Meeting Notes
Fire Authority Stakeholders Group
December 9, 2010

Members Present:

Tony Anderson, SeaTac City Council (Co-Chair)	Les Thomas, Board Member Kent FD RFA (Co-Chair)
Brian Wiwel, City of SeaTac Acting Fire Chief	Jim Schneider, Kent Fire Department Fire Chief
Mike Denbo, RFA Board Member	Larry Rabel, Kent Fire Captain, Planning Unit
Mike Richardson, Kent Fire Captain	Mike McCarty, SeaTac Finance Director
Mike Moore, IAFF Local 1747	Mark Jones, Kent IAFF Local 1747 President
Ken Weatherill, Kent Deputy Chief	Scott Galassi, Kent IAFF Local 1747 Vice President
Mia Gregerson, City of SeaTac Councilmember	Jeff Richardson, SeaTac Fire Battalion Chief
Gene Fisher, SeaTac Deputy Mayor	John Gallup, SeaTac Local 2919 President
Dan Flood, SeaTac Local 2919 Vice President	Brian Carson, SeaTac Fire Captain
Keven Rojecki, SeaTac Firefighter	Art Stipen – SeaTac Business Owner
Erin Sitterly, SeaTac Citizen	Dave Bush , SeaTac Citizen
Ron Wieland, SeaTac Firefighter	Robin Loudon, SeaTac Business Owner
Richard Jordan, SeaTac Citizen	Mary Ann Cromwell , SeaTac Note Recorder

Members Absent:

Margaret Martin, Kent Finance Manager	Greg Markley, Kent Battalion Chief
Terry McCartin, Kent Firefighter	

Agenda Items

1. Introductions were made around the room.
2. Chair Tony Anderson requested approval of the notes from Nov. 10, 2010. Committee Approved.
3. Chair Tony Anderson announced that all future RFA meetings will be held at Fire Station 46 in SeaTac.
4. Chair Tony Anderson announced that the Union Work Group and the Governance Board Work Group would meet one hour before the monthly RFA meetings.
5. Chief Schneider gave an overview of the Agenda.
6. Battalion Chief Jeff Richardson Presentation of an overview of the Demographics and Employment for the City of SeaTac.
7. Captain Larry Rabel & Firefighter Ron Wieland Presentation of Standards of Response Coverage
8. Captain Larry Rabel & Firefighter Ron Wieland Presentation of Measured Response Time Elements.
9. Chief Wiwel and Firefighter Ron Wieland comparison to other similar communities was moved to the next meeting.
10. Chief Schneider presented Revenue Limitations.

Meeting Notes:

1. Introductions of all Committee Representatives from the Kent Fire Department and City of SeaTac Fire Department

2. Committee approved the notes from November 10, 2010, meeting.

3. Presentation on Growth of the City of SeaTac, Overview of Demographics and Employment. See attached document on the following items:
   - Growth in King County and SeaTac
   - City Snapshot of Area, Population , Employment, and Housing
   - Types of employment
   - Current land use.
4. Presentation Standards of Response Coverage. See attached document on the following items:
   - Methodology for creating a Standards of Cover document
   - Existing Personnel, Response Apparatus, Stations and Services Provided.
   - Station Coverage Areas and Dispatching System
   - Community Risk Assessment,
   - Critical Task Analysis
   - Matching Resource to Risk

5. Presentation on Measured Response Time Elements. See attached document on the following items:
   - Distribution
   - Reliability
   - Mutual Aid
   - Concentration
   - Flashover Curve
   - Cardiac Arrest Survival
   - Cascade of Events
   - Evaluation of All Factors
     - Vision 2040
     - Regional Growth Centers

6. Revenue Limitations: Presentation on Capital Facilities and Financials – See attached document
7. Next meeting will be held on January 13, 2011 – Presentation by Mike McCarty, SeaTac Finance Director on SeaTac Facilities & Financials.

Questions:

Is the Port of Seattle (POS) Fire Department part of the response statistics presented?
Answer "No"
Reasons: POS is not part of Valley Communications, therefore, we do not know the status if they are in or out of service. Dispatch delays and their location on the runway side of the

security significantly delays their response. In addition POS operates under the FAA Standards which requires that they maintain a minimum of resources on site, restricting what the POS can send.

What is the difference between the "Inter-local Agreement vs the RFA?
Chief Wiwel stayed after the meeting to explain and answer any questions on the above question.

Meeting ended at 7:30 pm.

Growth of the City of SeaTac

Overview
of
Demographics and Employment

December 9, 2010

Growth of the City of SeaTac

- From 2000 to 2010 population growth in King County was 15%.
  - Unincorporated population actually declined 2005 to 2010, probably due to annexations
- SeaTac's population (2000 – 2010) rose by 3,050 or 13%, despite losing several hundred housing units to 3rd runway and SR-509 right-of-way acquisition

Source City of SeaTac Planning Department/OFM

City-Wide Snapshot

Area (square miles) 10.3

Population (2009) 25,890

Population per square mile 2,507

Employment (2000) 31,899

Employees per square mile 3,097

Housing units (2000): 10,176

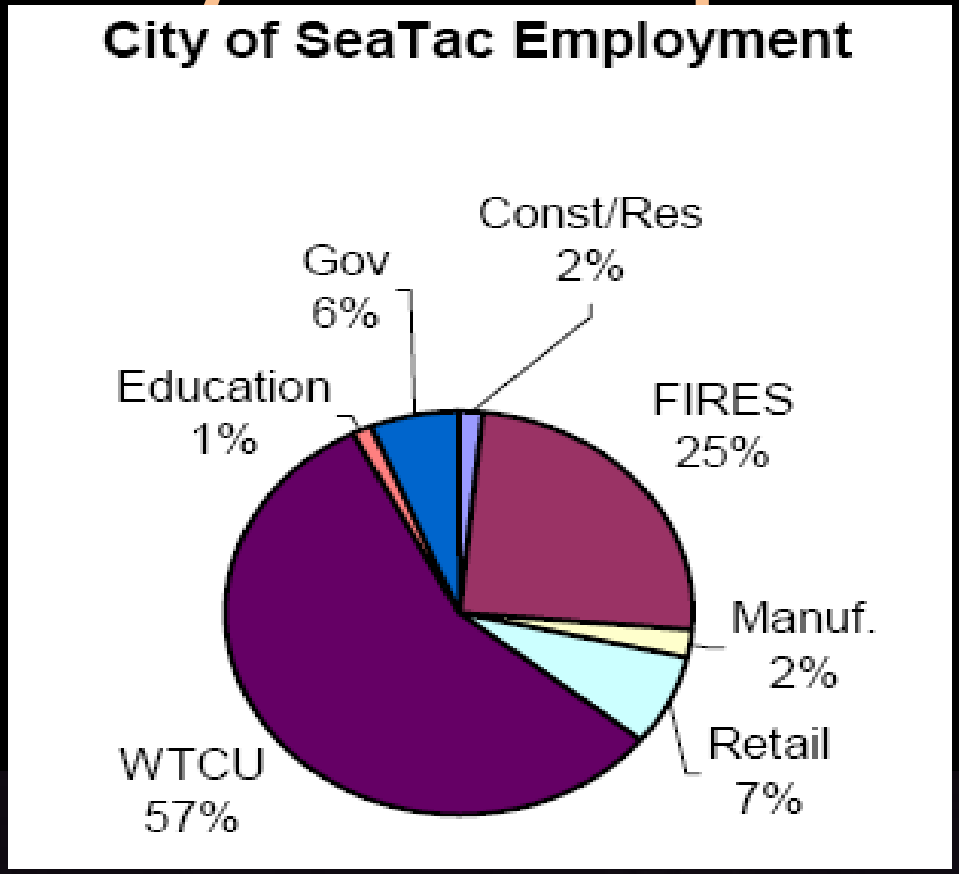
Employees per housing unit 3.13

Source: 2002 U.S. Census, Washington State Employment Security Department,

Puget Sound Regional Council

City of SeaTac Planning Department/OFM

City-Wide Snapshot



The majority of SeaTac employment is Wholesale trade, Transportation, Communication, and Utilities (WTCU) sector. Financial, Insurance, RealEstate, and Services (FIRES) provide 25 percent of the city's employment, while Retail accounts for 7 percent and Government 6 percent.

City-*Source: 2002 U.S. Census, Washington State Employment Security Department, Puget Sound Regional Council*

City-Wide Snapshot

- SeaTac is unusual in that it is more an employment center than a residential center, having 1.2 jobs per City resident.
- The majority of the WCTU sector relates to the presence of SeaTac International Airport.
- The majority of the FIRES sector is Services. Many of these are in the hospitality industries.
- This level of employment has fluctuated year to year but has remained relatively steady from 2000 to the present.

Source: City of SeaTac Planning Department

City-Wide Current Land Use

Residential - Multi family 0.2 (sq mi)3%
Residential - Single family * 2.8 (sq mi)34%
Commercial retail 0.45 (sq mi)5%
Commercial office 0.07 (sq mi)1%
Mixed use 0.01 (sq mi)0%
Industrial/warehouse 0.11 (sq mi)1%
Institutional/civic 0.36 (sq mi)4%
Parks/open space 0.14 (sq mi)2%
Airport/airport related 2.77 (sq mi)33%
Vacant/undeveloped 1.37 (sq mi)17%
5,314 Acres 100%
* Includes 102 acres occupied by mobile homes

Source: City of SeaTac Comprehensive Plan

SeaTac Exploratory Committee

Overview
of
Standards of Cover

December 9, 2010

Standards of Cover

Those written policies and procedures that establish the distribution and concentration of fixed and mobile resources of an organization.

CFAI

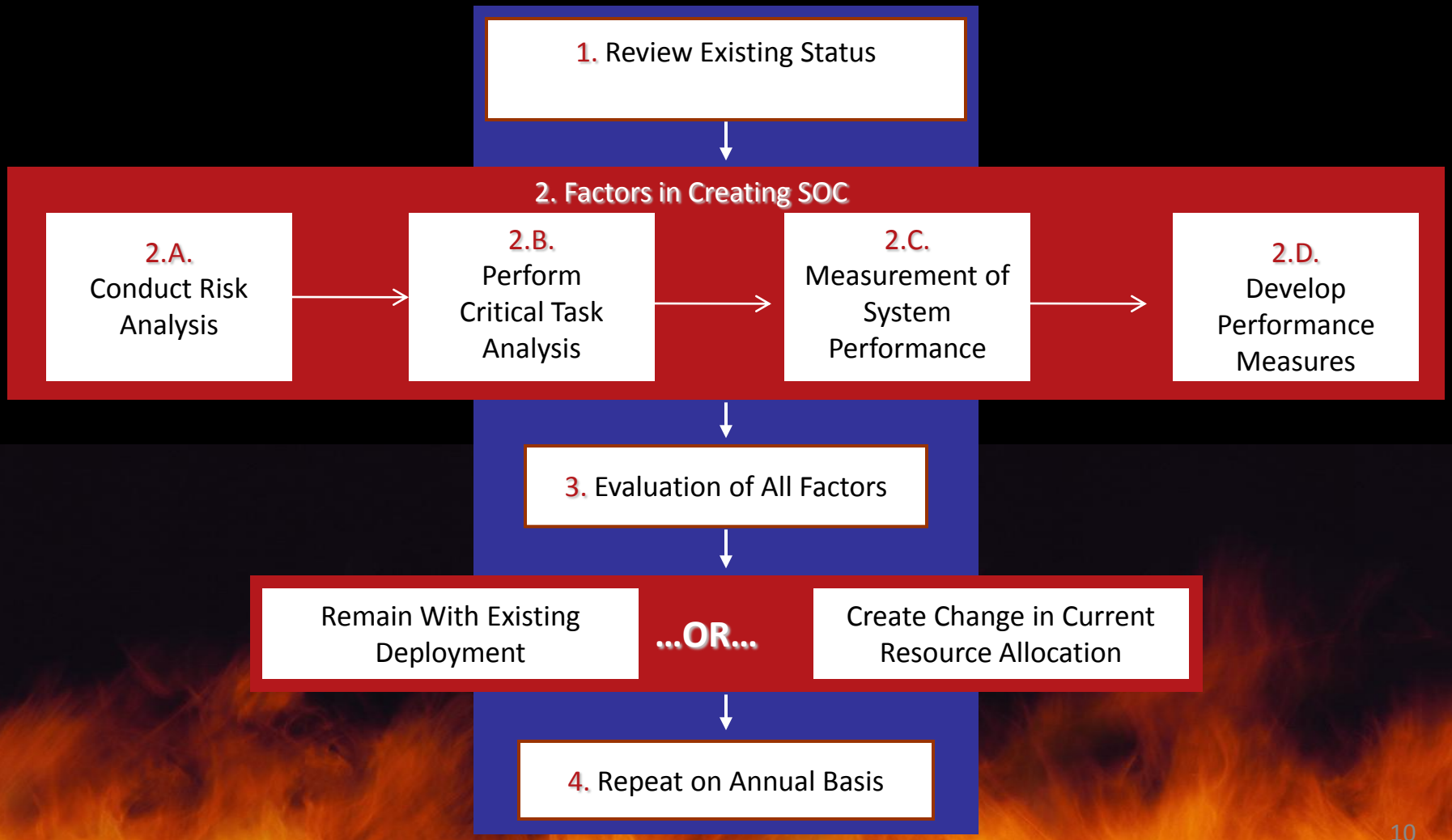
STANDARDS OF COVER

5TH EDITION

Center for Public Safety Excellence

Commission on Fire Accreditation International

Methodology for creating a Standards of Cover document



Methodology for Creating a Standards of Cover document

1. Review Existing Status

- Where are current stations and resources?
- What services are provided?
- Why were they placed there?
- What community/policy expectations are in existence?

Existing Status: Personnel

- SeaTac Fire Department currently employees 52 personnel: 48 uniformed, 4 civilian city employees.
- Emergency response personnel work 48 hour shifts, starting at 7:00 am and ending at 7:00am in a two day period. With twelve (12) scheduled Kelly days off per year, the average work week is 50.46 hours.
-

Existing Status: Response Apparatus

- 3 engines- 2000 gpm/675 gal. tank
- 2 reserve engines - 2000 gpm/500 gal. tank
- 1 Rescue Boat
- 1 Rescue/Mobile air unit
- 1 Command unit
- 1 Reserve command unit
- 2 Aid units

Existing Status: Stations & Resources

Existing Status: Stations & Resources





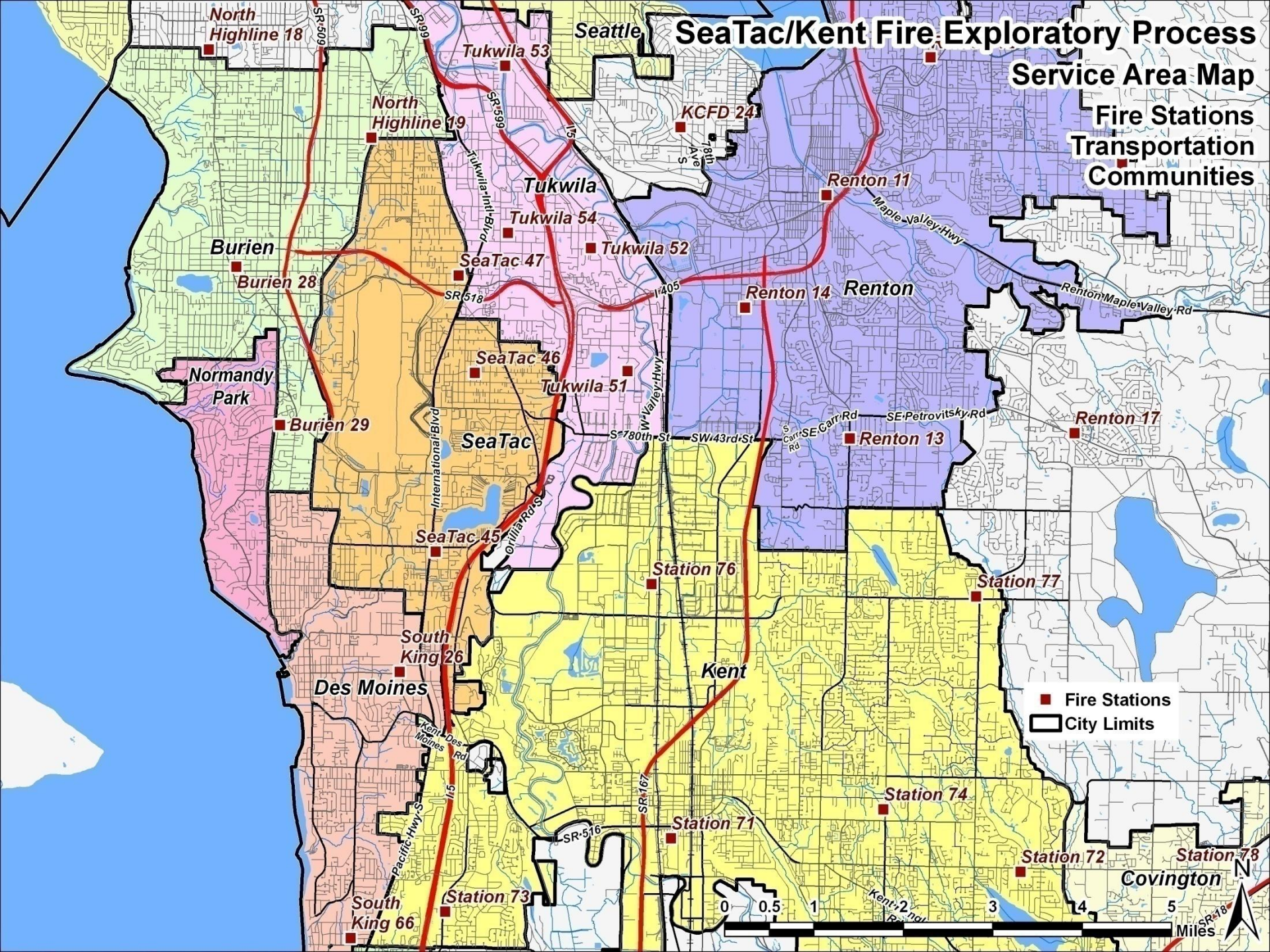


Existing Status: Stations & Resources

Fire Station 47
3215 South 152nd Street

Existing Status: Services Provided

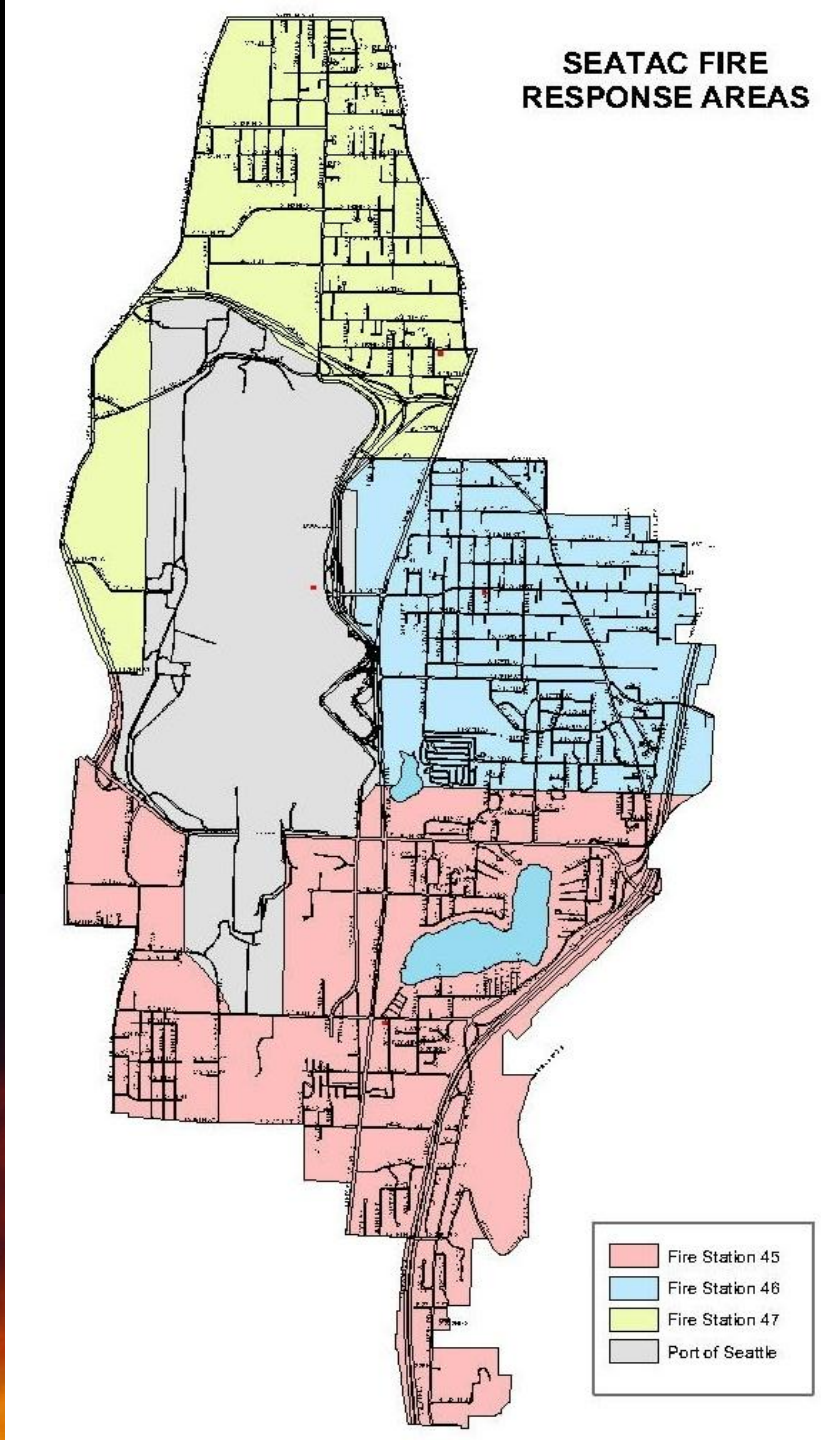
- Firefighting
- Emergency Medical Service
- Technical Rescue
- Confined Space
- Surface Water Rescue
- Fire Inspections
- Emergency Management


SeaTac/Kent Fire Exploratory Process
Service Area Map
Fire Stations
Transportation
Communities
North Highline 18
North Highline 19
Seattle
Tukwila 53
KCFD 24
Renton 11
Tukwila
Tukwila 54
Tukwila 52
Burien
Burien 28
SeaTac 47
Renton 14
Renton
SeaTac 46
Tukwila 51
Normandy Park
Burien 29
SeaTac
Renton 13
Renton 17
SeaTac 45
Station 76
Station 77
South King 26
Des Moines
Kent
Station 74
Station 71
Station 72
Station 78
Covington
South King 66
Station 73
Fire Stations
City Limits
0 0.5 1 2 3 4 5 Miles
N
SR 509
SR 99
SR 599
I-5
Tukwila Int'l Blvd
78th Ave S
Maple Valley Hwy
SR 518
I-405
Renton Maple Valley Rd
W Valley Hwy
S 180th St
SW 43rd St
S Carr Rd
SE Carr Rd
SE Petrovitsky Rd
International Blvd
Orillia Rd S
Kent Des Moines Rd
Pacific Hwy S
SR 167
SR 516
SR 18

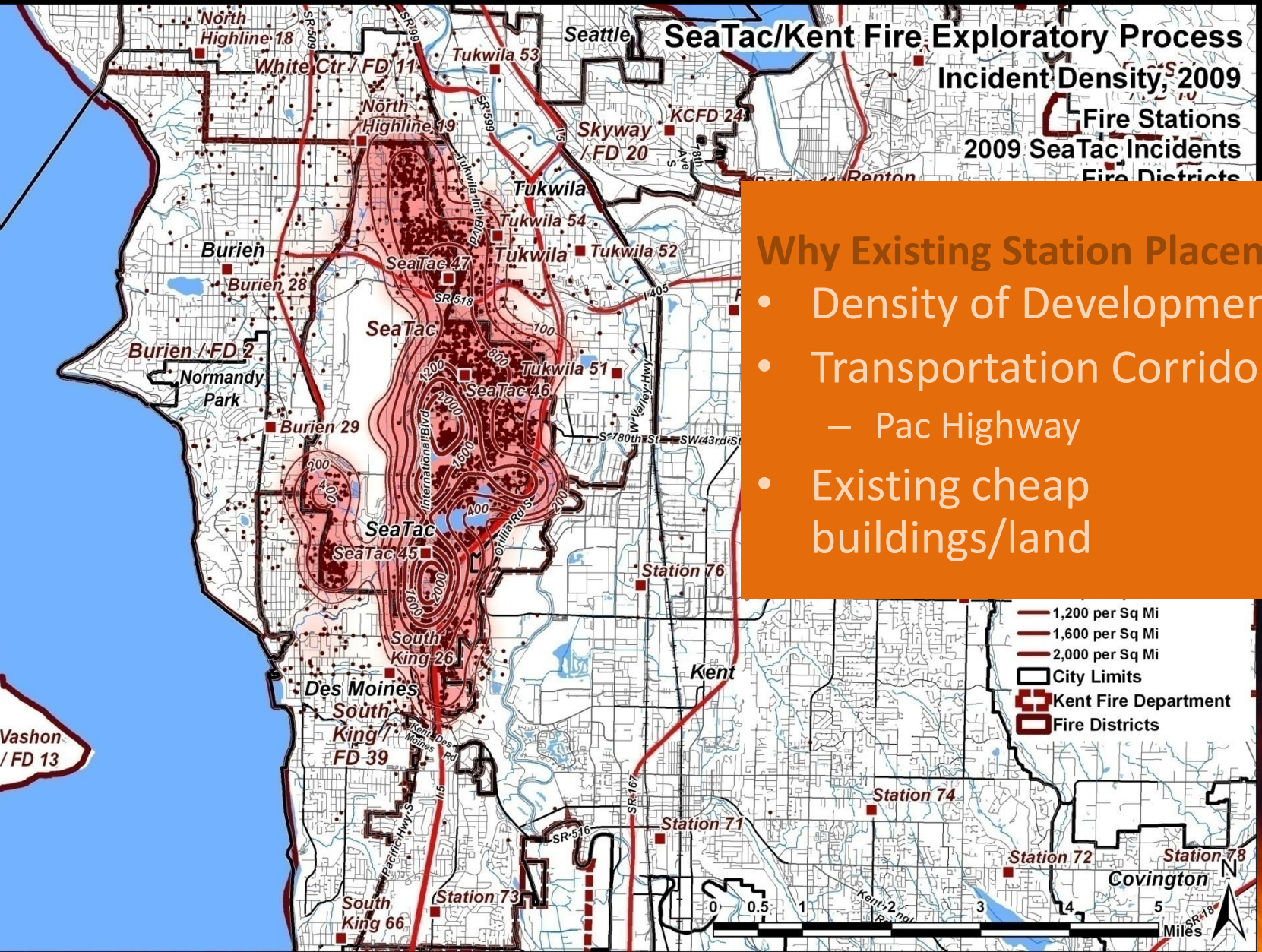
Existing Status: Stations Placement

SeaTac Fire Service Area

- City of SeaTac = 12.60 sq miles
- SeaTac Airport = 4.28 sq miles
- Vacant land = 1.19 sq miles
- Fire service area = 7.13 sq miles
- Population 2010 = 25,890
- Population Density = 3,576 sq mile
- Jobs = 30,000
- Predicted Growth = 11% (next 6 years)
  - 2000-2010 growth =13% (with demos)
  - 2015 population = 29,050
  - 2020 population = 30,850

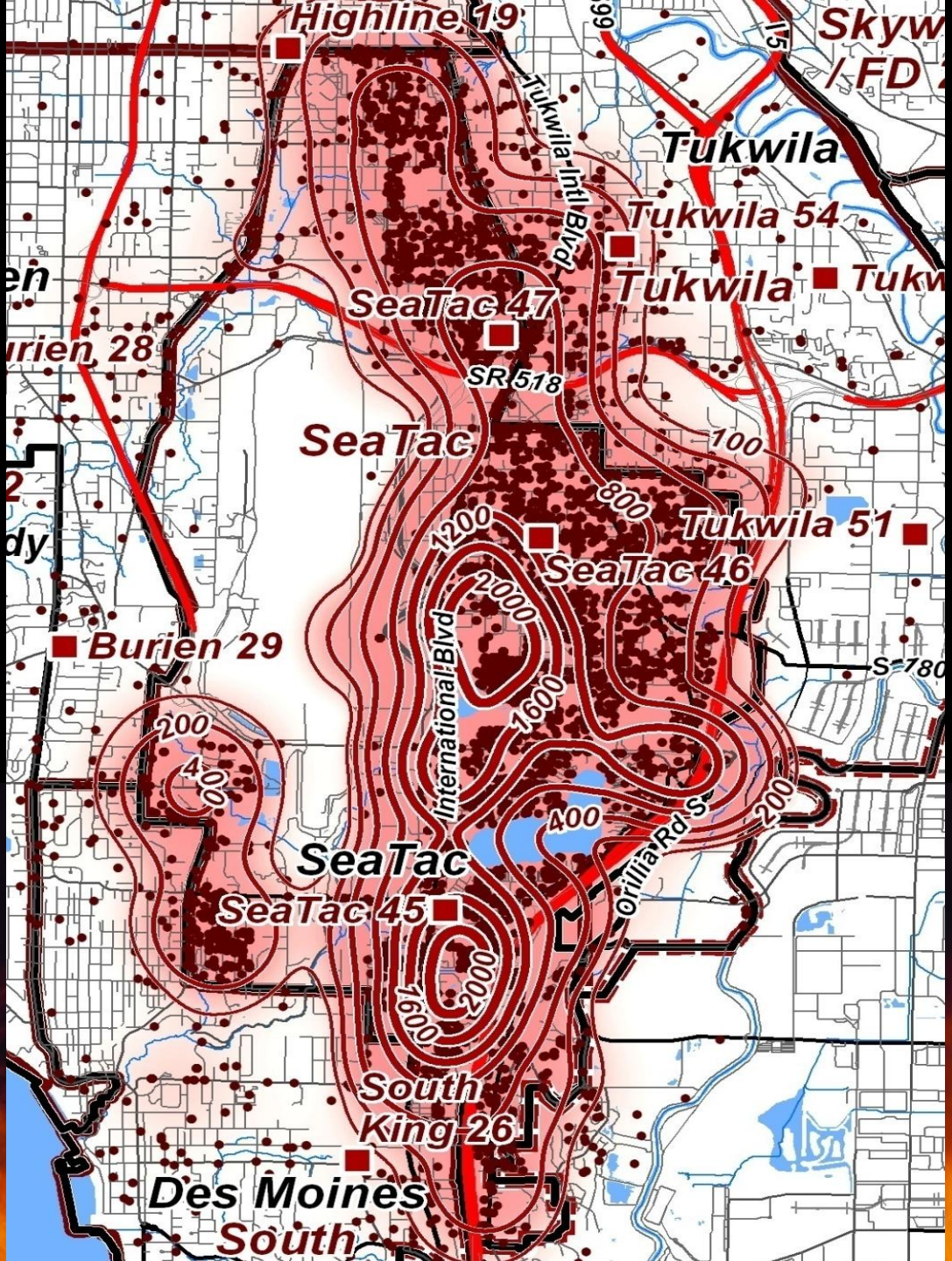


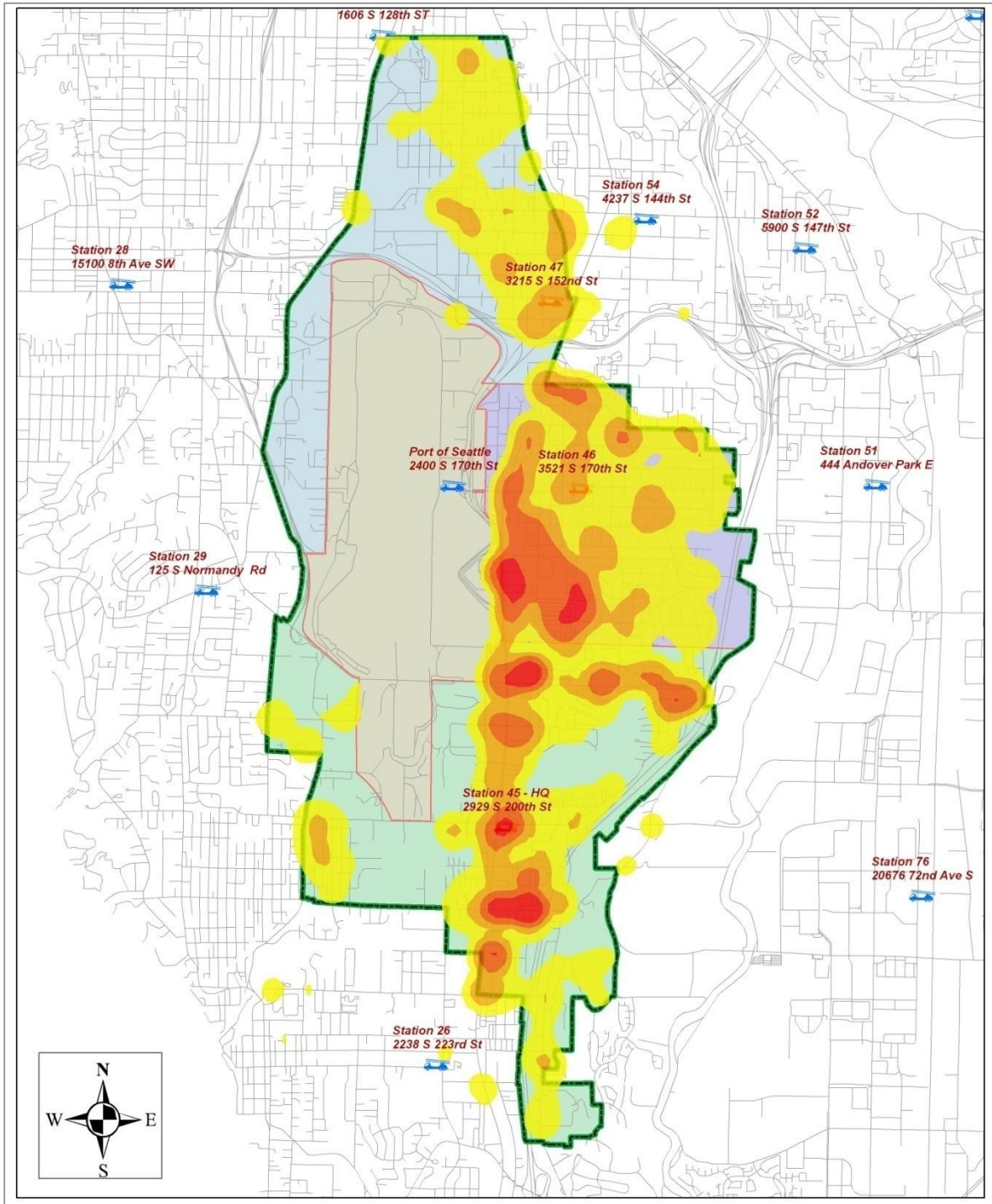
Existing Status: Station Placement



Why Existing Station Placement

- Density of Development
- Transportation Corridors
  - Pac Highway
- Existing cheap buildings/land


Highline 19
Tukwila-Intl Blvd
Tukwila
Tukwila 54
Tukwila
SeaTac 47
SR 518
SeaTac
100
800
1200
2000
Tukwila 51
SeaTac 46
Burien 29
International Blvd
1600
200
400
400
200
SeaTac
SeaTac 45
2000
1600
South
King 26
Des Moines
South


1606 S 128th ST
Station 54
4237 S 144th St
Station 52
5900 S 147th St
Station 28
15100 8th Ave SW
Station 47
3215 S 152nd St
Port of Seattle
2400 S 170th St
Station 46
3521 S 170th St
Station 51
444 Andover Park E
Station 29
125 S Normandy Rd
Station 45 - HQ
2929 S 200th St
Station 76
20676 72nd Ave S
Station 26
2238 S 223rd St
N
W
E
S

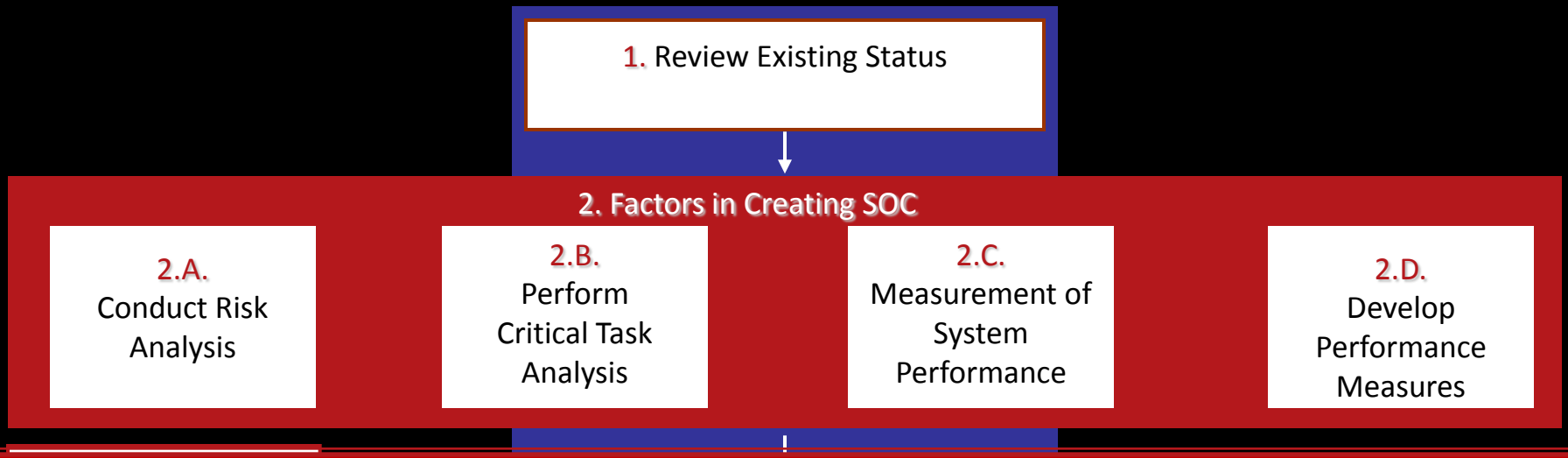
Existing Status: Dispatching

- Emergency call processing and dispatch for Zone 3 and the SeaTac Fire Department is handled by Valley Communications Center (Valley Com), which serves both police and fire.
- Each department establishes the number and type of resource they will send to each call type in their area (called the Fire Resource List - FRL), as well as the unit pick order.

Existing Status: Dispatching cont.

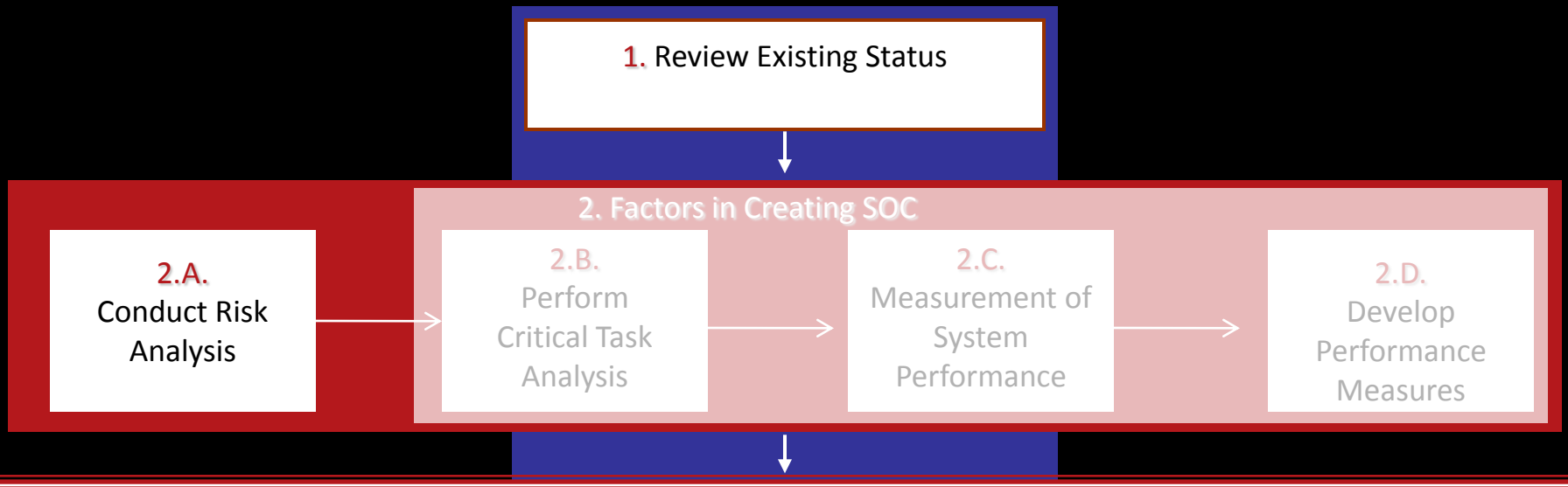
- 64 fire management zones (FMZ or FDZ in Kent) used by the Department for planning.
- Valley Com is in the process of purchasing a new Computer Aided Dispatch (CAD) system.
- In 2012, an effort will begin to move toward parcel based dispatching. This approach will facilitate matching resource needs to specific risks.

Methodology for Creating a Standards of Cover document



- These four factors are the core of the development of SOC.
- Results of these four factors feed into the evaluation of all data and information about the agency.

Methodology for Creating a Standards of Cover document



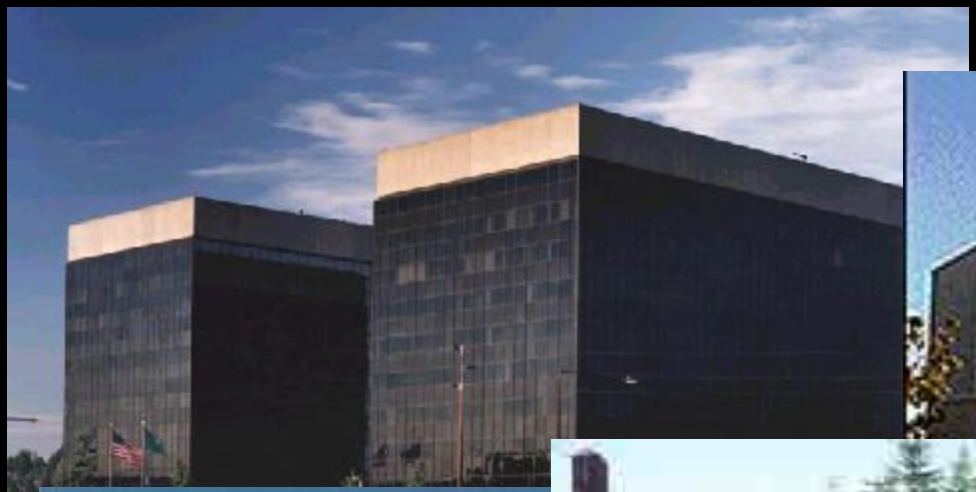
Define and Inventory occupancy risk hazard:

High Risk

Moderate Risk

Low Risk

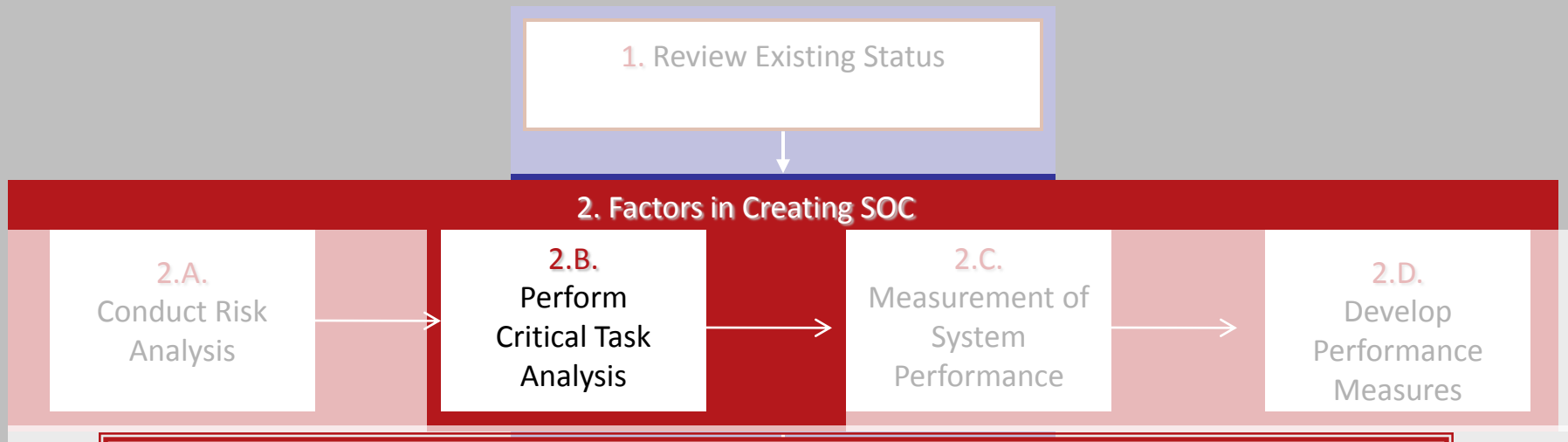
Risk Analysis: High Risk



Risk Analysis: Moderate Risk

Risk Analysis: Low Risk

Methodology for Creating a Standards of Cover document



- High Hazard Risk = 21+ (CFAI FESSAM Pg. 63)
  - High-rise bldg., nursing homes, hospitals, apartments
- Moderate Hazard Risk = 15 (CFAI FESSAM Pg. 62)
  - One & two family housing, small businesses
- Low Hazard Risk = 3-4 (CFAI FESSAM Pg. 61)

Methodology for Creating a Standards of Cover document

Critical Task Analysis

Representative Tasks –
Moderate Risk Structure Fire (Single Family Dwelling)

Task	Firefighters
Attack line	2
Pump Operator	1
Water Supply	1
Back-up Line	2
Rapid Intervention Crew (RIC)	2
Command/Safety	1
Search and Rescue	2
Ventilation	2
Utilities/Exposures	2
	15

Methodology for Creating a Standards of Cover document

CPSE/NFPA – Moderate Risk

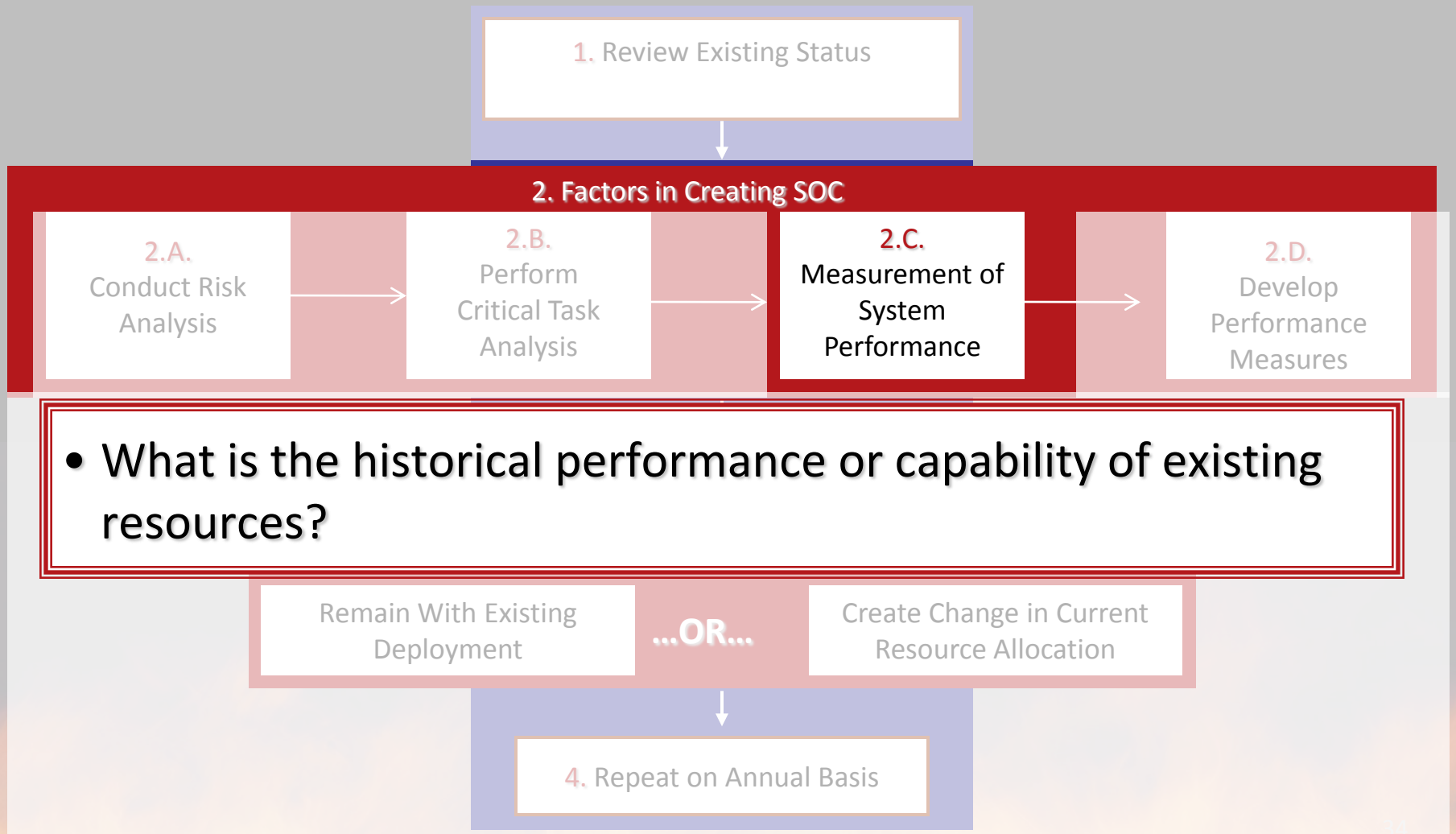
Task	Firefighters
• Attack line	2
• Pump Operator	1
• Water Supply	1
• Back-up Line	2
• RIT	2
• Command/Safety	1
• Search and Rescue	2
• Ventilation	2
• Utilities/Exposures	2
	15

SeaTac – Moderate Risk

Task	Firefighters
• Attack line	2
• Pump Operator	1
• Water Supply	1
• Back-up Line	2
• RIT	2
• Command/Safety	1
• Search and Rescue	2
• Ventilation	2
• Utilities/Exposures	0
	10/13

Can you Match Resource to Risk?

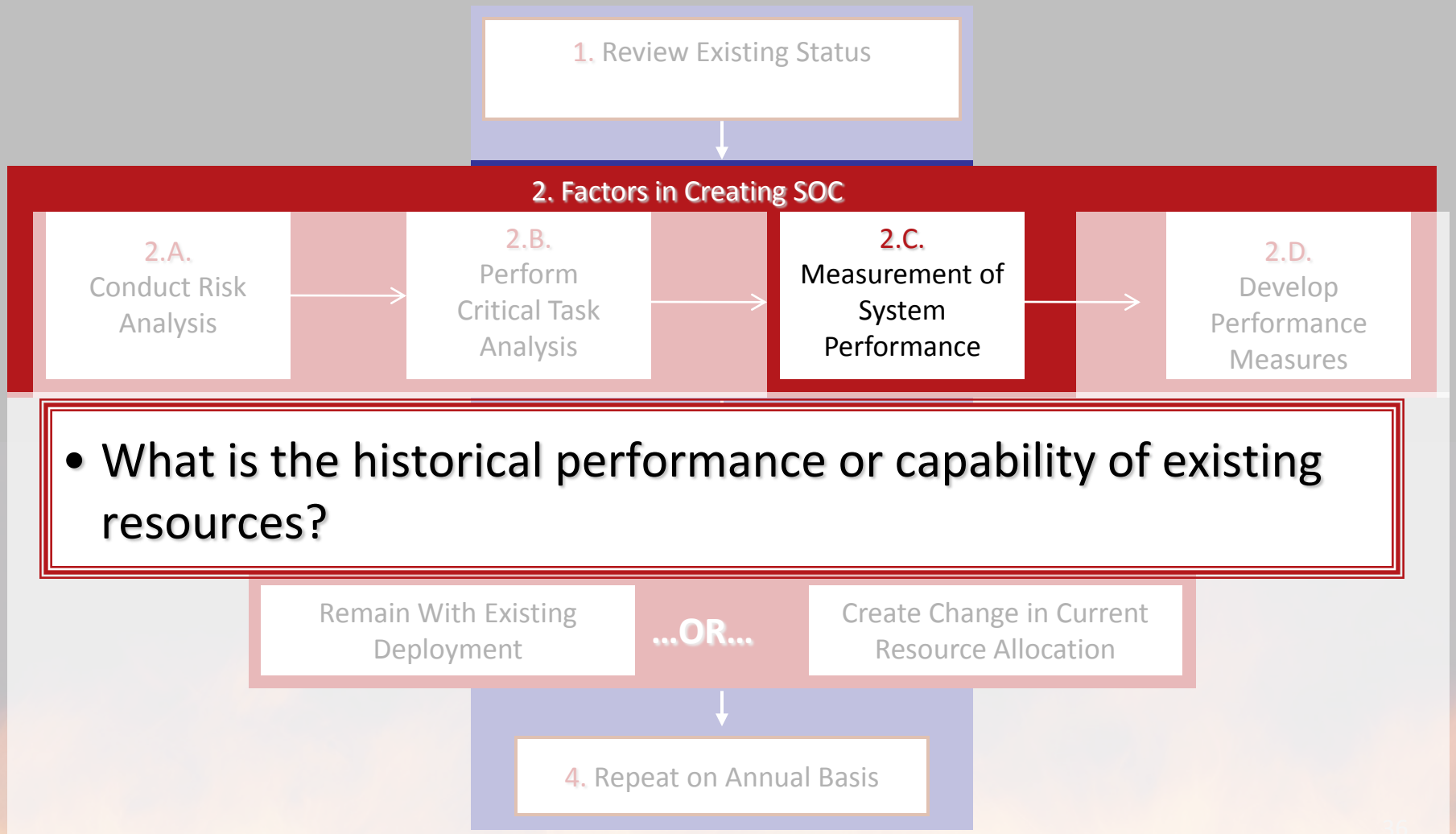
Methodology for Creating a Standards of Cover document



Break

Performance Measures Follow

Methodology for Creating a Standards of Cover document



Critical Term

Distribution

(Speed of Attack)

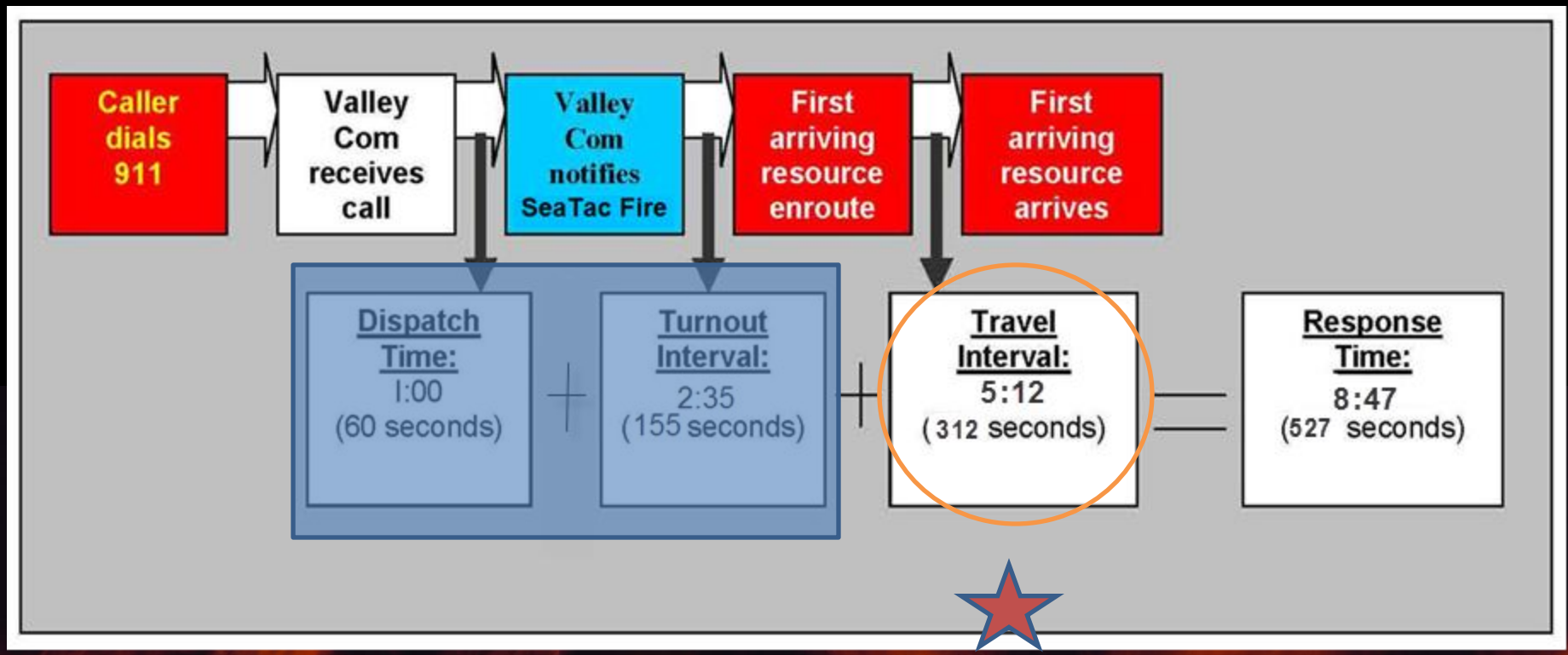
Measurement of System: Distribution Study

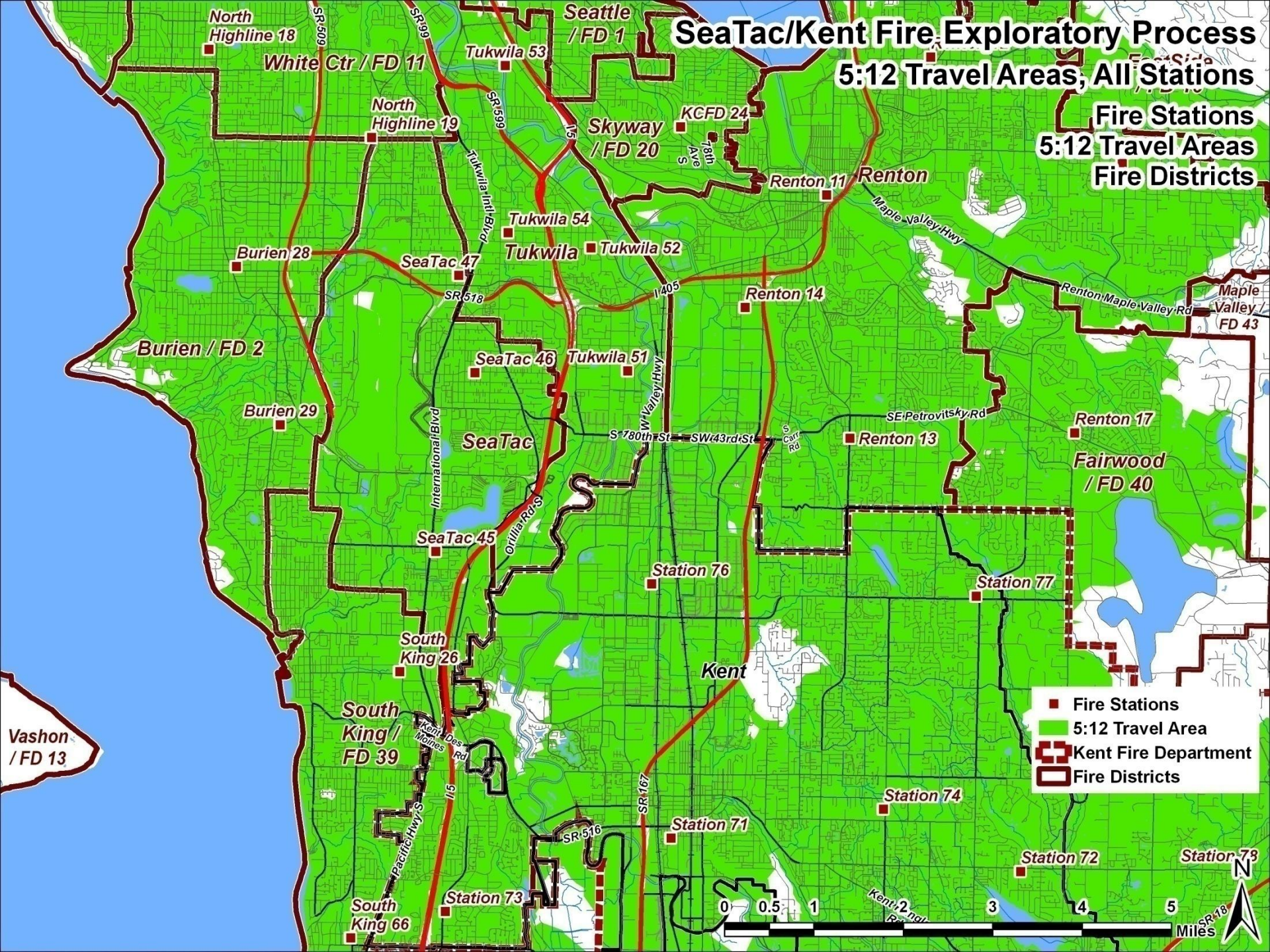
The strategic placement of resources in a way that allows achievement of **Level of Service** standards throughout neighborhoods and/or districts.

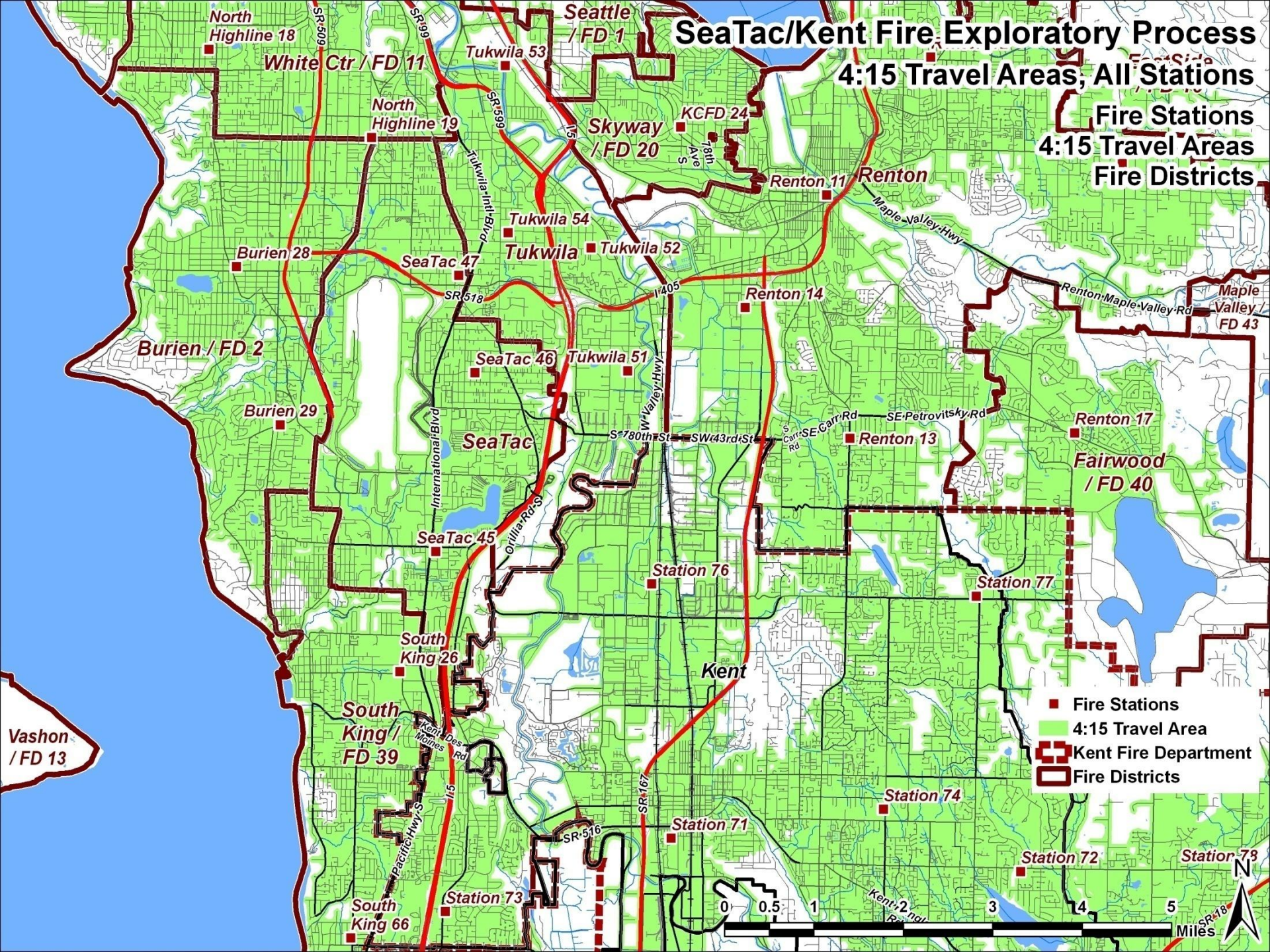
- –ATTACK SPEED
- –"Covering the dirt"
- –Theory vs. Reality

Distribution Study

- Distribution = the *Speed* of attack




SeaTac/Kent Fire Exploratory Process
5:12 Travel Areas, All Stations
Fire Stations
5:12 Travel Areas
Fire Districts
North Highline 18
White Ctr / FD 11
Seattle / FD 1
Tukwila 53
North Highline 19
Skyway / FD 20
KCFD 24
Renton 11
Renton
Tukwila 54
Tukwila
Tukwila 52
Burien 28
SeaTac 47
Renton 14
Maple Valley / FD 43
Burien / FD 2
SeaTac 46
Tukwila 51
Burien 29
SeaTac
Renton 13
Renton 17
Fairwood / FD 40
SeaTac 45
Station 76
Station 77
South King 26
Kent
Vashon / FD 13
South King / FD 39
Station 74
Station 71
Station 72
Station 73
South King 66
Fire Stations
5:12 Travel Area
Kent Fire Department
Fire Districts
0 0.5 1 2 3 4 5
Miles
N


SeaTac/Kent Fire Exploratory Process
4:15 Travel Areas, All Stations
Fire Stations
4:15 Travel Areas
Fire Districts
North Highline 18
White Ctr / FD 11
North Highline 19
Seattle / FD 1
Tukwila 53
Skyway / FD 20
KCFD 24
Renton 11
Renton
Tukwila 54
Tukwila
Tukwila 52
Burien 28
SeaTac 47
Renton 14
Maple Valley / FD 43
Burien / FD 2
SeaTac 46
Tukwila 51
Burien 29
SeaTac
Renton 13
Renton 17
Fairwood / FD 40
SeaTac 45
Station 76
Station 77
South King 26
Kent
Vashon / FD 13
South King / FD 39
Station 74
Station 71
Station 72
Station 73
South King 66
Fire Stations
4:15 Travel Area
Kent Fire Department
Fire Districts
0 0.5 1 2 3 4 5 Miles
N

Measurement of System: Distribution Study

- Theory vs. Reality
  - Theory = 100%
- Reality:
  - 87% to 94%

Fire First In Apparatus			
	4:15	4:30	5:12
2007	75.00%	78.70%	91.60%
2008	86.80%	88.80%	93.80%
2009	77.30%	83.30%	87.30%
3 Yr	79.40%	83.30%	90.80%
	70%	80%	90%
2007	3:50	4:35	5:04
2008	3:19	3:32	4:42
2009	3:39	4:18	6:00
3 Yr	3:34	4:16	5:04

EMS First In Apparatus			
	4:15	4:30	5:12
2007	80.20%	84.00%	91.60%
2008	78.40%	82.20%	90.20%
2009	78.70%	82.50%	91.10%
3 Yr	79.80%	82.90%	90.90%
	70%	80%	90%
2007	3:43	4:14	5:01
2008	3:49	4:20	5:10
2009	3:45	4:20	5:06
3 Yr	3:46	4:18	5:06

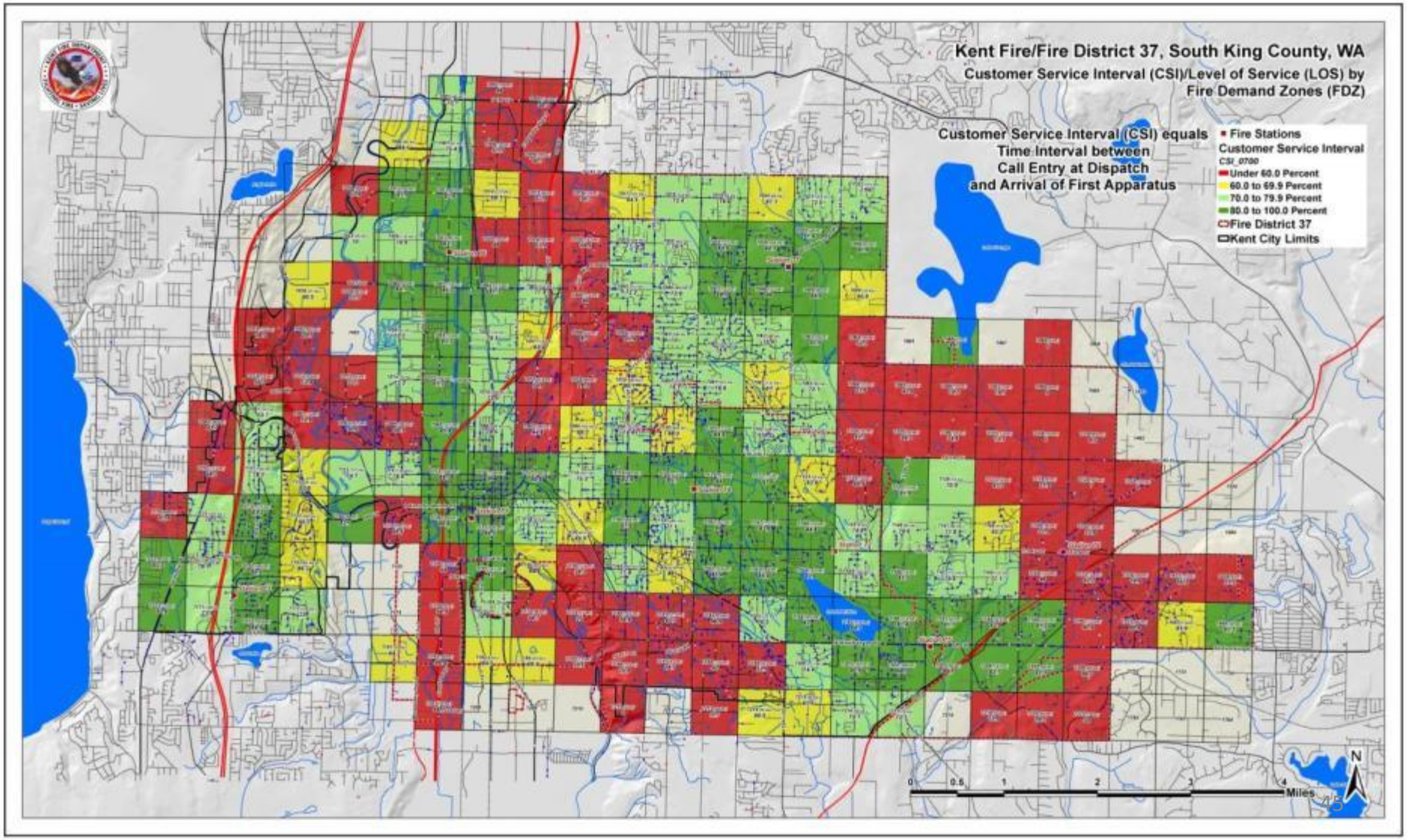
Measurement of System: Distribution Study

	Area, Sq Mi	Percent of Total
SeaTac FD	10.1910	
4:15 Travel	7.3972	72.59%
4:30 Travel	7.8082	76.62%
5:12 Travel	9.2170	90.44%

Kent Theory vs. Reality

Incidents: In District, Out of Travel Area			
Travel Time	Total out of Modeled Areas	Theoretical Performance	Actual NFIRS Performance
4:15	1,215	91%	62%
5:12	322	98%	77%
6:30	66	99%	90%

Kent Distribution: Theory = 98%



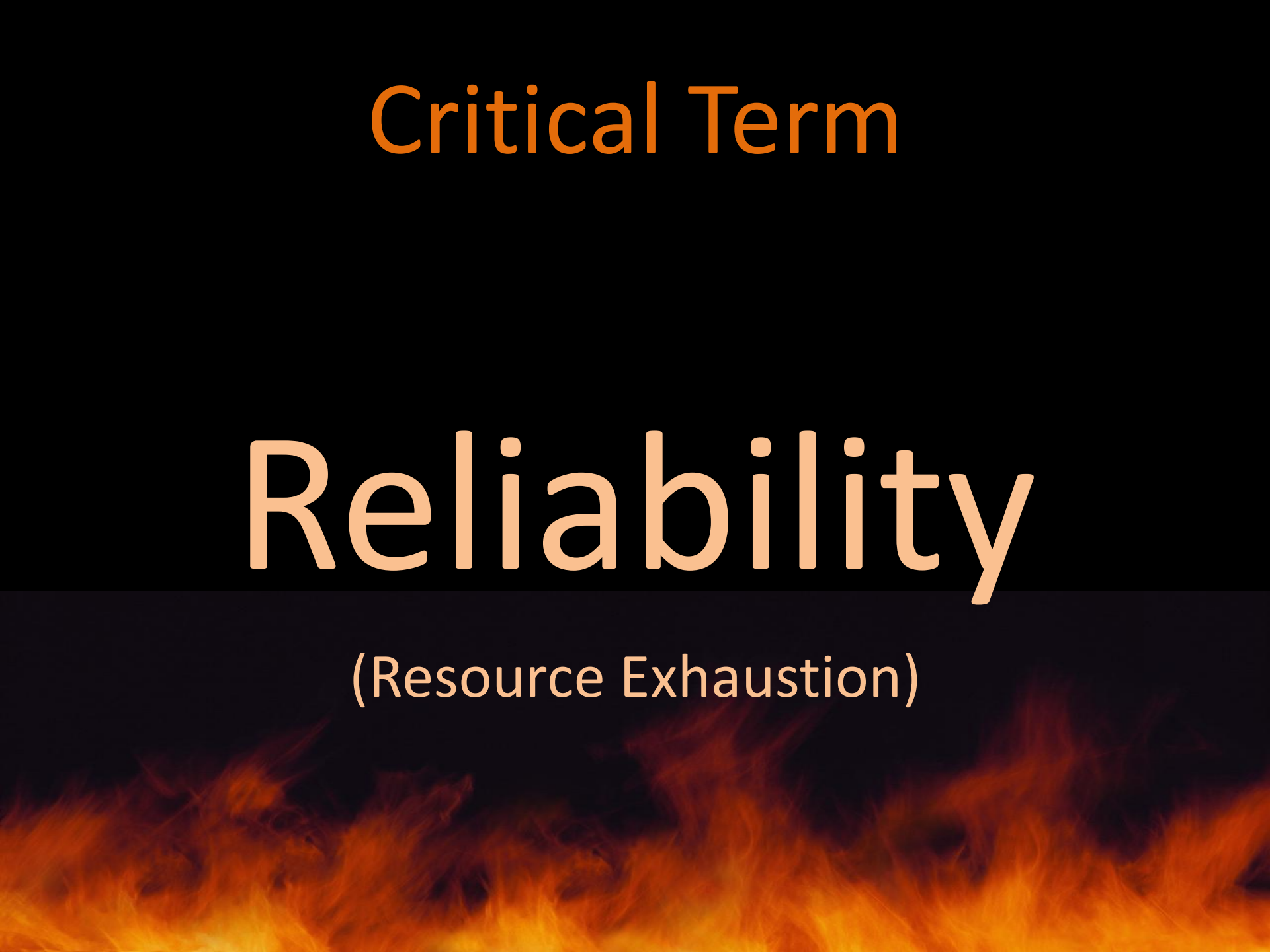
Distribution Study

- Insert SeaTac 5:12 table of percentage of streets and dirt covered. From Mike

Critical Term

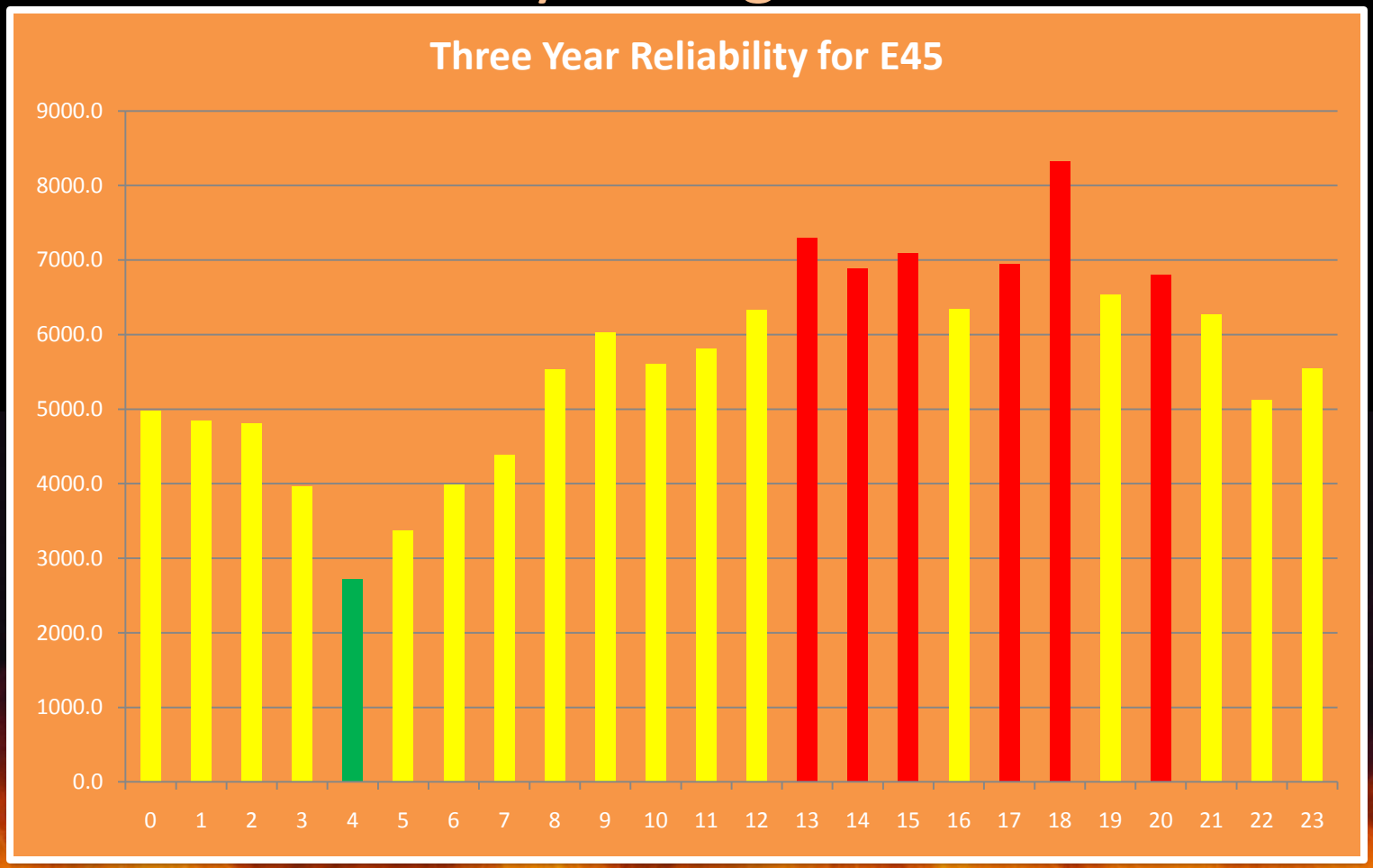
Reliability

(Resource Exhaustion)



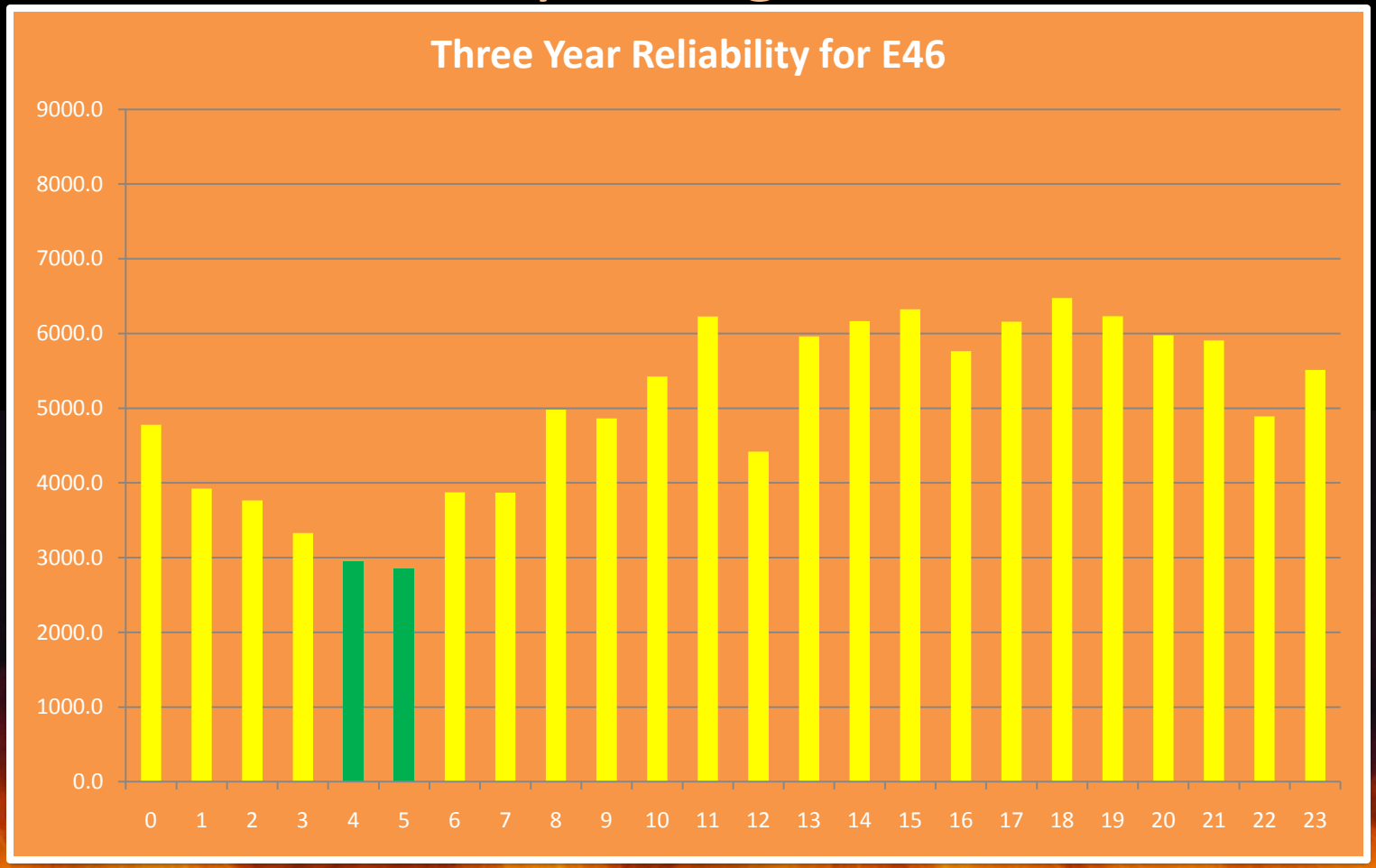
Measurement of System: Distribution Study

- 24 Hour Reliability of Engine 45



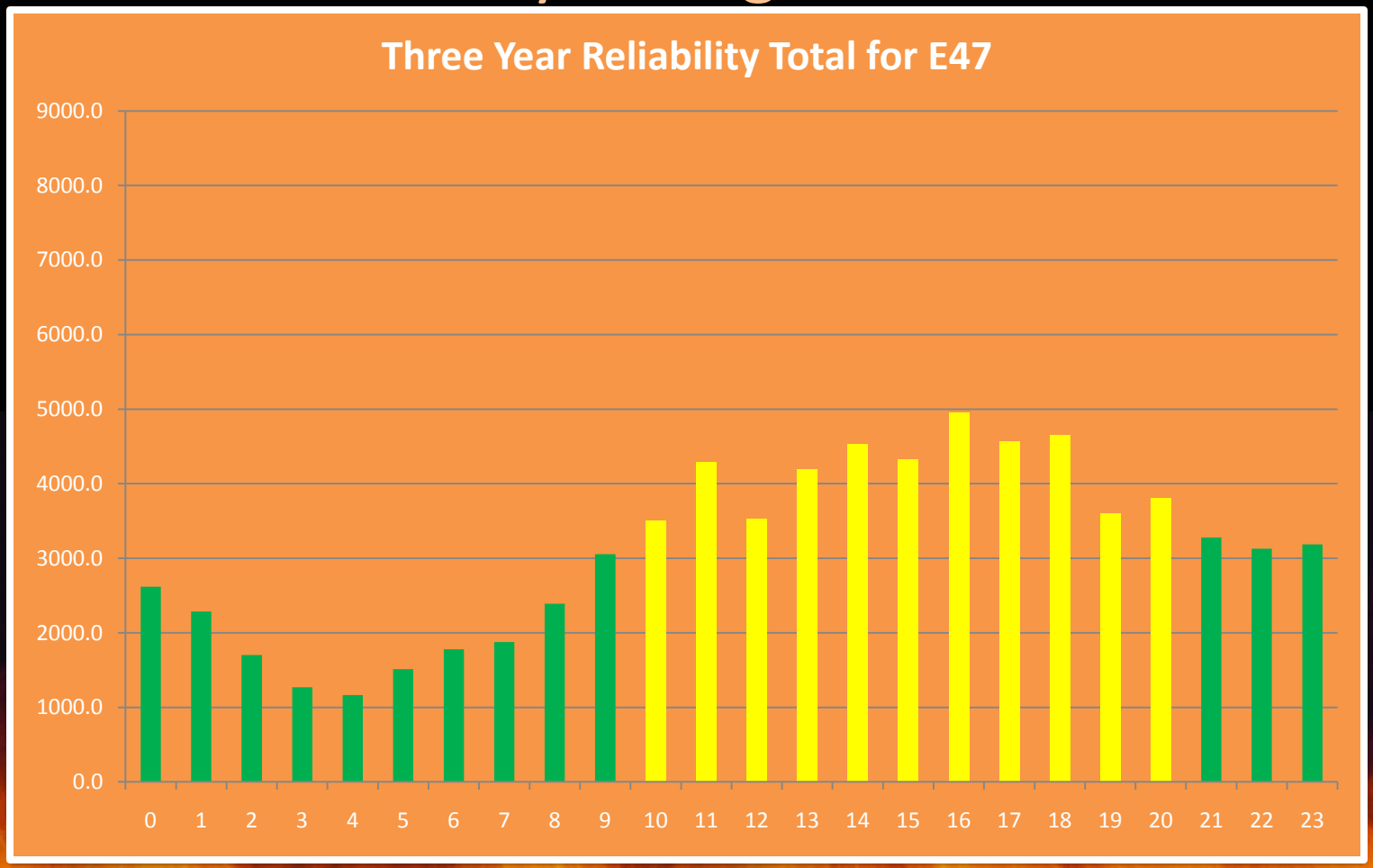
Measurement of System: Distribution Study

- 24 Hour Reliability of Engine 46



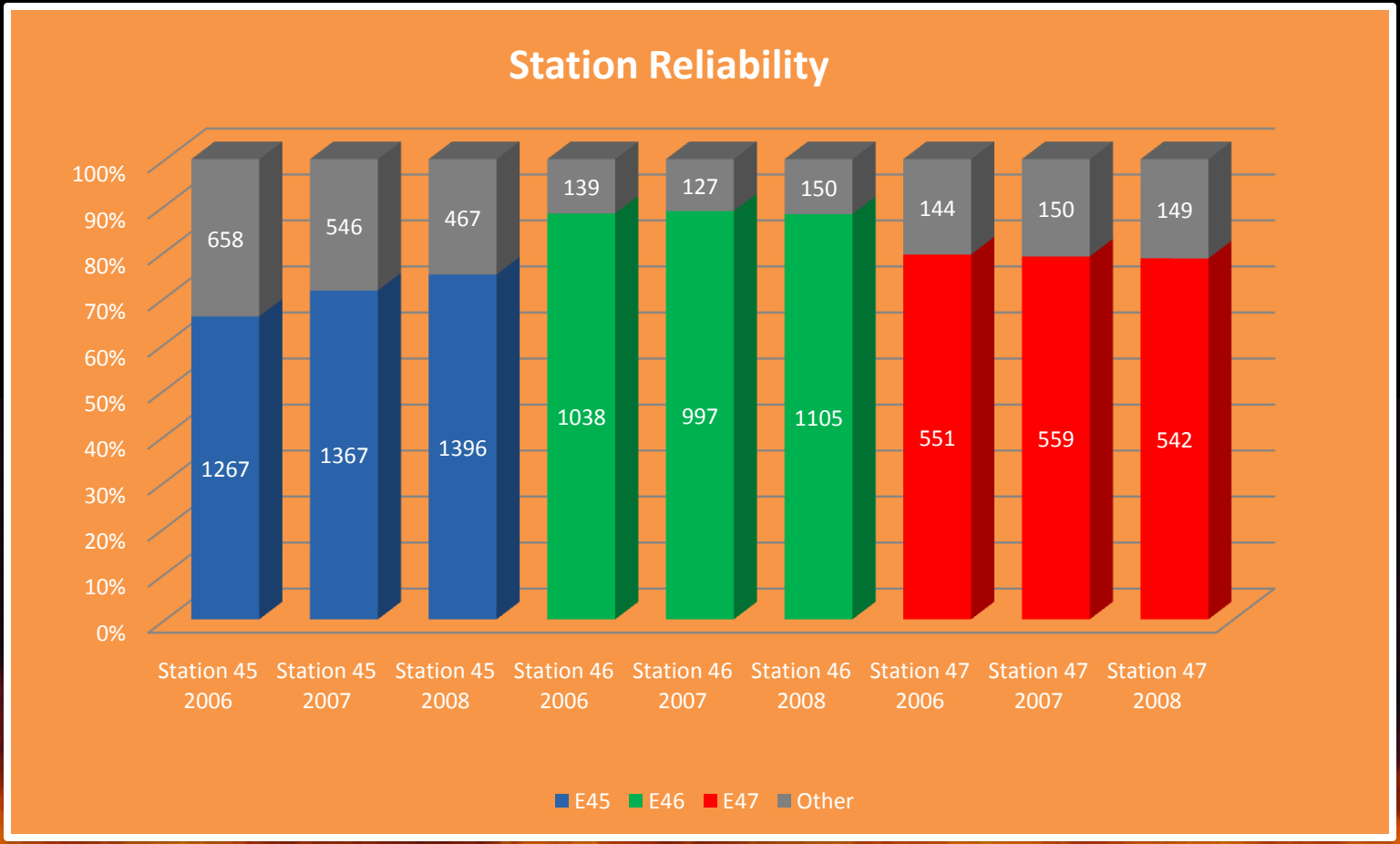
Measurement of System: Distribution Study

- 24 Hour Reliability of Engine 47



Measurement of System: Distribution Study

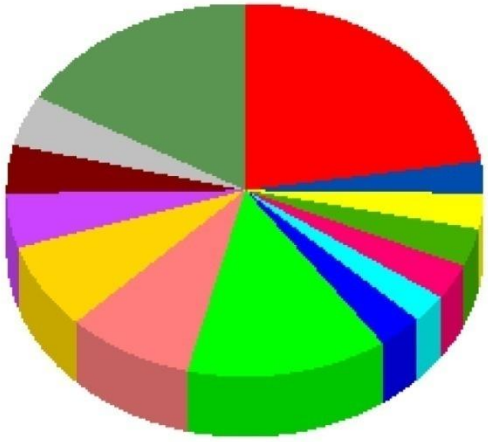
- 24 Hour Station Reliability 45=69%, 46=82%, 47=71%



Concurrent Incidents

Date Range From: 1/1/2009 To 12/31/2009

Average Call Time: 0:31:54

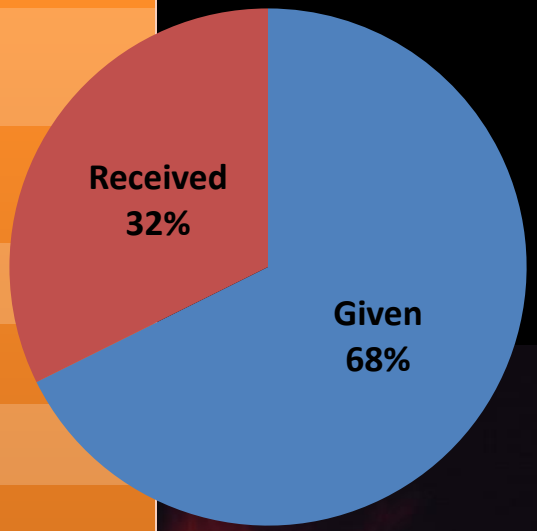


	0.0%
0-31 minutes	22.6%
31-35 minutes	2.6%
35-40 minutes	3.1%
40-45 minutes	3.3%
45-50 minutes	3.1%
50-55 minutes	2.5%
55-59 minutes	2.8%
60-90 minutes	13.6%
90-120 minutes	8.6%
121-150 minutes	7.6%
151-180 minutes	4.7%
180-210 minutes	4.2%
211-240 minutes	4.3%
Above 4 hours	16.7%
Total:	100.0%

Time Between Calls	Total
	0
0-31 minutes	926
31-35 minutes	107
35-40 minutes	129
40-45 minutes	136
45-50 minutes	129
50-55 minutes	104
55-59 minutes	116
60-90 minutes	558
90-120 minutes	354
121-150 minutes	310
151-180 minutes	194
180-210 minutes	174
211-240 minutes	177
Above 4 hours	685
Total	4,099

Measurement of System: Mutual Aid

Department	Given	Received
17D02 - KCFD#2	30	23
17D11 - N. Highline FD#11	96	38
17D20 - KCFD#20 (Skyway)	1	
17D39 - S. King Fire & Rescue	92	37
17M01 - Auburn Fire	2	
17M08 - Kent Fire	14	12
17M14 - Renton Fire	5	2
17M15 - Seattle Fire	1	
17M19 - Tukwila Fire	250	85
17S01 - Port of Seattle Fire	53	63
Total	544	260



Critical Term

Concentration

(Force of Attack, matching resources to risk)

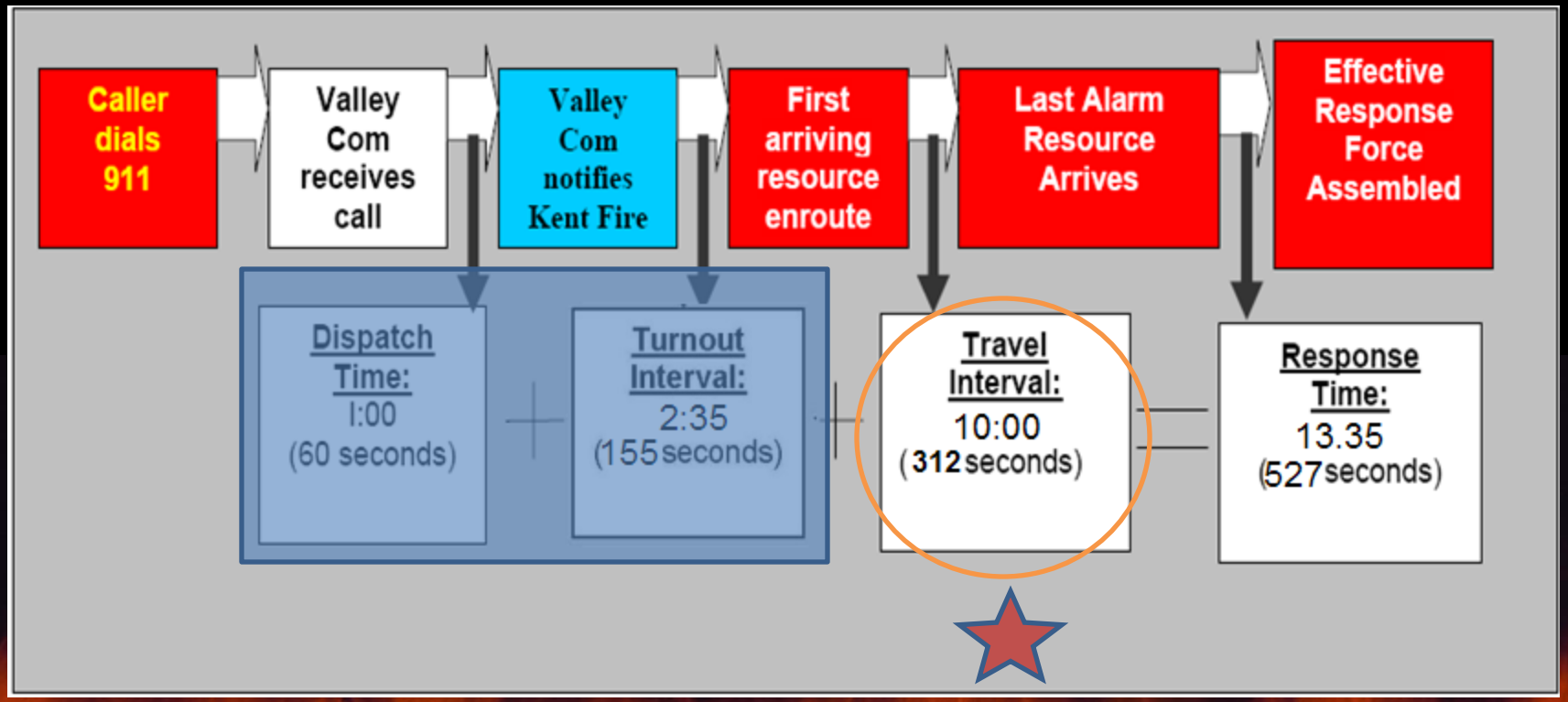
Measurement of System: Concentration Study

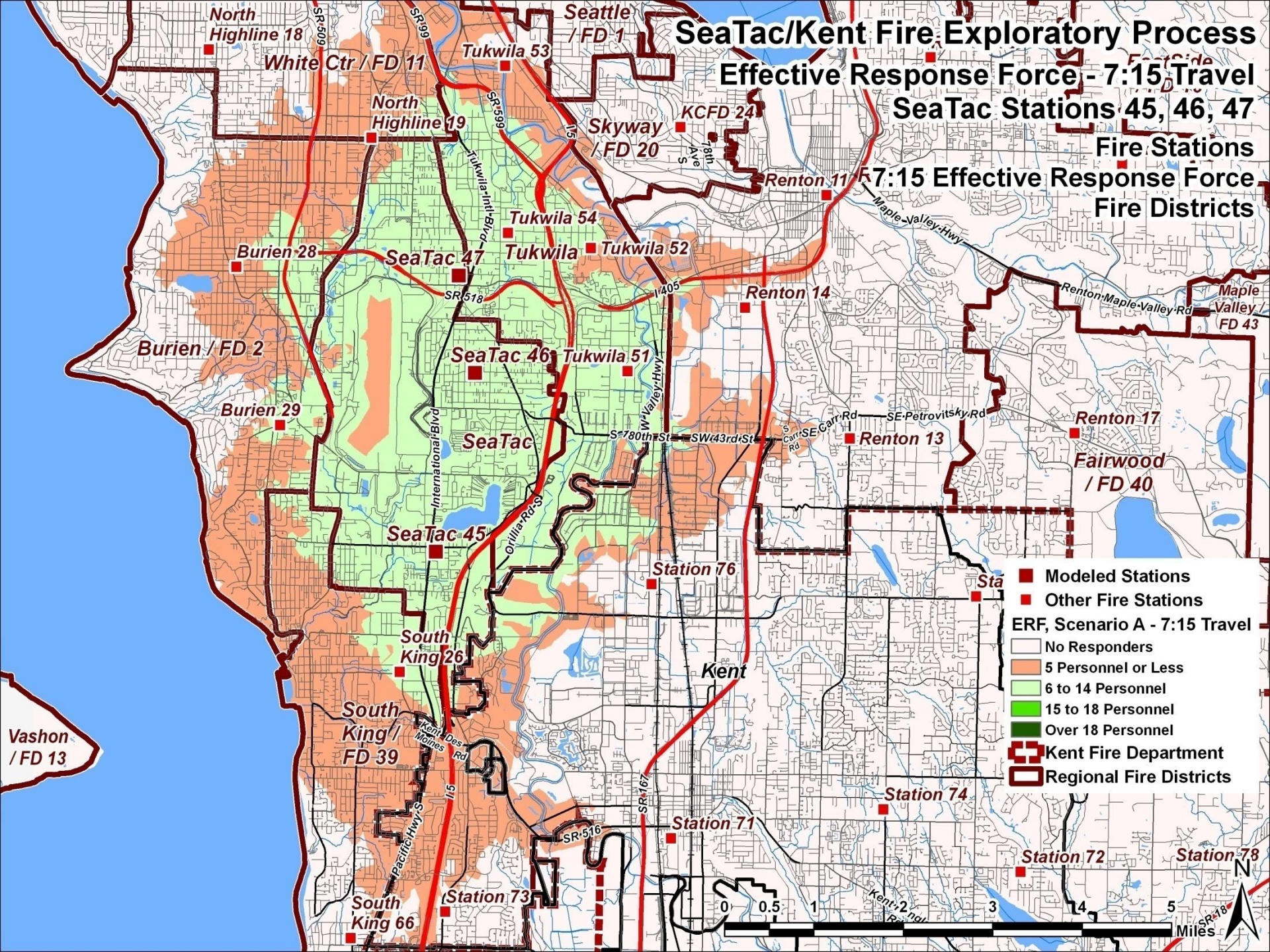
The number of resources **needed** in order to match a given area/community risk..

- –ATTACK FORCE
- –ERF/FFA

Measurement of System:
Concentration Study

- Concentration = the *Force* of the Attack

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Maple Valley Hwy
Renton Maple Valley Rd
Kent Des Moines Rd
Pacific Hwy S
78th Ave S
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5 Personnel or Less
6 to 14 Personnel
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Over 18 Personnel
Kent Fire Department
Regional Fire Districts
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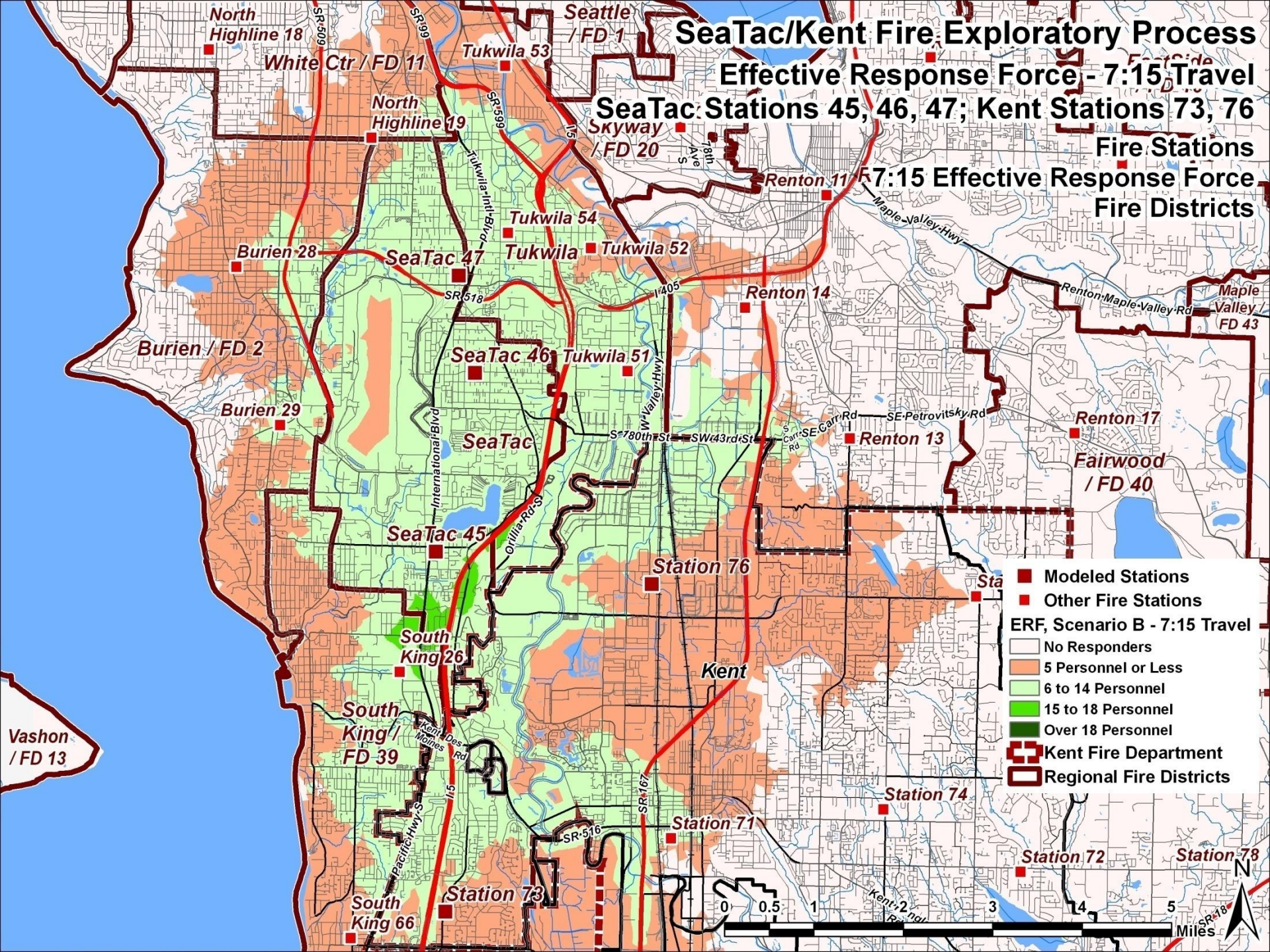
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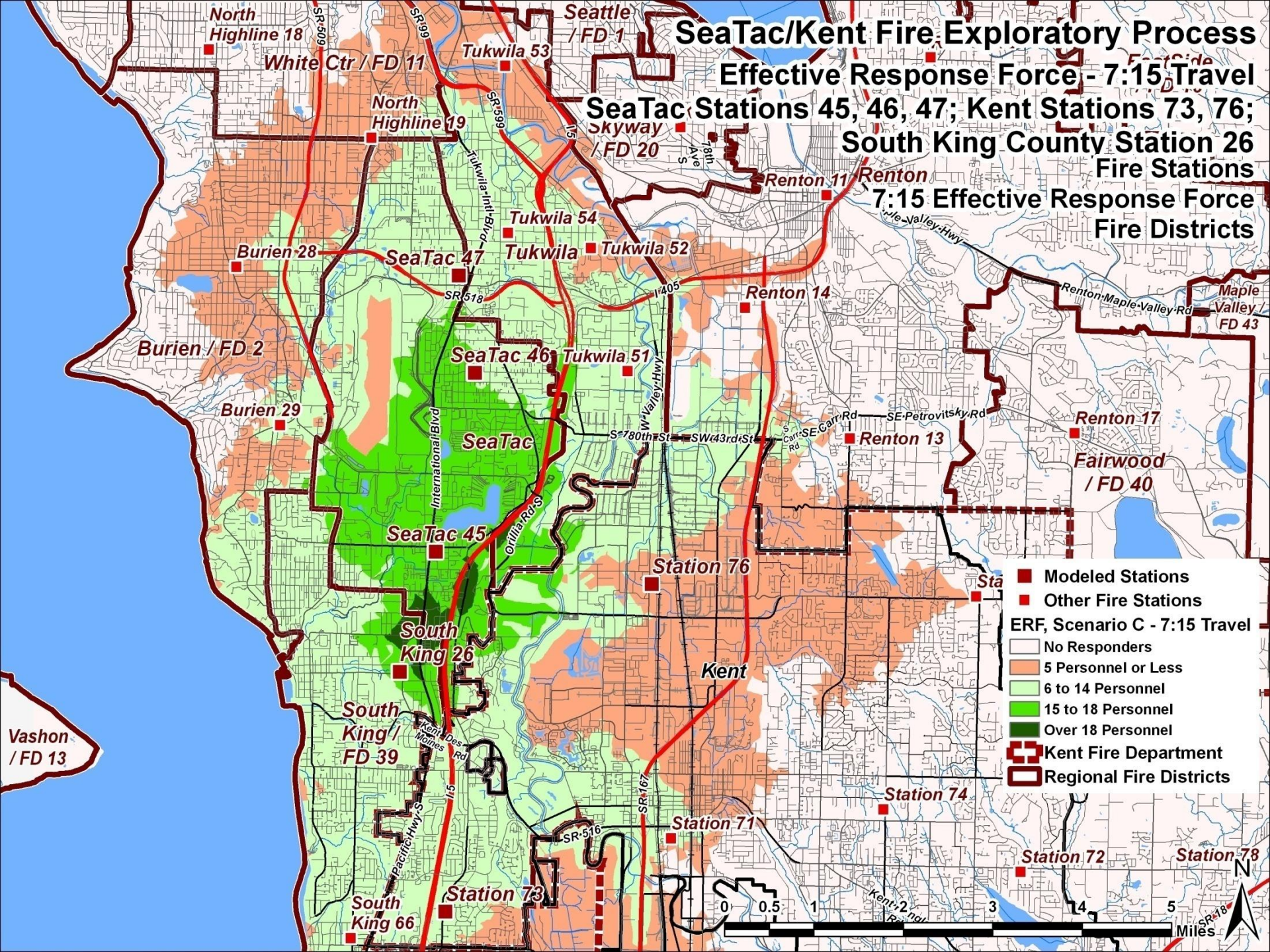
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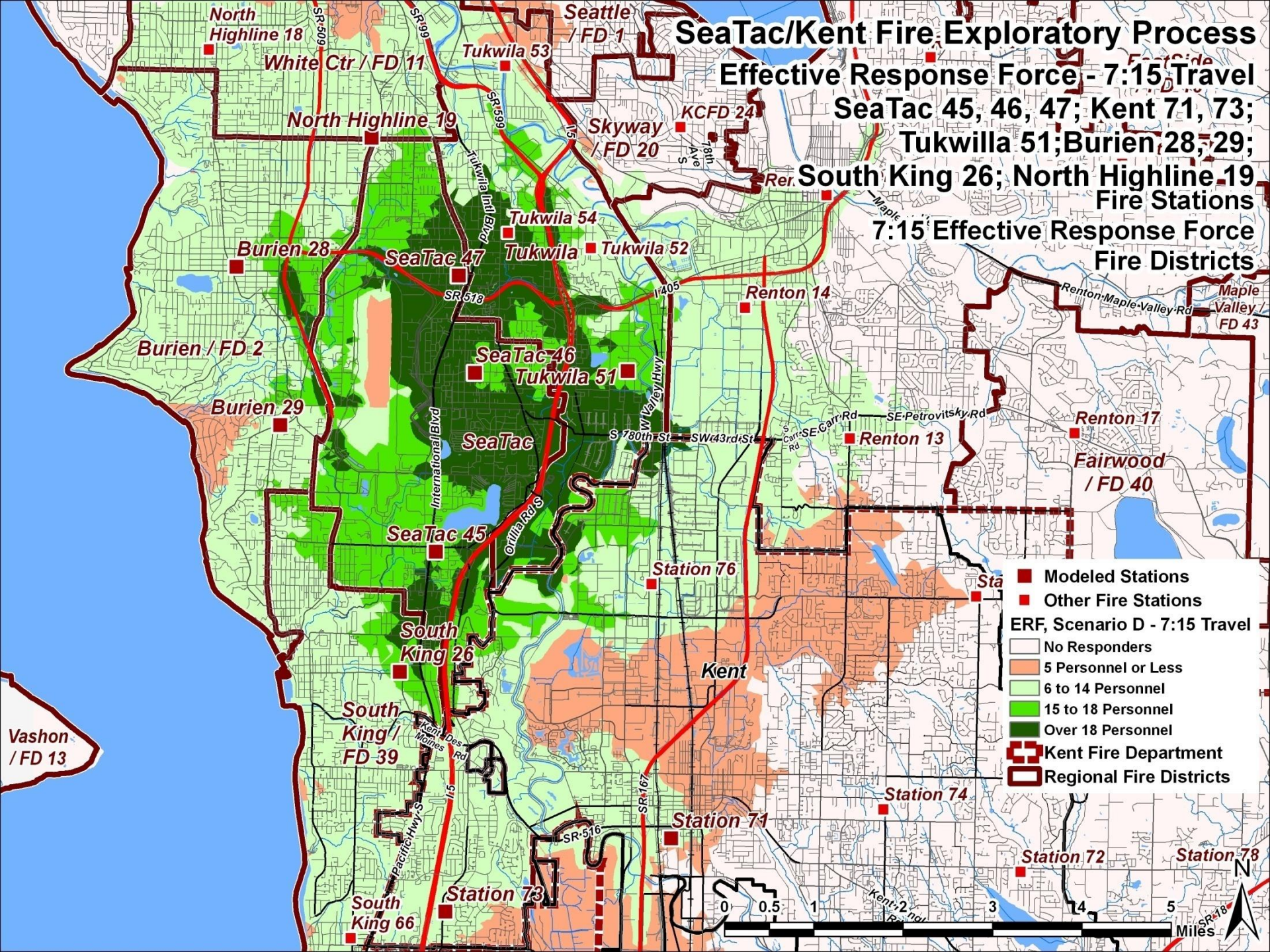
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Burien / FD 2
Burien 29
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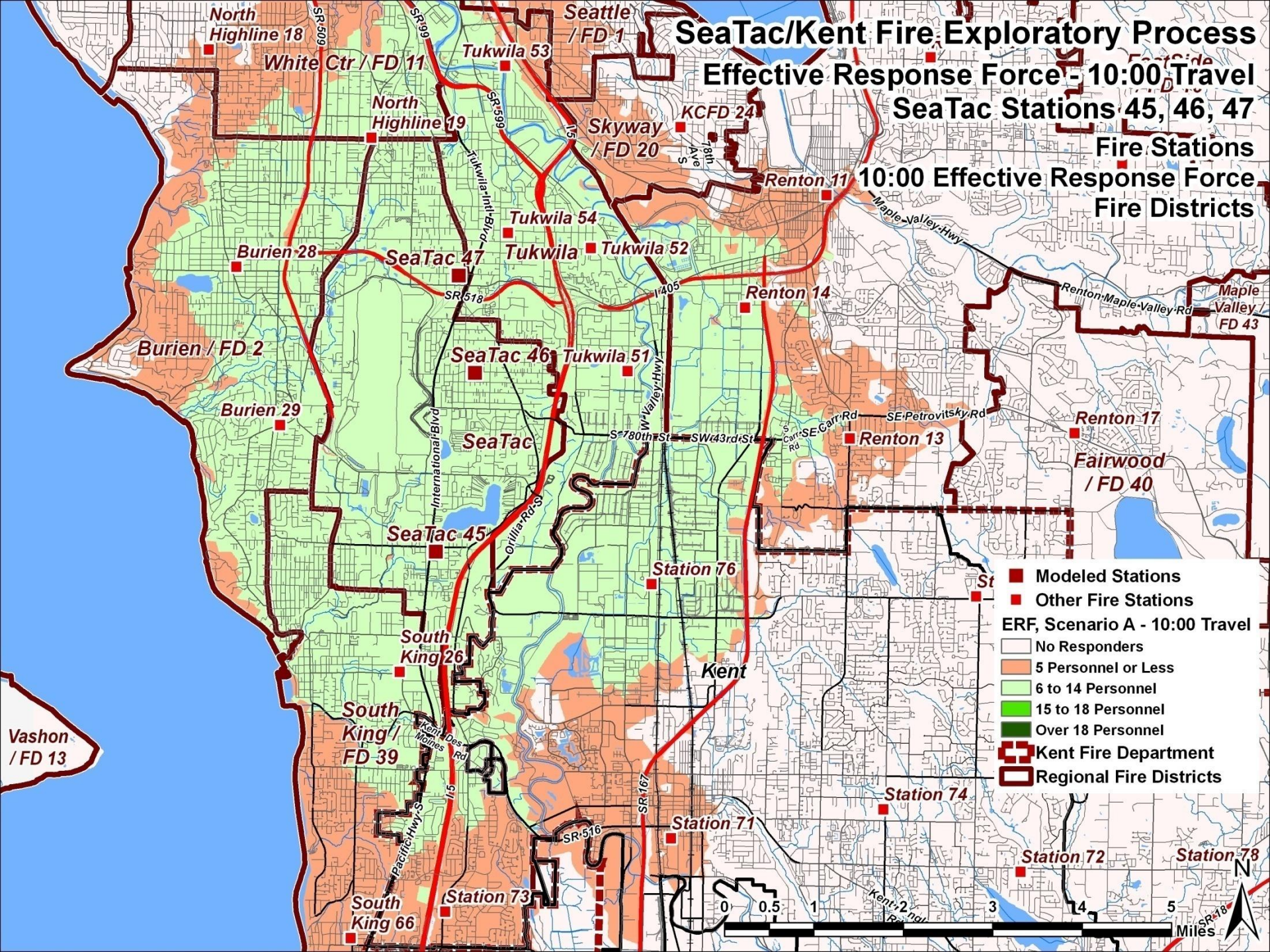
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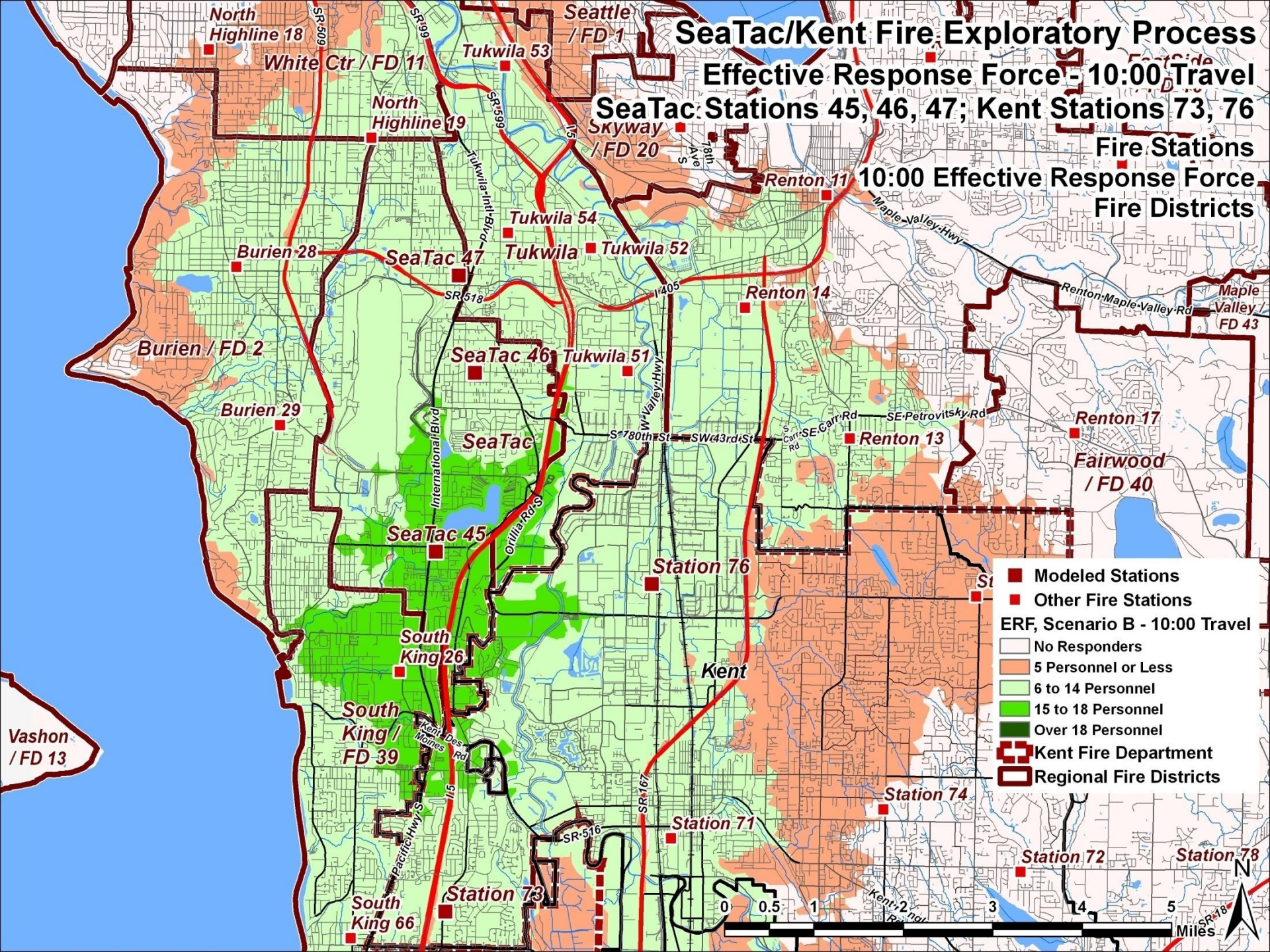
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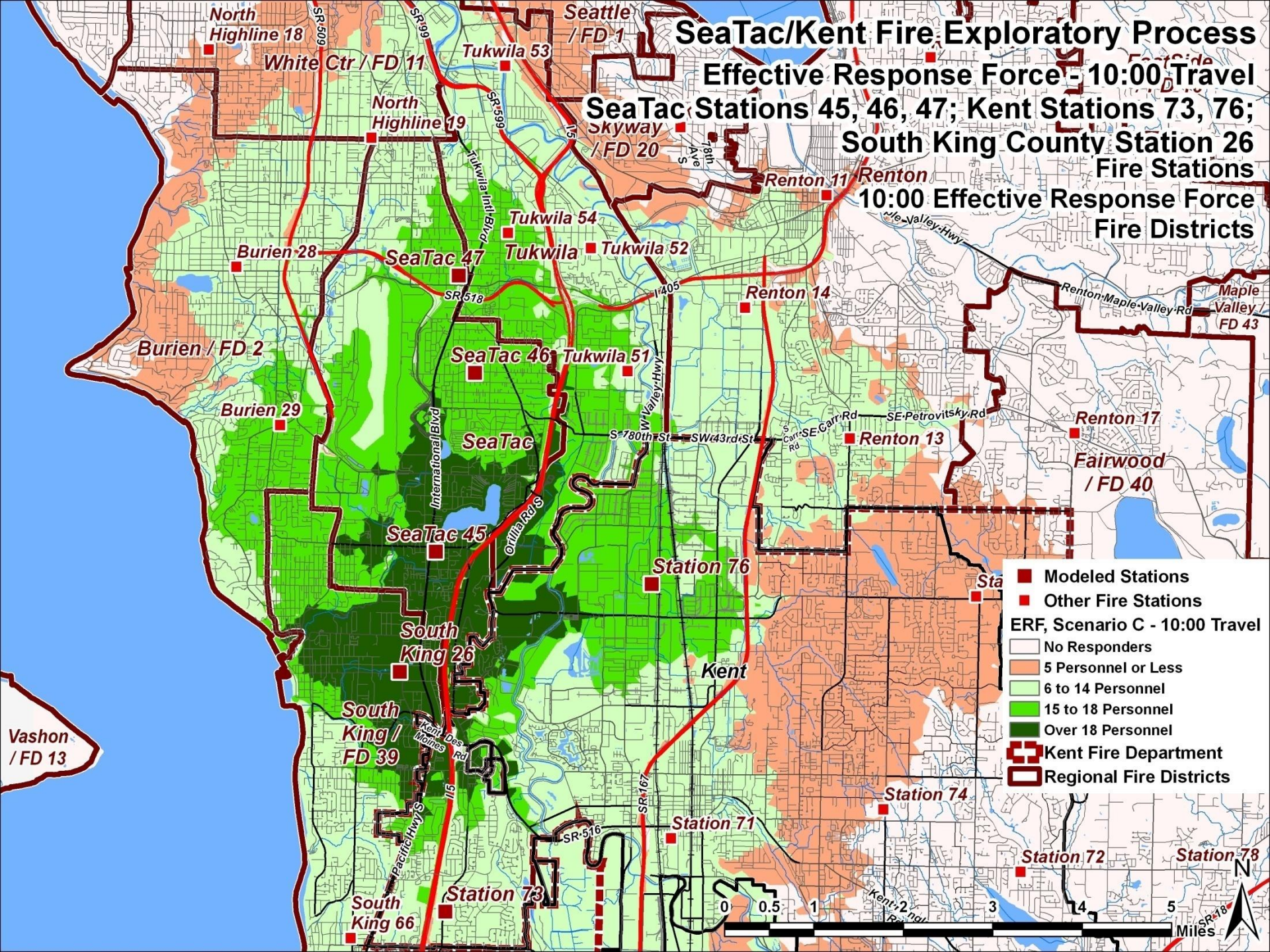
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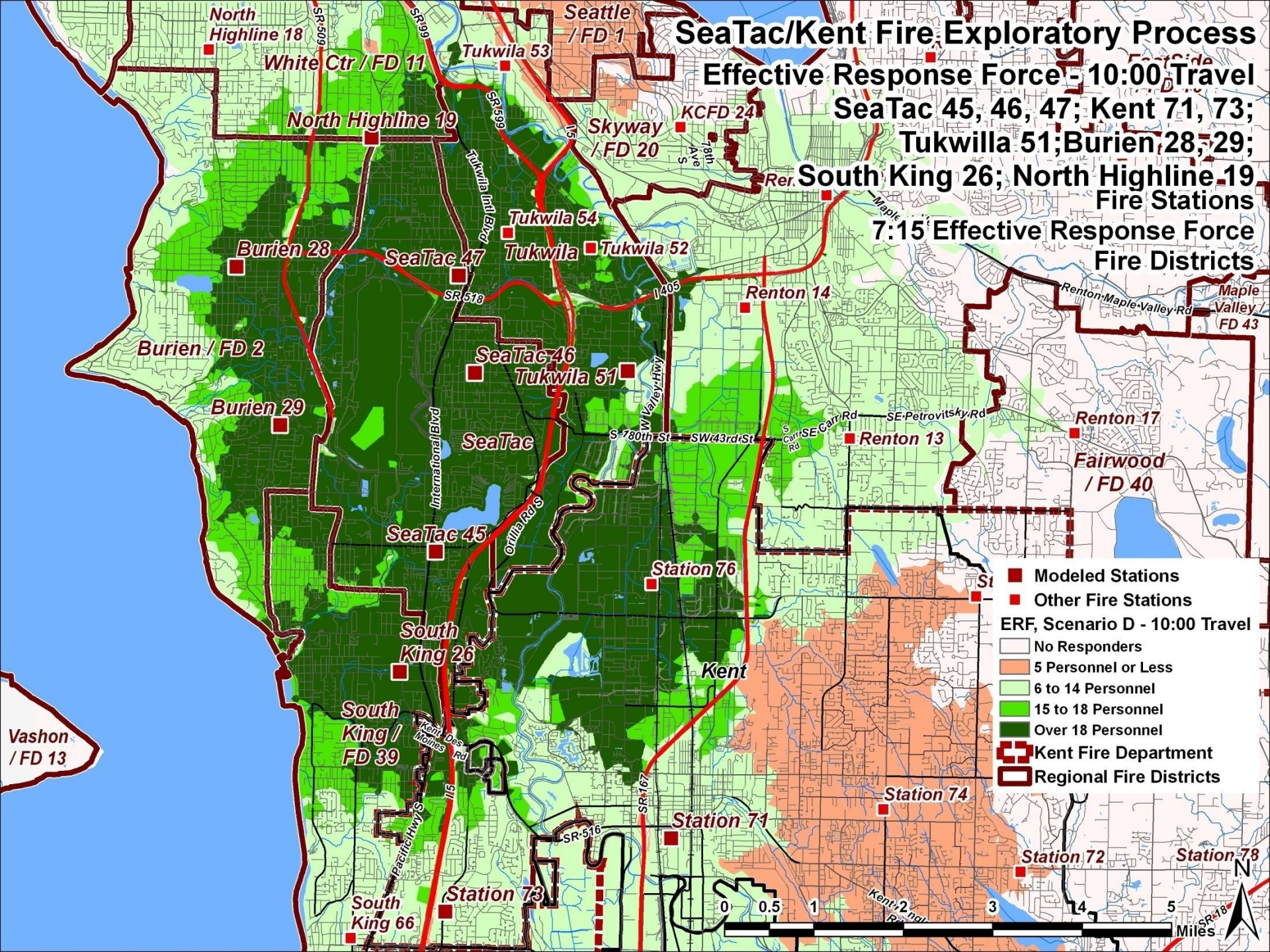
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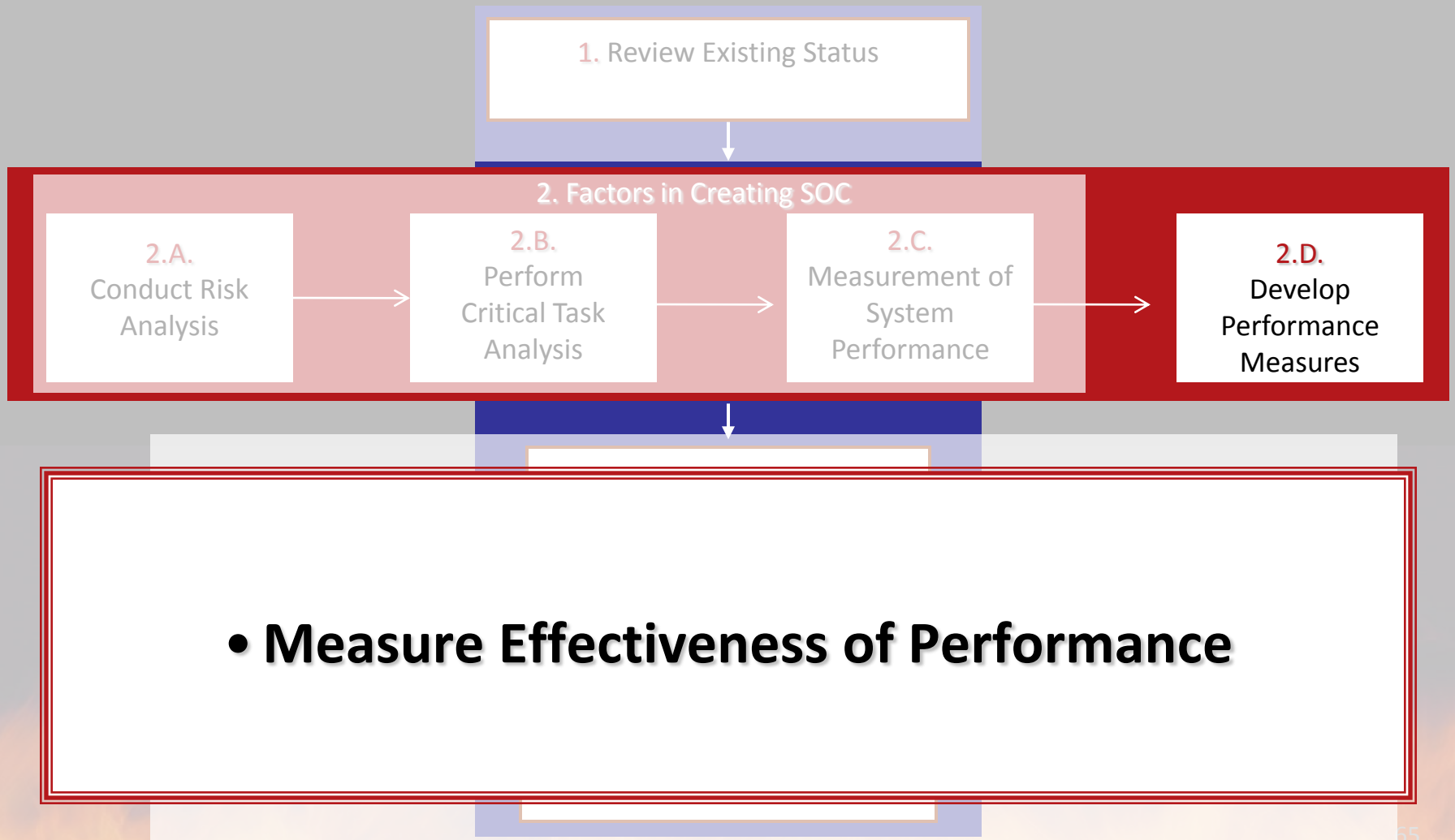
Methodology for Creating a Standards of Cover document



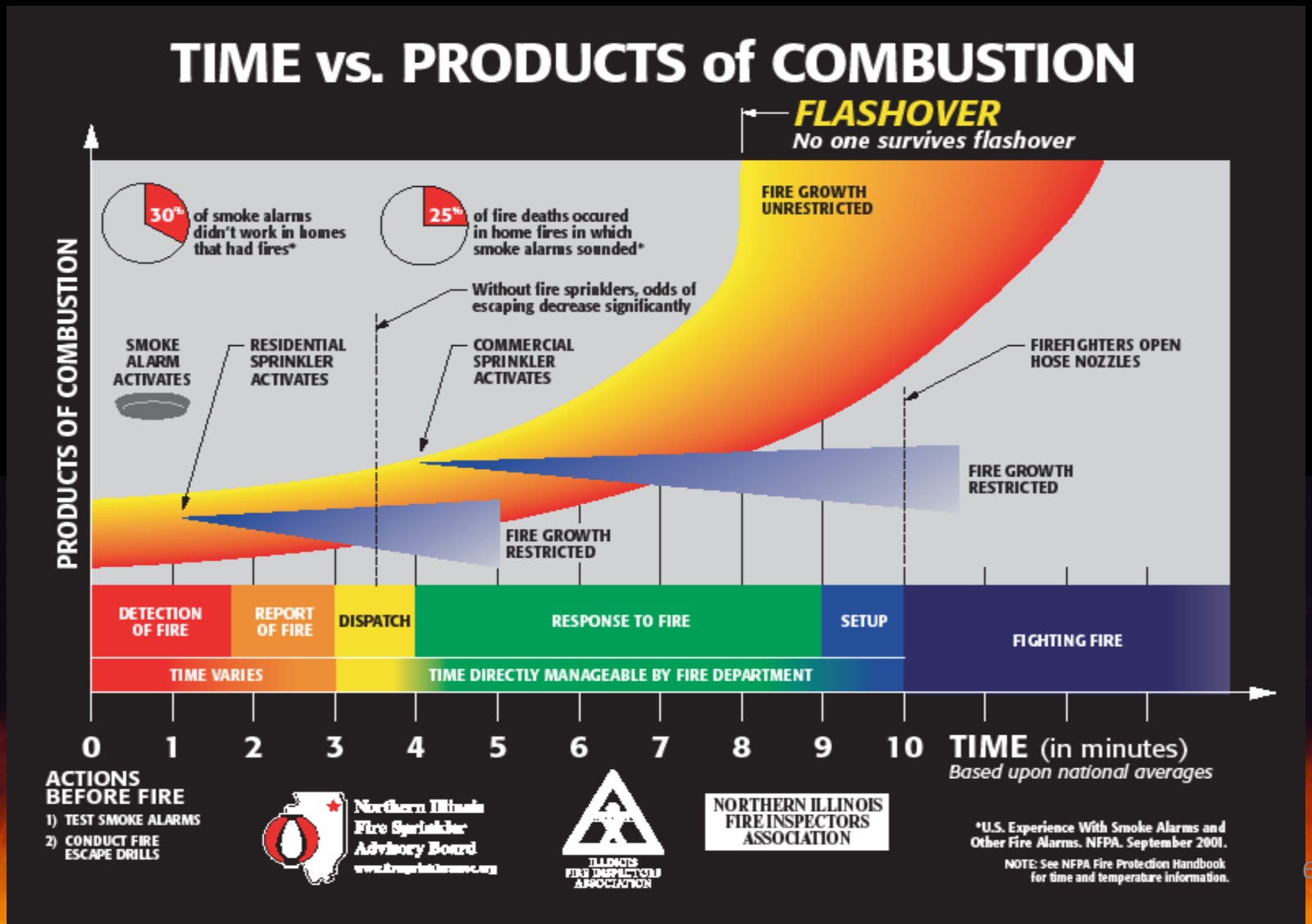
Develop Performance Measures

- National Fire Protection Association (NFPA)
  - NFPA 1710
    - 4 minute drive time 90% of time: Distribution
    - 6 minute drive time 90% of time: Concentration
- Revised Code of Washington 35A.92.030/52.33.030
    - Drive time meaningful to Flashover & Brain Death 90% of the time.
- Commission on Fire Accreditation International
    - 4 minute drive time 90% of time: Distribution
    - 8 minute drive time 90% of time: Concentration

Critical Term

Flashover

Effectiveness of Performance: Flashover



Effectiveness of Performance: Flashover

- Rapid transition of fire
- No survival in fire compartment
  - Deadly to occupants
  - Deadly to firefighters
- Major threat to areas outside of the room of origin

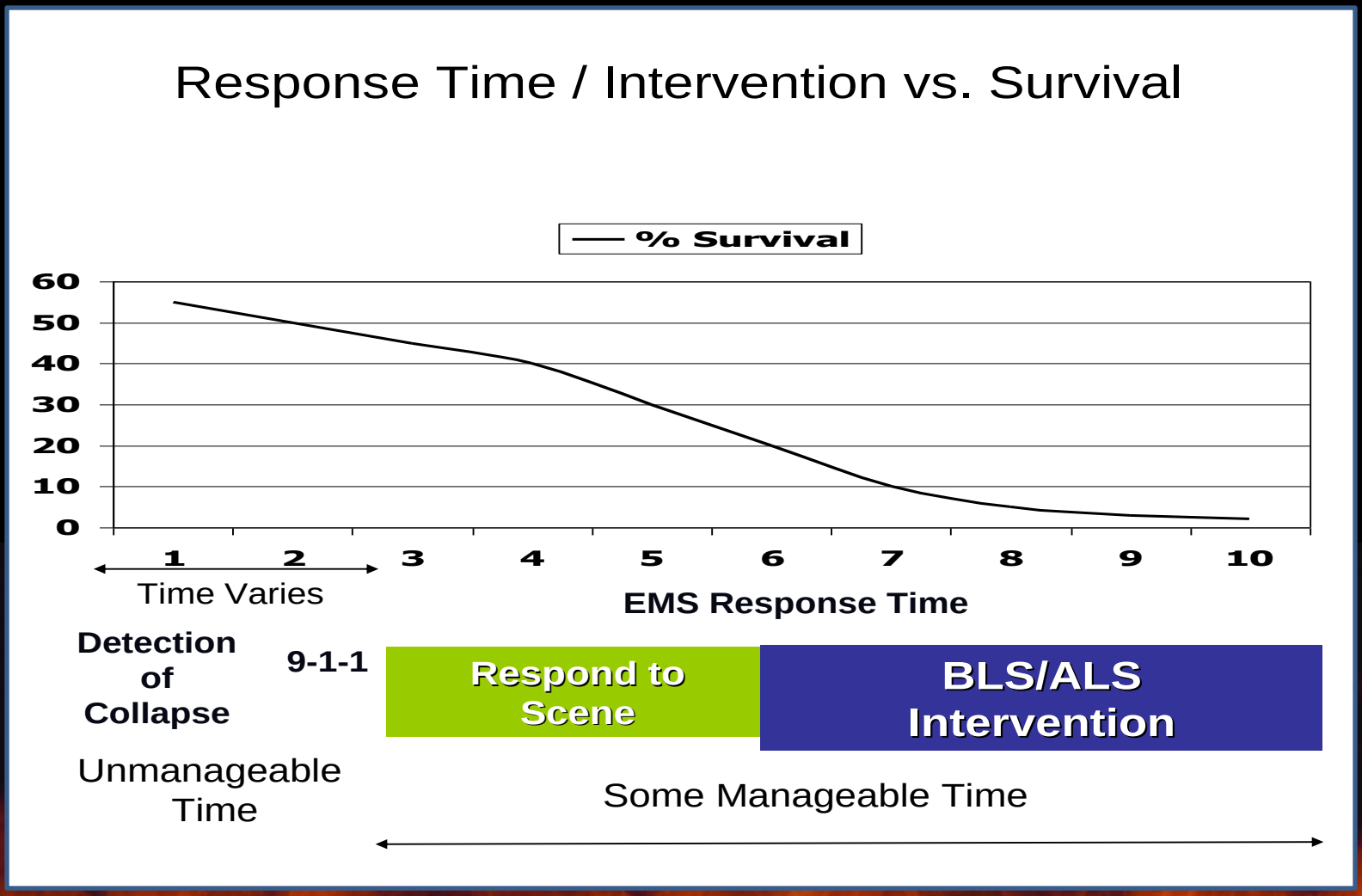
Critical Term

Intervention

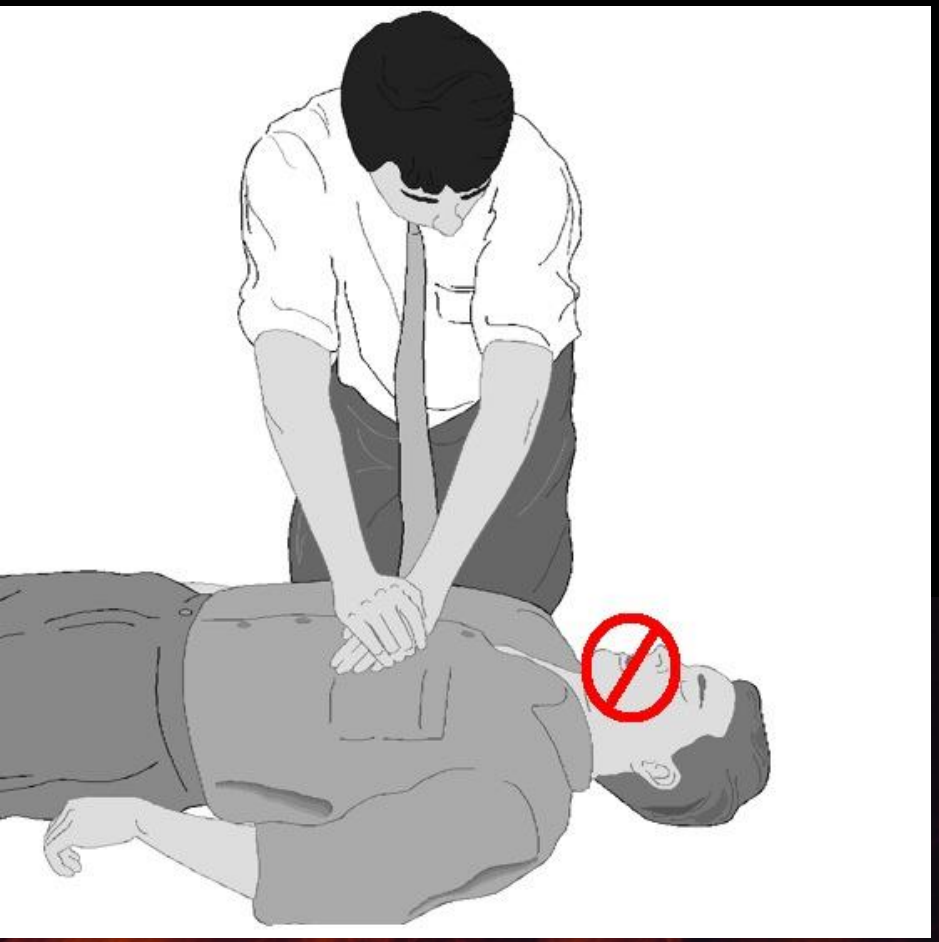
Vs.

Survival

Effectiveness of Performance



Effectiveness of Performance: Survival



Utstein Model

4 - 6 minutes

Sudden Cardiac Arrest

Kent Fire Department

- 43% 35/81 survival rate over the past five years.
  - 2005 - 13% discharge (45%)
  - 2006 - 54% discharge (41%)
  - 2007 – 41% discharge (45%)
  - 2008 – 33% discharge (49%)
  - 2009 - XX% discharge (46%)

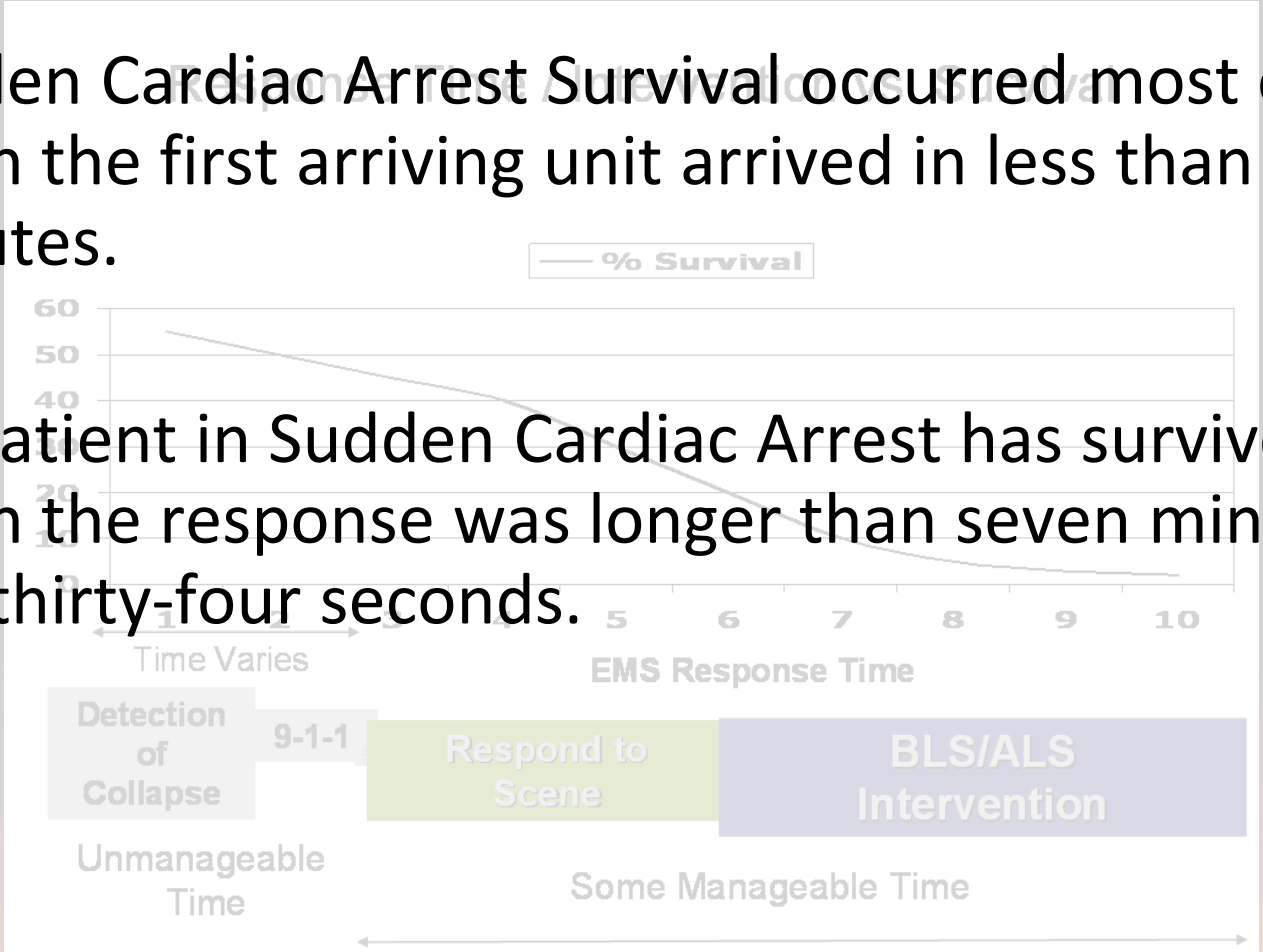
SeaTac Fire Department

- 50% - 7/14 survival rate over the past five years.
  - 2005 - 33% discharge,
  - 2006 - 25% discharge.
  - 2007 – 50% discharge
  - 2008 – 100% discharge
  - 2009 - 100% discharge

- KC = 293/646 45%

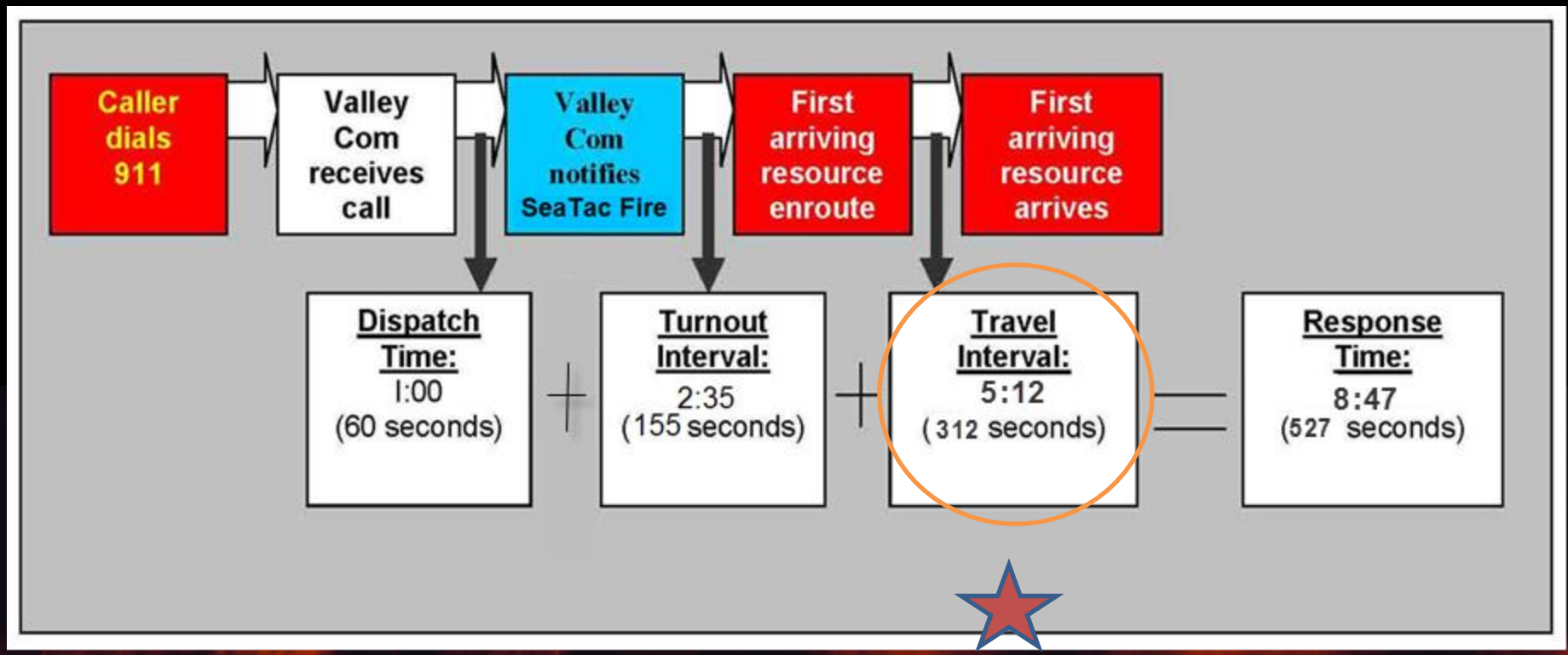
Effectiveness of Performance: Flashover

- Sudden Cardiac Arrest Survival occurred most often when the first arriving unit arrived in less than seven minutes.
- No patient in Sudden Cardiac Arrest has survived when the response was longer than seven minutes and thirty-four seconds.

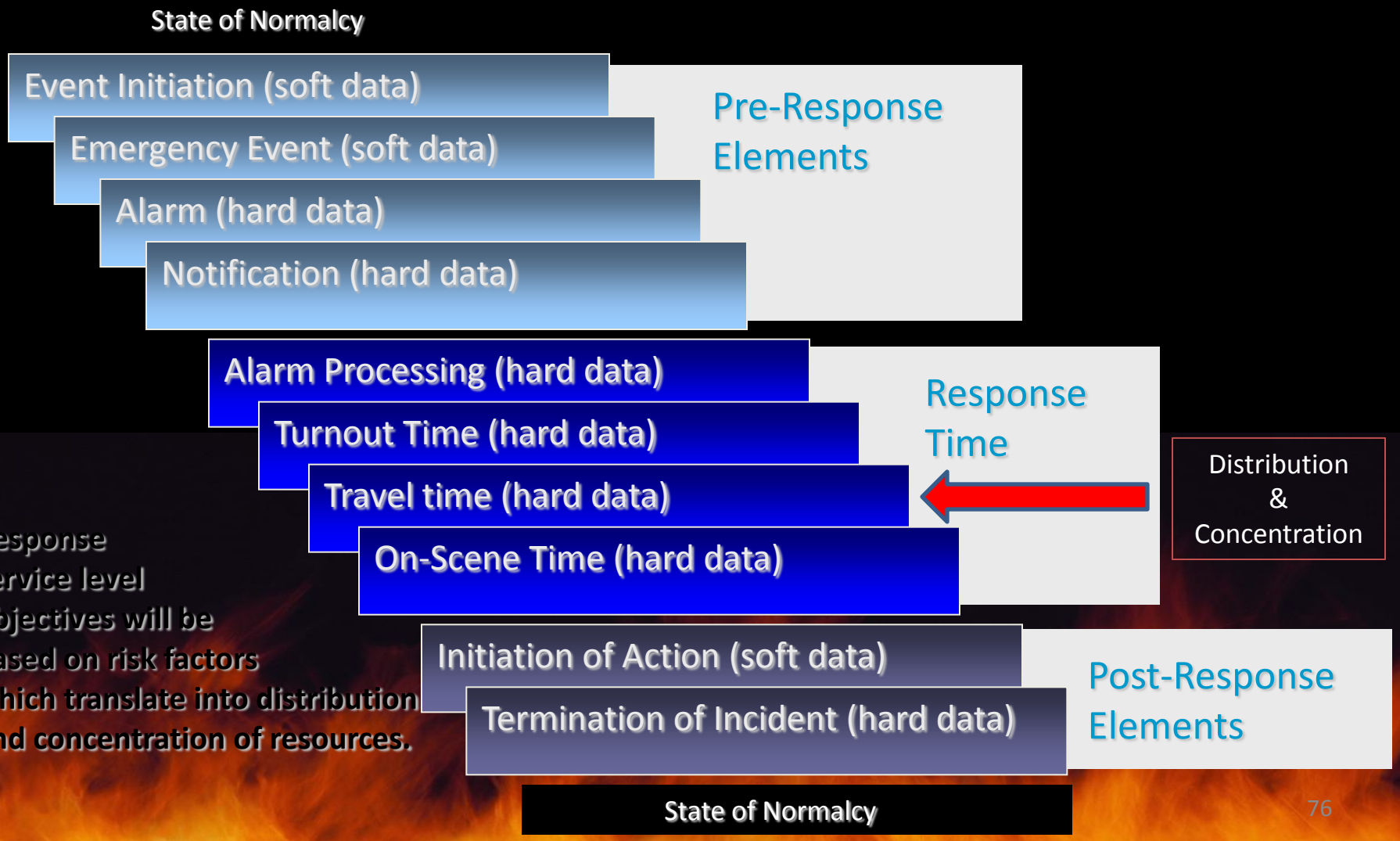


Will Distribution Support Community

- Distribution = the *Speed* of attack



Cascade of Events

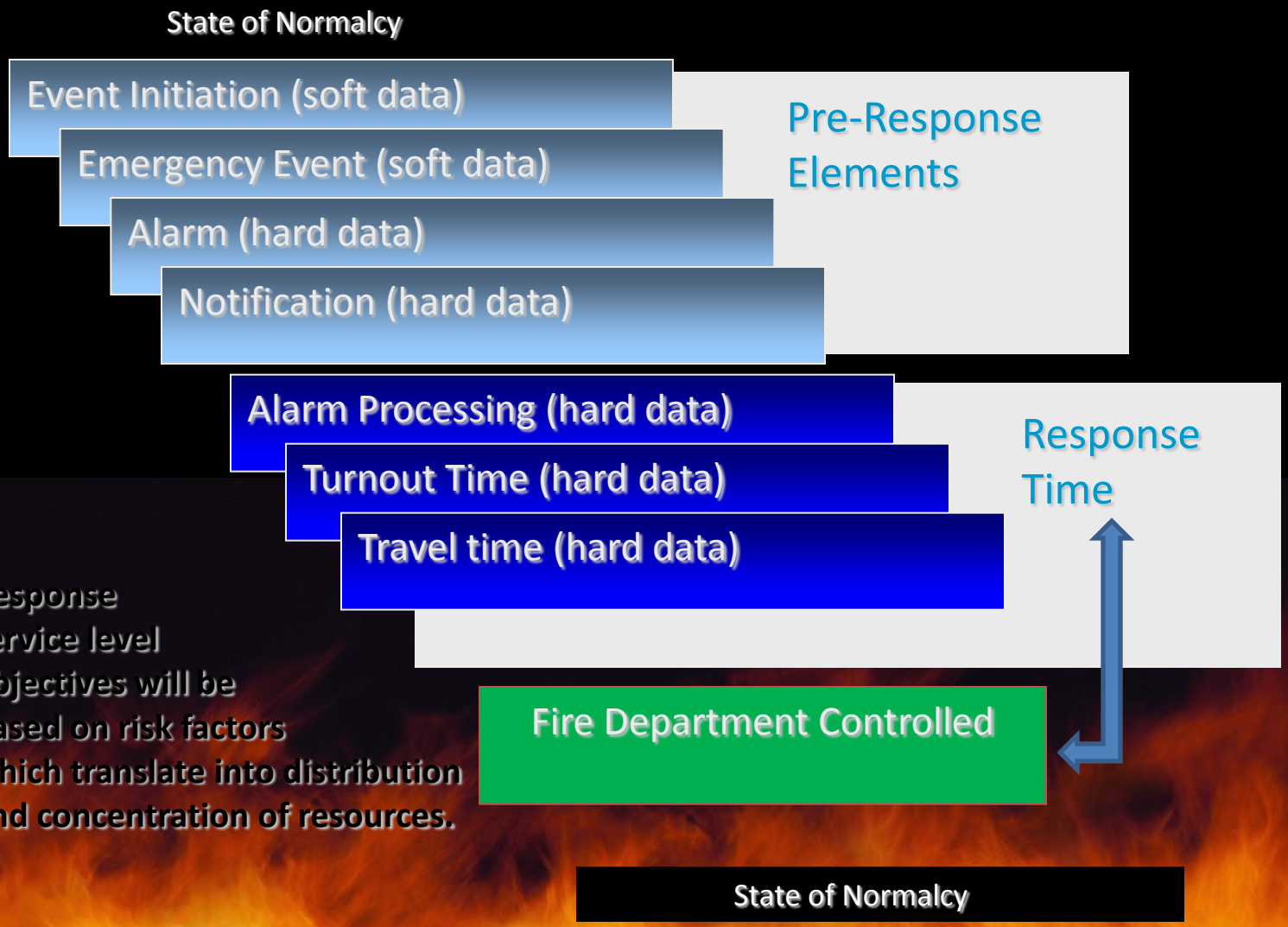


Develop Performance Measures

Table 1: Differences in Response Time Methods

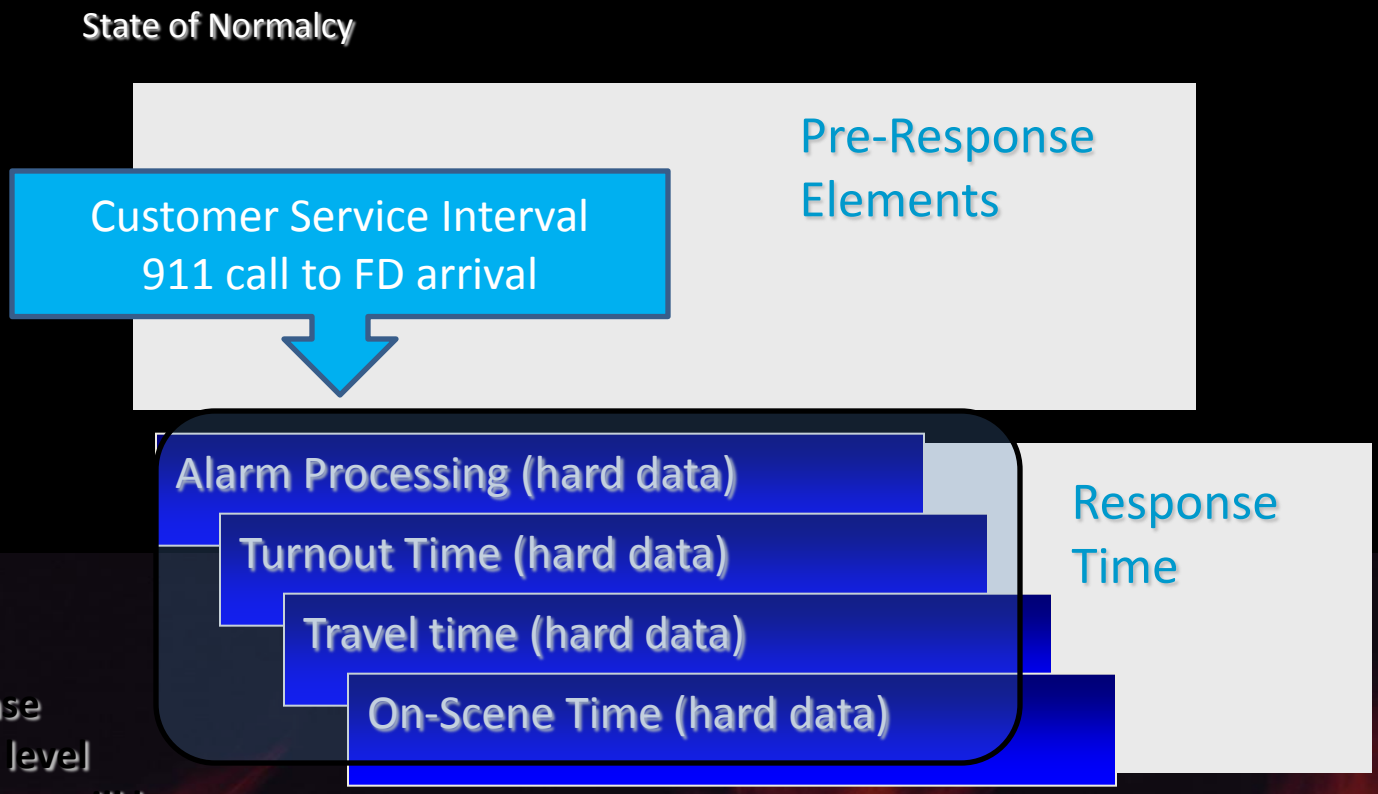
	Average response time	Responses within 6 minutes or less (%)
A	7:09	39.8%
B	5:49	59.2%
C	4:26	79.9%

Cascade of Events



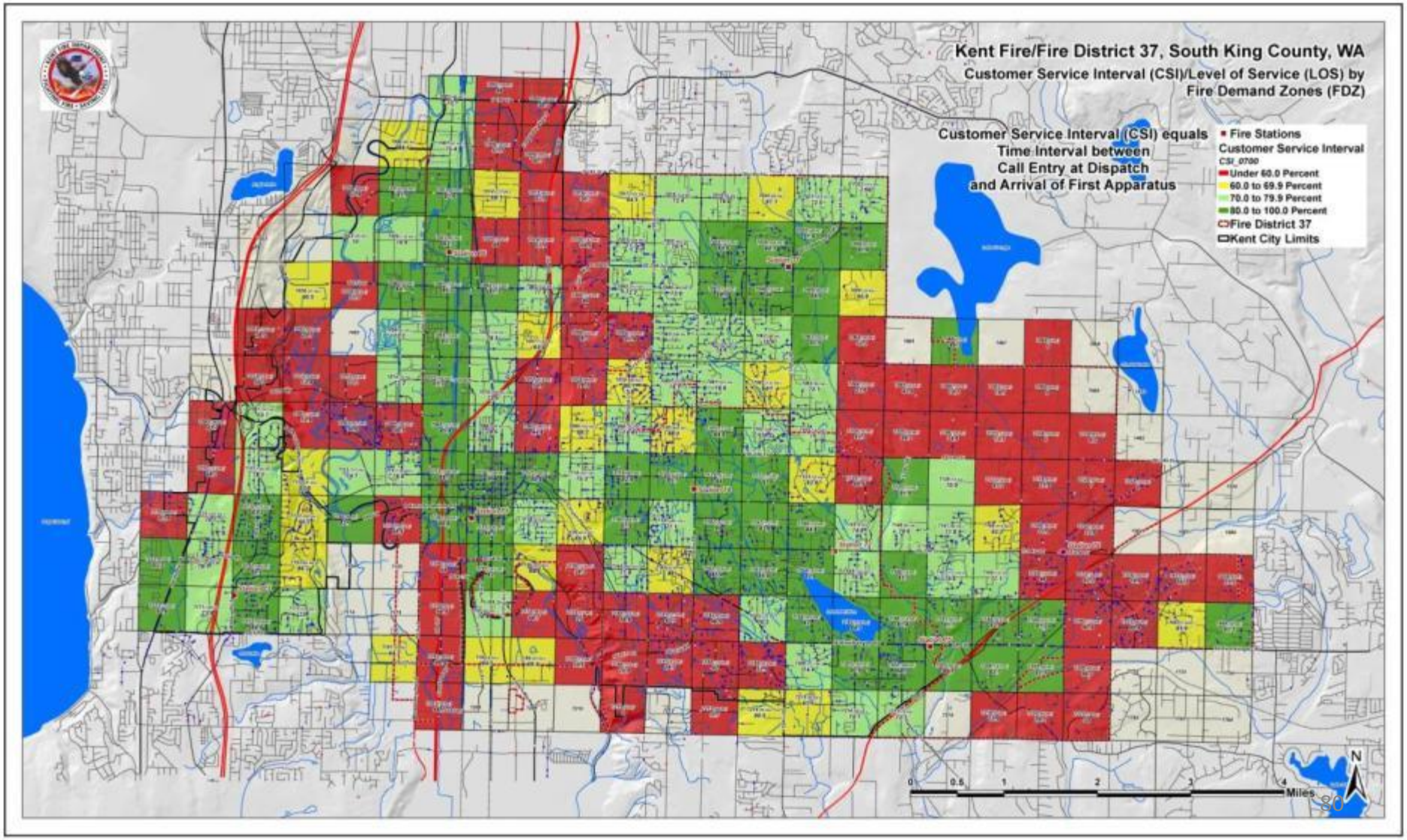
Response service level objectives will be based on risk factors which translate into distribution and concentration of resources.

Cascade of Events

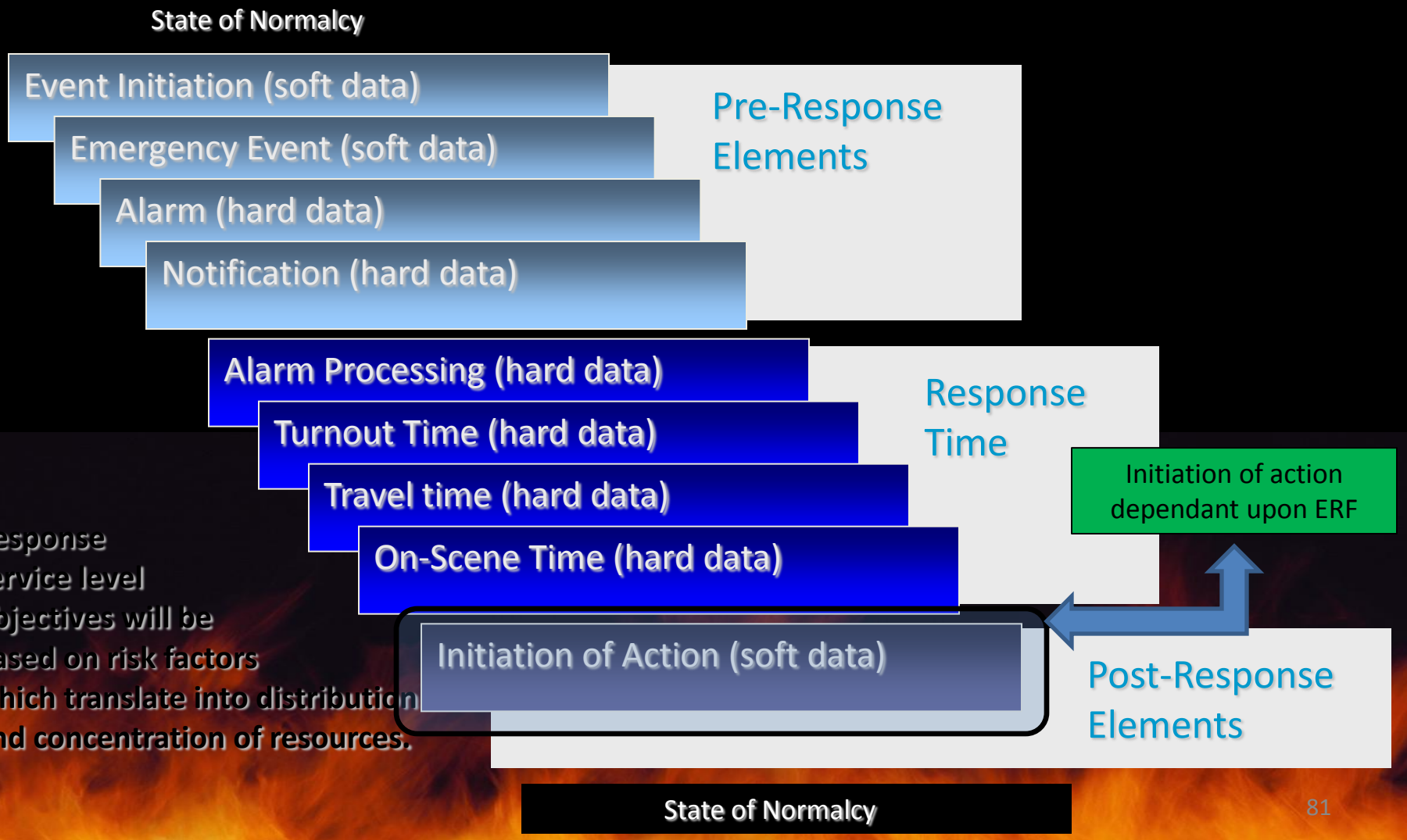


Response service level objectives will be based on risk factors which translate into distribution and concentration of resources.

Kent Distribution Performance to LOS



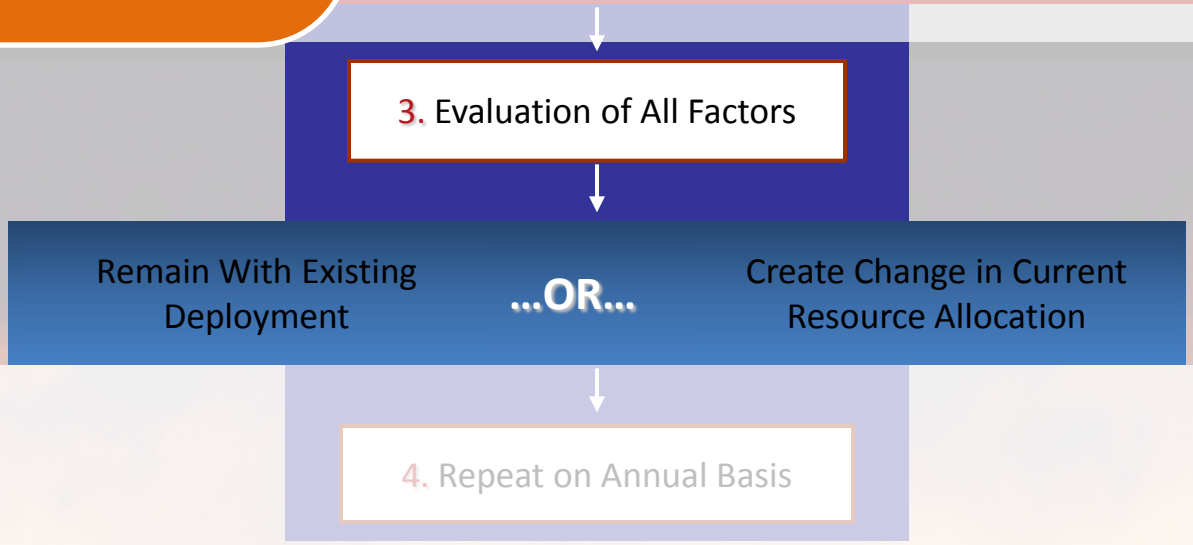
Cascade of Events



Methodology for Creating a Standards of Cover document

Evaluate All Factors & Decide

- Risk Factors
- Response Time
- Resource Exhaustion
- Mutual Aid Dependency



Evaluate Performance: Risk Factors

- Projected Future Growth
  - SeaTac Growth Projections, Based on Vision 2020
  - Comp Plan updates required
- Puget Sound Regional Council
  - VISION 2040
    - King County ‘s County Wide Planning Policies
      - SeaTac Comprehensive Plan

VISION 2040

people

prosperity

planet

The Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region

Adopted by the PSRC General Assembly April 24, 2008
Amended by the PSRC Executive Board May 28, 2009

Puget Sound Regional Council
PSRC December 2009

VISION 2040 Proclamation

- **WHEREAS, VISION 2040 provides a common framework for the region's Metropolitan Transportation Plan and Regional Economic Strategy, as well as countywide planning policies and local comprehensive plans;**

- **NOW, THEREFORE, BE IT RESOLVED, that the Regional Council General Assembly adopts VISION 2040 as the growth management, environmental, economic, and transportation vision for the central Puget Sound region, meeting state Growth Management Act requirements, and in so doing reaffirms its commitment to an integrated regional approach to growth management, the environment, the economy, and transportation.**

REGIONAL GROWTH CENTERS (RGC)

- Regional Growth Centers
  - Designated areas of high-intensity residential and employment development.
  - Typically located in the historic downtowns or other major activity areas of the region's five Metropolitan Cities and in Core Cities.
  - Serve as a primary framework for regional transportation and economic development planning

RGC CHARACTERISTICS

- Locations with current or planned concentrations of the region's most significant business, governmental, and cultural activities.
- Support high-density urban neighborhoods with a mix of land uses including housing, jobs, shopping, and recreation.
- Are often primary cultural, civic, and government hubs with large regional markets.

RGC TRANSPORTATION FEATURES

- Served by regional high-capacity transit, rail, major highways, and other transportation services.
- Major investments for transportation and other services and facilities are targeted for these locations.
- Should have a complete network of walkways and bicycle links, with easy access to transit.

KING COUNTY RGC LOCATIONS

- **Metropolitan Cities:**
  - **294,000 new people**
  - **311,000 new jobs**
- Seattle
- Bellevue

- **Core Cities:**
  - **233,000 new people**
  - **262,000 new jobs**
- Auburn
- Burien
- Federal Way
- Kent
- Renton
- SeaTac
- Tukwila

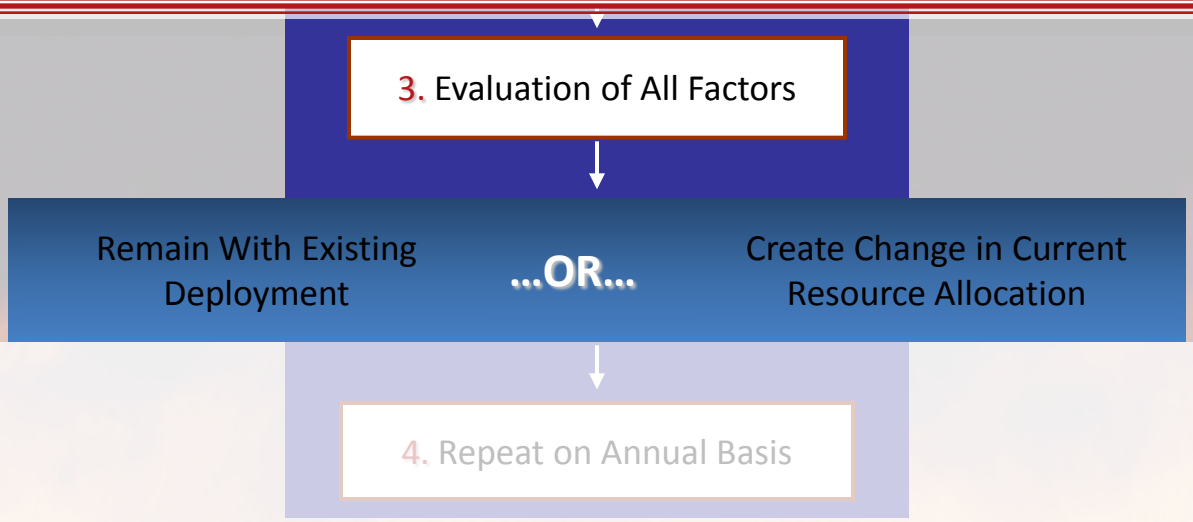

Regional Growth Center
Manufacturing/Industrial Center
Urban Growth Area
Downtown Everett
Paine Field/Boeing
Lynnwood
Bothell Canyon Park
Northgate
Totem Lake
University Community
Ballard/Interbay
Redmond
Silverdale
South Lake Union
Overlake
Uptown Queen Anne
Downtown Bellevue
Downtown Seattle
First Hill/ Capitol Hill
Downtown Bremerton
Duwamish
North Tukwila
South Kitsap Industrial Area
Renton
Burien
Tukwila
SeaTac
Kent
Kent
Federal Way
Auburn
Downtown Tacoma
Port of Tacoma
Tacoma Mall
Downtown Puyallup
Lakewood
South Hill
Frederickson

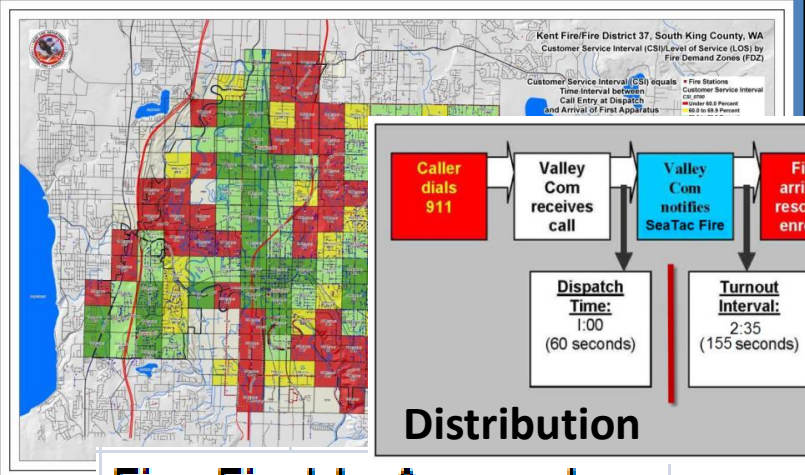
Methodology for Creating a Standards of Cover document

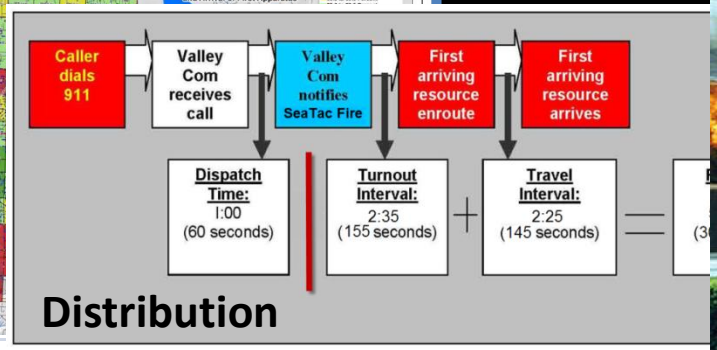
Make Policy Decisions

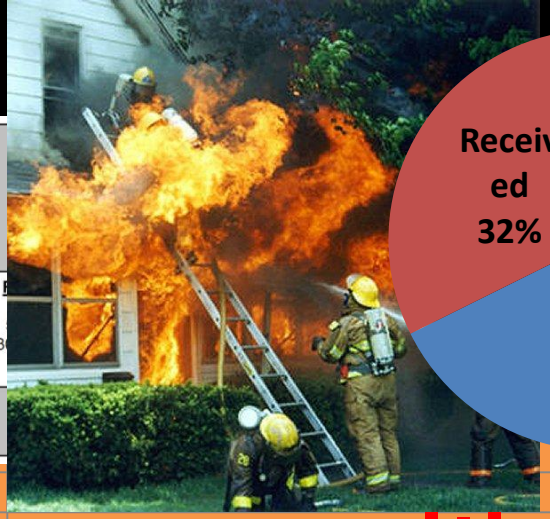
If Acceptable – Continue Existing Deployment

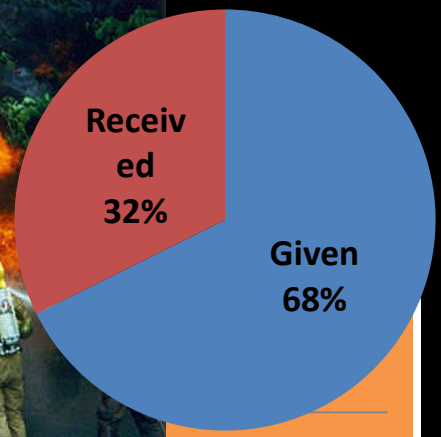
If Sub-Standard – Change LOS or Resource Allocation





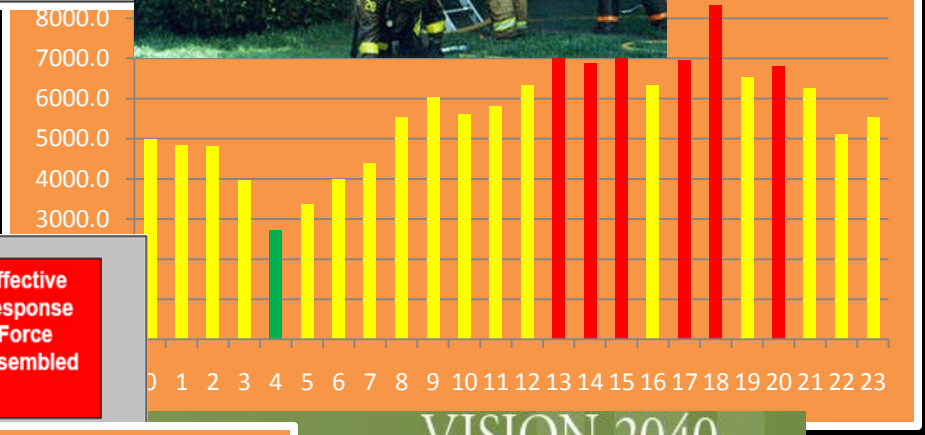


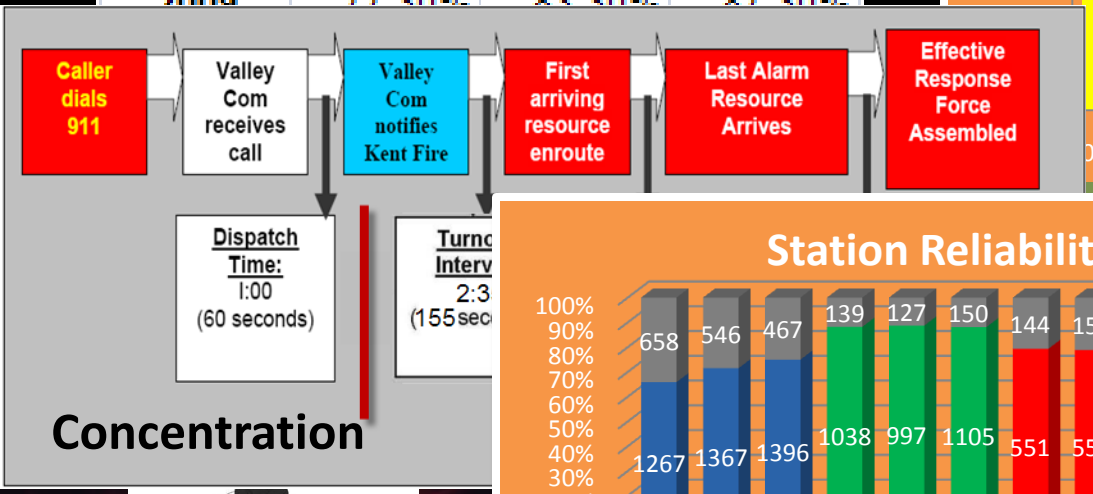


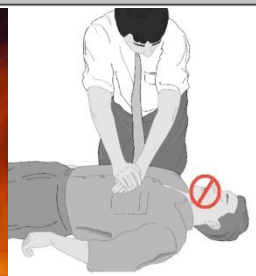


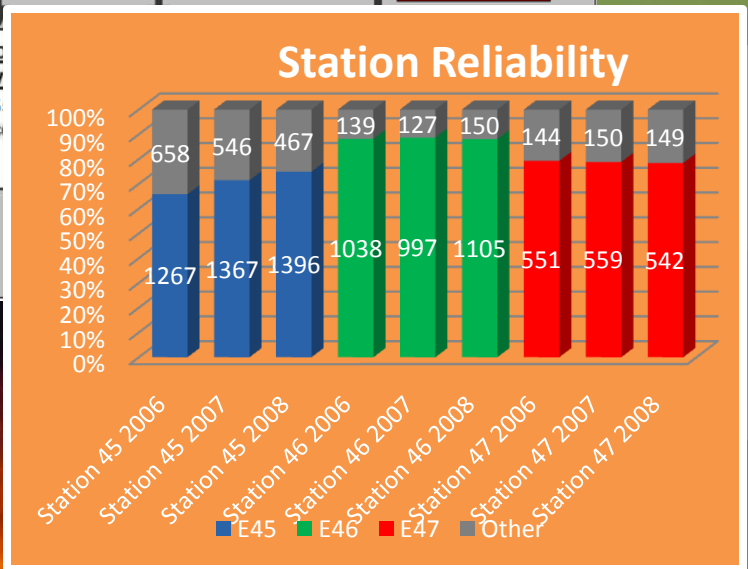
Fire First In Apparatus

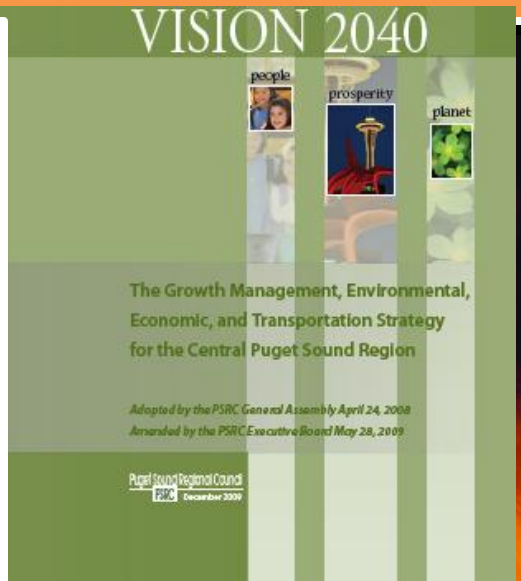
	4:15	4:30	5:12
2007	75.00%	78.70%	91.60%
2008	86.80%	88.80%	93.80%
2009	77.30%	83.30%	87.30%



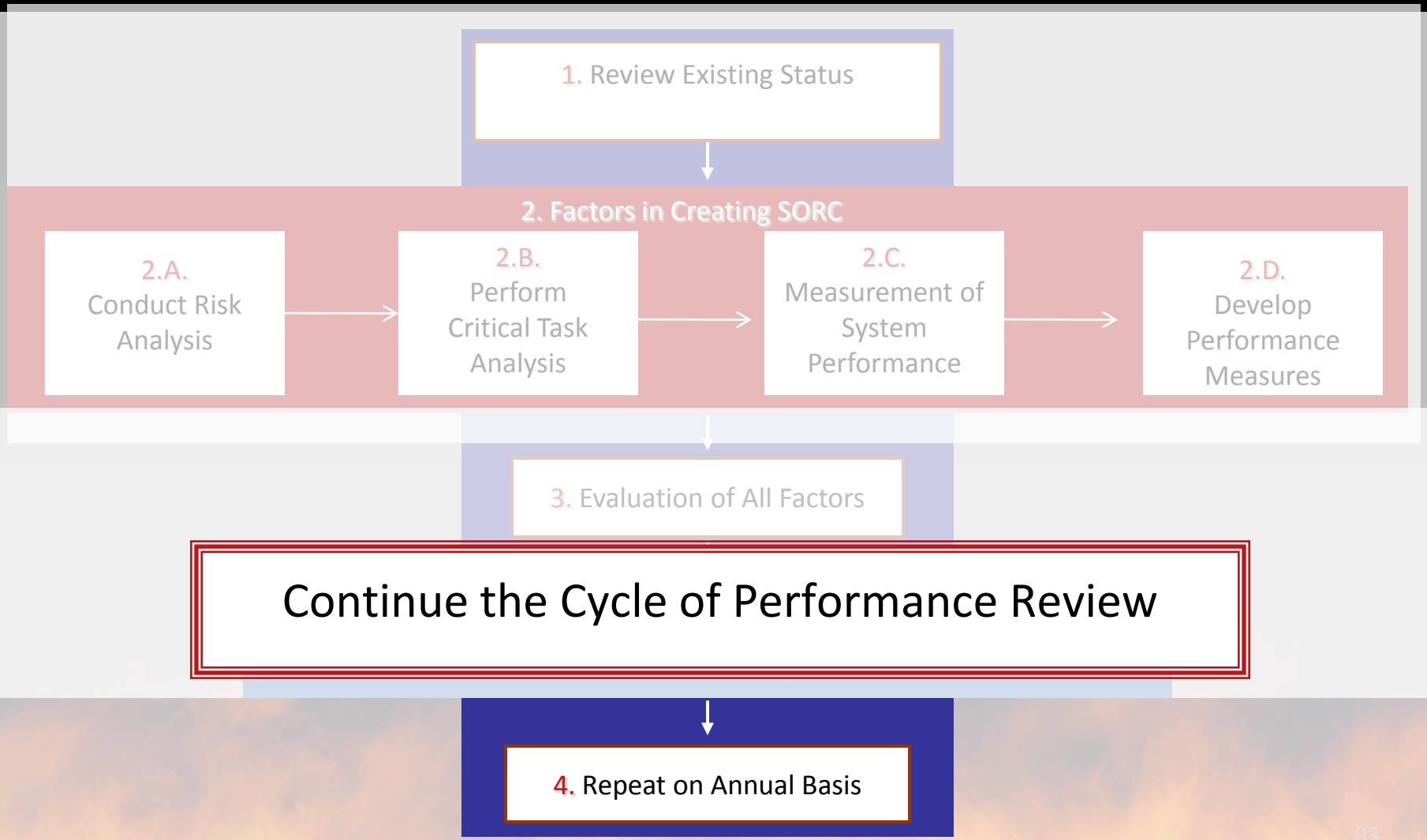


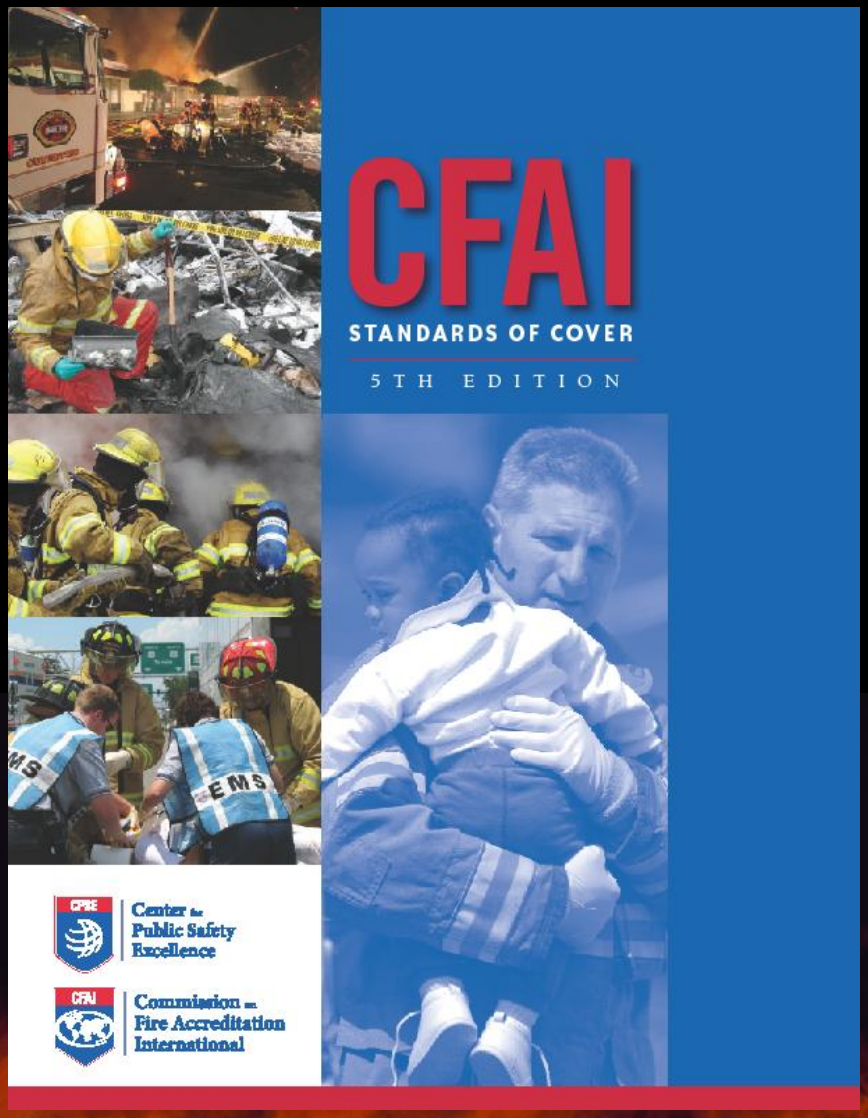






Methodology for Creating a Standards of Cover document




CFAI
STANDARDS OF COVER
5TH EDITION
EMS
Center for Public Safety Excellence
Commission on Fire Accreditation International

?’s

Essential Terms of SOC

- **Distribution** = Placement of resources to cover jurisdiction on time. *Speed of Attack*
- **Concentration** = Placement of enough resources to stop escalation of event and prevent regular need for mutual aid. *Force of Attack*
- **Reliability** = Placement of adequate resources to prevent resource exhaustion and reduce depencency on mutual aid.
- **LOS** = Desired level of service established by a community. Performance is measured as percentage of time LOS objective is being met.

Break

Revenue Limitations

Jim Schneider

2002 – Factors Affecting the City of Kent and King County Fire District 37

- Reduction of the motor vehicle excise tax
- Initiative 747 – limitation of 1% per year increase in property taxes

2002 – Factors Beginning to Affect

- City of Kent's ability to
  - Fund services
  - Fund facilities (capital)
  - Created the need to reprioritize and reduce services

2007-2008 – Factors Affecting the City of Kent

- Sustaining current emergency service delivery needs
- City of Kent ($2.18)
  - Fire Department $1.63
  - Police Department $1.62

    $3.25
  - 2010 $2.34

2009-2010

- It became very clear to:
  - The City of Kent
  - King County Fire District 37

  - That We Needed To . . .

In order to sustain current services

- First – We needed a diversified funding model
  - Tax Levy
  - Fire Benefit Charge (FBC)

- Second – Create efficiencies by combining resources

2002-2006

- Diversify resources to enhance services

2007-2010

- Diversify resources to sustain current services

Next Month

- Mike McCarty, City of SeaTac, Finance Director
  - Will review the City of SeaTac's financial situation
    - And, the ability of the City of SeaTac to sustain services