



# TRUCKEE MEADOWS FIRE PROTECTION DISTRICT SIERRA FIRE PROTECTION DISTRICT



## STAFF REPORT

Board Meeting Date: June 15, 2015

CM/ACM \_\_\_\_\_  
Finance VVB  
Legal DWV  
Risk Mgt. DE  
HR N/A

**DATE:** June 9, 2015

**TO:** Truckee Meadows Fire Protection District Board of Fire Commissioners  
Sierra Fire Protection District Board of Fire Commissioners

**FROM:** Charles A. Moore, Fire Chief  
Phone: (775) 328-6123 Email: [cmoore@tmfpd.us](mailto:cmoore@tmfpd.us)

**SUBJECT:** Presentation, discussion and possible direction to staff regarding an outline of the process to develop an automatic aid agreement including major components of automatic aid, cost, geographic areas and a timeline for implementation. (All Commission Districts)

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### SUMMARY

This item is presentation, discussion and possible direction to staff regarding the process to develop an automatic aid agreement including:

- Major components of automatic aid
- Cost
- Geographic areas to be covered
- Timeline for implementation

**Strategic Objective supported by this item:** *Safe, secure and healthy communities*

### PREVIOUS ACTION

On March 24, 2015 the Board of Fire Commissioners heard a supplemental report of the Blue Ribbon Committee for Regional Fire Service, presented by the Blue Ribbon Committee Chair, Sarah Chvilicek. The findings of the Blue Ribbon Committee were recapped including the Committee's recommendation for automatic aid.

On May 26, 2015 during a concurrent meeting along with the City of Reno and Washoe County Board of Commissioners the Board of Fire Commissioners discussed and requested further information regarding processes to develop an automatic aid agreement including major components of automatic aid, cost, geographic areas and a timeline for implementation.

### BACKGROUND

At the previous concurrent meeting, the Board of Fire Commissioners directed staff to develop a framework to implement automatic aid. A copy of SB 185 is attached as "Attachment 1". SB 185

**AGENDA ITEM # 5**

requires the closest fire engine to respond to reports of structure and brush fire regardless of jurisdiction. Automatic aid agreements must be completed by October 1, 2015.

There are two possible methods to dispatch closet unit. One is by a RAM (reporting area management) and the other is AVL (automatic vehicle location) based. Automatic aid dispatching could occur without AVL, but AVL is more accurate, sophisticated and efficient. Regardless of whether AVL is used, the RAM's will need to be developed for each agency.

The following steps would be required: to develop the dispatch of the closest unit:

1. Identify the geographic areas (RAM) where SB 185 will trigger an automatic aid response.

Each agency will need to discuss and agree on the geographical areas where automatic aid is required by the statute. The process to determine these areas for automatic aid is not complex but does require significant staff work for each agency. Identification of these areas is through map based analysis and can be determined by GIS mapping. Staff recommends that the criteria for closest unit be measured by time and not by distance.

Three graphical examples of how this would be determined are attached. Please bear in mind these are examples and do not represent a complete analysis. The maps allocate the first 8 minutes to the closest station by travel time. Where the two colors meet indicates the midpoint of both engines responding, assuming they leave the station at the same time.

*“Attachment 2A”* - Verdi/Mogul Area. Reno Station 11, 19 and TM Station 35

*“Attachment 2B”* - Hidden Valley. Reno Station 6 and TM Station 37

*“Attachment 2C”* - Stead. Reno Station 9 and TM Station 13

2. Construct URM's (“Unit Recommended Management”).

Once RAMs are constructed, then URM's are built so that dispatchers know what vehicle type should respond by the type of call. These URM's must be input into Tiburon CAD. Dispatching by automatic vehicle location is a longer term solution. Through “Command CAD”, Tiburon has the ability to dispatch the closest unit but that part of the system was not selected for purchase during the most recent upgrade. During initial development the committee working on the upgrade had to select automatic dispatching or manual dispatching (URM's). It was determined by Reno, Washoe and Sparks to go with the manual system. The committee had to select one or the other as the system had to be built in either automatic or manual mode. It is unclear how intuitive the automatic (closest unit) system will be in the future as it was not heavily explored.

If at some point it is determined that AVL dispatching is desired, there will be cost to redevelop the software for the region. However, AVL does provide an accurate and efficient way to select the closest fire unit. Complexities and costs of AVL dispatching require thorough consideration.

Attachment three is a graphical example of what a dispatcher would see on their screen.

*“Attachment 3” – AVL Screenshot.*

3. Construct Run Cards

Once RAM's and URM's are complete Run Cards will be constructed to identify the order of which stations apparatus will be dispatched to an incident

4. Written Agreement executed by the agencies.

During construction of RAM's and URM's, work on the formal written agreements could be drafted so they are ready to execute once the agencies have completed their work. The Board should discuss and determine if there will be a cost associated with the agreement. However, many costs associated with automatic aid are imbedded in existing budgets, such as labor and station costs.

The Board could elect to evaluate the automatic aid responses after one year to determine the frequency of responses.

5. Timeline

Work on RAM's and URM's and Run Cards should commence immediately. Staff estimates two months to complete this work. By September 2015, the system should be tested for accuracy prior to roll out on October 1.

Staff recommends study and planning with respect to AVL dispatching. Costs, technical implementation and processes are not yet known.

**FISCAL IMPACT**

The fiscal impact is not yet known.

**RECOMMENDATION**

Staff recommends approval of processes to develop an automatic aid agreement with fire agencies within Washoe County, where applicable.

**POSSIBLE MOTION**

A possible motion to staff could be, *"I move to direct staff to begin work to develop the components of automatic aid."*

SENATE BILL NO. 185—SENATOR KIECKHEFER

FEBRUARY 23, 2015

Referred to Committee on Government Affairs

SUMMARY—Makes temporary changes relating to fire and related emergency services in certain counties. (BDR 42-121)

FISCAL NOTE: Effect on Local Government: May have Fiscal Impact.  
Effect on the State: No.

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EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

AN ACT relating to suppression of fires; temporarily requiring the entity that is responsible for the closest emergency fire-fighting vehicle to respond to and suppress certain fires in certain counties; exempting an airport authority located in certain counties from this requirement; requiring certain entities to negotiate an automatic aid agreement concerning certain matters; and providing other matters properly relating thereto.

**Legislative Counsel’s Digest:**

1 Existing law authorizes the municipalities of this State to provide fire  
2 protection services. (NRS 268.730) Existing law also authorizes the creation of  
3 districts for a fire department by boards of county commissioners and the creation  
4 of fire protection districts and county fire protection districts. (NRS 244.2961,  
5 473.034, 474.110, 474.460) **Section 1** of this bill requires, in a county whose  
6 population is 100,000 or more but less than 700,000 (currently Washoe County),  
7 the entity that is responsible for the emergency fire-fighting vehicle located closest  
8 to a structure or brush fire to respond to and take all actions necessary to suppress  
9 the fire regardless of whether the location of the fire falls within the territory served  
10 by the entity. **Section 1** exempts an airport authority in such a county and any  
11 vehicle or firefighter of such an airport authority from this requirement. **Section 1**  
12 additionally: (1) requires each entity, other than an airport authority which  
13 maintains an emergency fire-fighting vehicle in such a county, to negotiate an  
14 automatic aid agreement with each other such entity which addresses the  
15 reimbursement of costs, geographic areas of coverage or any other relevant issue or  
16 any combination thereof; and (2) provides that a failure to reach an automatic aid  
17 agreement does not exempt an entity from complying with the requirement to  
18 respond to a fire if it is responsible for the emergency fire-fighting vehicle located



19 closest to the fire. **Section 2** of this bill provides that the provisions of **section 1**  
20 expire by limitation on June 30, 2017.

1 WHEREAS, The provision of fire protection and related  
2 emergency services is fundamental to what the people of this State  
3 expect from their local governments; and

4 WHEREAS, Providing such services in a timely, effective and  
5 efficient manner is critical to the protection of life and property; and

6 WHEREAS, The infighting that has continuously occurred for  
7 several years between the entities that provide fire protection and  
8 related emergency services in Washoe County threatens the lives  
9 and property of the people of this State who reside in that county;  
10 and

11 WHEREAS, The failure of the local governments in Washoe  
12 County to resolve this dispute in a timely manner now requires the  
13 Nevada Legislature to intervene and ensure that the lives and  
14 property of the people of this State who reside in Washoe County  
15 are no longer put at risk by the reluctance of these entities to find an  
16 agreement that protects their residents; now, therefore,

17  
18 THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN  
19 SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:  
20

21 **Section 1.** Chapter 475 of NRS is hereby amended by adding  
22 thereto a new section to read as follows:

23 *1. Notwithstanding any provision of law to the contrary, in a*  
24 *county whose population is 100,000 or more but less than 700,000,*  
25 *the entity that is responsible for the emergency fire-fighting*  
26 *vehicle located closest to a structure or brush fire, unless that*  
27 *entity is described in subsection 4, shall respond to and take all*  
28 *actions necessary to suppress the fire regardless of whether the*  
29 *fire occurs within the territory served by the entity.*

30 *2. Each entity, other than an airport authority which*  
31 *maintains an emergency fire-fighting vehicle in a county whose*  
32 *population is 100,000 or more but less than 700,000, shall*  
33 *negotiate an automatic aid agreement with each other such entity*  
34 *to address:*

35 *(a) The reimbursement of costs for actions to suppress fires*  
36 *pursuant to subsection 1;*

37 *(b) Geographic areas to be covered by each entity, except that*  
38 *any such geographic areas must be established so that, at a*  
39 *minimum, the entity responsible for the emergency fire-fighting*  
40 *vehicle located closest to a structure or brush fire is required to*  
41 *respond to the fire as described in subsection 1; or*



1     (c) *Any other issues relating to the requirements of subsection*  
2 *1 identified by the entities.*

3     3. *The failure of an entity to enter into an automatic aid*  
4 *agreement pursuant to subsection 2 does not exempt the entity*  
5 *from the requirements imposed by subsection 1.*

6     4. *The provisions of subsection 1 do not apply to an airport*  
7 *authority or to any emergency fire-fighting vehicle or firefighter*  
8 *of an airport authority.*

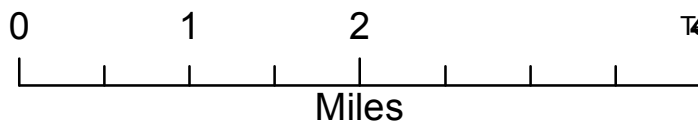
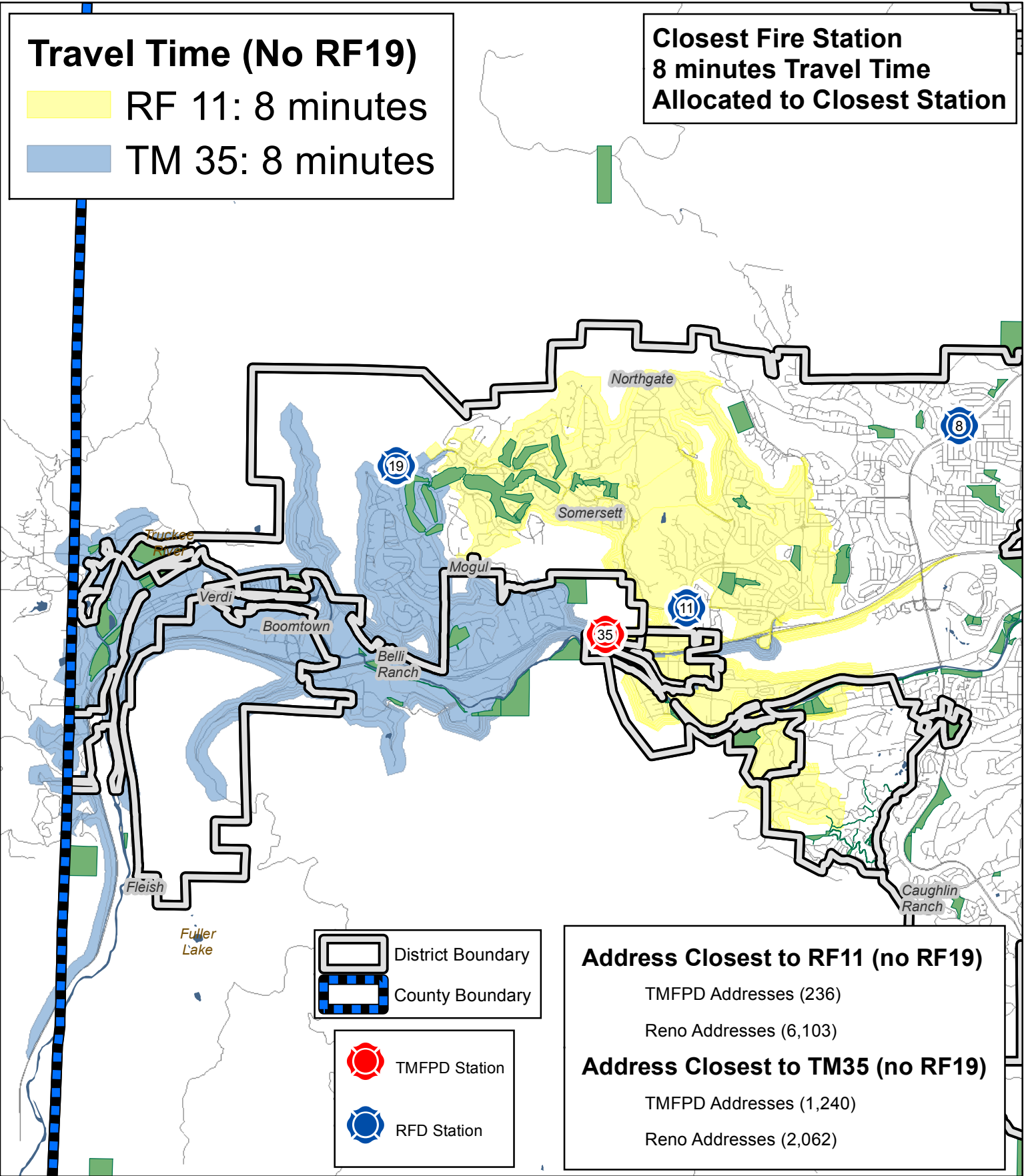
9     **Sec. 2.** This act expires by limitation on June 30, 2017.

Ⓢ







# Stations 11 & 35

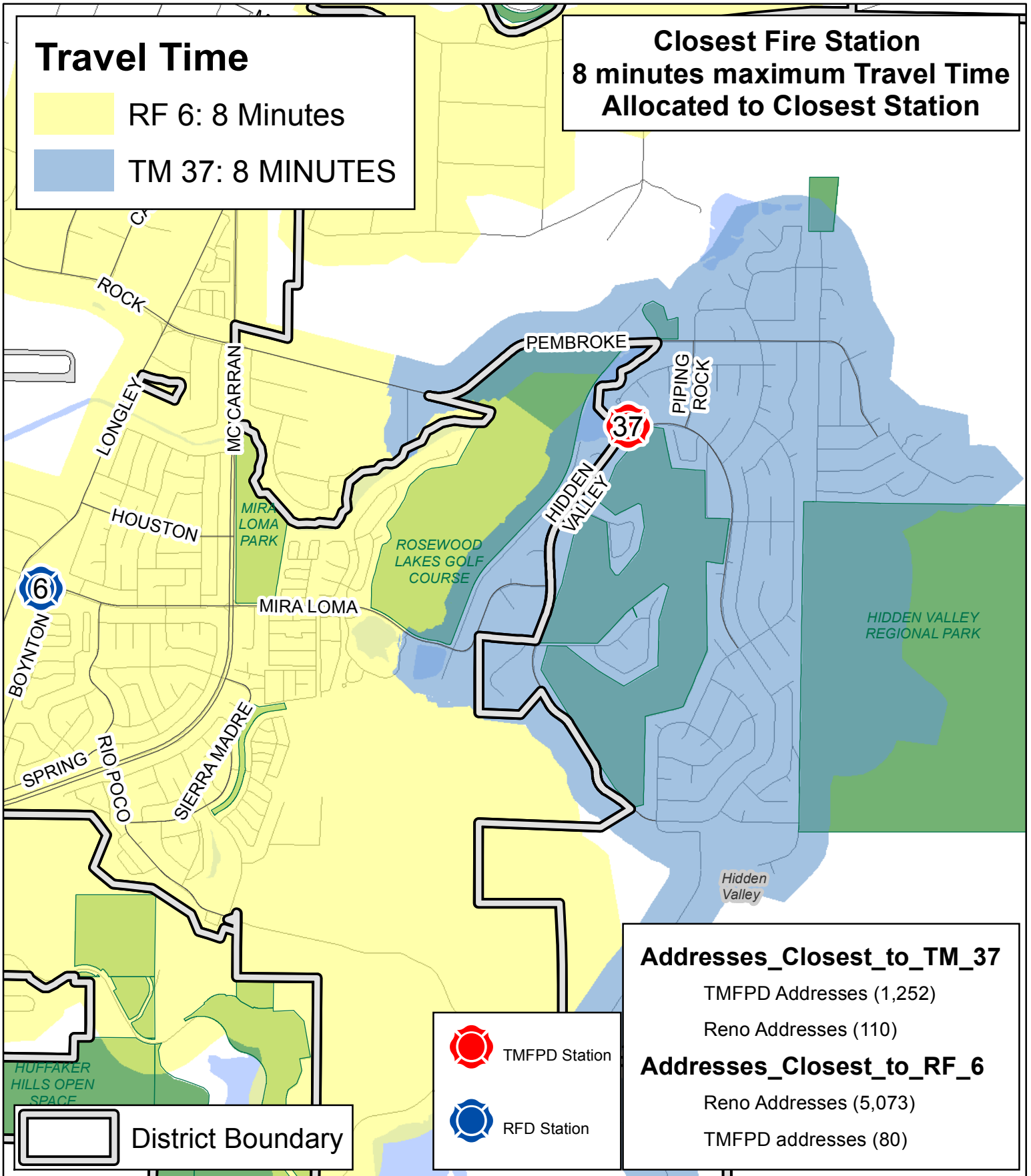




## Travel Time

-  RF 6: 8 Minutes
-  TM 37: 8 MINUTES

**Closest Fire Station**  
8 minutes maximum Travel Time  
Allocated to Closest Station





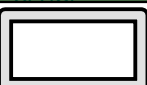
### Addresses\_Closest\_to\_TM\_37

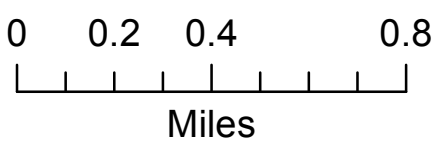
- TMFPD Addresses (1,252)
- Reno Addresses (110)

### Addresses\_Closest\_to\_RF\_6

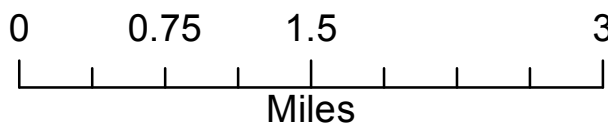
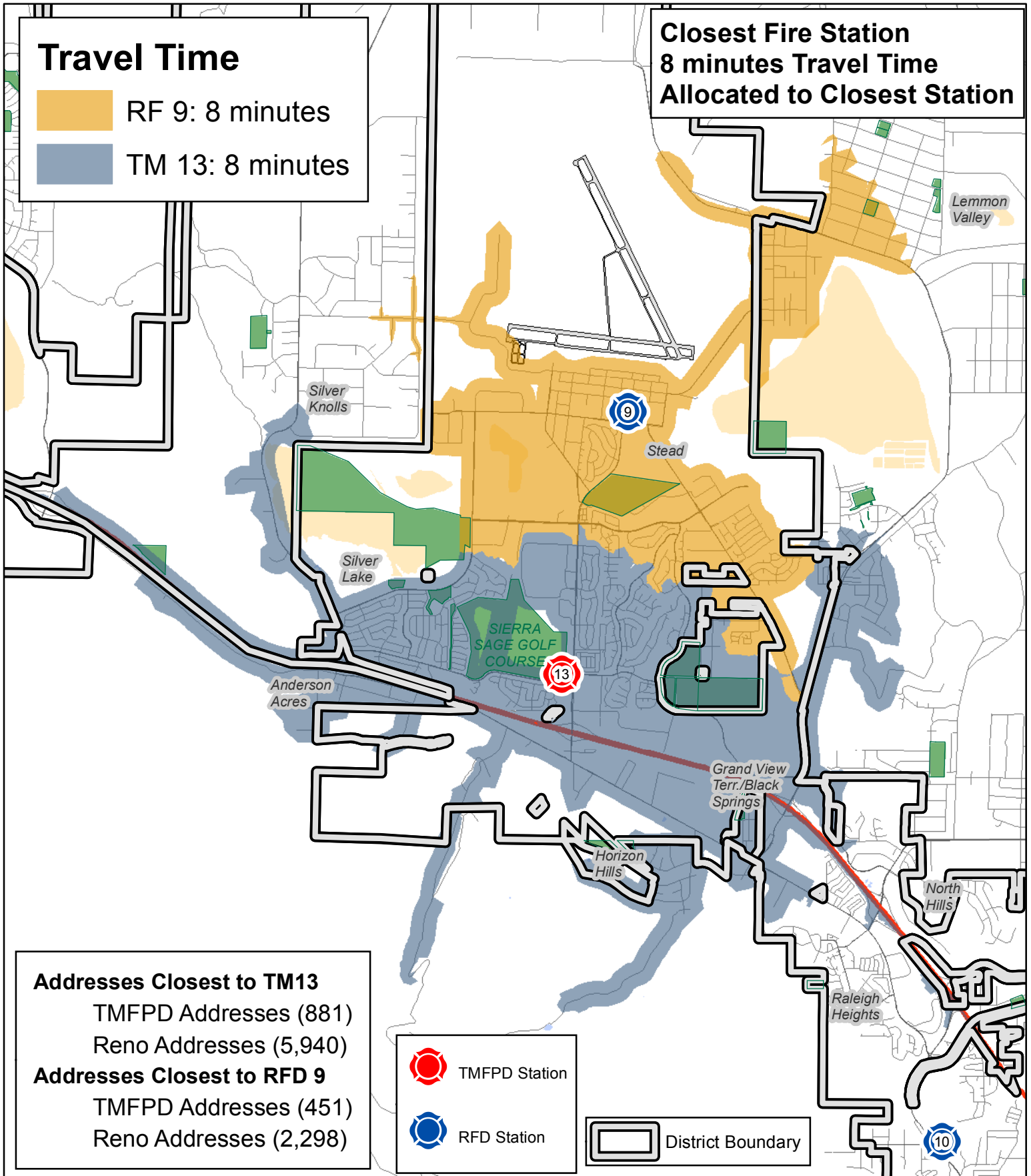
- Reno Addresses (5,073)
- TMFPD addresses (80)

-  TMFPD Station
-  RFD Station

 District Boundary



# Stations 9 & 13



TMF Status  
F1

Available

Dispatch

Messaging

Admin

TMF Incident  
F2

NLT Status  
F3

NLT Incidents  
F4

Regional Status  
F5

Recall Incident  
F6

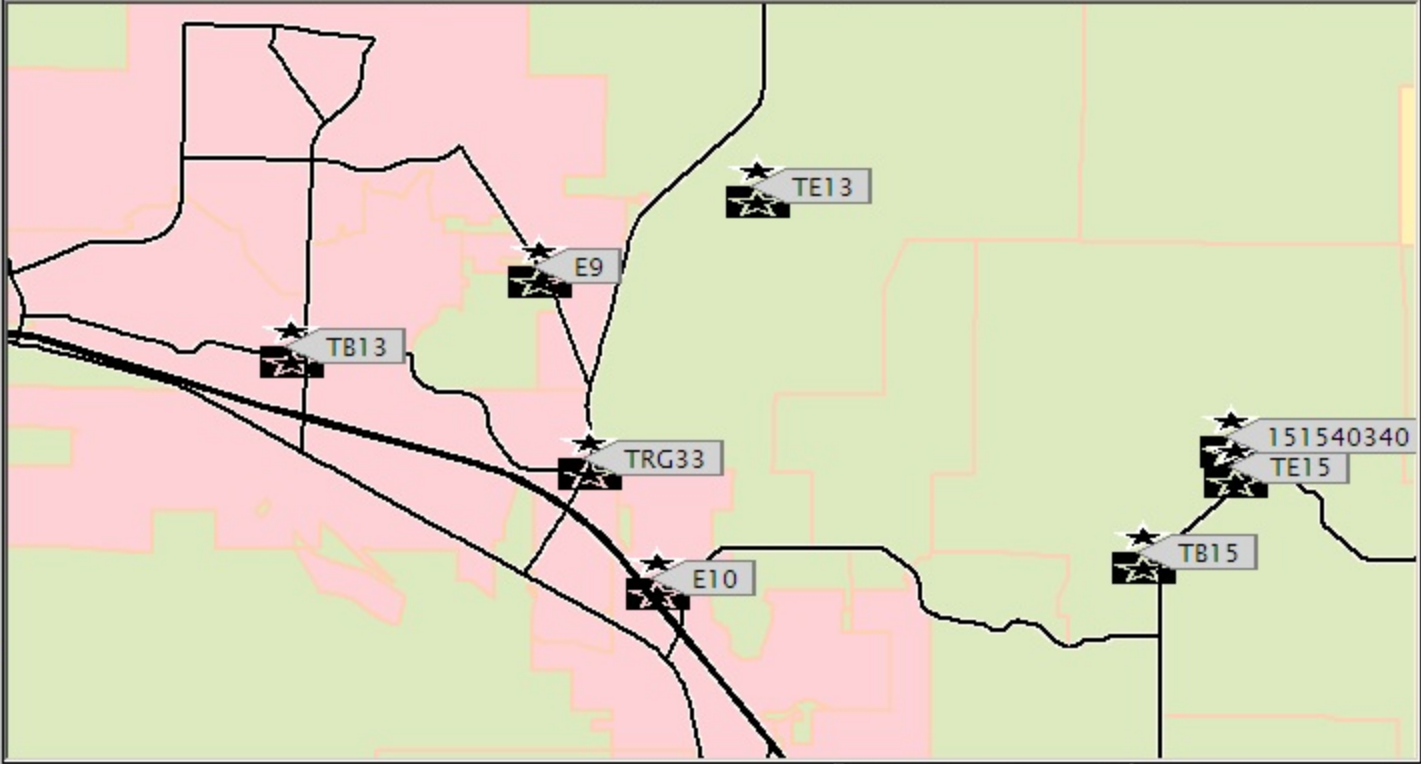
Available on  
Radio  
F7

Available in  
Quarters  
F8

Unavailable  
Staffing  
F9

Day/Night Mode  
F11

Map navigation toolbar with icons for: Back, Next, Track, Layers, In, Out, Pan, Info, Full, Address, Places, Cross St.



Vertical sidebar of utility buttons:

- Show my Unit
- Show My Call
- Route to My Call
- Get Directions To Call
- Info On Call Location
- Hide Units and Calls
- Copy to Whiteboard

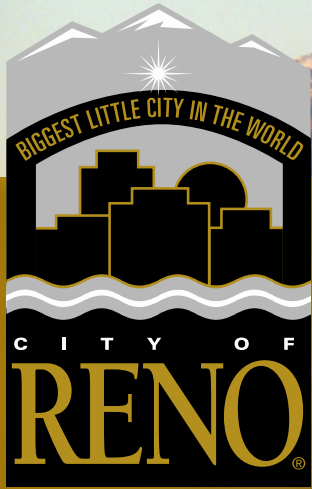
SERVICE [dropdown] F - Fire [dropdown]

VIEW1    CAD STATUS    **MAP**    PATIENT CARE    AVL    SCRATCH PAD

[dropdown]    Send

Full Scr





# RENO FIRE DEPARTMENT AUTOMATIC AID AGREEMENT DEVELOPMENT

A - 6/15/15  
More #5

# AUTOMATIC AID NEGOTIATION POINTS



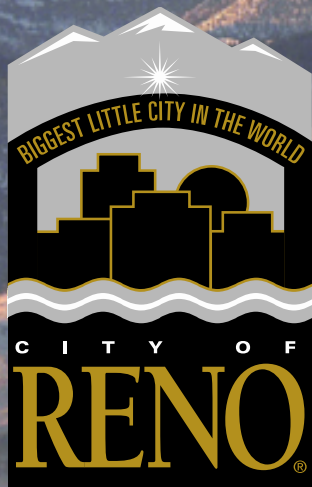
- Automatic Aid Service Areas – Geographical Limitations
- Analysis of Career Station Locations to Determine Closest “Fire-Fighting Vehicle” to Response Areas
- Resource Availability
  - Neither agency is required to provide automatic-aid if it does not have available resources.
- Service Levels
  - “Like for Like” Service

# AUTOMATIC AID NEGOTIATION POINTS



- Training
  - Joint Training Opportunities
- Service Commitments
  - Host agency will be obligated to send sufficient resources to promptly relieve agency providing aid.
- Reimbursement
  - Track aid given to determine if inequity exists; develop mechanism for reimbursement if necessary.





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More #5