

Public Forum

Rye Fire Rescue

Proposed Capital Plan

January 2019

Mark R. Cotreau, Fire Chief

Overview

- Rye Fire Rescue
 - How do we operate
 - How do we fit into the region/mutual aid
- 6 Year Capital Plan
 - Our approach
 - Our Product
- 2019 Capital Proposals

Organization

- Combination Department
 - 1 FT Chief
 - 9 FT Firefighter/EMT/AEMT/Paramedics
 - 24/7
 - 15 Call (Paid per call) Firefighters
 - Recruitment Challenges
 - Socio-economic
 - Training requirements
 - Multiple departments

Apparatus

- 2 Full Size Class A Structural Pumpers
- 1 Class A Pumper ladder
- Forestry Engine
- Primary Ambulance
- Secondary Ambulance
- Command Vehicle

STANDARD OF COVER

Based on:

- Balanced needs/risk assessment
- Need for surge Capacity
- Station coverage
- Critical Infrastructure

STANDARD OF COVER

Balanced Needs/Risk Assessment:

- Elderly population
- Seasonal influx of tourists / beach goers
- Large dwellings
- Exposure to all hazards (flooding, lightning strikes, wind, tornado, hurricanes etc)

STANDARD OF COVER

- Normal Operations
- Recall Personnel
 - Off Duty
 - Call Force
- Recall Apparatus
 - Fire Truck
 - Ambulance
- Mutual Aid
- Surge Capacity



MUTUAL AID VS. SURGE CAPACITY ILLUSTRATED

October 25, 2018



Mutual Aid

- Communities aiding communities in their time of need:
 - Response depends on availability
 - Task Force Mobilization
 - Mutual Aid must be mutual
 - Does not supplement normal ops.

2 or more Rye apparatus responses

- January flooding event
- Structure Fire Clarke Road
- Structure Fire Newmarket
- Auto Body garage fire Greenland
- March Floods
- Truck Fire NH DOT barn
- Structure Fire Gray CT
- Structure Fire South Road
- House training
- Harbor Water rescue

Primary and Secondary Ambulance

- Coverage
- Elderly population (29%)
- Multiple calls recall
- Water Rescue gear on RU
- NRT vs expense on RU
- Training / MCI



Second Ambulance comparison

TOWN	POPULATION	AMBULANCES		
Bath	8308	4		
Freeport ME	7879	3		
Greenland	3549	1		
Hampton Falls	2236	1		
Manchester MA	5136	2		
Marion	4907	2		
Newbury	6666	2		
Newington	756	1		
North Hampton	4301	1		
ogunquit	892	2		
Old Orchard Beach	8624	3		
Orleans	5890	2		
Rochester MA	5232	2		
Rockland ME	7179	3		
Rye	5298	2		
Seabrook	8693	2		
Stratham	7255	2		
Wellfleet	2750	3		
Wakefield NH	5078	2		
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What about Regionalization?

- Dispatch Center
- Hazmat Team
- Air supply trailers
- Incident Support Unit (ISU)
- SERT team medics
- US Task Force 1

6 Year Capital Plan

A Special Thank You

- Apparatus Committee:
 - Kevin Wunderly (Chair)
 - Lt Jeff DiBartolomeo
 - Lt Chuck Gallant
 - John Klanchesser
 - Chris Bohling
- Cyndi Gillespie and Becky Bergeron for their advice and support.

Objectives

- 6 year Capital plan
 - Reflects mission/vision/ values
 - Solid / long-term
 - Reasonable and sustainable
 - Economical / good value

Questions

- What is the condition of our fleet?
 - Assessed by 2 different emergency vehicle technicians
- Is each item in our fleet suitable for Rye?
 - Correct number and type of apparatus?
 - How does each item serve our mission/vision?
 - Is each item a good value for Rye?

Questions, continued

- Public Safety Apparatus Funding
(\$100,000 annual warrant article and special revenue fund)
 - adequate and sustainable?
 - Historical funding trends (2003)?

Questions, continued

- How do area departments and comparable communities operate in comparison to Rye?
 - Service population/infrastructure
 - Apparatus
 - Equipment
 - Mutual Aid

Fleet Assessment



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April 23, 2018

Chief Mark Cotreau
Rye Fire Department
555 Washington Road
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Chief Cotreau;

At your request I have evaluated the fire apparatus fleet being presently used by the Rye Fire Department. The purpose of this evaluation was to give you a quick overview of issues with the trucks. For a more in depth review we would need to bring them to our service center for a full evaluation of the pumps, motors, transmissions, and springs.

Based on my 20+ years in fire apparatus and my EVT training this is a brief overview of my findings of each vehicle.

I will rate each truck's condition and serviceability of a scale from 1 to 10, with 10 being perfect and 1 being terrible.

Assessment of Pumper Engine 3

I would estimate that Engine 3 requires a mid-life refurbishment in the range of \$100,000-\$150,000 to assure it makes it's desired service life. Overall condition is 6/10 and Serviceability is 7/10. This would still be considered a "modern" piece of apparatus.

Frame- This is an area of serious concern, this truck has seen duty for 25 winters in New Hampshire and been exposed to road treatment chemicals. The frame shows signs of rust and based on my experience if left unrepaired the frame will be damaged beyond repair in just a few more years. The white powder on the frame in these photos is road treatment that has worked it's way between the truck frame and body frame, both of which are untreated metal.



Assessment of Pumper Engine 1, continued

My conclusion for Engine 1 is that it's a 4/10 for condition and a 5/10 for serviceability. The truck lacks many features common to modern apparatus and is in need of expensive repairs to the pump, plumbing, and frame. It is my estimation that that truck would require approximately \$75,000 in repairs to extend the service life another 5-10 years, and this does not include upgrades. At 25 years old this truck is at the end of service life by most standards.

Assessment of Pumper Ladder 1



Ladder 1 is also a vehicle produced by two companies who are both out of business. The cab manufacturer Simon Duplex has been out of business for 20 years, the ladder manufacturer LTI has been out of business 10 years. Parts and technical support are difficult if not totally impossible.

The fire pump on Ladder 1 passes a function test, but based on its age and current standards it is not compliant. It would take considerable work to make it meet current standards.

The aerial ladder passes its 3rd party test, but the test is based on the standards of a 1988 ladder. This ladder doesn't comply with "modern" post 1991 requirements and as such must be treated as such.

There are many issues that are readily apparent when evaluating the apparatus. Most of these issues are related to firefighter safety. This apparatus has outside seating (canopy cab) that places firefighters in harm's way with only a small padded metal bar to hold them into the cab, this has been deemed unsatisfactory for 27 years. The cab has lap belts only, which is likewise very unsatisfactory. The vehicle has sirens/airhorns on the cab roof which has been proven to cause hearing damage/loss to firefighters. The vehicle also lacks ABS brakes, which is a very basic safety feature.

In conclusion, I would consider Ladder 1 a 3/10 for condition and a 1/10 for serviceability. I would not spend any additional money on this apparatus and would strongly advise to replace it as soon as possible. Given the large body of information published about the dangers of older apparatus like Ladder 1, there is little ability to operate this truck in good conscience.

Pumper Ladder 1 currently Out Of Service



Finding #1:

Maintain 3 Structural Pumpers



- Attack vs Water supply duties
- Provides for maintenance and repairs
- Multiple calls (severe weather etc.)

Finding #2:

Mini-Pumper Would Add Efficiencies



- \$350,000 less to purchase than full-size engines
- Operational efficiencies (designed to respond to more frequent calls)
- Saves wear and tear on more expensive trucks
- Would count as one of 3 pumpers

Existing Rye Apparatus Model



Mini-Pumper Model



Finding #3:

Stay With the Pumper/Ladder Model



- Force multiplier-critical VERY early in response.
- First due =scene access
- Ground ladder vs. Aerial
- Would respond first due to fire calls

Finding #3:

Stay With the Pumper/Ladder Model



- AFG Grant/Demo
- Counts as one of 3 necessary structural pumpers.
- Ladder capability on this pumper is an additional \$300K not \$992K
- Will respond first due to fire calls

Finding #4:

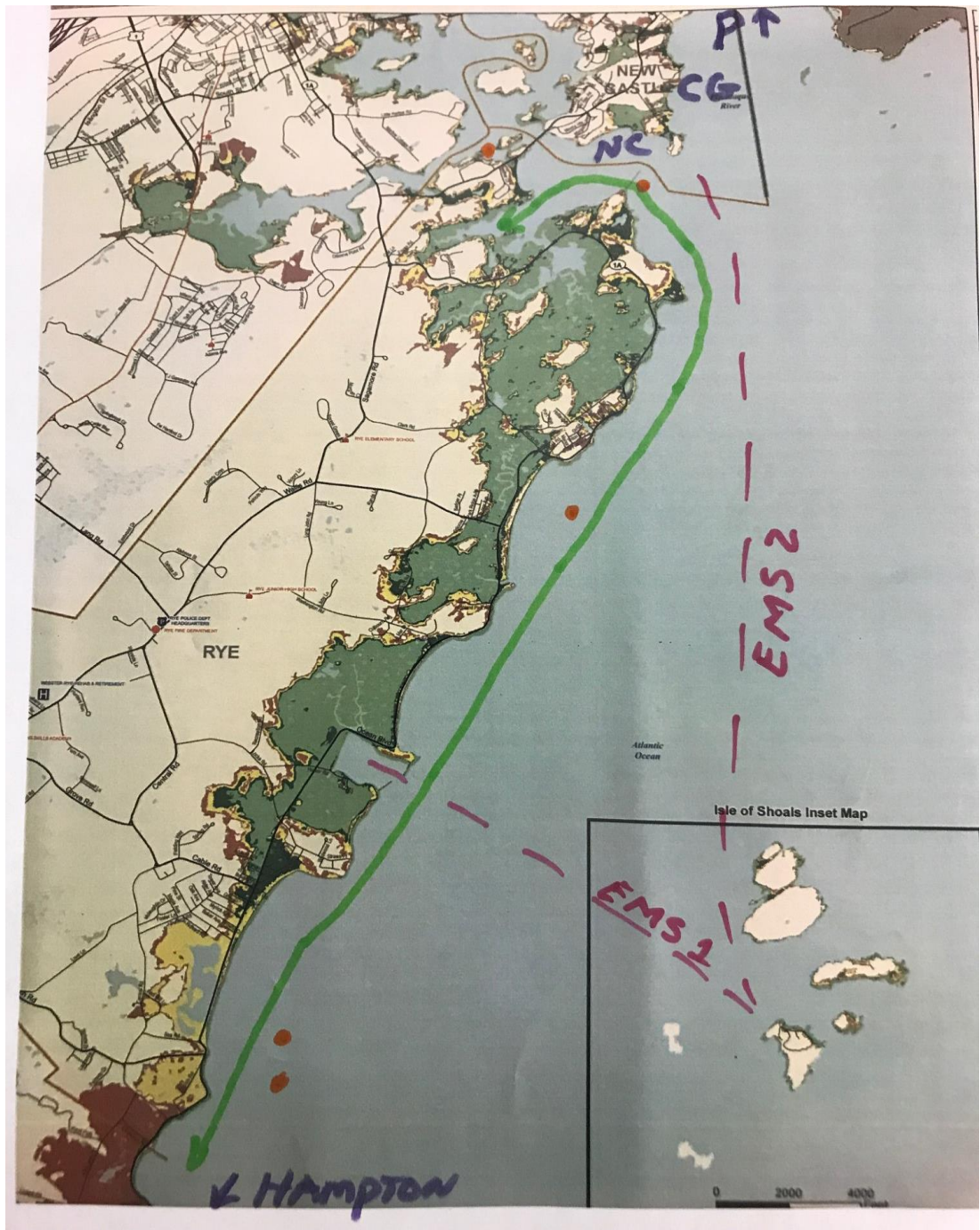
Water Rescue Critical Service Gap



- Beaches, rocky shoreline, Rye harbor, all-seasons
- Search and Rescue Seadoo with training would fill bulk of gap
- Necessary even with regional response

Finding #4 Water Rescue Critical Service Gap

- Rescue Vs. Recovery



YORK COUNTY

Jet ski brings ocean rescue to new level

Donated equipment will get to victims within minutes

By Deborah McDermott
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YORK BEACH — During the Nubble Light Challenge several weeks ago, two swimmers had made it as far as the gut between Sohler Park and Nubble Light when their strength gave out. Coming to their rescue that morning was Jeff Patten, head of the town's ocean rescue squad, on the town's newly acquired jet ski.

"They were right in the middle of the gut and it was getting rough," said Patten, who acts as the Nubble Light Challenge safety director. "No boat was able to make it in. I got her on the back of the jet ski and transferred her to the comfort boat, and her partner to the Coast Guard boat. And all was well."

That jet ski is going to make a significant difference in water rescue operations for the town for years to come, said Patten, because of its quick response time and maneuverability. That's important, because in the changing summer landscape in York, swimmers are not the only people using the beaches these days.

"Every year there are more people with paddleboards. So you get a weekend athlete who wants to try it, and he finally gets up and says, 'This is easier than I thought.'



Jeff Patten, head of the York Parks and Recreation ocean rescue squad, stands next to an ATV that will be used to bring the town's new jet ski down to the water's edge within seconds. (DEBORAH MCDERMOTT/SEACOASTONLINE)

So he paddles to the Nubble, but coming back there's a 4-knot wind and all of a sudden he's down on the board and trying to paddle in. And that can be tiring," said Patten.

So it is now the responsibility of the ocean rescue squad — lifeguards, as most know them — to keep an eye out not only close to shore but farther out as well. The jet ski is going to change response time significantly.

"Now," said Patten, the lifeguard "has to leave the beach. And on a busy summer weekend, there's one guy for every 1,000 people on the beach. So 1,000 people don't have a sentinel. Then you have to get out there. Depending on the seas, you can

be tired by the time you get out there, and you have to pull the victim in."

The jet ski can reach the victim in just seconds, and if it's needed at Short Sands or Harbor beaches, it can travel there in three to four minutes.

Patten said since the Challenge began again several years ago, he has been riding in a boat owned by Cape Neddick summer resident Douglas Chamberlain, who volunteers his boat for the swim. Before long, talk turned to how a jet ski would be a rescue aid.

"He's a seasoned mariner," Patten said. "He loves the water and he knows the water. He knows what it can do and how

dangerous it can be. He also sees where he can help communities and he helps out."

Chamberlain donated the money for the jet ski earlier this year.

"I grew up summers here. York Beach is part of my DNA, and I say that proudly," he said. "After I got to know Jeff, he would talk about the obvious need to improve safety on the beaches. I thought, 'Oh my god, I know the dedication of Jeff and his troops.' If they could have a water rescue craft that could get out quickly in case of emergencies, I wanted to provide the town with that resource. This is another dimension that is absolutely needed for safety."

Chamberlain said it came home to him particularly when a husband and wife swimming in Seabrook, New Hampshire, in August were swept out to sea by a rip current and died as a result. "It's always something in the back of your mind," he said. "Thank God we haven't had anything like that happen in York. But this jet ski is another asset that could save a life."

In addition to donating funds for the jet ski, Chamberlain also bought an ATV that can be used to bring the jet ski — typically housed inside the bathhouse — to the ocean's edge in seconds, which could be critical.

Patten said this summer, he's the only one who has used the jet ski. But he's planning to train up to four guards next summer — and it's guaranteed not to be easy. Already

lifeguards volunteer their time for a daily workout before the start of each day, from 7:30 to 9 a.m. Those interested in operating the jet ski will be required to be 18 years old, have already put in 500 hours as a lifeguard in York, take an 18-hour boating course, followed by 30 hours of training on the jet ski.

This last piece is critical, so that the operators know where the rocks are around Sun 'n Surf, for instance, or the sand bars at Short Sands Beach.

"Now we have an entirely different component, not just to the beach but to the coast," Patten said.

That fact is not lost on York Village Fire Lt. James Eslinger, head of the department's water rescue team. The team has a boat docked in York Harbor that is used for rescue operations. He said the cooperation between the department and Patten's ocean rescue squad "has grown by leaps and bounds" in recent years and the jet ski is only going to enhance that relationship.

"The mission is the same: keep people safe, rescue people who need to be saved," said Eslinger. With the jet ski, "their response time is going to be a lot quicker than ours. If they can make initial contact while we're underway, the chances of survival are a lot greater. Once we get there, we can bring them on the boat and provide medical care. But those first few minutes may be critical."

Finding #5:

Access Issues Need to be Addressed



- Odiorne State Park, Foss Beach, Hiking and Cross country trails
- Medical emergencies, injuries, fires etc.
- Safer patient care centered extrications

Finding #6:

Proposed Funding is Sustainable with the Following Qualifications:

- Continue recent funding trend of \$100,000 annual warrant article.
 - In year 2030 the annual warrant article would increase to \$150,000
- Continue utilizing the Special Revenue (Cell Tower) Fund.
 - Unavailability of these funds would force us to revisit the plan
- Execute the 2 concurrent \$500,000 lease purchases
 - 2019 partial purchase price of pumper / ladder
 - 2023 partial purchase price of Engine 3 replacement (first payment in 2024)
 - Funding gaps going back to 2003 is a causal factor.

Capital Plan Beginning Balance: \$692,000

Fund 14 (Cell Tower 2017 audited)	\$167,921
Ambulance Fire Vehicle CR (9/18)	\$361,567
11/18 Warrant Transfer to Fire CR	\$100,000
2018 Fund 14 Estimated	\$53,000
Capital Reserve Ambulance	\$11,000
TOTAL	\$693,488

2019

							BALANCE
					Beginning Balance:		\$692,000
2019 Public Safety apparatus funding:						\$156,349	\$848,349
	Pumper/Ladder -replace Ladder 1				\$992,000		
	Funding: Down payment \$450,000 (CRF)					(\$492,000)	\$356,349
		Lease 5yr \$500,000 (taxation)					
	SeaDoo Search and Rescue (SAR)						
		\$35,000 (Taxation capital outlay)				OUTLAY	\$356,349
	Radio Base Station Replacement						
		\$35,000 (Taxation capital outlay)				OUTLAY	\$356,349
	Ambulance Stretcher						
		\$19,000 (Taxation capital outlay)				OUTLAY	\$356,349

2020

	2020 Public Safety apparatus funding:					\$158,039	\$514,388
	Jaws of Life Purchase						
	Funding: \$35,000 (CRF)					(\$30,000)	\$484,388
	Self Contained Breathing Apparatus SCBA						
	Replacement and upgrade (possible grant)						
	Funding: \$120,000 (CRF)					(\$120,000)	\$364,388
	RTV 4WD utility with EMS slide out						
	Funding: \$30,000 (Taxation Capital Outlay)					OUTLAY	\$364,388

2021-2024

2021	Public Safety apparatus funding:				\$159,780	\$524,168
	MiniPumper-replace Engine 1					
	Funding: \$300,000 (CRF)				(\$300,000)	\$224,168
2022	Public Safety apparatus funding:				\$161,573	\$385,741
	Forestry truck -replace Utility 1 (2006)					
	Funding: \$60,000 (CRF)				(\$60,000)	\$325,741
2023	Public Safety apparatus funding:				\$163,420	\$489,161
	Pumper Engine-Replace Engine 3					
	Funding: Down payment \$260,000 (CRF)				(\$260,000)	\$229,161
	Lease 5yr \$500,000 (taxation)					
2024	Public Safety apparatus funding:				\$165,322	\$394,483
	No purchases this year					

Beyond 2024

- Class A pumper replace every 20 years
- Pumper / Ladder replace every 20 years
- Mini-Pumper replace every 15 years
- Forestry engine replace every 15 years
- Ambulance replace every 8 years
- Command vehicle replace every 9 years
- Seadoo replace every 10 years
- RTV Utility replace every 10 years

CIP Comparison

2018-2023 CIP

Jaws of Life	\$30,000
Utility replacement	\$55,000
E1 Replacement	\$750,000
Plow utility Truck	\$55,000
SCBA replacement	\$120,000
Pumper/Ladder	\$600,000
Seadoo SAR	Not incl.
RTV with EMS unit	Not incl.
E3 Replace. (2023)	<u>Not Incl.</u>
6 Year Total	\$1,610,000

2019-2024 CIP

Jaws of Life	\$30,000
Utility Replacement	\$60,000
Mini-Pumper (E1)	\$300,000
Plow utility deleted	\$0
SCBA replacement	\$120,000
Pumper/Ladder	\$992,000
Seadoo SAR	\$35,000
RTV with EMS unit	<u>\$30,000</u>
Sub total	\$1,567,000
E3 Replace. (2023)	<u>\$760,000</u>
6 Year Total	\$2,327,000

CIP Proposed Funding

Apparatus Fund (CRF and spec rev)	\$1,267,000
2019 5 year lease (Pumper/Ladder)	\$500,000
2023 % year lease (Engine 3)	\$500,000
Capital Outlay (Seadoo SAR &RTV)	\$65,000
Total 6 year proposed CIP funding	\$2,327,000

Questions?

