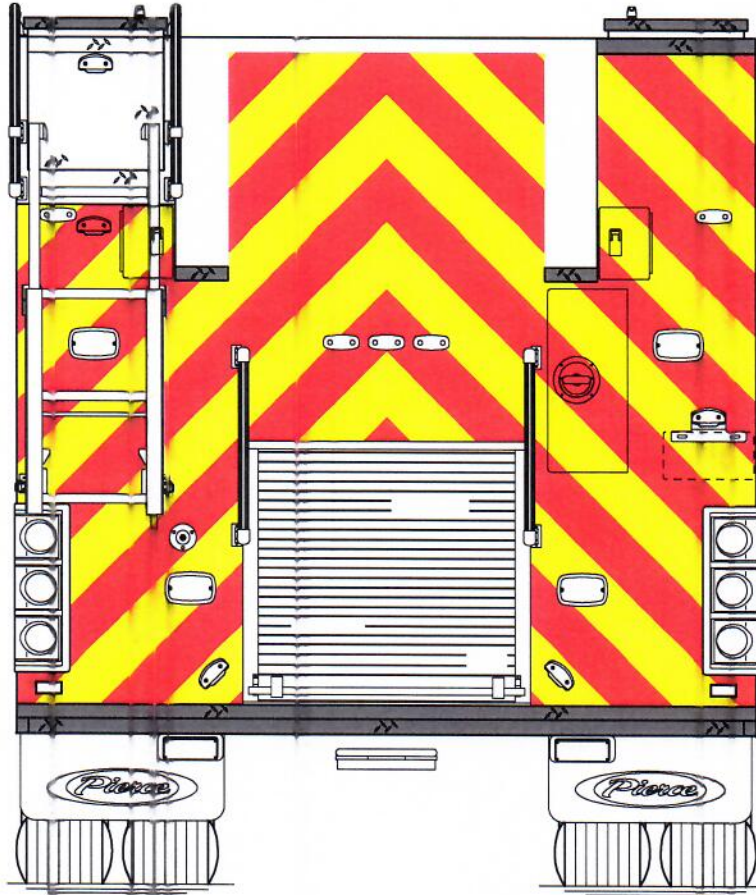
CUSTOMER APPROVAL

APPROVED BY: _____
DATE: _____

REV	DATE	BY	CH

Pierce MANUFACTURING INC.		JOB NO.	---
TITLE: LETTERING, STRIPING, AND PAINTING INSTRUCTIONS		SCALE	1:24
FOR: North Davis Fire District		DATE	---
PIERCE		DRAWN BY	---
NOEL		CHECKED BY	---
DWC		SHEET SIZE	D
NO.		SHEET NO.	1 of 1
LSP-LP			

Exhibit



CUSTOMER APPROVAL

APPROVED BY: _____
 DATE: _____

NOTE: PLEASE REVIEW CHEVRON COVERAGE AND DOOR MATERIAL PER PULSE OPTIONS. NON-RELATED OR NON-CRITICAL MINOR DEVIATIONS MAY EXIST.



MANUFACTURING INC.

JOB NO.

-

SCALE

1:24

TITLE

CHEVRON DRAWING

-

DRAWN BY

-

FOR

North Davis Fire District

-

DATE

16JAN21

DWG NO.

CHEVRON-CD

SHEET SIZE

A

SHEET NO.

1 of 1

Exhibit

MEMORANDUM

TO: NORTH DAVIS FIRE DISTRICT MANAGEMENT AND BOARD

FROM: TREASURER, NICOLE NELSON, CPA

DATE: JANUARY 21, 2021

RE: BUDGETED REVENUE FOR PROPERTY TAXES FISCAL YEAR 2022

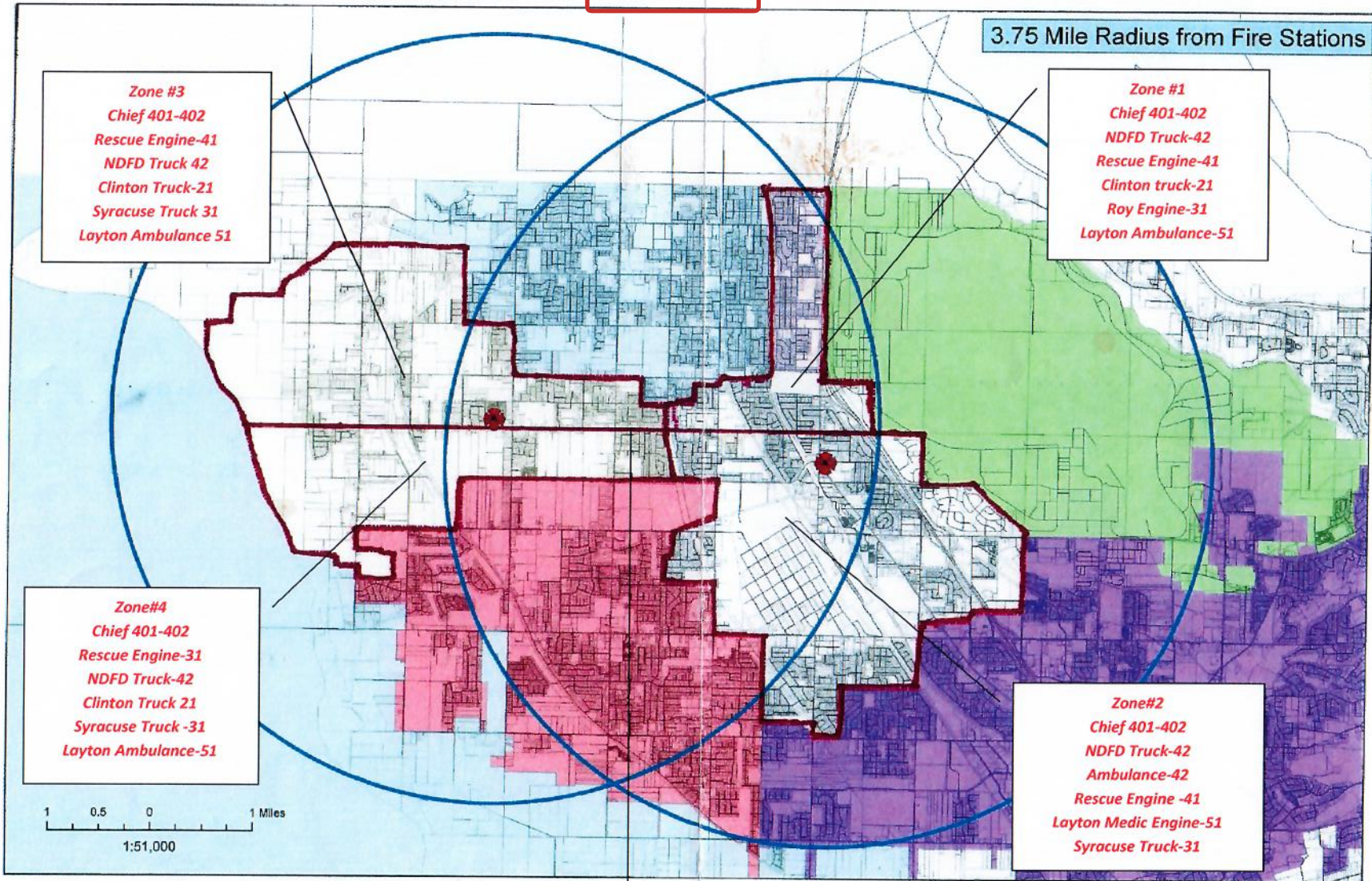
The county has recommended in the past that due to the volatile nature of the actual amounts received by the district, that the budget process should begin with the current year certified tax rate. As the new certified tax rate is published and approved by the District, the final amount is labeled “Calculated Budgeted Revenue,” as calculated by the county.

Historically, the district has received more than the stated “Calculated Budgeted Revenue”, but in order to be conservative in our budgeting, I recommend that we begin the budget process using that figure. I have outlined the amounts in which the District received compared to the Certified Tax Rate.

In doing this, I wanted the Board to have discussion on how that budget number should be calculated, if we choose to calculate it different from the County.

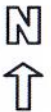
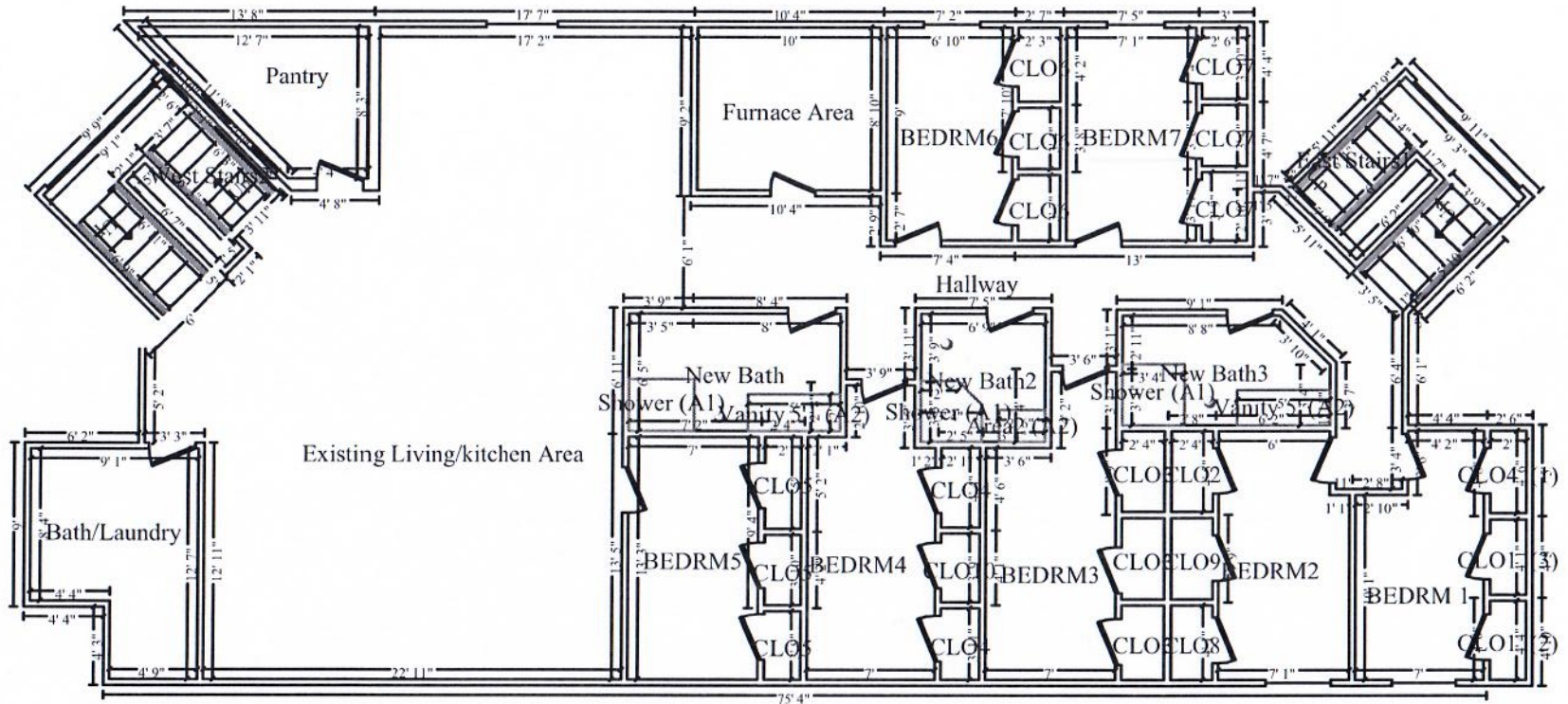
Year	Certified Tax Rate	Amount (not including CDRA)	Amount over/under
2017 - FINAL AUDIT	\$ 2,021,827	\$ 2,383,276	\$ 361,449.00
2018 - FINAL AUDIT	\$ 2,176,812	\$ 2,646,661	\$ 469,849.00
2019 - FINAL AUDIT	\$ 2,435,931	\$ 2,687,964	\$ 252,033.00
2020 - FINAL AUDIT	\$ 2,466,214	\$ 2,718,419	\$ 252,205.00
2021 - ESTIMATE BEFORE RATE INCREASE	\$ 2,756,761	\$ 3,089,255	\$ 332,494.00
2021 - BUDGET AFTER RATE INCREASE	\$ 2,987,691	\$ 3,360,813	\$ 373,122.00
2022 - BUDGET	\$ 2,992,691	\$ 2,992,691	\$ -

Exhibit



Both North and South sides of 300 North Boundary are in Zone #1 and Zone #3. For all incidents. Clinton Ambulance 21 responds into Sunset City if all Station 42 Ambulances are not available.

Exhibit



Exhibit



Exhibit



Exhibit



Exhibit



Murphy 81

Exhibit

CLEARFIELD CITY MUNICIPAL CAMPUS SUBDIVISION A PART OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN CLEARFIELD CITY

OCTOBER 2011



NOTES

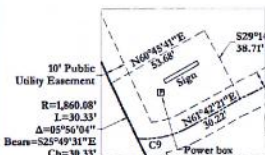
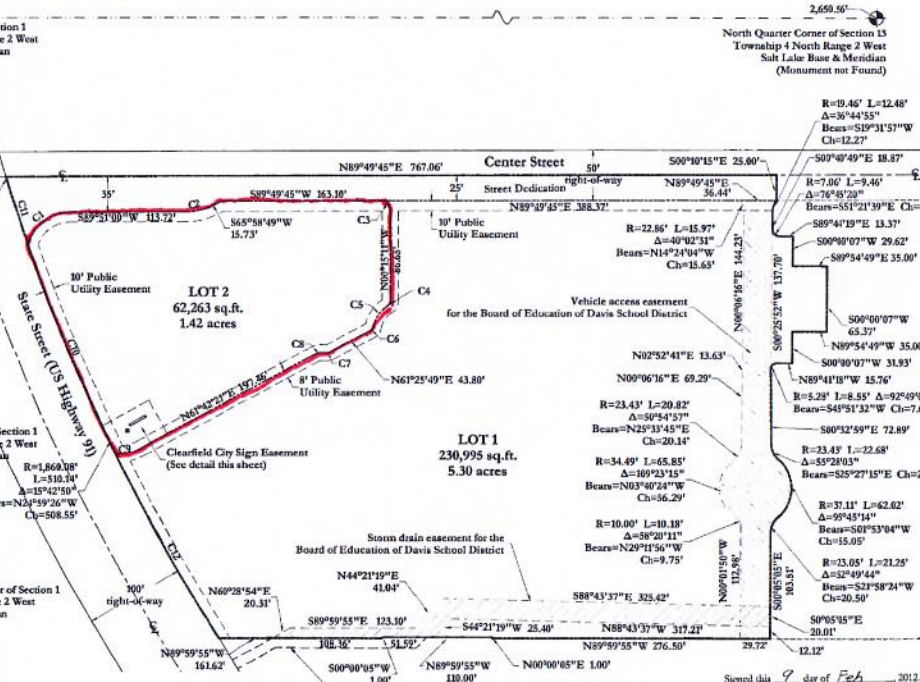
1. A 8.0 foot public utility easement each side of the property lines of the two (2) lots as shown. A 10.0 foot public utility easement along the frontage of each lot, along Center Street and State Street (US Highway 91) as shown. All easements to be used for irrigation, water lines, storm drainage, sanitary sewer, electrical power, communication lines and other public utilities.

NARRATIVE OF PLAT

The purpose of this subdivision plat is to combine 19 (19) parcels into one large parcel of land and then create two individual lots and dedicate a portion of those parcels as public thoroughfares as shown hereon, per the request of Clearfield City. The basis of bearing used for this Plat is from the Davis County monument control. Information for the Section Corners is shown hereon.

LOT	ADDRESS
1	55 South State Street Clearfield City Municipal Building
1	140 East Center Street Clearfield City Community Center
2	88 East Center Street North Davis Fire District

CURVE	RADIUS	LENGTH	DELTA	DIRECTION	CHORD LENGTH
C1	43.54'	57.85'	76°07'16"	S82°22'03"W	53.69'
C2	56.01'	23.28'	26°40'08"	S80°11'02"W	23.07'
C3	18.23'	13.65'	47°54'13"	N81°15'33"W	13.33'
C4	5.53'	6.40'	66°02'12"	N26°42'53"E	6.05'
C5	33.86'	25.44'	43°04'41"	N34°07'37"E	24.87'
C6	5.49'	5.90'	62°35'18"	N36°39'06"E	5.61'
C7	12.30'	7.33'	34°08'23"	N82°53'18"E	7.22'
C8	12.71'	8.48'	38°13'30"	N79°18'01"E	8.32'
C9	45.88'	26.64'	33°19'37"	N79°20'24"E	26.27'
C10	1,660.68'	228.98'	6°57'30"	S28°48'43"E	225.84'
C11	1,660.68'	71.36'	27°11'53"	S19°13'37"E	71.35'
C12	1,660.68'	212.81'	6°33'18"	N29°54'12"W	212.69'



SURVEYORS CERTIFICATE

I, Dick N. Mechem, do hereby certify that I am a registered land surveyor, and that I hold license number 155649, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have directed a survey of the tract of land as shown on this plat as described below and that the referenced markers shown on this plat are located as indicated and are sufficient to retrace or restore this survey, that the information shown herein is sufficient to accurately establish that lateral boundaries of the below described tract of real property and of each of the lots, located on said tract.

Signed this 12th day of October, 2011.



BOUNDARY DESCRIPTION

Being a part of the Northwest Quarter of Section 1, Township 4 North, Range 2 West, Salt Lake Base and Meridian and more particularly described as follows:

Beginning at the intersection of the East right of way of State Street (U.S. Highway 91) and the centerline of Center Street east point being 500°13'20" W 1,538.02 feet and S89°46'42" E 135.14 feet from the Northwest corner of said Northwest Quarter Section, and running Thence N89°49'45" E, along the centerline of said Center Street, 767.06 feet; Thence S00°10'15" E 25.00 feet, to a point on the back of an existing curb and gutter; Thence along said back of the curb and gutter line the following five (5) courses: 1) Thence along a non-radial curve to the left a distance of 12.48 feet, having a radius of 19.46 feet (Long Chord bears S51°21'07" E 8.77 feet); 2) Thence S00°40'49" E 18.87 feet; 3) Thence along a curve to the left a distance of 9.46 feet, having a radius of 7.06 feet (Long Chord bears S51°21'07" E 8.77 feet); 4) Thence S89°44'49" E 13.37 feet; 5) Thence S00°00'00" W 29.62 feet; Thence S89°54'49" E 35.00 feet; Thence S00°00'00" W 63.37 feet; Thence N89°54'49" W 35.00 feet, to a point on the back of the existing curb and gutter; Thence along said back of the curb and gutter line the following five (5) courses: 1) Thence S00°00'00" W 21.93 feet; 2) Thence N89°41'08" W 13.76 feet; 3) Thence along a curve to the left a distance of 8.85 feet, having a radius of 5.28 feet (Long Chord bears S45°51'32" W 7.45 feet); 4) Thence S00°32'59" E 72.89 feet; 5) Thence along a curve to the left a distance 22.68 feet, having a radius of 23.43 feet (Long Chord bears S25°27'15" E 21.81 feet); 6) Thence along a curve to the right a distance of 62.02 feet, having a radius of 31.11 feet (Long Chord bears S01°53'04" W 35.00 feet); 7) Thence along a curve to the left a distance of 21.23 feet, having a radius of 23.05 feet (Long Chord bears S21°58'21" W 20.50 feet); 8) Thence S00°00'00" W 103.51 feet, to the North line of Clearfield Town Square, L.L.C. parcel; Thence along the North line of said parcel the following five (5) courses: 1) Thence N89°59'55" W 276.50 feet; 2) Thence S00°00'00" W 1.00 foot; 3) Thence N89°59'55" W 116.03 feet; 4) Thence S00°00'00" W 1.00 foot; 5) Thence N89°59'55" W 161.62 feet, to the East right of way line of State Street (U.S. Highway 91); Thence along said East right-of-way and a 3 degree spiral curve to the right a distance of 510.14 feet, having a radius of 1,660.68 feet (Long Chord bears N24°59'26" W 508.55 feet), to the point of beginning.

Contains 314,899 Sq. Ft. or 7.23 Acres

OWNER'S DEDICATION

Knowing to all persons that this document presents, that Clearfield City, a Municipal Corporation, acknowledged by the undersigned designated representatives of Clearfield City, that Clearfield City the owner of the above described tract of land, having caused same to be subdivided into lots, hereby set apart and subdivide the same tract into lots and streets as shown on this plat, hereafter known as CLEARFIELD CITY MUNICIPAL CAMPUS SUBDIVISION, and do hereby dedicate for the public use all those portions of said tract of land designated as streets, as intended as a public thoroughfare and as public utility easements forever, for the public access and public utility use, and warrant, defend and save the City harmless against any encumbrance on the dedicated street, which interfere with the City's use, operation, and maintenance of the said street.

Signed this 24th day of January, 2012.
 Owners: Donald W. Wood, Clearfield City Mayor; Nancy R. Dean, Clearfield City Recorder

CORPORATE ACKNOWLEDGMENT

State of Utah
 County of Davis

On the 24 day of January, 2012, personally appeared before me, who duly sworn, did say that they are the designated representative of Clearfield City, and that the foregoing "Owners Dedication" was signed freely and voluntarily, and for the purposes therein expressed as authorized by the Clearfield City Council and Mayor.

Carole W. Rodgers, Notary Public
 Signed this 16th day of DECEMBER, 2011.

CIVIL ENGINEERING CONSULTANTS, PLLC.
 5141 SOUTH 1500 WEST
 RIVERDALE, UTAH 84405
 PHONE: 801.866.0350
 FAX: 801.866.0551

MtnWest Surveying & Mapping, Inc.
 1825 W. 4400 S. PO Box 207
 Roy, Utah 84067

CLEARFIELD CITY PLANNING COMMISSION
 Approved by the Clearfield City Planning Commission on this 4th day of JAN, 2011.
 N. Peterson, Planning Commission Chairman

CLEARFIELD CITY COUNCIL
 This is to certify that this plat and the dedication of this plat along with the dedication of all streets, easements were duly approved and accepted by the City Council of Clearfield City, this 24th day of JAN, 2011.
 Donald W. Wood, Mayor
 Nancy R. Dean, City Recorder

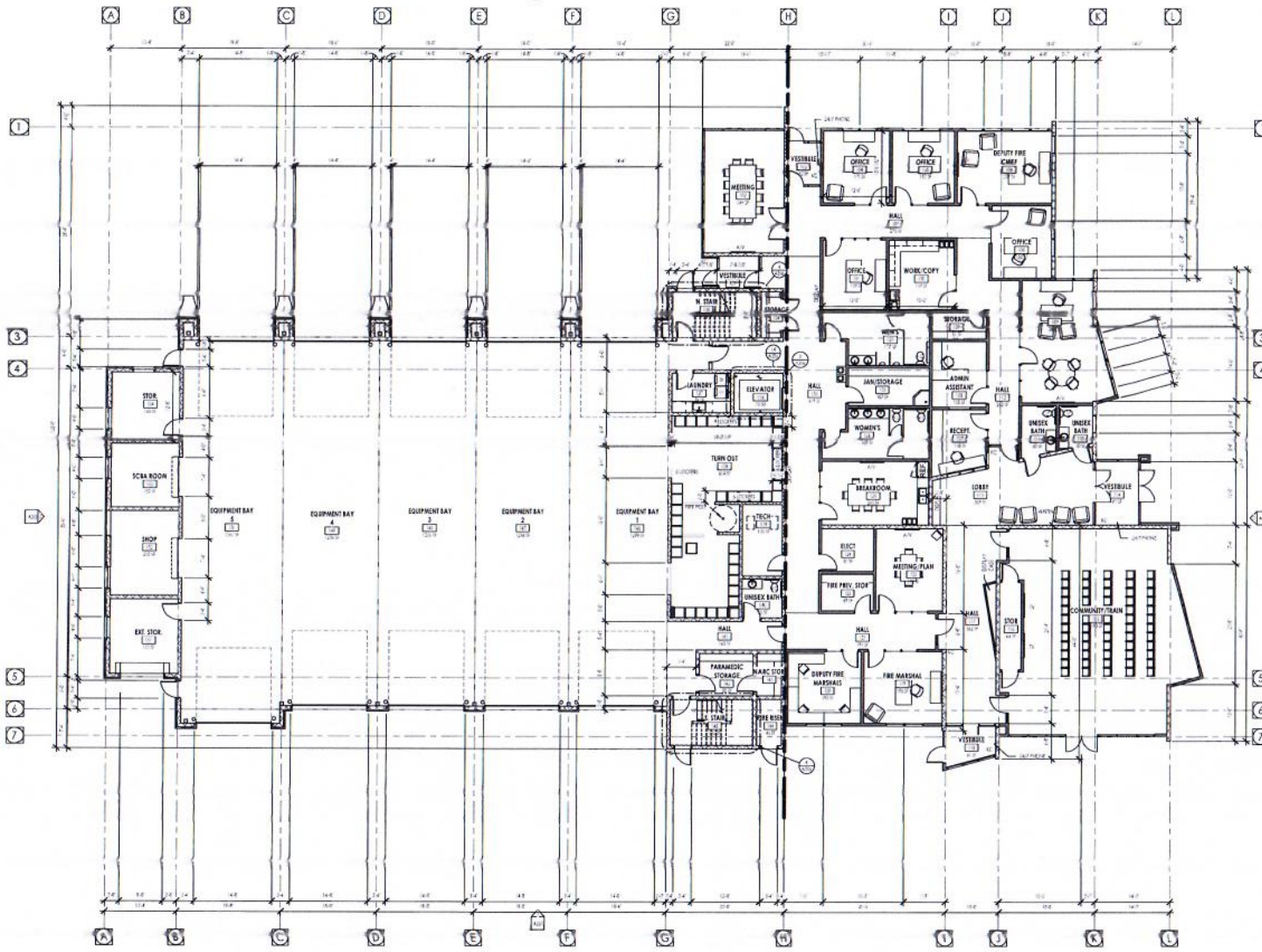
CLEARFIELD CITY ATTORNEY
 APPROVED AS TO FORM
 Signed this 16th day of DECEMBER, 2011.
 Lisa Brown, Clearfield City Attorney

CLEARFIELD CITY ENGINEER
 This is to certify that the requirements of all applicable statutes and ordinances prerequisite to City Engineer's approval of the foregoing plat and dedication have been complied with.
 Signed this 12th day of JAN, 2012.
 Clearfield City Engineer

DAVIS COUNTY RECORDER
 Entry No. 2012-0185, Fee paid \$320, filed for record and recorded on 1/24/12 at 1:58 PM as book #691 of records page 295. Recorded for \$457. BLM/RECORDS
 By: Michael Mangione, County Recorder

62,262 Ft
 1.42 Acres

Exhibit



LEVEL 1 FLOOR PLAN
10-112

FLOOR PLAN LEGEND	
SYMBOLS	DESCRIPTION
	FURNITURE & FIXTURES
	WINDOW SCHEDULE
	WALL
	GLASS PART

FLOOR PLAN GENERAL NOTE

1. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
2. COORDINATE WITH ARCHITECT FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
3. REFER TO CHANGE ORDERS FOR ALL DIMENSIONS. VERIFY FIELD AND WALL.
4. REFER TO CHANGE ORDERS FOR ALL DIMENSIONS.
5. COORDINATE WITH ARCHITECT FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
6. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
7. REFER TO CHANGE ORDERS FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
8. COORDINATE WITH ARCHITECT FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
9. COORDINATE WITH ARCHITECT FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
10. COORDINATE WITH ARCHITECT FOR ALL DIMENSIONS TO BE CHECKED BY FIELD.
11. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.
12. ALL DIMENSIONS ARE TO CENTER UNLESS OTHERWISE NOTED.

FLOOR PLAN KEY NOTES

Specification Keynote	Instructional Keynote

KEYNOTE INSTRUCTIONAL

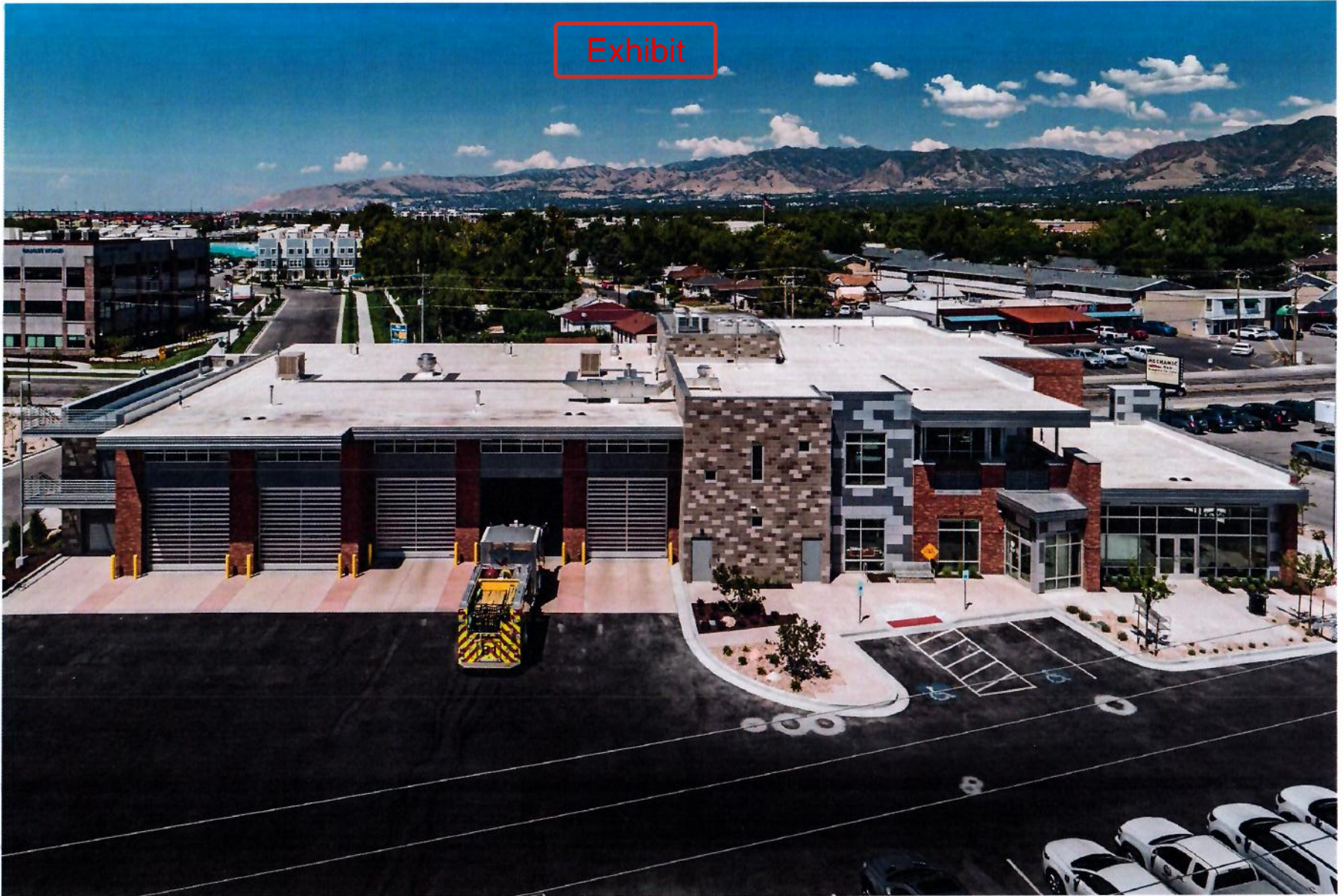


MURRAY CITY FIRE STATION NO. 81
 4845 S. BOX ELDER STREET
 MURRAY, UTAH 84107

PROJECT NO. 17015
 DATE: 07 JUN, 2017
 REVISIONS

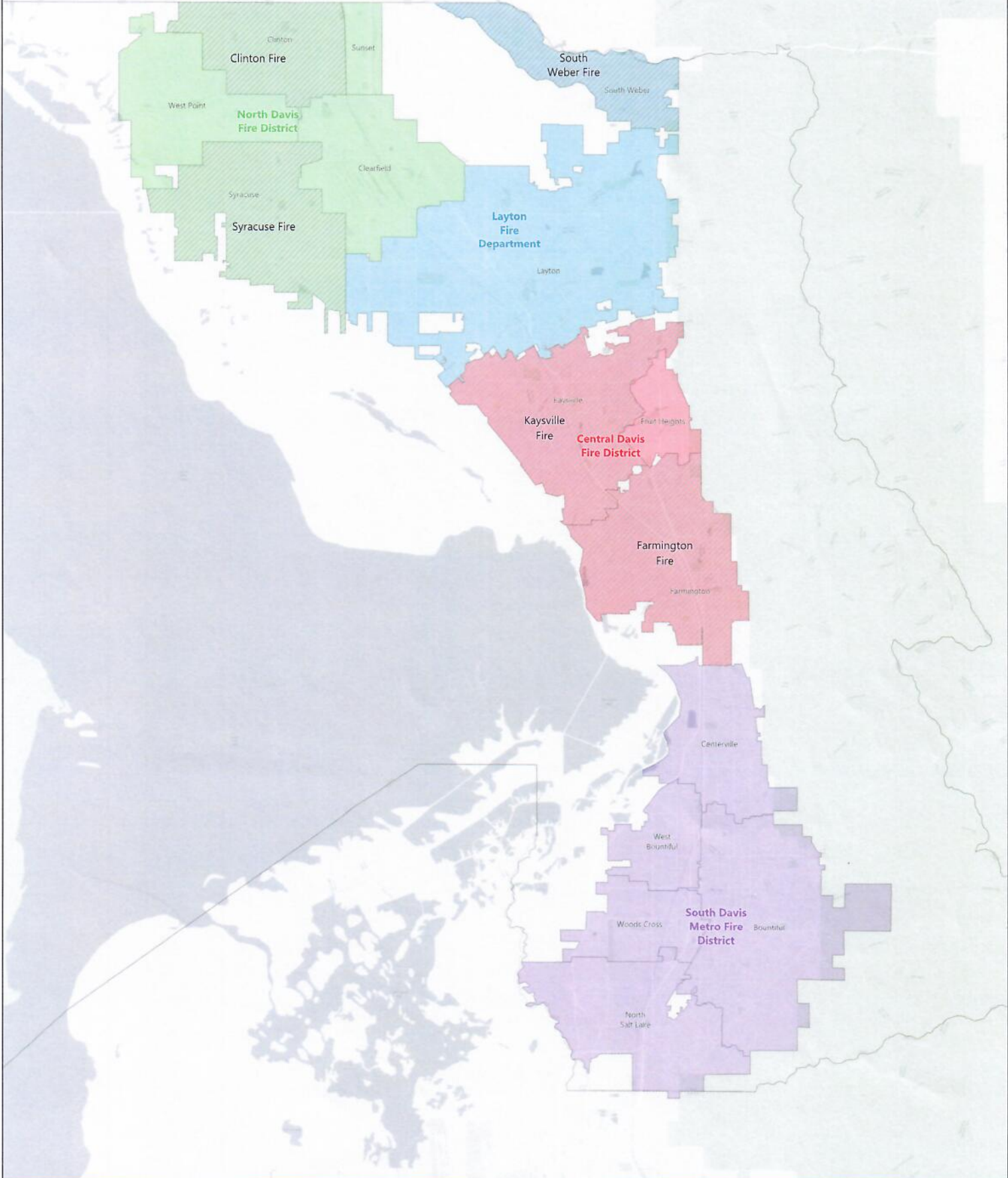
DESIGN DEVELOPMENT - MAY 10, 2017
 SHEET TITLE
 LEVEL 1 FLOOR PLAN
 SHEET NUMBER
A101

Exhibit



Murray 81

Exhibit

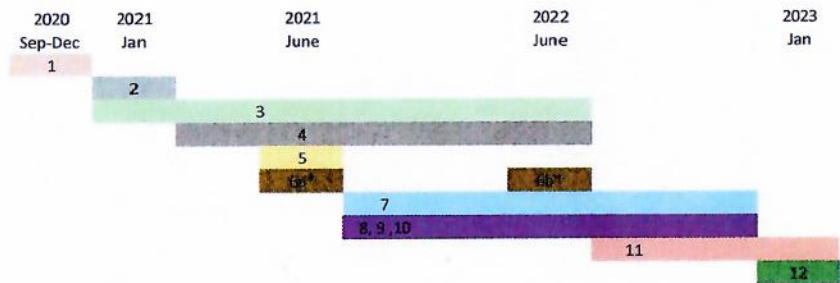


**JOINT FIRE/PAREMEDIC
OPTION 2**



Disclaimer: This map was produced by Farmington City GIS and is for reference only. The information contained on this map is believed to be accurate and suitable for limited uses. Farmington City makes no warranty as to the accuracy of the information contained for any other purposes.

Exhibit



PARAMEDIC SERVICE DISCUSSIONS TIMELINE

- 1 City Managers, Sheriff and Fire Chiefs educate elected officials in need to move paramedic service from the County to the Cities/Districts
- 2 Cities sign Interlocal Agreement for the provision of Paramedic Services
- 3 Cities launch a public relations campaign to inform the public about the need for a change in the provision of Paramedic Services
- 4 Cities combine through whatever means to create entities to provide service herein called "Districts"
- 5 County eliminates County Paramedic Funding Levy
- 6 Districts increase Tax Rates to replace County Paramedic Levy plus any additional revenues needed
- 7 Districts reimburse County for providing service during transition period
- 8 Districts apply for and receive paramedic licensure through state BEMS
- 9 Districts hire and train personnel
- 10 Districts purchase necessary equipment and vehicles
- 11 Districts provide paramedic service
- 12 County terminates paramedic service
- * Districts will need to commit to tax increase in June but Truth in Taxation Hearing and approval will be in August

Exhibit

PARAMEDIC SERVICE DISCUSSIONS EXPENSES

- Paramedic Squad Vehicle, equipment and Personal Protective equipment \$286,680
 - (one Time Cost)
- Tuition, Books and Fees for Paramedic Program 4 individuals at \$15K each \$60,000
 - (one Time Cost)
- Wages and Benefits (without FEMA SAFER Grant) \$767,313
- Estimated incidental costs (Training, Supplies, Maintenance, Fuel, etc.) \$37,700
- Total for Start up and First Year (not including station 42 remodel) \$1,151,693

Exhibit



Exhibit



1/20/2021

Chief Becraft

Hello Chief,

Please review the following quote for a new rescue vehicle. The pricing and description herein assume that you will be purchasing and delivering to Artistic Sign Design a new chassis. Per our discussions, you intend to purchase a Dodge cab/chassis. The wheelbase must be 60 inches long, and the fuel needs to be located behind (rear mounted) the rear axle between the frame rails.

This quote includes the following items:

1. New aluminum cargo box built according to your layout, including a modified garage door style roll-up rear compartment door and a full-length center compartment sliding cargo tray.
2. Remote controlled roof mounted (cab) spotlight.
3. Cargo Box will be painted to match the cab OEM color in a two-stage paint. The paint will have a 7-year warranty.
4. The cargo box will be mounted on the provided chassis using a flex-mount system to prevent stress on the box from chassis torque.
5. All compartments will have white 12 v LED lighting installed.
6. All compartments will have 120 v duplex outlets installed.
7. All compartments will have 12 V cigar style outlets installed (additional 12v sources may be added as needed).
8. All compartment doors will be attached to an active "Door Open" driver warning system.
9. 12 voltmeter/display will be installed in the cab console.
10. Vaner medical grade charger/inverter will be installed. The charger will maintain the under-hood batteries through shore power, and when the vehicle engine is running, the inverter will provide 120v power to the 120 v outlets in the compartments.
11. The entire emergency lighting and 12 v outlet network and all emergency lighting will be managed through a "Blueprint" onboard management system.
12. The cab console layout will be configured per your specifications and will include your non-remote mounted radio and related electronics (remote mount radio kit not included).

The attached electrical spec parts list is intended as a detail sheet for quote purposes. The final electrical detail and overall layout of the vehicle will be determined after meeting with you and reviewing your placement, configuration, and equipment needs.

Total \$ 94,200

Exhibit

Please contact me directly if you have questions or need additional information.

Sincerely,

John Barson
Artistic Sign Design
c. 801-362-2630

Exhibit

Date	
1/20/2021	Up-fit det



ARTISTIC SIGN DESIGN

SIGNS & VEHICLE GRAPHICS

Estimate Only:

Weber Fire District
Chief Becraft

P.O. No.	Terms	Project
		Weber New Recue

Item	Quantity	Description		
C-VS-3000-F150-1	1	Hav;s; Vehicle Specific Console for 2017-2018 Ford F-250, 350, 450 XL, and XLT Super Duty pickup, F-450 and 550 cab chassis, 2015-2018 Ford F-150 XL and XLT pickup 30" Long 12.5" Wide Style Console		
CUP2-1001	1	Hav;s; Self-Adjusting Double Cup Holder		
C-ARM-108	1	Hav;s; Arm Rest Console Mount		
C-EB25-MMT-1P	1	Hav;s; XTL2500 (sc) APX6500 (sc)		
C-EB40-SO3-1P	1	Hav;s; FACEPLATE FOR SOUNDOFF ETS380R		
C-LB-4	1	Hav;s; 2" Plate with Four 12 V dc " Lighter Outlets"		
11009	1	Dual USB Power Outlet		
C-AP-1395	1	Hav;s; 13 X 9.5 Storage Box		
UT-2001	1	Uniyersal Rugged Cradle for approximately 9"-11" Tablet Computing Devices		
C-HDM-202	1	8.5" Heavy Duty Telescoping Pole, Side Mount, Short Handle		
C-HDM-303	1	Fixed adapter, Heavy duty mount, 6" Offset bracket		
ENRJB1254	1	nRoads Fleet Bar 54" Red/White Dual Color with Scene Lighting and Arrow		
C3900U	2	C3900 Series 100 Watt Slimline Speaker		
ENGCC01243	1	bluePRINT 3 Central Controller Version 3- Requires blueprint 3 app		
ENGHNK01	1	bluePRINT Central Harness Kit		
ENGCP18001	1	bluePRINT Control Panel		
ENGSA07152	1	bluePRINT 200W Siren w/High Outputs		
ENGND04101	2	bluePRINT Remote Node		
ENGHNK02	2	bluePRINT Remote Node Harness Kit		
ENGLNK002	1	bluePRINT Link™ Module for Ford F-150 (2015-2018); PI Utility (2016-2018); Explorer (2016-2017); F-250, F-350, F-450, F-550 (2017)		

Exhibit

Item	Quantity	Description		
EMPSA05C2-D	2	Grille Lighting: mpower® Fascia 4x2 Light w/ Stud Mount, 18" 5-wire w/ sync option & 1.5 Pigtail, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 24 LED, Dual Color - Red/White		
EMPS2QMS4D	2	Vertical 45° Grille Lighting: mpower™ 4" Fascia Light w/ Quick Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/White		
EMPSA05BT-D	2	Side Lighting (1 per side of box): mpower® Fascia 4x2 Light w/ Quick Mount, 18" 5-wire w/ sync option & 1.5 Pigtail, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 24 LED, Dual Color - Red/White		
EMPSA05BT-D	4	Rear Lighting: mpower® Fascia 4x2 Light w/ Quick Mount, 18" 5-wire w/ sync option & 1.5 Pigtail, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 24 LED, Dual Color - Red/White		
EMPS2STS4D	6	Side of fender and box lower lighting/marker LEDs (3 per side of vehicle); mpower™ 4" Fascia Light w/ Stud Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/White		
ENFTCDXS1208...	1	nFORCE® 8 module Exterior Traffic Controller w/ Mounting Bracket, 12 LEDs – Dual Color Red/Amber		
QUDR023	3	Side/Rear Flood Lighting: Magma Series 32" Combo Spot/Flood, Red/White 9,000 Lumen Light Bar (Was 3 then changed)		
Misc,	1	A/C Exterior Style Outlet mounted inside cabinet		

Item	Quantity	Description		
Misc,	5	Red Marker Lighting for Rear		
ECVDMLTST4G	10	Cargo Lighting 2 per bin: Interior Cargo/LED Dome Light, Flush Surface Mount w/ Grey Base, 6" x 3" - White LEDs		
On-off-On Rocke...	3	On-Off-On Rocker Switch - Non Illuminated - 20 Amp		
46096	1	Power Fuse Module		
MRCB150	1	150 Amp Resettable Relay		
PVIB2	1	Fuse Holder Bracket		
425-3816	2	Magnetic Mic Clip - Single Pack		
C-MCB	2	Mic Clip Bracket		
GP-IN2148	1	GPSD+/C29/C32/C23/CABLES KIT		
AFM-835	1	ANTENNA MOULDED FLEXI- 762-870MHZ		
H1853D	1	O5/M5 DASH TO O5/M5 REMOTE RETROFIT KIT (**RADIO MODEL NEEDS CONFIRMATION!!*)		
G628	1	APX6500 Remote Cable 17'		

Rate Detail

(233b) Auditor Data Entry Completed (750) Treasurer Data Entry Completed (233b) BOE Calculated (750) Collection Rate Calculated (697) Assessor Data Entry Completed (693) Proposed Rates Entered Rates USTC Approved Rates Finalized

FINAL TAX RATE	FINAL BUDGETED REVENUE
0.001175	\$ 2,987,691

Exhibit

REAL PROPERTY VALUES						
	2020 Original	2019 Year End	Orig - Year End	% Change	Value Change	% Change
Real Property (83.08 %)	2,598,761,371	2,246,017,981	352,743,390	15.71 %	79,633,151	3.55 %
(-) Incremental Value	266,384,327	243,752,013	22,632,314	9.28 %	Assessor NG	% Change
(=) Total Adjusted Value Real	2,332,377,044	2,002,265,968	330,111,076	16.49 %	273,110,239	12.16 %
CENTRALLY ASSESSED PROPERTY VALUES						
	2020 Original	2019 Year End	Orig - Year End	% Change	Value	
Centrally Assessed (4.85 %)	151,587,891	115,276,681	36,311,210	31.50 %	Benchmark (2019)	115,276,681
(-) Incremental Value	3,177,376	1,893,319	1,284,057	67.82 %	(-) 2019 Incremental Value	1,893,319
(=) Total Adjusted Value CA	148,410,515	113,383,362	35,027,153	30.89 %	(=) Adjusted Benchmark	113,383,362
PERSONAL PROPERTY VALUES						
	2019 Year End	2018 Year End	2019YE - 2018YE	% Change		
Personal Property (12.07 %)	377,507,048	365,277,783	12,229,265	3.35 %		
(-) Incremental Value	108,130,085	108,659,675	- 529,590	- 0.49 %		
(-) Semiconductor						
(=) Total Adjusted Value PP	269,376,963	256,618,108	12,758,855	4.97 %		

REAL PROPERTY NEW GROWTH	
	Total Adjusted Value Real
2020 Original	2,332,377,044
(-) 2019 Year End	2,002,265,968
(-) Orig - Year End	330,111,076
(-) Value Change	79,633,151
(=) Real New Growth	250,477,925
CENTRALLY ASSESSED NEW GROWTH	
	Total Adjusted Value CA
2020 Original	148,410,515
(-) Benchmark	113,383,362
(=) CA New Growth	35,027,153
PROJECT AREA NEW GROWTH	
Real	
(+) Centrally Assessed	
(+) Personal	
(=) Project Area New Growth	0

NEW GROWTH TOTALS	
Real New Growth	250,477,925
(+) CA New Growth	35,027,153
(+) Project Area New Growth	
(=) Eligible New Growth	285,505,078
(x) 5 Year Avg Collection Rate	93.16 %
(=) Collection Rate Adjusted Eligible New Growth	265,976,530

CERTIFIED TAX RATE CALCULATION	
Total Adjusted Value (R+CA+PP)	2,750,164,522
(-) Board of Equalization (BOE) Adjustment	20,757,086
(x) 5 Year Average Collection (2020/2019)	93.16 % / 92.98 %
(=) Proposed Tax Rate Value	2,542,715,967
(-) Collection Rate Adjusted Eligible New Growth	265,976,530
(=) Certified Tax Rate Value	2,276,739,437

Budget Code	Budget Name	2019 Year End Adjusted Budgeted Revenue	Calc. Certified Tax Rate	2019 Year End Final Tax Rate	% Change	Certified Tax Rate Revenue W/O New Growth	New Growth Revenue	Certified Tax Rate Revenue W/ New Growth	Auditor's Certified Tax Rate	Auditor's Certified Rate Revenue	Proposed Tax Rate	Budgeted Revenue	Final Tax Rate	Final Budgeted Revenue
70	Fire Protection	\$ 2,466,214	0.001083	0.001108	-2.26 %	\$ 2,465,709	\$ 288,053	\$ 2,753,761	0.001083	\$ 2,753,761	0.001175	\$ 2,987,691	0.001175	\$ 2,987,691
	Grand Total	\$ 2,466,214	0.001083	0.001108		\$ 2,465,709	\$ 288,053	\$ 2,753,761	0.001083	\$ 2,753,761	0.001175	\$ 2,987,691	0.001175	\$ 2,987,691

NOTES:

Late 2020 payments and delinquencies. Payments made after November 30, 2020 must include a penalty of either 2.5% or \$10 for each parcel, whichever is larger. If you pay your full 2020 tax bill by February 1, 2021, the penalty is reduced to the greater of 1% or \$10. If 2020 taxes are not paid on or before February 1, 2021, interest is charged from January 1, 2021 at the rate defined by Utah State Code 59-2-1331.

Property tax relief programs. If you are age 66 or older or a widow/widower of any age and your 2019 total household income was less than \$34,167, you may qualify for the Circuit Breaker program. For questions about Veteran with a Disability exemption, Deployed Military Personnel, Blind exemption or Hardship abatement, please call the Davis County Tax Administration at 801-451-3367.

Exhibit

Property value reappraisal. The value (appraisal) of your property may be reviewed in 2021, as required by Utah State code 59-2-303.

Partial payments. If you pay part of your tax bill, you have the right under Utah State Code 59-2-1317, to tell us how you want your payment to be used. You can allocate the payment between amounts due for total property tax, assessments, delinquent local district fees, and any other amounts due on this notice.

Your payment is being mailed to Seattle, WA because our processor closed the Salt Lake City facility and now processes in Seattle, WA

Parcel number: **14-533-0005** Tax Area: **64** Address: **1411 N 4300 WEST WEST POINT**

Legal Description (may be partial): **ALL OF LOT 5, TORROWEAP SUBDIVISION. CONT. 0.49000 ACRES.**

Primary Property: Full time residence taxed at 55% of Market Value for first acre of land. Non-Primary property: Taxed at 100% of Market Value.

Property Type	This Year's Market Value	This Year's Taxable Value
Residential Primary Building and Residential Primary Land	454,000	249,700
Total Property Values	454,000	249,700

TAXING ENTITIES Each entity sets their own budget. For questions about taxes charged, please contact that specific entity.	2020 Taxes	
	Tax Rate	Tax Amount (\$)
DAVIS SCHOOL DIST	.005959	1,487.96
STATE CHARTER SCHOOL LEVY	.000083	20.73
STATE BASIC SCHOOL LEVY	.001628	406.51
DAVIS COUNTY	.001110	277.17
DAVIS COUNTY FLOOD	.000199	49.69
DAVIS COUNTY HEALTH & SERVICES	.000208	51.94
DAVIS 2005 JAIL BOND	.000071	17.73
DAVIS COUNTY PARAMEDIC	.000119	29.71
WEST POINT CITY	.000910	227.23
COUNTY LIBRARY	.000319	79.65
WEBER BASIN WATER	.000146	36.46
MOSQUITO ABATEMENT	.000110	27.47
NORTH DAVIS SEWER	.000769	192.02
HOOPER WATER DIST	.000277	69.17
NORTH DAVIS FIRE DISTRICT	.001175	293.40
COUNTY ASSESS & COLLECT LEVY	.000177	44.20
MULTICNTY ACESS & COLLECT LEVY	.000012	3.00
TOTAL DUE (\$)		3,314.02

.0018 = 449

Late payments and delinquencies. Payments made after November 30, 2020 must include a penalty of either 2.5% or \$10 for each parcel, whichever is larger. If you pay your full 2020 tax bill by January 31, 2021, the penalty is reduced to the lesser of 1% or \$10. If 2020 taxes are not paid on or before January 31, 2021, interest is assessed from January 1, 2021 at the rate defined by Utah State code 59-2-133.

Property value reappraisal. The value (appraisal) of your property may be reviewed in 2021, as required by Utah State code 59-2-303. For questions, please call the Weber County Assessor at 801-399-8572.

Budget Hearings. The 2021 Taxing Entity Budget Hearings are listed on our website at www.webercountytah.gov/treasure/.

Property tax relief programs. If you are age 65 or older or a widow/widower of any age and your 2019 total household income was less than \$34,168 you may qualify for the Circuit Breaker program. For questions about Veteran with a disability exemption, Deployed Military Personnel, Blind exemption or Hardship assessment, please call the Weber County Clerk/Auditor at 801-399-8400.

Partial payments. If you pay part of your tax bill, you have the right under Utah State Code 59-2-1317, to tell us how you want your payment to be used. You can allocate the payment between amounts due for total property tax, assessments, delinquent local district fees, and any other amounts due on this notice.

Address change? Go to www.webercountytah.gov/addresschange

Exhibit

Parcel Number: 10-142-0001 Tax Area: 303 Property Located at: 6405 W 700 N

Primary Property: Full time residence, taxed at 55% of market value. **Non-Primary Property:** Taxed at 100% of market value.

Property Type		Last Year's Market Value (2019)	Last Year's Taxable Value (2019)	This Year's Market Value (2020)	This Year's Taxable Value (2020)
RESIDENTIAL LAND W/BUILDING	PRIMARY	403,537	221,945	444,241	244,332
AGRICULTURAL LAND W/BLDG	NON-PRIMARY	11,463	11,463	11,758	11,758
Total Property Values		415,000	233,408	455,999	256,090

TAXING ENTITIES Each entity sets their own budget. For questions about taxes charged, please contact that specific entity.		2019 Taxes Last Year		2020 Taxes This Year	
		Tax Rate	Tax Amount (\$)	Tax Rate	Tax Amount (\$)
Weber School District	(801)476-7841	.004377	1,021.63	.004178	1,069.94
Statewide School Basic Levy		.001661	387.69	.001628	416.91
State Charter School Levy Weber	(801)476-7841	.000072	16.81	.000062	15.88
TOTAL FOR SCHOOLS			1,426.13		1,502.73
Weber County	(801)399-8000	.001908	445.34	.001720	440.47
Weber County G O Bond Fund	(801)399-8000	.000209	48.78	.000185	47.38
Library	(801)399-8000	.000493	115.07	.000458	117.29
Weber / Morgan Health	(801)399-8000	.000099	23.11	.000092	23.56
Paramedic Fund	(801)399-8000	.000145	33.84	.000135	34.57
Assess & Collect / County	(801)399-8000	.000258	60.22	.000240	61.46
Weber County Flood Control	(801)399-8000	.000000	0.00	.000026	6.66
TOTAL FOR COUNTY			726.36		731.39
Unincorp Services Fund	(801)399-8000	.000132	30.81	.000247	63.25
TOTAL FOR CITY			30.81		63.25
Weber Basin Water - General	(801)771-1677	.000153	35.71	.000146	37.39
W Warren / Warren Water Imp Dis	(801)259-7614	.000296	69.09	.000284	72.73
Warren / W Warren Cemetery	(801)731-3353	.000126	29.41	.000127	32.52
Mosquito Abatement Distr	(801)392-1630	.000101	23.57	.000094	24.07
West Warren Park Distr	(801)731-4587	.000176	41.08	.000180	46.10
Assess & Collect / State		.000009	2.10	.000012	3.07
Weber Area 911 And Em Serv	(801)395-8914	.000239	55.78	.000241	61.72
Weber Fire District	(801)782-3580	.001463	341.48	.001378	352.89
Weber Fire G.O. Bond-2006	(801)782-3580	.000064	14.94	.000057	14.60
TOTAL FOR SPECIAL DISTRICTS			613.16		645.09
TOTAL FOR ASSESSED TAXES		.011981	2,796.46	.011490	2,942.47
Weber Basin Wtr Chg	(801)771-1677		677.75		681.75
TOTAL OTHER CHARGES/TAX RELIEF			677.75		681.75
GRAND TOTAL FOR ASSESSED TAXES AND OTHER PAYMENTS			3,474.21		3,624.22
TOTAL DUE (\$)					3,624.22

Weber County collects taxes and tax notice charges on behalf of 91 entities across the county. Each entity sets its own rate or charge. For more information, call their phone numbers listed above.