

**AGENDA  
CITY COUNCIL  
WORK SESSION  
CITY OF WYOMING, MINNESOTA  
MARCH 17, 2026  
5:30 PM**

**CALL TO ORDER:**

**CALL OF ROLL:**

**DETERMINATION OF A QUORUM:**

**PLEDGE OF ALLEGIANCE:**

**NEW BUSINESS:**

1. Wyoming Fire Department Ladder Truck Discussion

**ADJOURN**



## City Council Work Session Discussion

**To:** Mayor and City Council  
**From:** Neil Bauer, Public Safety Director/Police Chief  
**Date:** March 11, 2026  
**Subject:** Aerial Truck / Aerial Apparatus Refurbishment Discussion

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### Purpose

The purpose of this work session discussion is to review the proposed refurbishment of the Wyoming Fire Department's 2000 International Ladder/Aerial fire apparatus and discuss how this investment fits within the City's long-term capital improvement planning for fire apparatus.

This discussion is intended to provide context on the current condition of the vehicle, estimated refurbishment costs, and how this investment would extend the useful life of a critical piece of emergency response equipment.

### Background

The City's aerial truck was originally scheduled for replacement in 2025 as part of the fire fleet capital improvement schedule. However, the cost of new aerial trucks has increased significantly and replacement was not financially feasible within the current capital plan.

A new aerial truck currently costs approximately \$1.7 million to \$2.2 million, depending on specifications and customization. The City did apply for a grant but we were not awarded that grant. We'll continue to explore grant opportunities in the future.

In addition to the cost, replacement of large fire apparatus requires a lengthy timeline:

- 6–12 months for planning, specifications, and build design
- Approximately 24 months (+/-) for construction and delivery

Given these constraints, staff are proposing refurbishment as a cost-effective interim solution to extend the life of the apparatus while planning for its eventual replacement.

This refurbishment would extend the aerial truck's operational life approximately 5–8 years, allowing the City to target replacement around 2035, with the planning process beginning around 2032.



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## **NFPA Apparatus Lifecycle Guidance**

National Fire Protection Association (NFPA) guidance generally identifies a 25-year lifecycle for large fire apparatus, with front-line service typically occurring during the first 15–20 years.

The City's aerial truck is currently 25 years old, placing it at the end of the standard lifecycle for large apparatus. Refurbishment is commonly used by fire departments to extend service life when immediate replacement is not feasible.

With the proposed refurbishment, the City would extend the service life of the apparatus an additional 5–8 years, providing additional time to plan and fund the eventual replacement.

## **Operational Importance of Maintaining an Aerial Truck**

Maintaining an aerial truck within the City is operationally important for effective fire response.

If an aerial ladder is not one of the first vehicles on scene, its operational usefulness becomes limited. Once other apparatus are positioned, access for ladder placement can be restricted, reducing its effectiveness for:

- Rescue operations
- Roof ventilation
- Elevated water streams

While mutual aid partners have aerial apparatus available, relying solely on mutual aid can result in delayed ladder access and reduced operational effectiveness. For this reason, maintaining an aerial truck within the City remains an important component of the fire department's response capability.

## **Proposed Refurbishment Scope**

### ***Blaine Brothers – Engine Rebuild***

Estimated Cost: \$33,039.41

Work includes:

- Engine oil pump replacement
- Oil cooler replacement
- Radiator replacement
- Engine block rebuild
- Tires and rims

This work would be completed first to ensure the engine and drivetrain are in good operating condition prior to the apparatus refurbishment.



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## **Rosenbauer – Apparatus Refurbishment**

Estimated Cost: \$263,843.58

Work includes:

- Hydraulic generator and PTO replacement (current generator is not functional)
- LED lighting upgrades
- Passenger compartment replacement
- Exterior graphics update and vehicle wrap
- Pump overhaul
- Hose modifications
- Aerial ladder refurbishment

Most of this work will be completed by Rosenbauer, with certain elements completed locally in Wyoming. The aerial refurbishment itself is completed at Rosenbauer's facility in Nebraska.

Staff anticipate the apparatus would likely be driven to Nebraska by department personnel, as the facility is approximately 6.5–7 hours away. Freight options will be evaluated, but transporting the apparatus ourselves may be the most cost-effective option.

### **Prior Repairs**

In 2025, suspension repairs were completed on the aerial truck to prepare the apparatus for the additional weight associated with aerial refurbishment improvements.

Total cost of the suspension repairs: \$7,370

### **Estimated Project Cost**

| Vendor          | Scope                   | Estimated Cost |
|-----------------|-------------------------|----------------|
| Rosenbauer      | Apparatus refurbishment | \$263,843.58   |
| Blaine Brothers | Engine rebuild          | \$33,039.41    |

**Estimated Total Project Cost: Approximately \$300,000**

Final costs may vary depending on scheduling and final scope of work.



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## Timing Considerations

Staff are proposing to schedule the refurbishment during the upcoming fire station remodeling project.

Completing the refurbishment during this period reduces logistical challenges, as apparatus operations will already be adjusted during the remodel. This approach helps avoid the need to locate temporary storage space for this large piece of equipment while it is out of service.

## Fire Fleet Capital Improvement Planning

This refurbishment proposal is part of a long-term capital improvement plan for the City's fire apparatus fleet. While this plan will continue to evolve as costs and operational needs change, the current projection is outlined below.

| Vehicle                             | Age | Current Mileage | Replacement Age | Scheduled Replacement | Refurbish Proposal | Proposed Replacement | Current |
|-------------------------------------|-----|-----------------|-----------------|-----------------------|--------------------|----------------------|---------|
| Chief 1 (2019 F150)                 | 6   | 95,914          | 10              | 2027                  | N/A                | 2028                 | 60%     |
| Chief 2 (2019 F150)                 | 6   | 86,436          | 10              | 2028                  | N/A                | 2029                 | 60%     |
| Engine 1 (2005 Spartan)             | 20  | 30,531          | 25              | 2030                  | N/A                | 2030                 | 80%     |
| Chief 3 (Proposed 2022 Durango)     | 4   | 57,304          | 10              | 2032                  | N/A                | 2032                 | 40%     |
| Rescue (2014 F450)                  | 11  | 13,450          | 20              | 2034                  | N/A                | 2034                 | 55%     |
| Aerial/Ladder (2000 International)  | 25  | 15,831          | 25              | 2025                  | 2027               | 2035                 | 100%    |
| UTV (2024 Polaris)                  | 1   | N/A             | 15              | 2039                  | N/A                | 2039                 | 7%      |
| Engine 3 (2010 Spartan)             | 15  | 18,380          | 25              | 2035                  | 2036               | 2040                 | 60%     |
| Grass (2021 F550)                   | 4   | 3,649           | 20              | 2041                  | N/A                | 2041                 | 20%     |
| Engine 2/Tanker (2019 Freightliner) | 6   | 6,513           | 25              | 2044                  |                    | 2045                 | 24%     |
| Utility 1 (2026 F250)               | 0   | 0               | 20              | 2046                  |                    | 2046                 | 0       |

Engine 1 serves as a primary response apparatus, and refurbishment is less viable for that vehicle. As the City moves forward, a broader discussion will be needed regarding how the Capital Improvement Plan should continue to allocate funding for future apparatus replacements as costs continue to increase.

## Work Session Discussion

Staff are requesting feedback from the City Council regarding:

- The proposed aerial truck refurbishment approach
- Alignment with the City's capital improvement planning
- Timing considerations related to the fire station remodel
- Long-term planning for future apparatus replacement



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