

# BOS Work Session Presentation



# Current Overview

- a. Service requests

- i. Definitions

- 1. An “incident” is a specific event.
    - 2. An “incident” may call upon multiple units and stations due to size and complexity of the event and generate multiple “incident responses” or “runs”.

- ii. By Calendar Year

- i. In Calendar Year 2020 – there were 10,833 Fire and EMS incidents
    - ii. In Calendar Year 2021 – there were 12,717 Fire and EMS incidents
    - iii. In Calendar Year 2022 – there were 13,357 Fire and EMS incidents
    - iv. In Calendar Year 2023 – there were 13,330 Fire and EMS incidents
    - v. In Calendar Year 2024 – there were 13,882 Fire and EMS incidents
    - vi. In Calendar Year 2025 – there were 14,909 Fire and EMS incidents

# What is the community Service Level expectation?

- a. Factors to Consider
  - i. Response time
    1. Distance (Road travel time)
    2. Availability of resources (call concurrency)
  - ii. Effective Response Force
    1. Appropriate number of resources
    2. Appropriate type of resources
    3. Appropriately trained resources
    4. Appropriately equipped resources
    5. Example – Single Family Residential Home

NFPA 1720 – Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Volunteer Fire Departments.



2020

## NFPA 1720

Standard for the Organization and Deployment of  
Fire Suppression Operations, Emergency Medical  
Operations, and Special Operations to the Public  
by Volunteer Fire Departments

Pin Header

Table 4.3.2 Staffing and Response Time

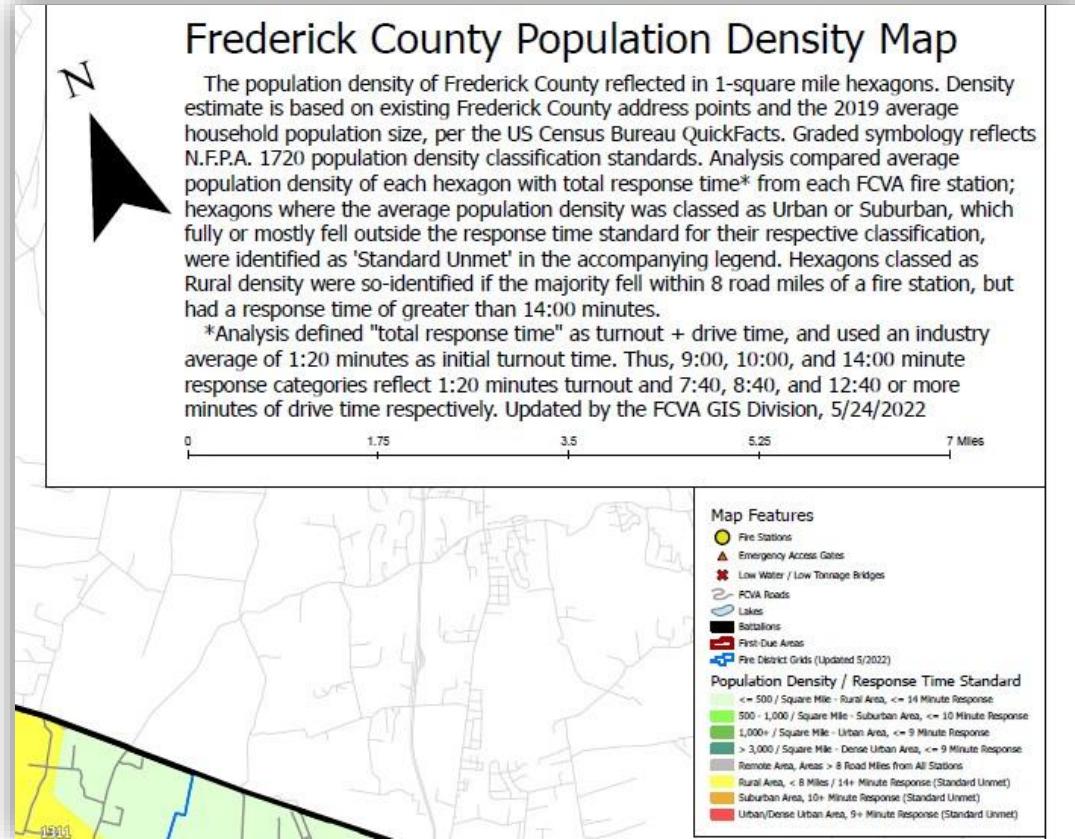
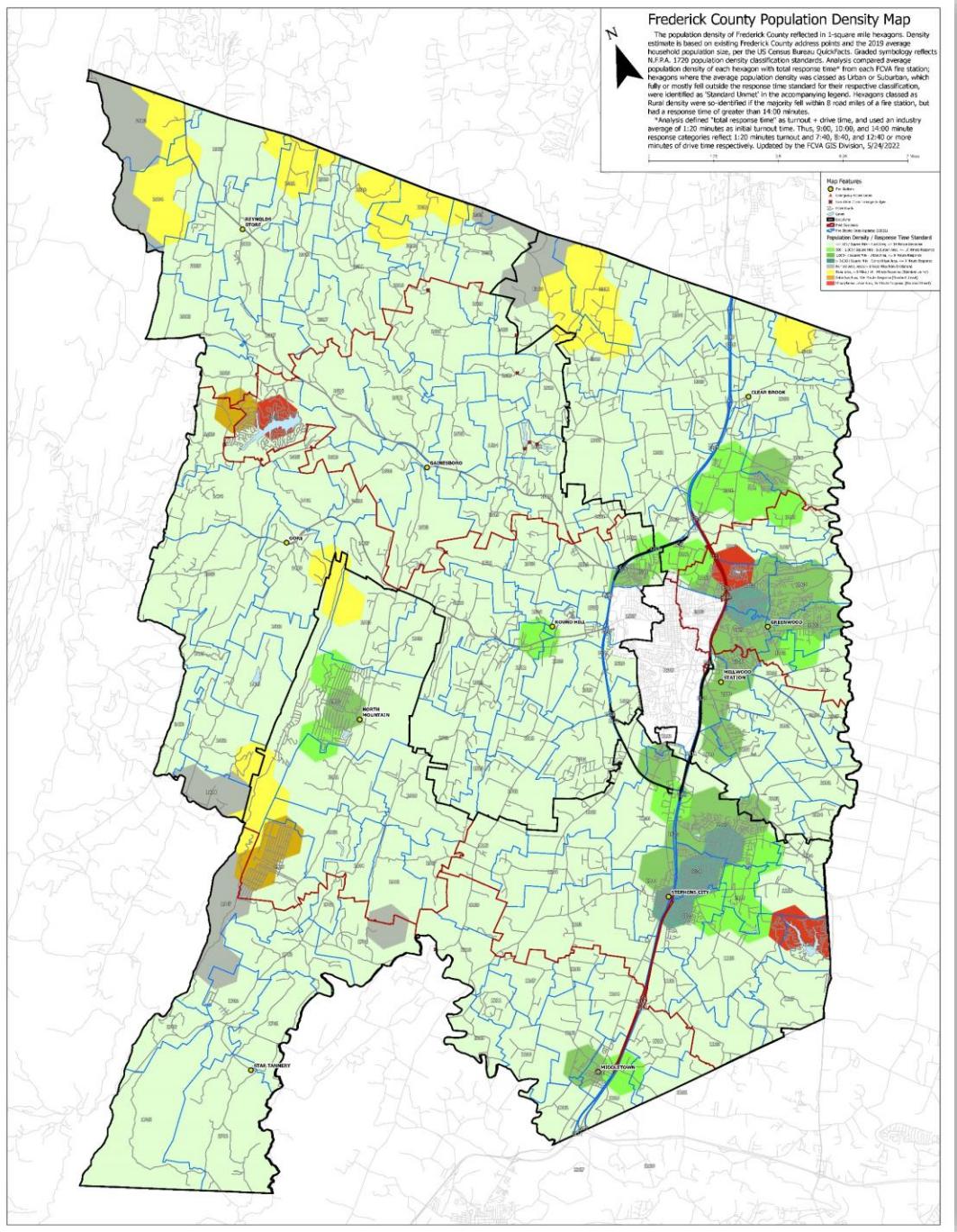
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Demand Zone <sup>a</sup>	Demographics	Minimum Staff to Respond <sup>b</sup>	Response Time (minutes) <sup>c</sup>	Meets Objective (%)
Urban area	>1000 people/mi <sup>2</sup> (2.6 km <sup>2</sup> )	15	9	90
Suburban area	500–1000 people/mi <sup>2</sup> (2.6 km <sup>2</sup> )	10	10	80
Rural area	<500 people/mi <sup>2</sup> (2.6 km <sup>2</sup> )	6	14	80
Remote area	Travel distance ≥ 8 mi (12.87 km)	4	Directly dependent on travel distance	90
Special risks	Determined by AHJ	Determined by AHJ based on risk	Determined by AHJ	90

<sup>a</sup>A jurisdiction can have more than one demand zone.

<sup>b</sup>Minimum staffing includes members responding from the AHJ's department and automatic aid

<sup>c</sup>Response time begins upon completion of the dispatch notification and ends at the time interval shown in the table.



## Initial Alarm Deployment of Firefighting Personnel

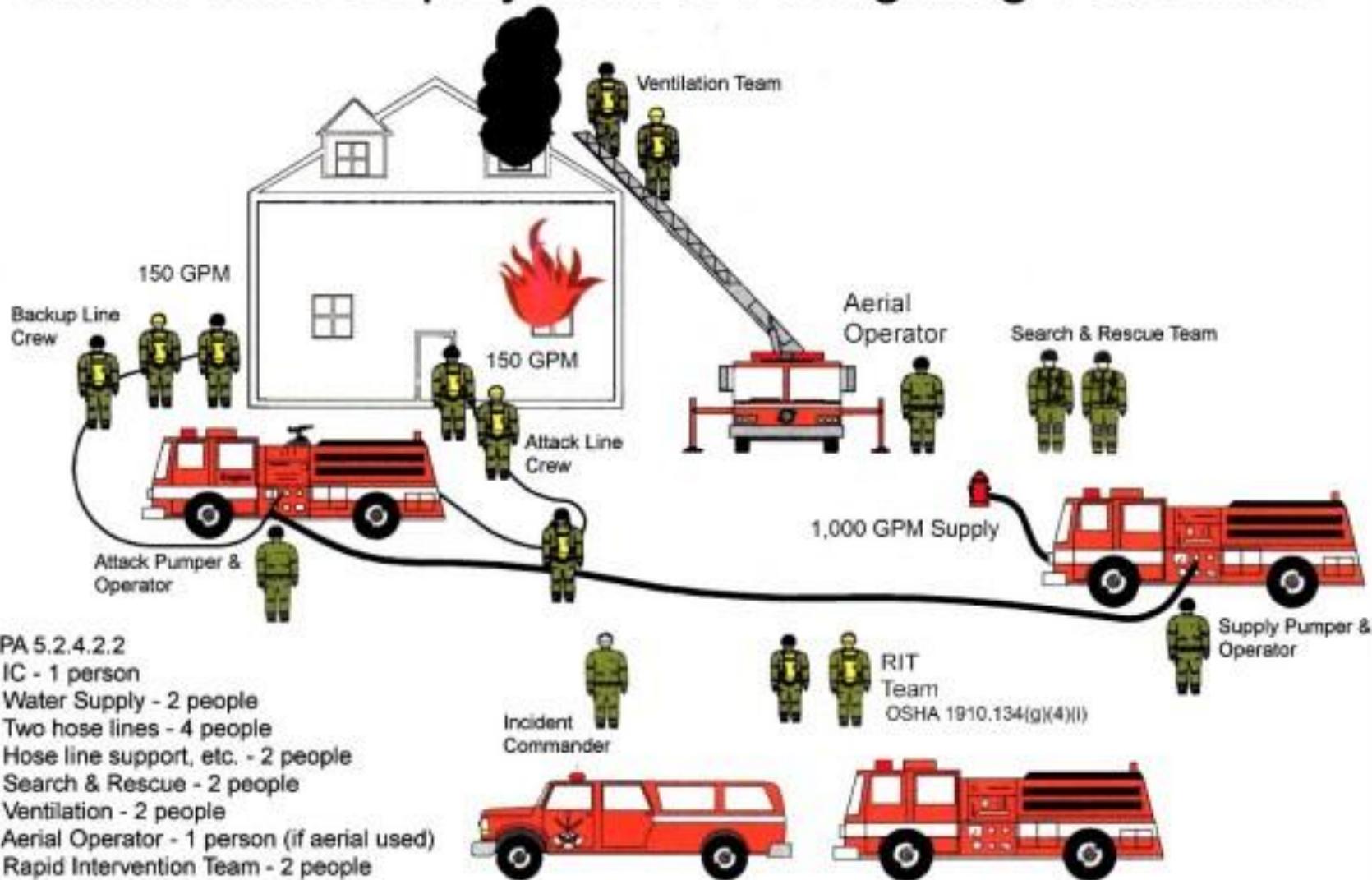


Figure 3 – Initial Alarm Deployment of Firefighting Personnel

NFPA<sup>®</sup>

# 1901

Standard for  
Automotive Fire Apparatus

2016



## Annex C Weights and Dimensions for Common Equipment

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**C.1** The Fire Apparatus Manufacturers Association (FAMA) provides a worksheet for use by purchasers to calculate the portable equipment load anticipated to be carried on an apparatus. To ensure that the apparatus chassis is capable of carrying the installed equipment (pump, tank, aerial device, etc.) plus the specified portable equipment load with an appropriate margin of safety, the purchaser should use this worksheet to provide apparatus vendors with the weight of the equipment they anticipate carrying when the apparatus is placed in service.

**C.1.1** The approximate measurements and weights of equipment that are commonly available and used during fire department operations are listed on the worksheet. The purchaser should fill in the number of units of each piece of anticipated equipment in the column titled "Quantity" and multiply that by the weight per unit to get the total weight. The dimensions of each piece of equipment are given to assist in planning compartment size or the location on the fire apparatus. Where the purchaser wants to carry specific equipment in a specific compartment, that compartment designation should be shown in the column titled "Compartment Location."

The worksheet can be downloaded as an Excel spreadsheet from the FAMA website, [www.fama.org](http://www.fama.org), and customized to reflect equipment a department expects to carry. There are columns on the spreadsheet to assist the fire department in maintaining records of the equipment it carries.

## Guidelines for First-Line and Reserve Fire Apparatus

*a part of the requirements of this NFPA document  
informational purposes only.*

o maximize fire fighter capabilities and minimize, it is important that fire apparatus be latest safety features and operating capabilities to 15 years, much progress has been made inional capabilities and improving the safety apparatus. Apparatus more than 15 years old by a few of the safety upgrades required by the f the NFPA fire department apparatus standvalent Underwriters Laboratories of Canada s. Because the changes, upgrades, and fine 1901 have been truly significant, especially in the area of safety, fire departments should seriously consider the value (or risk) to fire fighters of keeping fire apparatus more than 15 years old in first-line service.

► It is recommended that apparatus more than 15 years old that have been properly maintained and that are still in serviceable condition be placed in reserve status; be upgraded in accordance with NFPA 1912; and incorporate as many features as possible of the current fire apparatus standard (see Section D.3). This will ensure that, while the apparatus might not totally comply with the current editions of the automotive fire apparatus standards, many of the improvements and upgrades required by the current editions of the standards are available to the fire fighters who use the apparatus.

Apparatus that were not manufactured to the applicable NFPA fire apparatus standards or that are over 25 years old should be replaced. 

**D.2 Evaluating Fire Apparatus.** It is a generally accepted fact that fire apparatus, like all types of mechanical devices, have a finite life. The length of that life depends on many factors, including vehicle mileage and engine hours, a preventative maintenance program, quality of the program, whether the fire apparatus was used to its design parameters, whether the apparatus was used on a custom or commercial chassis, quality of the original manufacturer, quality of the components, availability of replacement parts, to name a few.

In the fire service, there are fire apparatus with service that are simply worn out. There are also those that were manufactured with quality components, had excellent maintenance, and that have responded to a number of incidents that are still in serviceable condition after 20 years. Most would agree that the care of fire apparatus while being used and the quality and timeliness of maintenance are perhaps the most significant factors in determining how well a fire apparatus ages.

Critical enhancements in design, safety, and technology should also play a key role in the evaluation of an apparatus' life cycle. Previous editions of the fire department apparatus standards featured many requirements advancing the level of automotive fire apparatus safety and user friendliness. Contained within the 2009 edition were requirements for roll-over stability; tire pressure indicators; seat belt warning systems requiring all occupants be properly seated and belted; extended seat belt length requirements resulting from an in-depth anthropometric study evaluating the average size of today's fully dressed firefighter; roadability, including minimum accelerations and top speed limitations; enhanced step and work surface lighting; cab integrity testing; increased use of retroreflective striping in the rear of apparatus; providing a consistent identifiable set of markings for all automotive fire apparatus; and enhanced aerial control technologies, enabling short jacking and envelope controls.

**D.3 Upgrading Fire Apparatus.** Any apparatus, whether in first-line or reserve service, should be upgraded in accordance with NFPA 1912, as necessary, to ensure that the following features are included as a minimum:

- (1) Seat belts with seat belt warning systems are available for every seat and are new or in serviceable condition.
- (2) Warning lights meet or exceed the current standard.
- (3) Reflective striping meets or exceeds the current standard.
- (4) Slip resistance of walking surfaces and handrails meets the current standard.
- (5) A low-voltage electrical system load manager is installed if the total connected load exceeds the alternator output.
- (6) The alternator output is capable of meeting the total continuous load on the low voltage electrical system.
- (7) Where the gross vehicle weight rating (GVWR) is 36,000 lb (16,000 kg) or more, an auxiliary braking system is installed and operating correctly.
- (8) Ground and step lighting meets or exceeds the current standard.

Apparatus that were not manufactured to the applicable NFPA fire apparatus standards or that are over 25 years old should be replaced.

- (9) Noise levels in the driving and crew compartment(s) meet the current standard, or appropriate hearing protection is provided.
- (10) All horns and sirens are relocated to a position as low and as far forward as possible.
- (11) Signs are present stating that no riding is allowed on open areas.
- (12) A pump shift indicator system is present and working properly for vehicles equipped with an automatic chassis transmission.
- (13) For vehicles equipped with electronic or electric engine throttle controls, an interlock system is present and working properly to prevent engine speed advancement at the operator's panel, unless either the chassis transmission is in neutral with the parking brake engaged, or the parking brake is engaged, the fire pump is engaged, and the chassis transmission is in pumping gear.
- (14) All loose equipment in the driving and crew areas is securely mounted in accordance with the current standard.

**D.4 Proper Maintenance of Fire Apparatus.** In addition to needed upgrades to older fire apparatus, it is imperative that all fire apparatus be checked and maintained regularly to ensure that they will be reliable and safe to use. The manufacturer's instructions should always be followed when maintaining the fire apparatus. Special attention should be paid to ensure that the following conditions, which are particularly critical to maintaining a reliable unit, exist:

- (1) Engine belts, fuel lines, and filters have been replaced in accordance with the manufacturers' maintenance schedule(s).
- (2) Brakes, brake lines, and wheel seals have been replaced or serviced in accordance with the manufacturers' maintenance schedule.
- (3) Tires and suspension are in serviceable condition, and tires are not more than 7 years old.
- (4) The radiator has been serviced in accordance with the manufacturer's maintenance schedule, and all cooling system hoses are new or in serviceable condition.
- (5) The alternator output meets its rating.
- (6) A complete weight analysis shows the fire apparatus is not over individual axle rating or total GVWR.
- (7) The fire pump meets or exceeds its original pump rating.
- (8) The water tank and baffles are not corroded or distorted.
- (9) If the apparatus is equipped with an aerial device, a complete test to original specifications has been conducted and certified by a certified testing laboratory.
- (10) If so equipped, the generator and line voltage accessories have been tested and meet the current standard.

**D.5 Refurbishing or Replacing Fire Apparatus.** Fire department administrators and fire chiefs should exercise special care when evaluating the cost of refurbishing or updating an apparatus versus the cost of a new fire apparatus. Apparatus that are refurbished should comply with the requirements of NFPA 1912. A thorough cost-benefit analysis of the value of upgrading or refurbishing a fire apparatus should be conducted. In many instances, it will be found that refurbishing costs will greatly exceed the current value of similar apparatus.

Some factors to consider and evaluate when determining whether to refurbish or replace a fire apparatus include the following:

- (1) What is the true condition of the existing apparatus? Has it been in a major accident, or has something else happened to it that would make spending significant money on it ill advised?
- (2) What advancements in design, safety, and technology have improved the efficiency and safety of personnel?
- (3) Does the current apparatus meet the program needs of the area it is serving? Is it designed for the way the fire department operates today and is expected to operate in the foreseeable future, or is the apparatus functionally obsolete? Can it carry everything that is needed to do the job without being overloaded?
- (4) If the apparatus is refurbished, will it provide the level of safety and operational capability of a new fire apparatus? It should be kept in mind that in many cases, refurbishing does not mean increasing the GVWR, so it is not possible to add a larger water tank or additional foam agent tanks or to carry massive amounts of additional equipment. Enclosing personnel riding areas might add enough weight to the chassis that existing equipment loads need to be reduced to avoid overloading the chassis.
- (5) What is the anticipated cost per year to operate the apparatus if it were refurbished? What would the cost per year be for a new apparatus? Insurance costs, downtime costs, maintenance costs, depreciation, reliability, and the safety of the users and the public all have to be considered. At what rate are those costs rising each year? Are parts still readily available for all the components on the apparatus? A refurbished 15-year-old apparatus still has 15-year-old parts in it. How long could the fire department operate without the apparatus if it suddenly needed major repairs?
- (6) Is there a current trade-in value that will be gone tomorrow? Most apparatus over 12 years old have little trade-in value. Are there creative financing plans or leasing options that can provide a new fire apparatus for little more than the cost of refurbishing or maintaining an older apparatus?

**D.6 Conclusion.** A fire apparatus is an emergency vehicle that must be relied on to transport fire fighters safely to and from an incident and to operate reliably and properly to support the mission of the fire department. A piece of fire apparatus that breaks down at any time during an emergency operation not only compromises the success of the operation but might jeopardize the safety of the fire fighters relying on that apparatus to support their role in the operation. An old, worn-out, or poorly maintained fire apparatus has no role in providing emergency services to a community.

#### Annex E History of NFPA 1901

*This annex is not a part of the requirements of this NFPA document but is included for informational purposes only.*

**E.1 History of Specification.** A report of the NFPA Committee on Fire Engines adopted at the 1906 NFPA Annual Meeting included many of the provisions and test procedures since followed in standards for fire department pumping apparatus.

In 1911, at the convention of the International Association of Fire Engineers, the Committee of Exhibits conducted