

### III. Apparatus & Equipment



Adopted  
June 11, 2019

After the merger, the ESIP was established to address the consolidation of all aspects of both pre-merger district, including apparatus & equipment.

**Goal:**

***Strengthen our cultural focus on fiscal accountability and operational efficiency.***

**Values:**

Key values that drive planning for apparatus & equipment include:

- Our priority is to provide consistent & professional emergency response throughout the District. We are committed to deploy our resources to ensure a response that meets our Target Levels of Service regardless of the incident location within our District.
- We will identify, evaluate and offer appropriate proactive risk management programs to mitigate anticipated community hazards.

**Scope:**

The focus of this Phase III plan is on District apparatus and equipment; the subject of District facilities has been addressed in the *District Phase II Master Plan* documentation.

**Historical perspective:**

Prior to the merger of North Olympia FD7 and South Bay FD8, the respective districts pursued different strategies on the specification, purchase, operations and maintenance of their apparatus and equipment. While some level of inter-operability existed (e.g. self-contained breathing apparatus – “SCBA”), some did not (e.g. large diameter hose, pumper specifications, radios). After the merger in 2014, the *Emergency Services Integration Plan* (“ESIP” - adopted February 2014) was established to address the consolidation of all aspects of both pre-merger districts.

The ESIP provided for:

- That all [apparatus and equipment] will be under the administration of the Fire Chief and assigned personnel.
- Appropriate fire apparatus shall remain at each firestation in sufficient deployment to meet Washington Survey & Rating Bureau (“WSRB”) requirements for public protection class [now] assigned to each response area.
- The Fire Chief will immediately develop an assignment plan for all apparatus for approval by the Board.
- Maintenance of all [apparatus] will be under the administration of the Fire Chief and assigned maintenance officer.
- Complete a survey of the status of all equipment and apparatus...in the Merger and Merging districts.
- All [apparatus] will be included in a Board approved *Strategic Deployment Plan* and *Capital Repairs & Replacement* (“CR&R”) strategy.

The stated anticipated benefit from these measures was to reduce cost by the avoidance of duplication between the two districts. The survey of both districts’ assets was completed in 2013, and the updated CR&R Plan was completed in 2014.

**The District has gradually rationalized assets to standardize and update its fleet and inventory.**

Since the merger, the District has gradually rationalized assets to standardize and update its fleet and inventory. For example, 4-inch large diameter hose was replaced with the District standard 5-inch diameter specification. Also, with new deployment standards being instituted (refer to *District Master Plan Phase I* and the *District Strategic Staffing Plan - 2017*), former substations were evaluated and ultimately three of them and vacant land planned for a future firestation were declared surplus. This will reduce the number and amount of apparatus and equipment needed by the District for effective incident readiness & response (“IR&R”).

**Current situation:**

**Apparatus:**

- The Board adopted *2019 District Budget Policy Recommendations* provide for the District to maintain one certified Type 1 engine (with BLS capability), one certified Type 2 tender and one ambulance-type BLS aid unit at each of Station 8-1 and 8-3 as the primary staffed firestations. Station 8-2 remains as an interim measure based on *District Master Plan Phase II* provisions (until the new eastside facility is built).
- Further, the adopted *2019 District Budget Policy Recommendations* provide for the District to maintain a fleet inventory of a minimum of one back-up Type 1 engine (fully functional), one back-up Type 2 tender (fully functional), one SUV-type vehicle for the on-duty command officer (“Battalion 8”), one comparably equipped back-up command vehicle and one or more emergency response capable general-use passenger vehicles as needed for staff duties.
- Depending on the further development of wild-land fire suppression staffing capability and competency, a minimum of one brush truck (Type 7 or larger) vehicle should be provided that meets Thurston County mutual-aid and Washington Department of Natural Resources standards.
- The four pumpers and two ambulances are licensed with the State Department of Health to provide BLS services, and are equipped as such.

**The annual District Budget Policy Recommendation document provides for one Type 1 engine, one Type 2 tender and one BLS level ambulance for each of the two staffed firestations.**

<b>Vehicle:</b>	<b>Life:</b>	<b>Condition:</b>	<b>Replacement:</b>
2009 Chevrolet Tahoe (Battalion 82)	15	Good	6 years
2010 Chevrolet Tahoe (Battalion 8)	15	Good	7 years
2006 Ford Expedition (Utility 81)	15	Fair	3 years
2000 Ford E-450 Ambulance (Aid Unit 83)	15	Poor	<i>3 years past</i>
2006 Ford E-350 Ambulance (Aid Unit 81)	15	Fair	3 years
2006 Ford F-350 Pick-up (Utility 83)	15	Good	3-5 years
2005 Ford F-350 Pick-up/Type 6 Engine (Brush 81)	15	Fair	2 years
2005 Kenworth T-300 Tender (Tender 82)	25	Good	12 years
2009 Kenworth T-300 Tender (Tender 81)	25	Good	16 years
2010 Kenworth T-300 Tender (Tender 83)	25	Good	17 years
2010 Kenworth T-300 Tender (Tender 84)	25	Good	17 years
1993 Pierce Dash (Engine 82)	25	Fair	<i>0 years</i>
1996 Pierce Saber (Engine 83)	25	Fair	3 years
1996 Central States-Spartan (Engine 84, Reserve)	25	Fair	N/A
2015 Pierce Saber (Engine 81)	25	Good	22 years

**Equipment:**

**Equipment is categorized in 3 areas: operational, support & administrative and training.**

- Equipment is basically categorized into three groups: (1) operational, (2) support & administrative, and (3) training.
- The most significant operational equipment (by cost) are the three dozen SCBA sets the District has; the operational life span is approximately 15 years, and the CR&R Plan was scheduled to replace them in 2017. The primary SCBA fill-station has been upgraded and is adaptable to new SCBA units.
- Major tools and appliances on response apparatus (e.g. power saws, portable ventilation fans, extrication equipment and portable electrical generators) have been replaced on individual life-cycles and most are “current”.
- Communications equipment, primarily 2-way radios, are based on the current available technology (i.e. Very High Frequency FM) and have been maintained and are considered “current”. Thurston County has been in the process of converting county-wide public safety land mobile radio to a new 700 MHz UHF trunked radio system; potential funding sources are being explored and developed; the District has been monitoring this effort and has continued to maintain its existing system.
- Other major communications systems, primarily wire-less, has been an expanding inventory as technology has progressed in consumer-level electronics (i.e. cellular based telephones and computers); public safety dependence upon these systems is over-taking land mobile radio popularity.
- Computers and attendant system equipment is continuously updates; the District budgets approximately \$13,000 per year for replacements and upgrades.
- Training equipment and tools (e.g. audio visual equipment, props and tools, etc.) are procured basis on Training & Education Program needs. Most emergency medical service equipment is generally provided directly or indirectly by Thurston County Medic One.

**Summary/General:**

**Capital asset replacements are evaluated on a case-by-case basis; frequently, the decision to replace it is deferred because the continued functionality or optimum condition of the asset.**

- The planned replacement of District assets is embodied in the *District CR&R Plan and Budget*. Funds are appropriated to this account annually. As of the end of 2018, the fund balance was \$1,776,252.
- The purchase of major assets must include an evaluation of the anticipated life cycle costs of that asset (including operations & maintenance).
- Expenditures for capital asset replacements are evaluated on a case-by-case basis when recommended by the CR&R Plan; frequently, the decision to replace is deferred because of the continued functionality or optimum condition of the asset. For example, the decision to replace apparatus and other motor vehicles have been delayed for this reason.
- For apparatus and operational equipment, a growing priority in setting specifications is inter-operability and standardization within industry and local standards. This is also important within the District as to minimize training requirements.
- The practice of preventative maintenance and training on the proper use of apparatus and equipment has definitely extended the life cycle of many assets. In some quarters (e.g. compressed air cylinders, vehicle tires, personal protective equipment), a regulatory statute on the assets life must be observed and be replaced on a prescribed cycle.
- Certain recommended standards consider the age of certain assets; WSRB scoring is effected by the age of primary apparatus.

**Future Strategies:**

***The addition of any new major asset should not be included in the CR&R Plan, but, once purchased, incorporate the overall replacement costs into the CR&R based on the assets expected life span.***

- 1) Continue to maintain a comprehensive CR&R Plan and Budget. The addition of new major assets should not be included in the CR&R (e.g. new firestations, new types of apparatus or major equipment), but once purchased/constructed, incorporate the overall replacement costs into the CR&R based on the asset's expected life span.
- 2) Continue to evaluate each annual schedule for asset replacement to determine if necessary, and to appropriately delay replacement if not indicated.
- 3) Specification of new/replacement apparatus should consider the following criteria:
  - a) That the intended use of the vehicle is clearly identified and appropriate for the District's mission;
  - b) That the necessary portable equipment for that use can be safely and efficiently carried on the vehicle;
  - c) That the vehicle is compliant with accepted industry standards and applicable regulations for safety, utility and construction;
  - d) That standardization and uniformity with current like apparatus in the District's fleet is maintained to promote maintenance, operational and training efficiency;
  - e) That life cycle costs can be evaluated in addition to the original purchase price (e.g. fuel consumption, preventative maintenance, etc.).
  - f) That standardization with local and regional fire jurisdictions for inter-operability be reasonably considered for the use of the vehicle; and
  - g) That in developing specifications for replacement or new vehicles, user input is seriously considered.
- 4) Specification of new/replacement equipment shall be based on the following criteria:
  - a) That the intended use of the equipment is clearly identified;
  - b) That the equipment is compliant with accepted industry standards and applicable regulations for safety, utility and construction;
  - c) That standardization and uniformity with current like equipment in the District's inventory is maintained to promote maintenance, operational and training efficiency;
  - d) That life cycle costs can be evaluated in addition to the original purchase price (e.g. supplies required, preventative maintenance, anticipated repairs, etc.).
  - e) That standardization with local and regional fire jurisdictions for inter-operability be reasonably considered for the use of the equipment; and
  - f) That in developing specifications for replacement or new vehicles, user input is seriously considered.
- 5) Continue to pursue aggressive preventative maintenance on apparatus & equipment to maximize its service life.

***Standardization with local and regional jurisdictions for inter-operability should be reasonably considered in the purchase of apparatus and equipment.***

**Objectives:**

- 1) Chief VanCamp will ensure that the District CR&R Plan will be updated, reviewed and approved by the Board on for before 10 September 2019. The Plan will outline necessary funding information in order to provide input into the 2020 district Budget process.
- 2) Chief VanCamp shall coordinate an annual review of facilities, apparatus and equipment operations & maintenance costs as part of the 2020 District Budget process (based on schedule outlined in *District Policy 1-60 "District Funds & Budgets"*).
- 3) Based upon approval of the CR&R Plan (Objective #1), Chief VanCamp will initiate implementation of necessary purchases to replace critical apparatus and equipment items.