

EMERGENCY SERVICES ASSESSMENT OVERVIEW: LUMPKIN COUNTY, GA



LUMPKIN COUNTY EMERGENCY SERVICES
LUMPKIN COUNTY, GA



PURPOSE

- To review and assess measures for improving Fire & Medical response conditions in the county.
- To develop a long term plan for Emergency services in Lumpkin County to help guide and strategize capital budgeting, personnel policies, and more.

***Since the completion of the assessment report in October 2015, LCES has responded to 1,474 additional calls and the total number of volunteer firefighters has decreased from 18 to 10. The following presentation represents data collected as of January 2016.**



SURROUNDING COUNTY COMPARISON

Category	Ratio	As of Jan. 2016	Rank (out of 6 counties)
Population/Personnel Ratio	433:1	487:1	5 th
Population/Station Ratio	3,464:1		4 th
Population/Full-Time Personnel Ratio	866:1		3 rd
Land Area/Station Ratio	32:1		5 th
Overall Ranking	N/A		4 th

- A few key statistics are the population/personnel ratio and the land area/station ratio, in which Lumpkin County ranks second to last. Counties compared include Dawson, Hall, Towns, White & Union.



RESPONSE COMPARISON

Year	Lumpkin County	Dawson County	White County
2012			
Avg. Response	10:12	8:21	N/A
# of Calls	4,055	2,898	Approx. 1,200
2013			
Avg. Response	10:26	8:16	N/A
# of Calls	4,292	2,808	Approx. 1,300
2014			
Avg. Response	16:56	8:22	6:13
# of Calls	4,389	3,203	1,957
2015			
Avg. Response	12:14	8:21	6:01
# of Calls	2,834	2,405	879
As of Jan. 2016			
Avg. Response	10:07	8:44	6:01
# of Calls	4,308	2,649	1,137

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AREAS OF ASSESSMENT

- Facilities
- Vehicles/Apparatus
- Major Equipment
- Personnel
- Policies
- Water System



STATION NEEDS

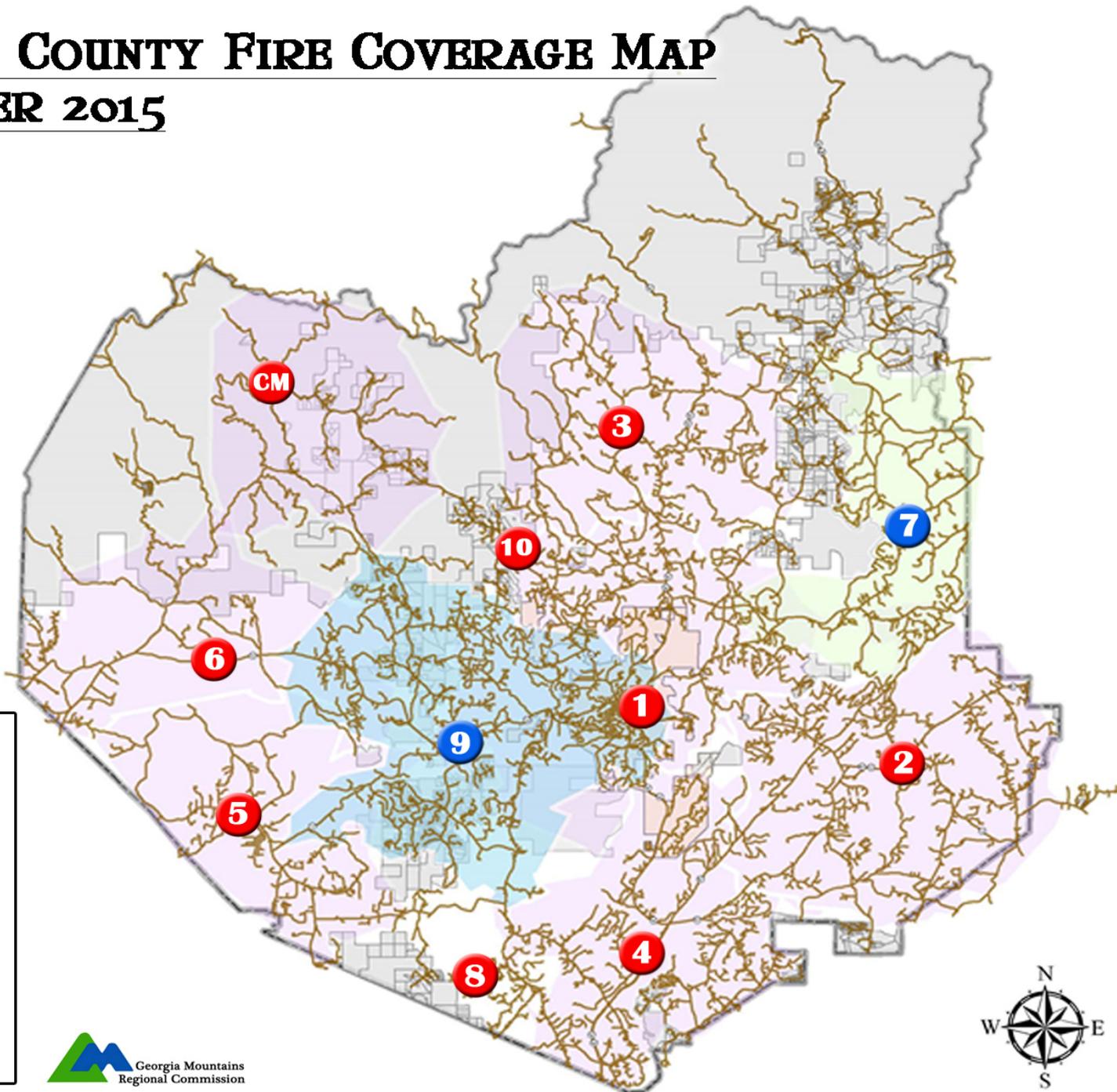
- With the addition and staffing of Station 7 (Frogtown) and the proposed Station 9 (Ben Higgins/Hwy. 9), the County will have adequate strategically placed Station coverage.
- Stations 1, 2, 3, 8 and 10 need significant renovations and/or expansion either in living quarters, office space or apparatus bays





LUMPKIN COUNTY FIRE COVERAGE MAP

NOVEMBER 2015



Legend

- Existing Fire Stations
- 5 Mile Driving Radius Zones
- Proposed Fire Station
- Possible 5 Mile Radius Zone
- Proposed 5 Mile Driving Radius
- Road Centerline
- Lumpkin County Boundary
- Dahlonega City Limits



VEHICLES/APPARATUS

- The most critical need in this area is currently the addition of another Med Unit due to an increase in call volume & population.
- The second important need is the replacement of the aerial apparatus that has been removed from service due to mechanical failures.
- There are also several vehicles listed in the assessment that need to be replaced by vehicles meeting current safety standards and department needs.
- Currently, Lumpkin County has 10 vehicles/apparatus that are past due the recommended replacement mileage/age.



MAJOR EQUIPMENT

- Replacement of SCBA's and cylinders due to age and new NFPA guidelines.
- Need to purchase either/both a second fixed SCBA Fill System and or a mobile SCBA Fill system. The latter is currently being sought after on an AFG Grant.



PERSONNEL

- 2 personnel on each Engine in service, at any given station has been recommended as the accepted standard for safe & efficient manning. While this doesn't meet National Standards of 4 FF's, it is consistent with surrounding Fire Departments.
- Lumpkin County currently **does not meet** this standard by staffing Engines with only 1 FF. Failure to meet this standard may result in loss of compliance with the State.
- LCES has not had an increase in operations personnel since 2009, when they received the AFG SAFER Grant.



PERSONNEL ASSESSMENT

	STA 1	STA 2	STA 3	STA 4	STA 5	STA 6	STA 7	STA 8	STA 9	STA 10	TOTAL
CURRENT	4	3	0	3	1	0	0	0	0	0	11
NFPA	8	6	4	6	4	4	4	4	4	4	48
RECOMM.	5	4		4	4		4		4		17/25

* In order to reach the recommended staffing, LCES would need to add 6 personnel per shift (18 total). This number does not include personnel manning for proposed Stations 7 & 9.



POLICIES

- Establish a minimum staffing policy. This will eliminate the need to shut down Engines or be BLS on Med Units.
- Adapt LCES response guidelines to maximize efficiency, reduce cost, improve response time and safety of personnel.
- Establish a vehicle replacement policy.



WATER SYSTEM

- Water availability and delivery is critical for fire suppression, and has a large impact on ISO ratings.
- LCES staff is trained & proficient in water shuttle operations, however the lack of available, adequate and accessible water is a huge detriment to efficient water shuttle operations.
- Short term/lower cost – inspect, repair, modify and certify existing dry hydrants. Install new dry hydrants at previously located feasible sites. (Estimated cost of \$1,500-\$3,500/site)
- Long term/higher cost – extend existing water lines to provide water on major County roadways. Extend water lines from surrounding Counties into Lumpkin County.



QUESTIONS/COMMENTS

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EMERGENCY SERVICES ASSESSMENT

November 2015



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INTRODUCTION

Purpose

The Georgia Mountains Regional Commission reviewed and assessed measures for improving fire response conditions in Lumpkin County. This proposal included two main elements:

- A preliminary assessment of ways the Lumpkin County Emergency Services could easily and directly improve their Public Protection Classification (PPC) rating with the Insurance Services Organization
- The development of a long-term plan for fire services in Lumpkin County to help guide and strategize capital budgeting, personnel policies and more.

The preliminary assessment was completed and emphasized the short-term priorities for the Lumpkin County Emergency Services, recommending measures that would update equipment reporting, pursue intergovernmental agreements with adjoining fire protection service providers, and improving personnel policies.

The purpose of this study is to develop the long-term plan for fire services to help guide Lumpkin County in shaping budgets, personnel policies, and long-term management and replacement of major equipment and facilities. It is hoped having this information and a regular review process in place will ensure Lumpkin County Emergency Services is consistently on target with the level of services desired, maintaining desired levels of PPC ratings, and doing so within a feasible budgetary structure.

Methodology

There is presently no singular recommended set of measures or standards for guiding fire service providers. A variety of organizations and resources can be called upon to indicate a variety of measures in determining levels of service for emergency protection. For the purposes of this study the GMRC reviewed the following resources in determining recommendations for Lumpkin County Emergency Services.

Insurance Safety Organization (ISO)

ISO's Public Protection Classification (PPC) Service gauges the fire protection capability of the local fire services to respond to emergency calls. ISO collects information on a community's public fire protection and analyzes the data using our Fire Suppression Rating Schedule (FSRS). We then assign a Public Protection Classification from 1 to 10. Class 1 represents the best public protection, and Class 10 indicates no recognized protection.

International Association of Fire Chiefs (IAFC)

The International Association of Fire Chiefs (IAFC) represents the leadership of firefighters and emergency responders worldwide, with expertise in firefighting, emergency medical services, terrorism response, hazardous materials spills, natural disasters, search and rescue, and public safety policy. Since 1873, the IAFC has provided a forum for fire and emergency service leaders to exchange ideas, develop professionally and uncover the latest products and services available to first responders.

IFCA's mission is to provide leadership to current and future career, volunteer, fire-rescue and EMS chiefs, chief fire officers, company officers and managers of emergency service organizations throughout the international community through vision, information, education, services and representation to enhance their professionalism and capabilities.

National Fire Protection Association (NFPA)

The mission of the international nonprofit NFPA, established in 1896, is to reduce the worldwide burden of fire and other hazards on the quality of life by providing and advocating consensus codes and standards, research, training, and education. The NFPA is the world's leading advocate of fire prevention and an authoritative source on public safety, NFPA develops, publishes, and disseminates more than 300 consensus codes and standards intended to minimize the possibility and effects of fire and other risks.

Volunteer Firemen's Insurance Services (VFIS)

VFIS is the largest provider of insurance, education and consulting services to Emergency Service Organizations such as fire services, ambulance and rescue squads, and 911 centers. VFIS has a long history of helping the emergency service community protect their assets and manage their exposure to loss. VFIS pioneered the first tailored insurance package and formed a program for emergency service organizations. VFIS drafted the first specialized insurance policy in 1969 and continues to lead, insuring more Emergency Service Organizations in North America than any other provider.

National Volunteer Fire Council (NVFC)

The National Volunteer Fire Council (NVFC) is the leading non-profit membership association representing the interests of the volunteer fire, EMS, and rescue services. The NVFC serves as the voice of the volunteer in the national arena and provides invaluable tools, resources, programs, and advocacy for first responders across the nation. The mission of the NVFC is to provide a unified voice for volunteer Fire/EMS organizations. This mission is accomplished by:

- Representing the interests of the volunteer fire, emergency medical, or rescue organizations at the U.S. Congress and federal agencies
- Promoting the interests of the state and local organizations at the national level
- Promoting and providing education and training for the volunteer fire, emergency medical, or rescue organizations
- Providing representation on national standards setting committees and projects
- Gathering information from and disseminating information to the volunteer fire, emergency medical, or rescue organizations

Georgia Firefighter Standards and Training Council (GFSTC)

GFSTC is a council that regulates and enforces firefighter training and certification. All training requirements and accomplishments go through GFSTC. This council keeps track of firefighter training records, certifications, and qualifications.

County Comparisons

In speaking with several other fire services and through independent research, GMRC found a number of national standards regarding personnel, equipment, as well as response times. GMRC also researched the surrounding counties and their Insurance Service Office (ISO) ratings. Comparing Lumpkin County Emergency Services to these standards and ratings, GMRC was able to get a sound idea of where the department stood and what they needed to improve on.

LUMPKIN COUNTY EMERGENCY SERVICES

Community Profile

Lumpkin County is located in northeast Georgia and forms part of the thirteen-county Georgia Mountains Planning Region. The County lies along the southern divide of Georgia's Blue Ridge Mountains and is blessed with an abundance of beautiful mountain scenery, high quality natural resources and a very rich cultural heritage.

Lumpkin County has a land area of approximately 186,240 acres, or 291 square miles. 44% of this acreage is located within the Chattahoochee National Forest. The only incorporated area within Lumpkin County is the City of Dahlonega, which encompasses an area of approximately 2,620 acres. Coverage area for Lumpkin County Emergency Services includes the City of Dahlonega, which is also the location of the University of North Georgia.

Land Use and Development Trends (FROM THE 2004 COMP PLAN)

The majority of existing land use in the county is low-density single-family housing and agricultural/conservation (National Forest) land. Commercial and industrial uses are clustered within and around the City of Dahlonega and along major road corridors. The continuous residential development that the county has experienced has had a tremendous impact on existing agricultural uses, infrastructure, public services and sensitive environmental areas. As with most rural counties located in the north Georgia mountain region, growth and development is a mixture of low density residential, agriculture, and scattered commercial located along major transportation corridors. High-density areas and clustered development are located in the City of Dahlonega (where water and sewer are available) and at historic crossroads. Its location attracts tourism, but is becoming more popular to retirees and residents able to work in remote locations. Commercial activity is mainly divided along major thoroughfares and downtown Dahlonega; the majority of which is small-scale commercial.

While sewer and water serve the urbanized portion of the City of Dahlonega, the majority of the unincorporated County does not have service. Public water within Dahlonega is supplied from Yahoola Creek & Barlow Springs. Several private water and/or sewerage plants are located throughout the county. Lack of public water severely limits countywide firefighting capacity and results in increased fire insurance rates. Limited potential exists for the expansion and extension of the City of Dahlonega's facility to serve portions of unincorporated Lumpkin County, as the County looks at future growth plans.

Less than 280 acres of private property in Lumpkin County is classified as protected mountain. Lumpkin County has regulations that address water supply watershed, groundwater recharge areas, wetland, steep slopes and mountains, stream buffers and the Chestatee River corridor.

Because of the lack of a formalized development tool, land use in the Lumpkin County has developed purely through market forces without regard to land use compatibility, natural resource preservation or infrastructure planning. Although there are obvious concentration areas within the County, the predominate current development pattern is a mixture of uses.

General Land Use Observations

- Nuisance land uses: Commercial uses industrial in character, such as junkyards and auto body shops have been developed throughout the County next to and within close proximity of residential uses.
- In the more rural areas of the County, there are several examples of agricultural and residential development incompatibility.
- Uncontrolled growth has had negative impacts on historic and natural resources especially along GA 400 and other major transportation corridors.
- Most residents feel that the County is being overrun with manufactured housing. Lack of design guidelines and standards has caused some residents in established stick built housing to feel threatened by the proximity of these structures to their subdivisions or individual lots.

Environmentally Sensitive Lands or Resources

- *National Forest lands*
- *State Parks*
- *Areas around trout streams*
- *Areas that require mountain protection*
- *Protected river corridors*
- *Water supply watershed protection*
- *Wetlands*

Analysis of Areas Requiring Special Attention

As part of this process communities should take into account their current and immediately projected conditions and assess the identified needs and issues regarding the built landscape and community services for the area. The Georgia Department of Community Affairs has identified the following seven special conditions and requires that they be addressed in the partial plan update where they exist within the community:

- *Natural or Cultural Resources.*
- *Areas where Rapid Development or change of Land Use is Likely to Occur.*
- *Areas where the Pace of Development has and/or may Outpace the Availability of Community Facilities and Services.*
- *Areas in Need of Redevelopment and/or Significant Improvements to Aesthetics or attractiveness.*
- *Large Abandoned Structures or sites.*
- *Infill Development Opportunities.*
- *Areas of Significant Disinvestment, Levels of Poverty, and/or Substantially Higher Unemployment.*

From the above list of special conditions identified by the Georgia Department of Community Affairs, the areas relating to this assessment are:

Areas of significant natural or cultural resources, particularly where these are likely to be intruded upon or otherwise impacted by development

- *There are no specific historically sensitive sites being adversely impacted by development. Those sites in need of protection are already being addressed.*
- *New developments constructed primarily for seasonal or vacation homes have focused on areas with scenic qualities. In many cases, these areas also coincide with sensitive environmental areas such as steep slopes.*

Areas where rapid development or change of land uses is likely to occur

- *The majority of the recent development and the areas of anticipated future development are in the southern portion of the county. The majority of the areas of rapid development or anticipated future development are designated as Residential Growth or Rural Places on the Lumpkin County Future Land Use Map. The area of anticipated rapid development is south of S.R. 52*
- *Major road corridors seeing an increase in commercial strip development.*

Areas where the pace of development has and/or may outpace the availability of community facilities and services, including transportation

- *The areas defined above as areas of rapid development or anticipated future developments are areas of concern with respect to the availability of community facilities and services. Lumpkin County has included several tasks in the '09 to '13 Short Term Work Program to determine potential impacts and improve facilities and services in these areas. These tasks include a recreation master plan for Blackburn and Lumpkin County Parks, a county wide master plan for infrastructure improvements, construction of a new fire station, development of a long range transportation plan, infrastructure improvements of County water and sewer, and construction of Blackburn Park.*
- *Rural areas where most new residential is being developed, coupled with the commercial developments along major corridors could outpace infrastructure and services if not planned properly.*

Existing Inventory

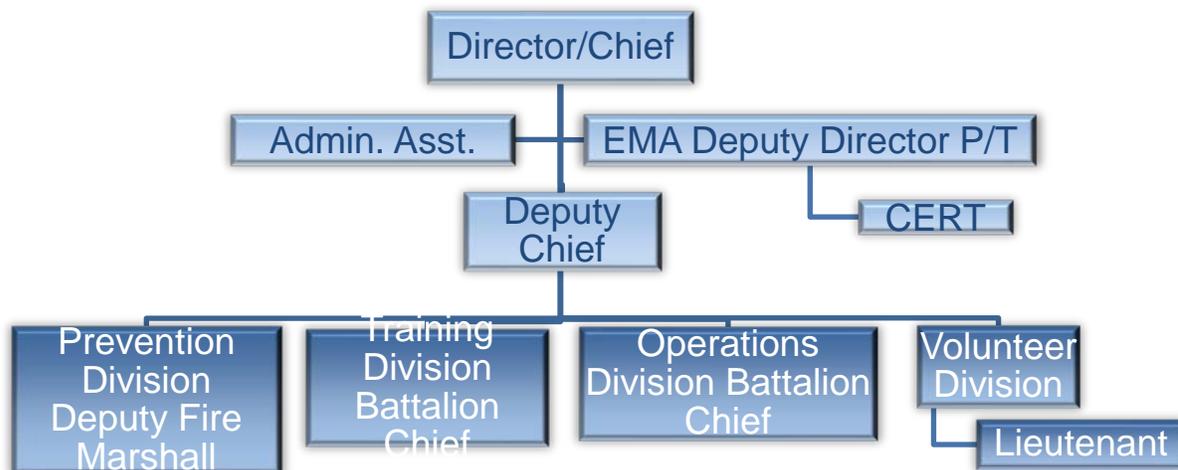
The following represents an inventory and base assessment of Lumpkin County’s current assets under the Emergency Services Division and related emergency services. This information was gathered from the Emergency Services Division in 2015.

Organizational Structure

Lumpkin County Emergency Services consists of four divisions: Prevention, Training, Operations and Volunteer. These divisions are responsible for assisting in the protection of lives and property of Lumpkin County citizens in the event of natural or man-made disasters. Public Safety anticipates emergencies, takes steps to prevent loss of life and property and provides quick response when emergencies and disasters strike. Lumpkin County also has automatic aid agreements in place for fire protection service districts with White County, Dawson County, and Camp Merrill (in Dahlonega). Lumpkin County has mutual aid agreements with Hall County, Forsyth County, U.S Forestry Service, and Georgia Forestry.

9-1-1 Communications is responsible for receiving emergency and non-emergency calls for service and dispatching the appropriate first responders including Sheriff’s Office, Police Departments, Fire Services, Emergency Medical Services, and Animal Control. The Sheriff’s Department is responsible for this service in Lumpkin County.

Lumpkin County has three ambulances which are housed in stations 1, 2, and 4. Currently, the County has two spare ambulances in their fleet. The County staffs these three ambulances on a 24 HRS on/48 HRS off shift schedule.



Fire Service Facilities

This primarily refers to fire stations but also entails access to training facilities and specialty shops and services for vehicle maintenance. Fire stations are structures set aside for storage of firefighting apparatus such as fire engines and related vehicles, personal protective equipment, hoses, and other specialized equipment. It may also include dormitory and work areas for the firefighter's use. Although there is no set standard on fire station design, the ideal station would have a bay dedicated to each apparatus, as well as double sided access to the bays.

Lumpkin County has developed a recommended set standard for building design/layout for all future station facilities and complexes. This would ensure uniformity, functionality, and compatibility with any apparatus or equipment needed in the future. Having a set design standard would also accommodate for future personnel hires, larger office space and sleeping quarters. There are two sets of standards for station design/layout. The two-bay station layout is for outlying, rural stations that do not house an ambulance. The three-bay station is for stations located near urban areas that would house an ambulance. Personnel needed to staff each station is based on the standard set by Lumpkin County Emergency Services, staffing each apparatus with two (2) firefighters.

Construction estimates for future **two-bay** stations are broken down into the following categories:

- **\$85,000**– Land acquisition (value based on market and assessment of 3-4 acres)
- **\$450,000**– Station Construction
- **\$350,000**– Apparatus
 - 1 Pumper/Tender estimated at \$350,000
- **\$100,000**– Major Equipment/Hand Tools
- **\$325,806**– Personnel – Total of 2 firefighters (Recurring expenditure)
 - 2 firefighters per apparatus / 3 shifts 24/7 @ **\$54,301/YR**

Total Fire Station Construction, equipping, and staffing is estimated at **\$1,310,806**.

Construction estimates for future **three-bay** stations are broken down into the following categories:

- **\$85,000**– Land acquisition (value based on market and assessment of 3-4 acres)
- **\$700,000**– Station Construction
- **\$675,000 (\$1,025,000 with Quint substituted for Engine)**– Apparatus
 - 1 Class A Engine estimated at \$450,000 (Estimated \$800,000 for substituting a Quint)
 - 1 Ambulance estimated at \$225,000
- **\$100,000**– Major Equipment/Hand Tools
- **\$651,612**– Personnel – Total of 4 firefighters (Recurring expenditure)
 - 2 firefighters per apparatus / 3 shifts 24/7 @ **\$54,301/YR**

Total Fire Station Construction, equipping, and staffing is estimated at **\$2,211,612 (\$2,561,612 with Quint substituted for Engine)**.

2016 Emergency Services Assessment

LUMPKIN COUNTY, GA

INVENTORY OF LUMPKIN COUNTY FACILITIES, 2015

Station	#1	#2	#3	#4	#5
Location	57 Pinetree Way	34 Pleasantbrook Dr.	1016 Yahoola Rd.	125 Chesterra Dr.	125 Little Mountain
Year Built	1993	1986	1964	2007	2000
Total Building Area (Sq. Ft.)	16,800 SF	2,400 SF	2,624 SF	12,000 SF	3,700 SF
Vehicle Storage (Sq. Ft.)	5,400 SF	1,800 SF	1,800 SF	5,400 SF	1,800 SF
ISO Class	3-Steel	3-Steel	1-Frame	4-Steel	2-Masonry
Building Insurable Value	\$1,870,200	\$176,200	\$283,600	\$1,429,400	\$410,400
Building Value Type	Replacement Cost New				
Contents	\$319,000	\$12,500	\$10,500	\$96,600	\$30,000
EDP	\$456,750	\$3,150	\$1,260	\$95,550	\$2,625
Site Improvements	\$107,444	\$28,300	\$13,333	\$34,300	\$27,100
Site Total	\$2,753,394	\$220,150	\$308,693	\$1,656,150	\$470,125

Station	#6	#7	#8	#10
Location	5546 Highway 52 W.		87A Shop Road	1682 Camp Wahsega Rd.
Year Built	2001		1974	
Total Building Area (Sq. Ft.)	3,700 SF		4,600 SF	5,000 SF
Vehicle Storage (Sq. Ft.)	1,800 SF		1,800 SF	5,000 SF
ISO Class	2-Masonry		40% 1-Frame 60% 3-Steel	3-Steel
Building Insurable Value	\$410,400		\$357,000	<\$100,000
Building Value Type	Replacement Cost New			
Contents	\$15,800		\$0	\$
EDP	\$0		\$0	\$
Site Improvements	\$29,104		\$8,816	\$
Site Total	\$455,304		\$365,816	\$

Vehicles

This element refers to any and all trucks, cars, boats, or aircraft necessary for providing the level of service demanded in the community. A fire engine is a vehicle designed to assist in firefighting and other rescue operations. Its functions include transporting firefighters to the scene of a fire, along with water and other equipment. A typical modern fire apparatus carries equipment for a wide range of firefighting and rescue tasks. *NFPA 1901: Standard for Automotive Fire Apparatus* is the adopted standard.

The following pages provide basic information of the current inventory for Lumpkin County. The first eight sections indicate apparatus located within the eight stations in Lumpkin County. The second section labeled *headquarters* indicates the administrative vehicles used by the division. The charts indicate the unit information along with assigned station.

INVENTORY OF LUMPKIN COUNTY EMERGENCY SERVICES VEHICLES, 2015

	Year	Mileage Pump Hours	Pump (GPM)	Water Carry (Gallons)	Proposed Replacement
STATION 1					
Battalion 1 Ford Explorer (B-1)	2014	28,499	N/A	N/A	2019 or 200,000 miles
Med 1 Kenworth T-270	2015	4,560 225.3	N/A	N/A	2020 or 200,000 miles
Squad 1 Ford F-550 (S-1)	2008	74,130 792	N/A	N/A	2013 or 200,000 miles
Med 1 Freightliner (Reserve)	2007	248,745 6,423	N/A	N/A	2012 or 200,000 miles
Med 5 Ford F-350 (Reserve)	1996	202,069	N/A	N/A	2001 or 200,000 miles
Engine 1 HME Silver Fox (E-1)	2010	28,491 1,774	1,250	1,000	2025
Reserve Engine KME Freightliner	2005	83,255 2,510	1,500	1,000	2020
Tender 1 Kenworth (T-1)	2004	34,646 2,088	500	2,750	2019
Brush 1 Ford F-550 (B-1)	2013	5,614 393	200	300	2028
Trailer 1 Horton Cargo (TR-1)	2011	N/A	N/A	N/A	
Trailer 2 Country Boy 6 x 10 (TR-2)	2014	N/A	N/A	N/A	
Trailer 3 Homemade 6 x 10 (TR-3)		N/A	N/A	N/A	
Trailer 4 Homemade 6 x 10 (TR-4)		N/A	N/A	N/A	
Gator 1 John Deere Gator			N/A	N/A	
ATV-1 Suzuki	2013		N/A	N/A	
STATION 2					
Med 2 International	2012	99,444	N/A	N/A	2017 or 200,000 miles
Engine 2 Laverne Freightliner (E-2)	2003		1,500	1,000	2018

2016 Emergency Services Assessment

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STATION 3					
Engine 3 Ford F-800	1988	110,085	1,250	1,000	2003
Brush 3 Ford F-800	1982	34,054	500	500	1997
STATION 4					
Med 4 Freightliner	2010	177,610 8107.4	N/A	N/A	2015 or 200,000 miles
Engine 4 LaFrance (E-4)	1999	128,441 11,204.9	N/A	500	2014
Tender 4 Kenworth (T-4)	2004	16,788 1,546	500	2,750	2019
Rescue Boat 1 (RB-1)			N/A	N/A	2025
COM-1 Ford E-350	2004	4,904	N/A	N/A	2009 or 200,000 miles
Rescue 4 Ford E-350	2003	116,032	N/A	N/A	2008 or 200,000 miles
STATION 5					
Engine 5 Luerne Freightliner (E-5)	2003	68,512	1,500	1,000	2018
Brush 5 Ford F-450	1992	33,878	200	300	2007
STATION 6					
Engine 6 Sutphen Pumper (E-6)	1996	89,830 6,167	1,250	1,000	2011
Tender 6 Chevrolet C-70 (T-6)	1987	28,860 461.9	750	1,250	2002
STATION 8					
Engine 8 LaFrance (E-8)	1999	113,833		500	2014
Fire Safety Truck 1 Surrey Fire Safety (FST-1)	2001		N/A	N/A	
STATION 10					
Engine 10 Chevrolet C-70 (E-10)	1989		1,000	1,250	2004
Tender 10 Hahn Custom Pumper	1985		1,500	1,000	2000
HEADQUARTERS					
Car 1 Chevrolet Tahoe (C-1)	2015	NEW	N/A	N/A	2020 or 200,000 miles
Car 2 Chevrolet Tahoe (C-2)	2015	NEW	N/A	N/A	2020 or 200,000 miles
Car 3 Ford F-250 (C-3)	2013	16,000	N/A	N/A	2018 or 200,000 miles
Staff Car 1 Ford Expedition (C-5)	2001	150,000	N/A	N/A	2006 or 200,000 miles
Staff Car 2 Ford Explorer (C-4)	2005	150,000	N/A	N/A	2010 or 200,000 miles
Car 10 Ford F-150	2006	80,000	N/A	N/A	2011 or 200,000 miles

The apparatus at Lumpkin County Emergency Services are checked off every shift by personnel. Lumpkin County also has a labeling system to keep track of equipment used on scene. Lumpkin County

has a checklist of inventory, which is helpful in keeping up with equipment location. The apparatus are pump service tested on site at Station 4. This is done by an outside certified emergency apparatus company each year. All scheduled maintenance is done either by the Lumpkin County maintenance shop or an outside private vendor. This ensures that each apparatus is functional, in good condition and passes all required standard tests. (pump, aerial apparatus, etc.)

Since Lumpkin County has taken its aerial apparatus out of service, they are in need of an immediate replacement in order to provide adequate fire protection on scene. Replacing this aerial apparatus will provide a lower ISO score as well. Once Station 7 is built, a pumper/tender will need to be purchased in order to provide adequate water supply to its coverage area. An all-terrain vehicle such as a Gator or Ranger is also needed in order to provide service coverage to remote and off-road areas.

Major Equipment

This refers to the variety of specialized equipment necessary to perform the basic and vital duties expected within the community. This equipment includes turnout gear/PPE, ladders, pike poles, axes and cutting equipment, halligan bars, generators, ventilating equipment, floodlights, hoses and hose ramps, fire extinguishers, self-contained breathing apparatus (SCBA's), and general tools. This major equipment could also include hazardous material (HAZMAT) equipment.

Lumpkin County has replaced several items of major equipment that is vital to efficient firefighting. One set of extrication equipment was recently purchased for the department. The majority of Lumpkin County's SCBA's will reach their 15 year service life in the next year or so. After the service life expires, new air cylinders will need to be purchased. A new air fill system is also needed to adequately fill air cylinders in service. Lumpkin County has applied for grant money to assist in purchasing needed air cylinders and air fill system.

Major Categories of Equipment:

- **Turnout Gear** – This category includes bunker pants, jacket, bunker boots, gloves, hood, and mask provided to allow firefighters to sufficiently perform their duties on a fire. Also included with the turnout gear is a radio and pager.
- **Ladders** – This category includes attic, roof, and extension ladders which could be needed on a fire scene.
- **Hydraulic Rescue/Extrication Tools** – This category includes major tools that would be needed on a fire scene or motor vehicle accident. These tools include extrication tools (cutter/spreader).
- **Reusables** – This category includes items that are tested and reused, such as hoses and SCBA's.
 - **Hoses** – This category consists of the various hoses that would be needed on a fire scene (booster hose, 1 ¾" hose, 1 ½" hose, 2" hose, and 5" supply hose).
 - **SCBA's** – This category includes the breathing apparatus needed by each firefighter to perform their duties on a fire scene.
- **Other** – This category consists of all other equipment needed that may not fall into the above categories and meet ISO requirements.

The table below shows the current status of equipment and supplies at each station. Each station was evaluated to see whether or not the above equipment was present or not. This equipment is essential for firefighting duties.

INVENTORY OF MAJOR EQUIPMENT, 2015

Station	#1	#2	#3	#4	#5	#6	#7**	#8	#10
Turnout Gear	✓	✓	✓	✓	✓	✓		✓	✓
Ladders	✓	✓	✓	✓	✓	✓		✓	✓
Hydraulic Rescue/ Extrication Tools	✓	✓	✓	✓	✓	✓		✓	✓
Reusables:									
Hoses	✓	✓	✓	✓	✓	✓		✓	✓
SCBAs	✓	✓	✓	✓	✓	✓		✓	✓
Other	✓	✓	✓	✓	✓	✓		✓	✓

**Note: Station 7 will be sufficiently equipped once it is built.

After evaluating each station individually, each station is sufficiently equipped with the necessary items. This major equipment list will be used as a basic standard for any future stations, as well as other equipment. Equipment that fails inspection or is defective will be replaced as needed.

Personnel

Refers to the full variety of personnel, ranging from full-time to volunteer, necessary to provide fire services and maintain the local department. The majority of personnel are active firefighters, either full-time, part-time or volunteer.

Currently, Lumpkin County Emergency Services has 36 full-time employees. The fire chief, deputy chief, training chief, and fire inspector make up four of those full-time positions. Lumpkin County also has 18 volunteer firefighters who are on call, and 18 part-time personnel.

Lumpkin County Emergency Services currently pays their full-time firefighters a base salary of \$54,301 (including benefits). Lumpkin County's pay scale is close to the average beginning pay compared to averages from around the state. Their officer/upper management positions, however, are lower than the average throughout the state. Lumpkin County has strict hiring criteria and this is in place to ensure only the best, qualified firefighters are considered for the job. This stiff hiring criteria causes a lower number of applicants for volunteer positions, as well as full-time positions due to lack of qualification.

Emergency Services has 14 employees that are over 50 years of age. In the field of firefighting age has an important role. Once past a certain age, the physical demands of the job become too much. With this number of firefighters over the age of 50, the probability of them retiring or not being able to continue due to physical condition is highly likely. This would put even more strain on the personnel issue that Lumpkin County is currently dealing with.

LUMPKIN COUNTY EMERGENCY SERVICES PERSONNEL - 2015

BY AGE

AGE	VOL.	PT	FT	TOTAL
18-24	6	1	0	7
25-29	1	3	6	10
30-34	2	2	3	7
35-39	4	5	9	18
40-44	1	3	5	9
45-49	0	2	5	7
50-54	3	1	7	11
55+	1	1	1	3
Total	18	18	36	72

Vol. = Volunteer

PT = Part-Time

FT = Full-Time

Through evaluating the personnel data, it was concluded that several volunteer, part-time and full-time personnel would be leaving/retiring in the near future. There are a total of 14 personnel who are 50 or older. Although there is no set age for retirement, the average retirement age in the firefighting profession is around 55. Due to the physical strain firefighting duties put on the body, most firemen retire somewhere around this age. These losses would need to be addressed before they occur to reduce the possibility of inefficient coverage.

The full-time personnel assignments will be as follows:

- **Station 1** – 4 full-time firefighters working A, B, and C shifts on a 24 hour on/48 hour off schedule, totaling 12 full-time firefighters at this station (4 per shift).
- **Station 2** – 3 full-time firefighters working A, B, and C shifts on a 24 hour on/48 hour off schedule, totaling 9 full-time firefighters at this station (3 per shift).
- **Station 3** – Volunteer Station
- **Station 4** – 3 full-time firefighters working A, B, and C shifts on a 24 hour on/48 hour off schedule, totaling 9 full-time firefighters at this station (3 per shift).
- **Station 5** – 1 full-time firefighter working A, B, and C shifts on a 24 hour on/48 hour off schedule, totaling 3 full-time firefighters at this station (1 per shift).
- **Station 6** – Volunteer Station
- **Station 7** – Construction is scheduled soon
- **Station 8** – Volunteer Station
- **Station 10** – Volunteer Station

Policies

This section refers to those established policies that ensure the community is vested in the long-term well-being of Lumpkin County Emergency Services. This includes training of personnel, management of facilities and/or equipment, and general handling of operations.

Policies in place include Automatic Aid agreements with White County, Dawson County, and Camp Merrill, which will assist Lumpkin County with their ISO Rating. Lumpkin County has mutual aid agreements with Hall County, Forsyth County, U.S Forestry Service, and Georgia Forestry. Lumpkin County also has a state-wide mutual aid agreement. Lumpkin County has a memorandum of understanding with the University of North Georgia as well.

The following is a short description of Lumpkin County's Standard Operating Procedures (SOP's) for Training Attendance and Participation. Lumpkin County Emergency Services has established a standard attendance and participation policy to ensure adequate familiarity with members and exposure to firefighter training and departmental information.

Definitions:

- Drill = A training exercise that includes apparatus or personnel from two (2) or more stations.
- Training = Any period of instruction where information is taught or discussed.
- Meeting = Any period of assembly where tasks are completed collectively and/or information is disseminated.

ISO Training Requirements

*taken from 2015 Lumpkin County Emergency Services Core Competency Task Book

1. Use of Training Aids and Facilities: All personnel are required to participate in "company drills". The requirement is (8) single company drills, (4) multi-company drills, and (2) night drills (NOTE: multi-company drills receive credit for company and night drills). The most efficient method to meet this goal is to conduct (4) company drills and (4) multi-company drills with (2) of the drills conducted at night.

The "drills" must be a minimum (4) hours in length and conducted at our "training facility" (burn building, tower, etc.) to get full credit for ISO. Drills should include a pre-brief to cover objectives (.5 hr.), the drill (3 hr.), and then a critique of the drill (.5 hr.). Battalion Chiefs and Company Officers may complete a Training Action Plan (TAP) and schedule use of the training facilities throughout the year.

2. Company Training: All personnel (whose primary duties are to perform structural fire suppression) must train at least 192 hours.

Topics must cover the fundamentals of structural fire suppression. Examples include but are not limited to: laying supply lines to support engine and aerial apparatus companies, advancing and operating tactical fire lines, attacking and extinguishing interior fires, tactical line placement, master stream placement/operations, ground ladder practices/placement, rope tying, forcible entry, S.C.B.A. & PPE, portable extinguishers, salvage & overhaul, water supply, ventilation, class "A" & "B" foam, communications, Standard Operating Guidelines, and firefighter safety. Company Officers know best what skills their individual crew needs to train on.

3. Company Officer Training: All officers must complete 12 hours over and above the 192 hours above. Topics appropriate to this training include but are not limited to: Company leadership, fire attack strategy and tactics, structural fire size-up, multi-company operations, incident command, conducting building familiarizations, preparing pre-fire plans, automatic sprinklers, needed fire

flows for buildings, etc. Most of these hours will be scheduled by the Training Division; however GFA or other approved classes can be used.

4. Driver & Operator Training: All qualified drivers must receive an additional 12 hours of driver training to maintain driving skills and equipment operation skills on the apparatus they are assigned to operate. Training may include: cone course, over-the-road check-off, CEVO, pump and tender operations, etc.

5. New Driver & Operator Training: Individuals selected to drive/operate fire department apparatus need to complete a minimum of 60 hours of specialized training. Tins should include classroom and hands on training with a written and practical exam. Officers must complete LCES Driver Training Spreadsheet and send copy to the Training Division.

6. Hazardous Material Training: Each member of the department must receive 6 hours of Haz Mat training.

7. Recruit Training: All new members must complete a program of physical agility and fire department operations/suppression skills prior to responding on fire apparatus to emergency calls. This training shall be a minimum of 320 hours.

8. Flammable Liquid Training: All members must receive training in handling flammable liquids as part of the Company Training. This will be conducted at the training center or through video training. All members must watch the video and sign a training report.

****See full 2015 Core Competency Task Book in Appendix***

Lumpkin County currently has two Firewise communities to date and is also in the beginning phases of expanding their Firewise community efforts. Fire services personnel also provided an average of approximately 200 hours of public education to Lumpkin County students and citizens per year. An average of 25 free smoke detectors are distributed to low income citizens in Lumpkin County each year, and an average of 25 new car seats are also installed per year.

Current Proposals and Objectives

This section reflects any measures or actions that are not yet in place, but currently proposed.

The preliminary assessment of Lumpkin County's short-term needs performed in 2015 indicated Lumpkin County should provide an accounting of all their equipment, personnel, training and related policies as listed for today and compare that to 2011 as a number of things had already been improved compared to when the PPC rating was assigned. Likewise, efforts to expand volunteer enrollment, enhance on-site service or introduce more full-time staff, plus improvements with training and building inspection would improve PPC scores in this area. Such reviews by Fire Services would identify which measures would yield the best cost-benefit ratios and which are most feasible for Lumpkin County.

Scores improving the credits for Emergency Services would also aid in improving the Divergence factor for Lumpkin County. If Lumpkin County could purchase an aerial apparatus to replace the one taken out service, add personnel to meet NFPA standards and improve the water supply system around the County, their ISO rating would greatly improve.

Lumpkin County's last ISO Report in 2008, cited several areas that could use substantial improvement. These areas include:

- Review of Operators (Item 421)
- Credit for Engine Companies (Item 513)
- Credit for Reserve Pumpers (Item 523)
- Credit for Ladder Service (Item 549)
- Credit for Distribution (Item 561)
- Credit for Company Personnel (Item 571)
- Credit for Training (Item 581)
- Credit for Supply System (Item 616)

The first area that could be improved is under the "Review of Operators" section of the ISO Report (Item 421). The report states in Item 421(A) that for maximum credit, Lumpkin County would need to have 5 operators on duty at all times, while they only provide 2.74 operators. This section also describes that for maximum credit in Item 421(B), all operators should be awake at all times.

Depending on manpower and coordination with the local water authorities, changes in policies and system inspection could yield strong benefits over time without requiring significant up-front costs. If there are specific lines in need of immediate repair or upgrade they should be addressed, otherwise system improvements should only be coordinated in conjunction with long-term improvements to Emergency Services capacity to ensure maximum PPC credit.

ASSESSMENT

System Comparison

This element is to compliment analyses we've made and examine how Lumpkin County Emergency Services compare with all surrounding counties. Not all departments listed have similar sizes or conditions, but this comparison illustrates the context of how Lumpkin County Emergency Services are viewed versus Regional expectations.

When compared with neighboring communities, Lumpkin County ranks 5th in the region in the population/personnel ratio (433:1). Lumpkin County also ranks 4th in the population/station ratio at 3,464:1 and 3rd in population/full time ratio. Each station in Lumpkin County covers an average of roughly 32 Mi², ranking Lumpkin County 5th among surrounding counties in the land area/stations ratio. Overall the average ranking compared to the surrounding counties is 4th. With improved personnel numbers and added stations, Lumpkin County would greatly improve their rankings among surrounding counties. A few of the key stats appear to be the land area/station ratio and the population/personnel ratio, in which Lumpkin County ranks low compared to surrounding counties.

LUMPKIN COUNTY EMERGENCY SERVICES DATA COMPARED TO SURROUNDING COUNTIES

	LUMPKIN	DAWSON	HALL	TOWNS	WHITE	UNION
ISO RATING*	6/6X	3/5/10	4	5/5X	6/6X/10W	6/6X
POPULATION	31,176	22,686	185,416	10,495	27,566	21,451
TOTAL LAND AREA (Mi ²)	291	211	429	172	242	329
TOTAL STATIONS	9	8	15	6	6	12
PERSONNEL – Full Time	36	43	333	3	12	12
PERSONNEL – Volunteer	18	35	N/A	50+	57	90
PERSONNEL – Part Time	18	25				
PERSONNEL – Total	72	103	333	53+	69	102
POPULATION/STATION	3,464:1	2,836:1	12,361:1	1,749:1	4,594:1	1,788:1
POPULATION/PERSONNEL	433:1	220:1	557:1	198:1	400:1	233:1
POP./FULL TIME PERSONNEL	866:1	528:1	557:1	3,498:1	2,297:1	1,788:1
LAND AREA/STATION	32:1	26:1	29:1	29:1	40:1	27:1
#/TYPE OF APPARATUS						
ENGINE	9	9	15	7	7	14
LADDER	N/A	N/A	1	1	N/A	N/A
PUMPER	N/A	N/A	N/A	1	N/A	1
TANKER	4	9	1	4	6	5
RESCUE	1	4	2	4	6	5
WILDLAND/BRUSH UNIT	2	2	N/A	1	1	N/A
SQUAD/UTILITY UNIT	1	2	N/A	3	1	5
MARINE UNIT	1	1	1	2	N/A	N/A
ALS UNIT	3	5	16	4	N/A	N/A

**Referencing the new PPC changes effective July 1, 2014. A community currently graded as a split 5/9 or 6/9 classification will now be a split 5/5X or 6/6X classification; with the "5 X or 6X" denoting what was formerly classified as "9." Also 10W gives credit to risks within 5 to 7 road miles of the responding fire station and within 1,000 feet of a creditable water supply.*

SURROUNDING COUNTY RESPONSE TIME/CALL COMPARISON*

YEAR	LUMPKIN	DAWSON	WHITE
2012			
AVG. RESPONSE	10:12	8:21	N/A
# OF CALLS	4,055	2,898	APPROX. 1,200
2013			
AVG. RESPONSE	10:26	8:16	N/A
# OF CALLS	4,292	2,808	APPROX. 1,300
2014			
AVG. RESPONSE	16:56	8:22	6:13
# OF CALLS	4,389	3,203	1,957
2015			
AVG. RESPONSE	12:14	8:21	6:01
# OF CALLS	2,834	2,405	879

***These departments are similar to Lumpkin County in personnel size, equipment, & population density.**

Performance Measures and Benchmarks

The objective of this study is to assist the Office of Public Safety and related stakeholders in defining and utilizing defined standards in the long-range planning and budgeting for capital improvements to existing inventories and hiring additional personnel. In the absence of established standards, GMRC staff reviewed several references and resources for identifying appropriate measurables and their influences.

Facilities

In addition to the number of stations, space is important. The functional population in the primary unincorporated service area will increase during the planning horizon. Although geographic coverage might be adequate by attaining the level of service standard for the number of fire stations, response would be degraded unless existing fire stations are enlarged and equipped per the equipment level of service standard. As additional persons and employees are added (i.e., as functional population increases), the frequency of fire calls increases. The fire stations operate as a system and as such must be able to address simultaneous fire alarms. Hence, more stations, all properly equipped and staffed, will be needed as the service area grows.

Although many stations have been built fairly recently, a few of the older stations could benefit from being renovated. All stations are in good physical condition as related to rot, rust, etc. Most of the

renovations needed to existing stations is due to sufficient office/storage/apparatus space. Details of what renovations are needed will be discussed later in the document.

Lumpkin County Emergency Services recommends fire station space standards for fire stations (existing & future) as follows:

Two-bay station (3,600 square feet total)

- 2,400 square feet minimum for truck storage
- 1,200 square feet of office space, storage, and living space

Three-bay station (4,800 square feet total)

- 3,600 square feet minimum for truck storage
- 1,200 square feet of office space, storage, and living space

The station design/layout will be determined by location and/or service area. If the existing or future station is an outlying/rural station, the standard will be a two-bay station. If the existing or future station is in an urban area, the standard will be a three-bay station (to accommodate an ambulance). These station layouts will be constructed in “sections” of 1,200 SF (20’ x 60’ footprint) to accommodate expansion if needed.

Once stations 7 & 9 are built, the majority of properties inside the County will be within a 5 mile radius of a station. This will benefit the citizens by not only lowering their insurance rates, but reducing the response time in case of emergencies as well. After construction is completed on these stations, there will be minimal need for any additional stations in Lumpkin County (not taking future annexations into account). Lumpkin County is more concerned with the low number of full-time personnel, as well as the service responsibility placed on each of these employees. The continual decline in the number of qualified volunteer firefighters combined with the fact that volunteers are not required to respond, makes hiring more full-time personnel even more beneficial to Emergency Services.

Given the level of operations as of 2016, and the knowledge that ISO ratings could be improved through means other than a new station in Lumpkin County; going forward Lumpkin County could use a population/full-time personnel ratio comparable to those of adjoining counties. Based on 2014 population statistics, Lumpkin County Emergency Services currently provides service at a ratio of 866 persons for every one full-time personnel. Through discussions, Lumpkin County Emergency Services believes it should be providing service at a ratio of around 540 persons per firefighter. Using current personnel numbers and the 540:1 figure being used as a standard for level of service the County wants to provide, Lumpkin County would need to add a total of 22 full-time personnel to meet this standard. In order to keep up with this standard, Lumpkin County will need to add 2 full-time personnel for every 1,000 population increase after 31,176. Based on population growth patterns over the last 15 years, Lumpkin County’s population has been increasing at an average rate of 703 persons per year. At this rate, Lumpkin County Emergency Services will need to add 2 full-time personnel every 2 years to maintain this standard.

Additionally, the Insurance Services Organization (ISO) rates communities for fire service according to the adequacy of the water system and other factors such as the size and type of buildings in a community, the presence or absence of fire alarm systems, the way calls are received and handled, whether fire fighters are paid or volunteer, the size of water mains and capacity, and how long it takes

to respond to a call. ISO ratings are based on a scale from one to ten, with a one being the best and ten being no fire protection. ISO service indicators used in evaluating fire facilities are as follows:

- Number of structures within 1,000 feet of a fire hydrant or credible water supply
- Response time in minutes
 - The speed of providing fire suppression services is essential. Therefore, response time is often one of the more important levels of service standards. Speed is a function of distance, and therefore, radii or travel time distances are often plotted around fire stations as a measure of time as well as distance. Sometimes, average response time statistics can be used or standards established. The location of fire companies or the radii around fire stations are also considered by the ISO (i.e., the percent of the Lumpkin County's total area within 1.5, 2.5, and 5 miles of existing fire stations).
 - A five-minute response time for a fire call is considered an absolute maximum (standard) in some communities, because research indicates that temperature increases and the fire builds during the first few minutes—typically three or four. After four or five minutes, unrestrained fire growth leads to flashover or ignition of the total contents of the room (or rooms, or building) and persons within the fire are considered at extreme risk for smoke inhalation.

Vehicles

Many factors can play into a proposed fleet schedule and economics rule high in the decision process. Other factors such as ISO requirements, population growth, and demographics can change the need and concept of this plan. For example, water distribution may eventually eliminate the need for tenders in some districts or industrial growth and dense single or multi-family dwellings will indicate a need for an aerial device. Obviously, this planning document is a work program that will change constantly considering all of the above factors.

Because fire flow requirements have a direct impact on the number of vehicles and their pumping capabilities, consideration of a level of service standard for fire flow is important. The level of service standard for fire flow is 2,500 GPM. This level of service standard is important in establishing the need for fire trucks, which are a capital item for which impact fees can be charged (as discussed further below).

Depending on service area and/or location, Lumpkin County Emergency Services recommends adopting as a standard, one or several of the following apparatus at each station:

- One Class A fire engine, 1,250 GPM min. pumper and 1,800 gallon tank min. (required by State)
- One Tender (3,000 GAL Min.)
- One Class A reserve engine for every seven engines
- Emergency service vehicle (ambulance)
- One Aerial Apparatus
- Wildland/Brush Truck

When a new fire station is needed, the rolling stock necessary to equip the fire station is a capital item that will be included in the impact fee program. If upgrading equipment at an existing station, equipment purchases are not impact fee-eligible.

Major Equipment

The major equipment needed to perform essential firefighting duties is also important. Though there isn't a specified standard or guideline to refer to, there is certain equipment that would need to be housed and available at every station. Turnout gear, hoses, ladders, and SCBA's are some examples. This will be a set list of equipment needed at each station. Equipment may vary according to the number of apparatus at each specific station. See attached list in appendix for detailed list of tools.

In regards to this assessment, Lumpkin County would like the following equipment to become the standard for equipping a fire station properly. This list includes the minimum equipment requirements to ensure that a sufficient number of personnel are able to operate safely and effectively. The items on this list are among some of the more expensive items needed to properly equip a fire station. An estimated total cost for this equipment is \$100,000 per station.

- This list will include:
 - 1 set of turnout gear per firefighter
 - 4 SCBA with spare bottle per engine/aerial/service unit
 - Each engine shall have at least 1,200' of 3 in. supply hose, 400' 2 ½" and 2 sets of 200' 1 ¾" attack lines
 - 1 complete set of extrication equipment per station (ram bars, cutter/spreader)
 - 3 ladders per station (roof, extension, and attic)
 - Set of air bags
 - TIC (Thermal Imaging Camera)
 - PPV Fan (Positive Pressure Ventilation)
 - Generator
 - Rescue Jacks
 - Deck Gun
 - Stokes Basket w/ big wheel attachment

Personnel

Manpower study – It has been determined that when responding to the scene of a structure fire, fire services must have sufficient manpower to accomplish the following tasks:

- Command of the incident (to ensure both effectiveness and safety of firefighters)
- Application of water in appropriate quantities
- Provision of appropriate source of water supply for above
- Ventilation of smoke and other hazardous products from the fire area to the outside
- Forcible entry
- Control of utilities
- Salvage and other property conservation operations

The NFPA provides the following guidelines:

- NFPA 1710 does not require four firefighters on all apparatus
- Decisions about whether and how to implement 1710 do rest with local elected officials
- NFPA 1710 is not a law or a federally mandated regulation
- NFPA 1710 calls for four firefighters (on one vehicle or multiple vehicles) to arrive at a fire scene within five minutes, 90% of the time (5 minute figure includes 1 minute to dress out)
- NFPA 1710 also calls for 14-15 firefighters to arrive at a “full alarm assignment” within 9 minutes, 90% of the time (9 minute figure includes 1 minute to dress out)
- The justification of having 14-15 firefighters on a full alarm assignment:
 - 1 Incident Commander
 - 1 Pump Operator
 - 2 Firefighters on attack lines
 - 2 Firefighters on backup lines
 - 1 Firefighter for attack line support
 - 1 Firefighter for backup line support
 - 2 Firefighters for search and rescue
 - 2 Firefighters for ventilation
 - 2 Firefighters for RIC
 - 1 Aerial Operator (if aerial is in use)

Here’s a summary of the items ISO considers when reviewing a community’s training for firefighters.

- **Training facilities**
 - Drill tower
 - Live fire training structure (including smoke room)
 - 2-acre training area
- **Use of facilities**
 - 18 hours per year per firefighter (for maximum credit)
- **Company training**
 - Company training at fire stations, 16 hours per member per month (for maximum credit)
- **Classes for officers**
 - Certification of all officers
 - 12 hours per year of continuing education for all officers (for maximum credit)
- **New driver and operator training**
 - Classes for new drivers and operators, 60 hours (for maximum credit)
- **Existing driver and operator training**
 - Classes for new drivers and operators, 12 hours (for maximum credit)
- **Training on hazardous materials**
 - 6-hour session per member per year (for maximum credit)
- **Recruit training**
 - 240 hours per recruit in the first year (for maximum credit)
- **Building familiarization for prefire planning programs**

The community should conduct a prefire planning inspection of each commercial, industrial, institutional, and other similar structure once a year for maximum credit in the Fire Suppression

Rating Schedule (FSRS). Records of the inspections should include complete and up-to-date notes and sketches.

- **Records**

When no records exist for training, there will be no credit for items A through H in Section 570 of the FSRS.

In reviewing the above guidelines, and applying them to Lumpkin County's personnel, the following suggestions have been made for personnel and training standards:

- Although NFPA 1710 is not a law or federally mandated regulation, it is a guideline for safe fireground operations. Due to the uncertainty of staffing levels and availability at various hours of the day, Lumpkin County may not be sufficiently staffed to provide this amount of personnel.
- Due to the fact that Lumpkin County does have volunteers, coupled with the fact that those volunteers are not assigned a station (only associated with station nearest their residence, it is difficult to gauge exactly how many volunteer firefighters will be available to respond to an incident. There are also other factors that play a role in the response of volunteers such as full-time work hours, time of the incident, and distance from the incident.

In order to provide better coverage for each station, more volunteer or full-time personnel will need to be hired. With the 14 personnel being very close or able to retire, hiring additional personnel would be recommended to reduce chance of injury or lack of response. Lumpkin County recommends having 2 personnel on each apparatus in service at a station to be the accepted standard for efficient manning. Number of personnel will vary from station to station, depending on apparatus on site. Due to the lack of training and experience most volunteer applicants have lately, new personnel will most likely be full-time.

Policies

Basic Policies Recommended:

- Vehicle Maintenance – The routine inspection and preventative maintenance performed on each apparatus or vehicle.
- Personnel Training – The required amount of hours per month/year consisting of classes and drills.
- System Overview – Communication systems, call logs, 9-1-1 Communications
- Regular ISO Assessment – Routine assessments ensure the Lumpkin County is getting the proper credit for their efforts to improve.
- Communications with Water Provider – Maintain contact with Utilities Manager to ensure proper water distribution, availability, and maintenance efforts.
- Establish a minimum staffing policy. This will eliminate the need to shut down Engines or be BLS on Med Units.
- Adapt LCES response guidelines to maximize efficiency, reduce cost, improve response time and safety of personnel.
- Establish a vehicle replacement policy.

The IFCA recommends the following policy regarding Apparatus Maintenance:

- All Fire Services vehicles shall be regularly inspected and tested and preventive maintenance shall be conducted to ensure that vehicles are in proper operating condition. Safety and operational readiness are the highest priorities in inspecting and maintaining vehicles. Any fire services vehicle that is found to be unsafe at any time shall be placed out of service until it has been repaired.
- A vehicle shall be considered unsafe and placed out of service if deficiencies are detected in one or more of the following areas:
 - Brake System
 - Steering
 - Suspension
 - Wheels or Tires
 - Seatbelts
 - Throttle
 - Transmission or Driveline
 - Cab and/or Body Mounting
 - Door Latches
 - Windshield, Windshield Wipers, or Defroster
- All fire services vehicles shall be inspected at least weekly to identify and correct unsafe conditions. All inspections shall be recorded, indicating the date and time and the individual responsible for conducting the inspection.
- Vehicles that are in service for emergency response, with an assigned duty crew, shall be inspected by the driver at the beginning of each work shift or work period.
- Vehicles that are not in service with an assigned duty crew shall be inspected after each use or within 24 hours of being used.
- Vehicles that have been out of service for maintenance or repairs or are involved in an accident shall be inspected before being placed back in service.
- All fire services vehicles shall be mechanically inspected and service tested at least annually, following the requirements of the appropriate NFPA standards, manufacturer's recommendations and state motor vehicle licensing and registration regulations.

Lumpkin County Assessment

Facilities

This element defines the current needs for station replacement for the division. The proposed dates for replacement take into consideration the following: Year of Building, Condition (interior and exterior), compatibility with newer/bigger apparatus, and cost of maintenance. The replacement schedule also takes into consideration the activity of the district/station, as well as community growth/need. Efforts will be made to remodel a station before replacing completely.

Based on preliminary ratios, new stations and personnel additions are to be considered as the population increases and impacts the overall load within each service area. As a rule of thumb, the County can consider the demand has surpassed efficient service levels (based on standards set by Emergency Services) when the unincorporated population has grown over **31,000**.

Besides Station 7, there is one other station location that has been discussed. The intersection of Highway 9 and Ben Higgins Road has a very dense residential population that is not covered by any current station's service area. This area would benefit greatly from placing a fire station at this intersection.

Things to consider about station replacement:

- Condition of station (interior and exterior)
- Age of station
- Compatibility with potential new trucks
- Proximity to residential neighborhoods/commercial areas
- Status/condition of equipment

Company Distribution – This is a feature of both station locations and fire hydrant locations. In this regard the goal is to distribute stations so as to capture the bulk of structures within a 2.5 miles radius AND to have sufficient hydrants within those service areas.

At the recommended level of service standard, Lumpkin County Emergency Services will need to upgrade several existing stations. Station 1 is a priority and is in need of more office space to house proper personnel in one central location. If Lumpkin County were to acquire larger apparatus in the future, the apparatus bays in Station 3 would need to be majorly renovated to handle larger trucks. Stations 2 & 3 would need extensive renovation to provide adequate space for living quarters, apparatus and office uses. Stations 5 & 6 would need minor renovations (i.e. added bathrooms, living quarters, etc.) if they ever switch to a full-time personnel station. To improve apparatus circulation, Station 8 would benefit from having bay doors on both ends, in order to allow apparatus pull-through. If the need arises to expand for new apparatus, the land needed to do so would need to be purchased in some locations. Dedicated funding sources should be pursued to fund the fire service's deficiencies.

In addition to station needs, Lumpkin County must be conscious of possible land acquisition needs in order to accommodate these future stations. Per Emergency Services, 3-4 acres would be the ideal plot of land on which to place a new station.

Vehicles

This element defines the current needs for fleet replacement for the division. The proposed dates for replacement take into consideration the following: Year of Vehicle, Mileage, Pump Operation Hours, Condition, Accident Involvement, Cost of Maintenance and Preventive Maintenance Plans. The replacement schedule also takes into consideration the activity of the district/station, for example, busier stations will have newer apparatus, while older apparatus will be placed at slower stations. Every effort is made to extend the life of each unit in the fleet. A detailed table is located in the appendix, defining the preventative maintenance plan and schedule for the entire fleet.

Engine Companies – This element concerns the availability and quality of engines/pumpers throughout the County. The 2011 ISO report cited credit for 7 engine companies, and while the report outlines the pumper service tests and performance standards expected for each engine; it did not break down Lumpkin County's performance in that regard. Efforts to demonstrate that each station has a proper engine that is routinely tested in accordance with ISO standards should improve this score. Automatic Aid Agreements are also credited in this category and could assist the County.

Ladder Service – This is a rating of volume and readiness of vehicles and equipment for the County. A ratio assessing the need for ladder vehicles is assigned to the service area for each station.

Things considered when discussing replacing apparatus:

- Age of apparatus
- Daily routine workload
- Physical condition
- Degree of preventative maintenance done to apparatus
- Price to replace compared to price to refurbish

In speaking with Lumpkin County, an Engine/Pumper will be the minimum recommended vehicle present at each station (required by the State). Additional service vehicles/apparatus can be added depending on service area and/or location. The list of apparatus/vehicle needs can be found in the appendix.

Any effort to reduce cost will be taken concerning apparatus and vehicles. Some instances the cost of a remount unit will result in being the same price as a new unit. If this is the case, the new unit will be preferred. Also, if Lumpkin County decides to lean towards a larger full-time staffing plan, the need for every station to be equipped with a rescue will be reduced. A full-time staff manning two heavy rescues will be more efficient and cost effective. The recommended replacement schedule for Emergency Services vehicles is as follows:

- Fire Apparatus – 10-15 Service life (depending on call volume)
 - Status of apparatus will be reviewed every 10 years
- Admin, Squad, Ambulances – 5 year service life or 200,000 miles

Major Equipment and Personnel

Major Equipment

The proposed dates for replacement of major equipment replacement take into consideration the following: turnout gear will be replaced after 10 years of service or damage, SCBA's will be replaced after 15 years and SCBA cylinders are pressure tested every year to ensure quality, hoses will be replaced on site when damage occurs, extrication equipment is fairly new and will be replaced if there is a major problem with the equipment. In addition the County will need to ensure each new station is fully outfitted based on the suggested lists referenced here. In this regard, Lumpkin County needs to consider a complete round of equipment purchases with each additional station.

The successful operation of the department suggests the beginning benchmark for each of these three categories is to ensure that each and every station is fully equipped with the minimum amount of apparatus, equipment and personnel resources needed to address emergency calls. With one engine/pumper per station being the recommended minimum, at least 2 people are needed to operate each vehicle. Trucks and firefighters must also be duly equipped with gear and tools to perform at the scene, so items should be assigned as appropriate: Each truck is properly outfitted with hoses, ladders and tools, each firefighter has complete turnout gear, etc.

As such, and for the purposes of this assessment, it is considered that a complete set of the basic compliment of major equipment and a minimum of 2 personnel per apparatus is required to sustain functional service levels in Lumpkin County. Given this, as the County identifies population levels approaching the benchmarks indicating the necessity to consider adding new fire stations, it must also recognize that these stations must be properly outfitted with equipment and personnel. In addition to knowing approximately when to buy equipment for new stations, the County must also routinely assess the volume and quality of existing equipment. Things to consider when looking at equipment:

- Age of tools, machinery, equipment, etc.
- Condition of (present and near future)
- Frequency of use for all of the above
- Any required tools on trucks or in stations

The County currently assesses these items on a yearly basis. While faulty items are replaced as needed, new equipment may also be purchased in response to upgraded safety standards or enhanced versions of the tool or appliance. Currently, all major equipment is in proper working order and is present at each station.

Personnel

With volunteer numbers dropping, full-time personnel should be added at an average rate of 5 per year for a total of 5 years (in order to meet standard set for acceptable level of service). After this level of service is met, an average of 2 full-time personnel will be hired for every 1,000 person increase in population (which will occur every 2 years based on estimates) to maintain this standard. Based on current demand and the preference for enhanced ISO ratings that would require more full time personnel, the optimum would be to increase full-time staff to have at least 2 full-time personnel per apparatus at each station.

Company Personnel – A traditionally difficult element for rural fire services, the ability to credit full-time staff or on-site volunteers yields significantly improved scores in this category. For departments heavily reliant on volunteer forces, measures taken to increase their ability to be on-site at stations and demonstrate their capability to work as a team can improve this score. Measures to improve full-time staff (especially if available 24/7), would also improve this score.

Training – The full time personnel are required to have 24 hours of training per year according to the Georgia Firefighters Standards and Training; in order to maintain State Certification. For maximum ISO credit, 240 hours of yearly training is required for full-time personnel. Another requirement for all personnel is to have a minimum of 24 hours of EMS training. Volunteers are required by the State to have at least 80 hours of training. As a department, Lumpkin County completed a total of 15,746 hours of training in 2014. All pre-fire plans are completed by the full-time Fire Inspector. The County should examine if improvements in these areas could be done with existing personnel through policy changes and expanded training budgets to yield an improved score. A full breakdown of total training hours required can be found in the appendix.

Policies

- Each station is to be properly equipped to perform minimum essential tasks as defined by ISO.
- Vehicle Maintenance – The routine inspection and preventative maintenance performed on each apparatus or vehicle.
- Personnel Training – The required amount of hours per month/year consisting of classes and drills.
- System Overview – Communication systems, call logs, 9-1-1 Communications
- Regular ISO Assessment – Routine assessments ensure the Lumpkin County is getting the proper credit for their efforts to improve.
- Communications with Water Provider – Maintain contact with Utilities Manager to ensure proper water distribution, availability, and maintenance efforts.
- Establish a minimum staffing policy. This will eliminate the need to shut down Engines or be BLS on Med Units.
- Adapt LCES response guidelines to maximize efficiency, reduce cost, improve response time and safety of personnel.
- Establish a vehicle replacement policy.

Long-Term Planning

PROPOSED REPLACEMENT SCHEDULE BY YEAR/PRIORITY:

***Replacement of apparatus based on 10-15 year service life**

STATION #	PROPOSED PURCHASE/REPLACEMENT	PROPOSED YEAR
Station 1	Med Unit (Replace Med 5 in 2011 – Past Due)	2015
Station 3	Class A Engine (Replace in 2003 – Past Due)	2015
Station 3	Brush Unit (Replace in 1997 – Past Due)	2015
Station 4	Class A Engine (Replace in 2014 - Past Due)	2015
Station 5	Brush Unit (Replace in 2007 – Past Due)	2015
Station 6	Class A Engine (Replace in 2011 – Past Due)	2015
Station 6	Tender 3,000 gal (Replace in 2002 – Past Due)	2015
Station 8	Class A Engine (Replace in 2014 – Past Due)	2015
Station 10	Class A Engine (Replace in 2004 – Past Due)	2015
Station 10	Tender 3,000 gal (Replace in 2000 – Past Due)	2015
Station 1	Renovations/Expansion	2015
Station 7	Construction of Station 7	2015
Dept. Wide	Hire 5 Full-Time Personnel	2015
Stations 5 & 6	Renovations/Expansion	2016
Dept. Wide	Hire 5 Full-Time Personnel	2016
Station 2	Renovations/Expansion	2017
Station 9	Renovations/Expansion	2017
Dept. Wide	Hire 5 Full-Time Personnel	2017
Station 2	Class A Engine	2018
Station 3	Renovations/Expansion	2018
Station 1	Staff Car 1	2018
Station 4	Rescue Unit	2018
Station 5	Class A Engine	2018
Dept. Wide	Hire 5 Full-Time Personnel	2018
Station 1	Tender 3,000 gal	2019
Station 4	Tender 3,000 gal	2019
Station 4	COM Unit	2019
Dept. Wide	Hire 5 Full-Time Personnel	2019
Station 1	Class A Engine	2020
Station 1	Staff Car 2	2020
Station 1	Car 10	2021
Station 8	Fire Safety House	2021
Dept. Wide	Hire 2 Full-Time Personnel	2021
Station 1	Med Unit	2022
Dept. Wide	Hire 2 Full-Time Personnel	2023
Station 1	Rescue Unit	2023
Station 1	Class A Engine	2025
Station 4	Med Unit	2025
Dept. Wide	Hire 2 Full-Time Personnel	2025
Station 2	Med Unit	2027
Dept. Wide	Hire 2 Full-Time Personnel	2027

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Station 1	Car 3	2028
Station 1	Brush Unit	2028
Dept. Wide	Hire 2 Full-Time Personnel	2029
Station 1	Med Unit	2030
Station 1	Car 1	2030
Station 1	Car 2	2030

APPENDIX

Water System Distribution – This is a description of the water coverage for the County. This section is a more detailed description of service areas and population.

Vehicle Service Report – This is a fleet/apparatus replacement schedule. It is a detailed schedule of replacement specifically for apparatus operated by Lumpkin County Emergency Services. Several factors were considered when creating this schedule such as age of apparatus, mileage, and hours of operation.*(EXACT COPY OF TABLE ON PGS. 9 & 10 WITH ADDED PICTURES OF APPARATUS)*

Station Inventory – This section is a visual representation of each station. It shows the current conditions surrounding each station and gives an opportunity for comparison to other current stations, as well as the standard station recommended by Lumpkin County Emergency Services.

Sample Apparatus Inventory – This section includes a list of recommended and required equipment that is present on all apparatus. This list can be added to or taken away from to meet standards set by Lumpkin County Emergency Services. It was created using input from Lumpkin County, as well as ISO and NFPA requirements.

Water System Distribution

Currently, the water system in Lumpkin County is insufficient for efficient firefighting efforts. Due to the terrain, pockets of dense residential areas, and lack of water distribution, Lumpkin County has been forced to shuttle water to any fire scene. Given the density of residences throughout the County, expansion of the water system would be very beneficial to citizens, their property, as well as Lumpkin County's ISO rating. Based on surrounding area trends, and talking with the department concerning water issues, there are two options to address this issue.

The short range solution to this problem would be to focus on and improve the dry hydrant program in Lumpkin County. This will bring any existing dry hydrant already in place up to the acceptable standard, as well as add more dry hydrants throughout the County. Based on departmental studies, there are 20-25 ideal locations where dry hydrants can be placed for maximum efficiency. After deciding the definite placement of the hydrants, the next step is to have an outside engineer certify that the suggested sites are certified for dry hydrant placement. This will cost around \$250-\$500/site. After the engineer certifies each site, an outside contractor would install the dry hydrants, which will cost roughly \$1,500-\$3,500/site. These price estimates are strictly based on current development trends, and may vary. This approach to fixing the water distribution problem will give the County the best immediate results for the money it would be spending.

The long range solution to the water distribution problem is to extend existing water lines throughout the County. This approach will cost the most money of the two solutions, but will benefit the County in the long run by spurring development along the extensions. Hydrants along these extensions will cost around \$6,000 each to purchase and install. Ideally, hydrants would be placed every 1,000 feet along the water line. Cost for installation of water line extensions vary with materials, contractor, etc.

Examples of priority extensions that would benefit the County the most are:

- Long Branch Rd. from the 400/60 Intersection to Highway 52 Intersection. (Approx. 4.5 Miles)
- Line from Highway 115/Asbury Mill Intersection in White County to Lumpkin County Fire Station 2. (Approx. 3.5 Miles)
- Line from Eli Knob Rd./Adair Mill Rd. Intersection to Lumpkin County Fire Station 7. (Approx. 3 Miles)
- Line from Highway 9/Rattlesnake Rd. Intersection in Dawson County to Lumpkin County Fire Station 5. (Approx. 4.5 Miles)

CORE COMPETENCY TASK BOOK

This Core Competency Task Book has been developed to describe and document the required core competencies for firefighter recertification. A list of monthly performance requirements (tasks) is provided in a format that allows the individual to be evaluated against written guidelines. Successful performance of all tasks, as observed and recorded by a department approved evaluator (Training Officer, Battalion Chief, Company Officer or designee), will result in a recommendation to the Fire Chief or designee that the member be recertified in their position.

Evaluation and confirmation of the individual's performance of all tasks may involve more than one evaluator. It is important that performance be critically evaluated and accurately recorded by each evaluator. All tasks must be evaluated before recommending recertification. All tasks must be successfully demonstrated according to the NPQ/Core Competency Skill Sheets before the task is to be signed off. Several tasks require action by both a lead and backup firefighter. Candidates must successfully complete tasks for both positions. Some of these tasks involve Live Fire activities for structure and vehicle fires. In rare & specific cases, simulated procedures may be used to meet the requirements of the above objectives. LCES strongly recommends that all attempts to meet the performance requirements be exhausted before simulating these crucial objectives.

RESPONSIBILITIES

The Fire Chief or designee may authorize personnel to be an evaluator and to sign the Core Competency Task Book. Individuals may not sign off on themselves. Company Officers will designate a crew member to sign off their tasks. Company Officers should sign company members' books when possible.

The Battalion Chief or Company Officer (Supervisor) is the designated final evaluator and they will review each completed Core Competency Task Book with the Training Chief or designee.

The "Evaluator" CANNOT teach and coach while he/she is evaluating. Teaching and coaching take place during the "practice" period.

The Firefighter is responsible for:

- Reviewing and understanding instructions in the Core Competency Task Book.
- Identifying desired objectives/goals (let your officer know what you need).
- Satisfactorily demonstrating completion of all tasks within the certification year.
- Assuring the Evaluation Record is complete.
- Notifying their "Company Officer/Leader" when the Core Competency Task Book is complete and providing a copy for their department records.

The "Evaluator" (Training Officer, Battalion Chief, Company Officer or designee) is responsible for:

- Being qualified and proficient in the tasks being evaluated.
- Explaining to the firefighter the evaluation procedures that will be utilized.
- Identifying tasks to be performed during the evaluation period.
- Accurately evaluating and recording demonstrated performance of tasks. Satisfactory performance shall be documented by dating and signing after completion of the task.

The "Final Evaluator" (B/C or LT- the "Supervisor") is responsible for:

- Signing the verification statement in the back of the Core Competency Task Book when all tasks have been initialed and the firefighter/company officer is recommended for recertification.

Re-certification Procedures:

Firefighter re-certification will consist of two components:

1. A demonstration of certain core skills/knowledge to maintain proficiency and
2. A continued training/education component to advance a firefighter's level of knowledge and ability.

The core competency component is subject to the following conditions:

1. The competencies are based on objectives found in the Georgia Basic Firefighter Training Course, based upon NFPA 1001, Firefighter Professional Qualifications. All non-core exempt firefighters are required to demonstrate/perform the specified competencies annually.
2. LCES shall determine the method for completion of the competencies. Methods may include drills, training based scenarios, and check-off exercises.
3. LCES will maintain records annually of those individuals who have completed the core competencies.
4. GFSTC may verify completion of competencies by conducting skills tests at fire departments as is deemed necessary.
5. LCES members may be designated by the Fire Chief as core exempt and are not required to complete core competencies but do have additional annual training requirements. The continued annual training components are subject to the following conditions:
 1. Every non-core exempt firefighter, in addition to LCES required annual completion of core competencies, is required to complete a minimum of 24 hours of relevant training at a class/training session pre-accepted by the Fire Chief / GFSTC. NOTE: The hours received from conducting the assigned monthly training meets this requirement.
 2. Core exempt fire service members (LCES Battalion Chiefs and HQ staff personnel) are not required to complete Firefighter Core Competencies, but are required to complete 40 hours of relevant training at classes/training sessions pre-accepted by GFSTC.
 3. The Fire chief may choose not to designate anyone as core exempt and select to have personnel complete the same requirements as non-core exempt personnel.

Training that is conducted to meet the re-certification requirements must be conducted in a professional organized manner and meet specific criteria defined by GFSTC.

Further information may be obtained at www.gfstconline.org

Procedures for Completing Core Competency Training and Continued Annual Training For Annual Firefighter Re-certification

The "Monthly Training Requirements" contains a group of "Core Competencies" assigned to each month. The applicable training classes are also assigned for the same month. Company Officers should conduct training in the following manner:

1. Conduct the classroom training utilizing the lesson plan and slide presentation located on the T: drive. (This meets the requirements for "relevant training" required by GFSTC)
 - a. The Company Officer may teach the class.
 - b. The Company Officer may delegate the class to a qualified subordinate member.
 - c. Document the number of hours allotted for the class on the Training Report.
2. Practice the "Core Competency" skills utilizing the NPQ/Core Competency Skill sheets located on the T: drive (a hard copy has been provided for each station).
 - a. Allow each member to practice until the skill is mastered.
 - b. Incorporate the skills into drills.
 - c. Document the number of hours spent practicing the skills (may be a separate Training Report).
3. Evaluate each member on the skill and document appropriately in the "Task Book".
 - a. The Company Officer verifies and signs off for their crew.
 - b. A crew member verifies and signs for the Company Officer.
4. Document the training on the LCES Training Report, in the Station Log, and input the data into "Firehouse" Software.
 - a. For the above example, in "Firehouse" you would click "Category", under "Training Categories", click "GFSTC", look for Emergency Medical Care, and double click (the titles match the assigned chapter).
 - b. For "Hours Worked", use arrows to scroll to "5" hours.
 - c. "Method of Instruction" should be PL (combination practical/Lecture)

NOTE: A separate Training Report should be accomplished for each training session. For example, one Training Report for the five hour classroom session and a separate Training Report for two hours of hands-on skills practice on another date. The same "Training Category" should be used for both reports.

ISO Requirements (Annual)

1. Use of Training Aids and Facilities: All personnel are required to participate in "company drills". The requirement is (8) single company drills, (4) multi-company drills, and (2) night drills (NOTE: multi-company drills receive credit for company and night drills). The most efficient method to meet this goal is to conduct (4) company drills and (4) multi-company drills with (2) of the drills conducted at night.

The "drills" must be a minimum (4) hours in length and conducted at our "training facility" (burn building, tower, etc.) to get full credit for ISO. Drills should include a pre-brief to cover objectives (.5 hr.), the drill (3 hr.), and then a critique of the drill (.5 hr.). Battalion Chiefs and Company Officers may complete a Training Action Plan (TAP) and schedule use of the training facilities throughout the year.

2. Company Training: All personnel (whose primary duties are to perform structural fire suppression) must train at least 192 hours.

Topics must cover the fundamentals of structural fire suppression. Examples include but are not limited to: laying supply lines to support engine and ladder companies, advancing and operating tactical fire lines, attacking and extinguishing interior fires, tactical line placement, master stream placement/operations, ground ladder practices/placement, rope tying, forcible entry, S.C.B.A. & PPE, portable extinguishers, salvage & overhaul, water supply, ventilation, class "A" & "B" foam, communications, Standard Operating Guidelines, and firefighter safety. Company Officers know best what skills their individual crew needs to train on.

3. Company Officer Training: All officers must complete 12 hours over and above the 192 hours above. Topics appropriate to this training include but are not limited to: Company leadership, fire attack strategy and tactics, structural fire size-up, multi-company operations, incident command, conducting building familiarizations, preparing pre-fire plans, automatic sprinklers, needed fire flows for buildings, etc. Most of these hours will be scheduled by the Training Division; however GFA or other approved classes can be used.

4. Driver & Operator Training: All qualified drivers must receive an additional 12 hours of driver training to maintain driving skills and equipment operation skills on the apparatus they are assigned to operate. Training may include: cone course, over-the-road check-off, CEVO, pump and tender operations, etc.

5. New Driver & Operator Training: Individuals selected to drive/operate fire department apparatus need to complete a minimum of 60 hours of specialized training. Tins should include classroom and hands on training with a written and practical exam. Officers must complete LCES Driver Training Spreadsheet and send copy to the Training Division.

6. Hazardous Material Training: Each member of the department must receive 6 hours of Haz Mat training.

7. Recruit Training: All new members must complete a program of physical agility and fire department operations/suppression skills prior to responding on fire apparatus to emergency calls. This training shall be a minimum of 320 hours.

8. Flammable Liquid Training: All members must receive training in handling flammable liquids as part of the Company Training. This will be conducted at the training center or through video training. All members must watch the video and sign a training report.

2015 Monthly Training Requirements

January

FF SKILLS: 1.1, 1.2, 1.3, 1.4
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training – BLS /CPR Refresher

February

FF SKILLS: 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training – ACLS Refresher

March

FF SKILLS: 3.1, 3.2, 3.3, 3.4, 3.5
P.A.T /// Live Fire Training Station 3
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training –

April

FF SKILLS: 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.10
Driver Cone Course
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training –

May

FF SKILLS: 5.1, 5.2, 5.3, 5.4, 5.5
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training –

June

FF SKILLS: 6.1, 6.2, 6.3, 6.4, 6.5
P.A.T /// Live Fire Training Station 3
Officer Training – 1 Hour
Driver Training – 1 Hour
Company Level Training – 20 Hours
EMS Training –

July

FF SKILLS: 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

August

FF SKILLS: 8.1, 8.2, 8.3, 8.4, 8.5

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

September

FF SKILLS: 9.1, 9.2, 9.3, 9.4, 9.5, 9.6

P.A.T /// Live Fire Training Station 3

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

October

FF SKILLS: 10.1, 10.2, 10.3, 10.4, 10.5

Driver Cone Course

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

November

FF SKILLS: Makeup & Review

Haz Mat Refresher Course – 6 hours

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

December

FF SKILLS: Makeup & Review

P.A.T//

Officer Training – 1 Hour

Driver Training – 1 Hour

Company Level Training – 20 Hours

EMS Training –

Vehicle Service Report

Battalion 1 – Station 1 – 57 Pine Tree Way			
2014	Ford Explorer		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
28,499	N/A	N/A	2019 or 200,000 miles
			
Med 1 – Station 1 – 57 Pine Tree Way			
2015	Kenworth T-270		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
4,560 225.3	N/A	N/A	2020 or 200,000 miles
			
Squad 1 – Station 1 – 57 Pine Tree Way			
2008	Ford F-550		
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement
74,130 792	N/A	N/A	2013 or 200,000 miles
			
Reserve Med 1 – Station 1 – 57 Pine Tree Way			
2007	KME Freightliner		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
248,745 6,423	N/A	N/A	2012 or 200,000 miles
			
Reserve Med 5 – Station 1 – 57 Pine Tree Way			
1996	Ford F-350		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
202,069	N/A	N/A	2001 or 200,000 miles
			

Engine 1 – Station 1 – 57 Pine Tree Way				
2010	HME Silver Fox			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
28,491 1,774	1,250	1,000	2025	
Reserve Engine – Station 1 – 57 Pine Tree Way				
2005	KME Freightliner			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
83,255 2,510	1,500	1,000	2020	
Tender 1 – Station 1 – 57 Pine Tree Way				
2004	Kenworth			
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
34,646 2,088	500	2,750	2019	
Brush 1 – Station 1 – 57 Pine Tree Way				
2013	Ford F-550			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
5,614 393	200	300	2028	
Trailer 1 (Firewise)– Station 1 – 57 Pine Tree Way				
2011	Horton Cargo			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
N/A	N/A	N/A	2015	

Gator 1 – Station 1 – 57 Pine Tree Way			
	John Deere Gator		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
	N/A	N/A	



ATV 1 – Station 1 – 57 Pine Tree Way			
	Suzuki		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
	N/A	N/A	



Med 2 – Station 2 – 34 Pleasantbrook Dr.			
2012	International		
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement
99,444	N/A	N/A	2017 or 200,000 miles



Engine 2 – Station 2 – 34 Pleasantbrook Dr.			
2003	Luverne Freightliner		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
	1,500	1,000	2018



Engine 3 – Station 3 – 1016 Yahoola Rd.			
1988	Ford F-800		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
110,085	1,250	1,000	2003



Brush 3 – Station 3 – 1016 Yahoola Rd.			
1982	Ford F-800		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
34,054	500	500	1997
			
Med 4 – Station 4 – 125 Chesterra Dr.			
2010	KME Freightliner		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
177,610 8107.4	N/A	N/A	2015 or 200,000 miles
			
Engine 4 – Station 4 – 125 Chesterra Dr.			
1999	LaFrance		
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement
128,441 11,204.9	1,500	500	2014
			
Tender 4 – Station 4 – 125 Chesterra Dr.			
2004	Kenworth		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
16,788 1,546	500	2,750	2019
			
Rescue Boat– Station 4 – 125 Chesterra Dr.			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
N/A	N/A	N/A	2025
			

COM 1 – Station 4 – 125 Chesterra Dr.				
2004	Ford E-350			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
4,904	N/A	N/A	2009 or 200,000 miles	
Rescue 4 – Station 4 – 125 Chesterra Dr.				
2003	Ford E-350			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
116,032	N/A	N/A	2008 or 200,000 miles	
Engine 5 – Station 5 – 125 Little Mountain Rd.				
2003	Luverne Freightliner			
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
68,512	1,500	1,000	2018	
Brush 5 – Station 5 – 125 Little Mountain Rd.				
1992	Ford F-450			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
33,878	200	300	2007	
Engine 6 – Station 6 – 5546 Highway 52 W.				
1996	Sutphen Pumper			
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement	
89,830 6,167	1,250	1,000	2011	

Tender 6 – Station 6 – 5546 Highway 52 W.			
1987	Chevrolet C-70		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
28,860 461.9	750	1,250	2002
			
Engine 8 – Station 8 – 87A Shop Rd.			
1999	LaFrance		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
113,833	1,500	500	2014
			
Fire Safety Truck – Station 8 – 87A Shop Rd.			
2001	Surrey Fire Safety		
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement
N/A	N/A	N/A	2021
			
Engine 10 – Station 10 – 1682 Camp Wahsega Rd.			
1989	Chevrolet C-70		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
	1,000	1,250	2004
			
Tender 10– Station 10 – 1682 Camp Wahsega Rd.			
1985	Hahn Custom Pumper		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
	1,500	1,000	2000
			

Car 1 (Fire Chief) – Station 1 – 57 Pine Tree Way			
2015	Chevrolet Tahoe		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
<i>NEW</i>	<i>N/A</i>	<i>N/A</i>	<i>2020 or 200,000 miles</i>



Car 2 (Deputy Chief) – Station 1 – 57 Pine Tree Way			
2015	Chevrolet Tahoe		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
<i>NEW</i>	<i>N/A</i>	<i>N/A</i>	<i>2020 or 200,000 miles</i>



Car 3 – Station 4 – 125 Chesterra Dr.			
2013	Ford F-250		
Mileage	Pump – GPM	Water Carry In Gallons	Proposed Replacement
16,000	<i>N/A</i>	<i>N/A</i>	<i>2018 or 200,000 miles</i>



Staff Car 1 – Station 1 – 57 Pine Tree Way			
2001	Ford Expedition		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
150,000	<i>N/A</i>	<i>N/A</i>	<i>2006 or 200,000 miles</i>



Staff Car 2 – Station 1 – 57 Pine Tree Way			
2005	Ford Explorer		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
150,000	<i>N/A</i>	<i>N/A</i>	<i>2010 or 200,000 miles</i>



Car 10 – Station 1 – 57 Pine Tree Way			
2006	Ford F-150		
Mileage Pump Hours	Pump – GPM	Water Carry In Gallons	Proposed Replacement
80,000	N/A	N/A	2011 or 200,000 miles



Station Inventory

Station 1



Station 2



Station 3



Station 4



Station 5



Station 6



Station 8



Station 10



Sample Apparatus Inventory

***Items in bold are required or suggested by ISO or NFPA 1901**

Fire Equipment:

- Salvage Covers (2)**
- Scene Lights
- Drop Cord
- Cribbing
- Foam(if applicable)**
- Generator
- Deck Gun/Heavy Stream Appliance (1)**
- Monitor Base
- Hurst Tool (Cutter/Spreader)
- SCBA's (4)**
- Spare SCBA Tanks (4)**
- 10' Attic Ladder (1)**
- 12' Roof Ladder (1)**
- 24' Extension Ladder (1)**
- 6' Pike Pole (1)**
- 8' Pike Pole (1)**
- Hand Lights (2)**
- TIC
- Flat Head Axe (1)**
- Pick Head Axe (1)**
- Dry Chemical Extinguisher (1)**
- Water Extinguisher (1 - 2 Gallon or larger)**
- Fire Rake
- Pry Bars (2)
- Hydrant Kit
- 10 lb. Sledgehammer
- Water Shutoff Tool
- Door Wedge Set
- Crow Bar
- Bolt Cutters
- Halligan Bar
- Chainsaw
- Vehicle Entry Kit
- Positive Pressure Ventilation Fan (PPV)

Hoses/Equipment:

- Various Hose Connectors
- Double Female 2 ½" Adapter (1)**
- Double Male 2 ½" Adapter (1)**
- Distributing Nozzle (1)**
- Foam Nozzle (1)**
- Spare Nozzles (2 of each - 1 ½" Combination, 2 ½" Combination, 2 ½" Straight Stream)**
- Rubber Mallet (1)**
- Spanner Wrenches (4)**

- Hydrant Wrench (2)
- 200' of Booster Hose
- Hoses of Varying Sizes (400' of 1 ½", 1 ¾" or 2" and 800' of 2 ½" or larger)
- Hose Clamp (1)
- Hydrant Gate (1)
- Burst Hose Jacket (1)
- Gated Wye (1)
- Min. 20' of Suction Hose

Miscellaneous:

- 300 Gallon Booster Tank
- Apparatus Mounted Radio
- Portable Radio (1 per Firefighter)
- Utility Rope
- Fuel Cans (Regular and Mixed)
- Map Book (Cab)
- BLS Policy and Procedures Manual (Cab)
- Ring for PASS Tags (if applicable)
- Book of Preplans (Cab)
- Floor Squeegee
- Push Broom
- Tow Chains
- Snow Chains
- Wheel Chock (2)
- Safety Vests (1 for each seating position)
- Orange Road Cone (5)
- Illuminated Road Warning Device/Flare (5)
- Chainsaw Repair Kit
- Caution Tape
- Headsets (4 in Cab)
- Fuel Key

EMS Equipment:

- C-Collars
- First Aid Kit
- AED (Automatic External Defibrillator)
- Backboards
- Spare O2 Bottle
- Oxygen Tank w/masks
- Suction Unit
- Medical Supplies
- Box of Latex Gloves (2)
- Jump Bag
- Clipboard
- Communicable Disease Exposure Kit