



Federal Emergency Management Agency

Washington, D.C. 20472

MEMORANDUM

FOR: US&R TF Program Managers
US&R TF Cache Managers
US&R TF Grants Managers

DATE: 2 July 2003

FROM: Michael Tamillow 
Director
Urban Search and Rescue Division

SUBJECT: Vehicle Purchase Information

The following information is provided to the task forces in the National Urban Search & Rescue Program as general guidance and reference material for the acquisition of ground transport capability as required in the FY03 Task Force Preparedness Cooperative Agreements. The following information is provided:

- 1 — US&R Position Paper — Ground Transport Fleet Acquisition — FY2003 Budget
- 2 — List of Vehicle Vendors
- 3 — Freightliner Columbia Straight Truck Specification
- 4 — Freightliner Columbia Tractor Specification and price quote
- 5 — Dry Van Trailer Specification and price quote
- 6 — Flat Bed Trailer Specification and price quote
- 7 — 15K Fork Lift Specification and price quote

These specifications are provided for informational purposes to the task forces capitalizing on previous efforts of the Program Office staff for the acquisition of ground transport assets for support of the Incident Support Team cache and resupply assets as well as the development of the task force fleet acquisition initiative.

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ISSUE

- Ground Transport Fleet Acquisition — FY2003 Budget

POSITION

- Funding for vehicles will be provided to all task forces in the National US&R System to allow for immediate transport of the equipment cache by ground. Each task force will be allowed to purchase from a general list of available vehicles types for a total purchase of up to \$400,000. The capability for US&R task forces to be deployable by ground transportation is one of the three top priority issues for the Urban Search & Rescue Response System as established by senior FEMA leadership.

RATIONALE/JUSTIFICATION

- Standardization
 - It is the intent of the US&R Division (Program Office) to ensure standardization program-wide of the US&R equipment cache to promote more efficient operation, maintenance and support on mission response. Standardization will allow the Incident Support Team to better support requests for ordering, re-supply and maintenance (parts and repairs) for all engaged task forces.
 - This includes the acquisition of vehicles to support cache movement.
- Effective Life Span
 - It is the intent of the Program Office to ensure an effective life span of the US&R ground transport fleet program-wide. Having all National task forces select and procure standardized vehicles will allow the Program Office to more effectively manage this aspect of program management and task force mobilization.
 - The Program Office anticipates at least a 10-year life span for vehicles procured from this acquisition. The standardization of the fleet program-wide, coupled with a measurable life span, will allow us to project future replacement cycles and budget forecasting to ensure continuity of this capability.
- Program Equity
 - The vehicle purchase allowance ensures that the Program Office is dealing with all 28 task forces in a fair and equitable manner. An established funding allowance for each task force ensures fairness and results in standardized fleet capability program-wide.

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SUPPORTING INFORMATION

■ Vehicle choices

- The following general list of vehicles will be available for task forces selection up to a maximum ceiling of \$400,000 per task force. The overall selection by each task force must ensure the capability to move its full equipment cache by ground.

<u>UNIT</u>	<u>APPROX. COST</u>
- Tractor, Road	\$85K – 100K ea.
- Trailer, Dry Van, 53' (with 6K rear and 3K side lift gates and sliding tandems)	\$25K – 45K ea.
- Trailer, flat bed, 48' or 53'	\$18K – 25K ea.
- Truck, Straight with up to a 28' box (with 5K rear lift gate)	\$85K – 100K ea.
- Fork Lift, Multi-fuel, 15,000 lb.	\$30K – 45K ea.

- Sleeper cabs are encouraged for tractor or straight truck cabs. The sleeper capability provides a variety of mission and on-scene advantages (i.e., alternate driver rest enroute, air-conditioned environment for members overcome by heat stress, etc.).
- All units are to be purchased white in color. No insignias, lettering or color schemes should be applied at this time pending a review by the FEMA Response Division for a division standard. Lettering and /or paint jobs can be addressed after-market once decided.

■ Vehicle selection criteria

- Cache security is emphasized/encouraged — box-type trailers or box trucks of a hard-sided configuration (as opposed to soft-sided trailers or low boys) provide this benefit.
- Originating concept of the US&R equipment cache development was that all equipment would be packaged in containers of appropriate size and weight to allow movement by hand. These vehicles allow for this standard with the use of pallets, pallet jacks and lift gates to allow maximum flexibility.

■ The following vehicle was seriously reviewed for incorporation into the vehicle choices:

- Trailer, Specialty, FeatherLite
(NASCAR design, 53'. no sliding tandems) \$160,000.00 ea.

It was not included for the following reasons:

- Specialized, somewhat single-purpose unit's cost was considered cost prohibitive related to the total funding for each task force.
- Unit cannot be loaded on C-5 or C-17 transport in the event of air movement of vehicles (ramp is too steep)
- No sliding rear tandem axles — the rear axles cannot be moved forwarded or aft to shift weight or make the trailer wheelbase shorter for movement in a city environment.
- Unit is too short (ground to trailer floor) to be use at a standard loading dock without shoring or ramps to raise for loading/unloading.
- If trailer has a roller system for 463L military pallets, it does not lend itself to be used for office area unless rollers are covered or removed. Too difficult on site.

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SUPPORTING INFORMATION (continued)

■ Incorporation of Special Capabilities

- The identification of a standardized fleet purchase allows the Program Office to incorporate and take advantage of additional specialized features in the vehicle purchase initiative for program-wide improvement. The specification of a standardized communications package should be incorporated into the purchase.
- The following general capabilities are identified as examples only at this time:
 - QualComm satellite communications system that provides vehicle tracking, data communication (text messaging, e-mail), and two-way voice communications.
 - Wiring harness and power capacity for GlobalStar cellular/satellite phone communications. It is anticipated that this equipment will be installed after market.
 - Wiring harness and power capacity for two-way radio. It is anticipated that this equipment will be installed after market.
 - Wiring harness and power capacity for emergency and response lighting package to be installed after market.
- As an average, task forces should budget approximately \$3,000 to \$4,000 per vehicle from the \$400,000 subprogram fund for this requirement.
- The Program Office is currently working with the Response Division staff to assess these capabilities and determine a standard for the new Division. We will advise of the standards as they are identified. These capabilities can be added after-market.
- Sponsoring organizations should factor in these capabilities as they identify alternator/electrical requirements, wiring harnesses, mounting locations, etc.

■ Associated Costs

- Costs associated with the maintenance and operation of the ground transportation fleet are inherent in this acquisition. This could include:
 - Maintenance and repair
 - Driver training and licensing
 - Fuel
 - Insurance
 - Additional storage costs
- Task forces should use Cooperative Agreement funds to address these support requirements. These funds can be taken directly from the \$400,000 Vehicle Acquisition subprogram fund, or alternately the Storage/Maintenance subprogram fund.