

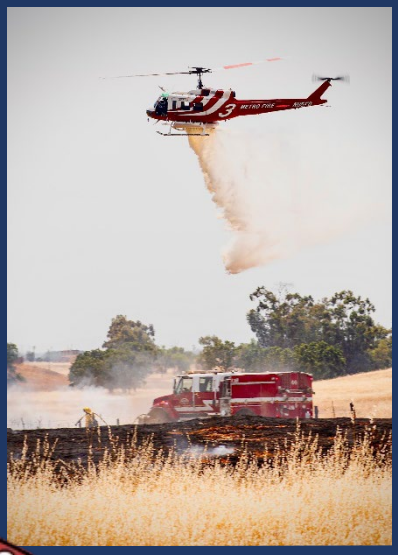













SACRAMENTO METROPOLITAN FIRE EST. 2000

STANDARDS OF COVER

2025

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EXECUTIVE OVERVIEW

Executive Overview

We are pleased to present the Sacramento Metropolitan Fire District's 2025 Standards of Cover study, providing a year-in-review of the service we delivered in 2024.

2024 was a dynamic, impactful year for Metro Fire. It delivered agency-wide successes that improved District effectiveness at both an operational and an administrative level. The addition of two (2) Squad units increased fire station reliability and lowered workload stressors. The development of the District's first ever Service Delivery Plan created a detailed methodology to guide operational decision-making. Additionally, the creation of the new Wellness, Health, and Safety Division demonstrated a new step toward supporting member health and well-being.

Perhaps most notably, our community demonstrated its support when voters passed Measure O, a $415 million general obligation bond which will allow the District to construct new stations and improve aging ones, replace outdated and deteriorating lifesaving equipment, equip stations to better support rapid fire and EMS response for growing call volumes, and seek continued reduction of carcinogens for member health and safety.

Our community relies on us to answer their calls, no matter the circumstance. By examining risks, deployment strategies, and response performance, the Standards of Cover measures our capacity to do just that. This study is more than just an assessment – it's a reflection of who we are at Metro Fire and how we serve our community. This study takes a close look at where we excel, where we can improve, and how we can grow and adapt to meet the evolving needs of the community we serve.

Our intent for this study is to provide a robust, tested tool for progress and a blueprint for data-based decision making. This study gives us the opportunity to put the principles of The Metro Way into practice.

Service Delivery • Growth is exciting, but it creates new challenges for us. This study shows us exactly where we are getting it right and where we still have work to do. As demand for service continues to grow, we have to find ways to ensure that our community receives the level of service they deserve.

High Trust State • Trust is built through accountability and demonstrated results. By providing transparency into our operational evaluation process and acting on recommendations brought forward in this study, we can continue building and maintaining trust with our community, our strategic partners, and within our own organization.

Strong Communication • Communication is at the heart of effective emergency response. This study highlights opportunities to improve how we collect and use data to communicate more effectively across teams, in support of better decision-making that is responsive to the needs of our community now and well into the future.

Adaptability • The challenges we face today will not be the same as tomorrow. The dynamic nature of our community's growth means that we must remain flexible to ensure the most efficient deployment of resources. This study provides insight into how we can adjust our response models to better meet changing demands.

Individual Initiative • Building operational strength isn't just about enhancing capacity – it's about empowering each other to take ownership in our roles, informed by the data and findings of this study, to drive continuous operational improvement. Every member of our organization has a part to play in making us better, and we must invest in each other so we are fully equipped to carry out that responsibility.

Continuous Improvement • This study isn't just a one-time exercise, but a framework for ongoing growth. It builds on progress made since the completion of the inaugural Standards of Cover, and offers important takeaways to guide our continuous improvement efforts to determine what better looks like.

This study provides a roadmap for improving operational efficiency, addressing emerging risks, and ensuring that Metro Fire continues to deliver the right level of service at the right time, with the right resources, in alignment with our strategic goals.

In an environment that continues to grow and change, our commitment remains the same – professional and compassionate protection, education, and service that our community can count on, every single day.





Tyler Wagaman
Deputy Chief, Operations

Jeff Frye
Chief Development Officer

SECTION 1
Community Baseline

- Organizational Overview
- Community Overview
- Service Overview

Organizational Overview | Who We Are

Legal Basis & History

The Sacramento Metropolitan Fire District (Metro Fire or District) is an independent special district pursuant to Government Code Section 56839 and established under California Health and Safety Code 13800 (Fire Protection District Law of 1987), which empowers fire districts to provide fire protection, rescue, emergency medical services, hazardous materials response, ambulance transport, and other services relating to the protection of lives and property.

Metro Fire was established on December 1, 2000 after the unanimous adoption of reorganization resolutions by both the Sacramento County Fire Protection District and American River Fire Protection District. Metro Fire continues to carry forward the contributions and rich history of these districts and their 16 predecessor agencies:

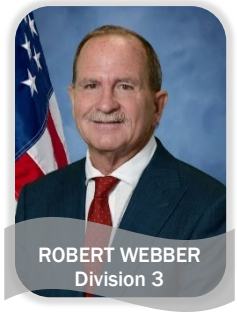
Arcade	44 years of service	McClellan Field	64 years of service
Arden	40 years of service	Michigan Bar	4 years of service
Carmichael	41 years of service	Mills	37 years of service
Citrus Heights	56 years of service	North Highlands	33 years of service
Elverta	61 years of service	Orangevale	9 years of service
Fair Oaks	65 years of service	Rancho Cordova	30 years of service
Florin	55 years of service	Rio Linda	63 years of service
Mather Field	75 years of service	Sloughhouse	43 years of service

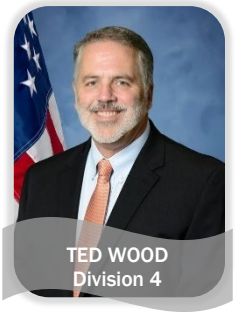
Governance

Metro Fire is governed by a nine-member Board of Directors duly elected by citizens from nine distinguished divisions within the District's geographical jurisdiction. The Board of Directors has adopted policies and procedures that provide a framework and direction for governance and administration, which includes service standards. The Fire Chief oversees the general operations of the District in accordance with the policy direction and strategic plan prescribed by the Board of Directors.

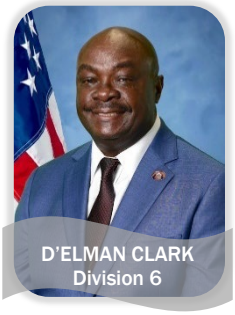

CINTHIA SAYLORS
Division 1


GRANT GOOLD
Division 2


ROBERT WEBBER
Division 3


TED WOOD
Division 4


SHAWN STARK
Division 5

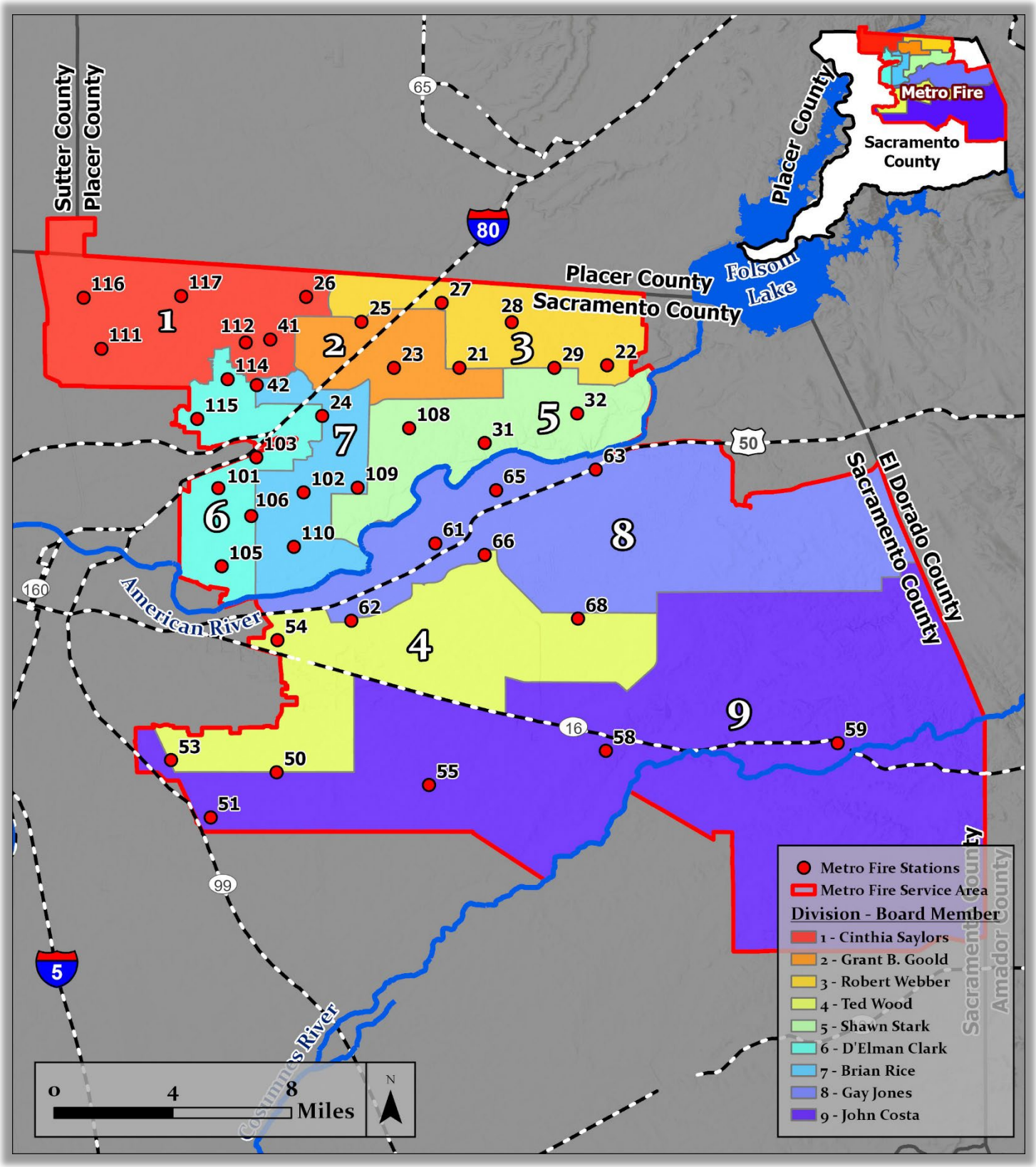

D'ELMAN CLARK
Division 6


BRIAN RICE
Division 7


GAY JONES
Division 8


JOHN COSTA
Division 9

METRO FIRE DIVISIONS

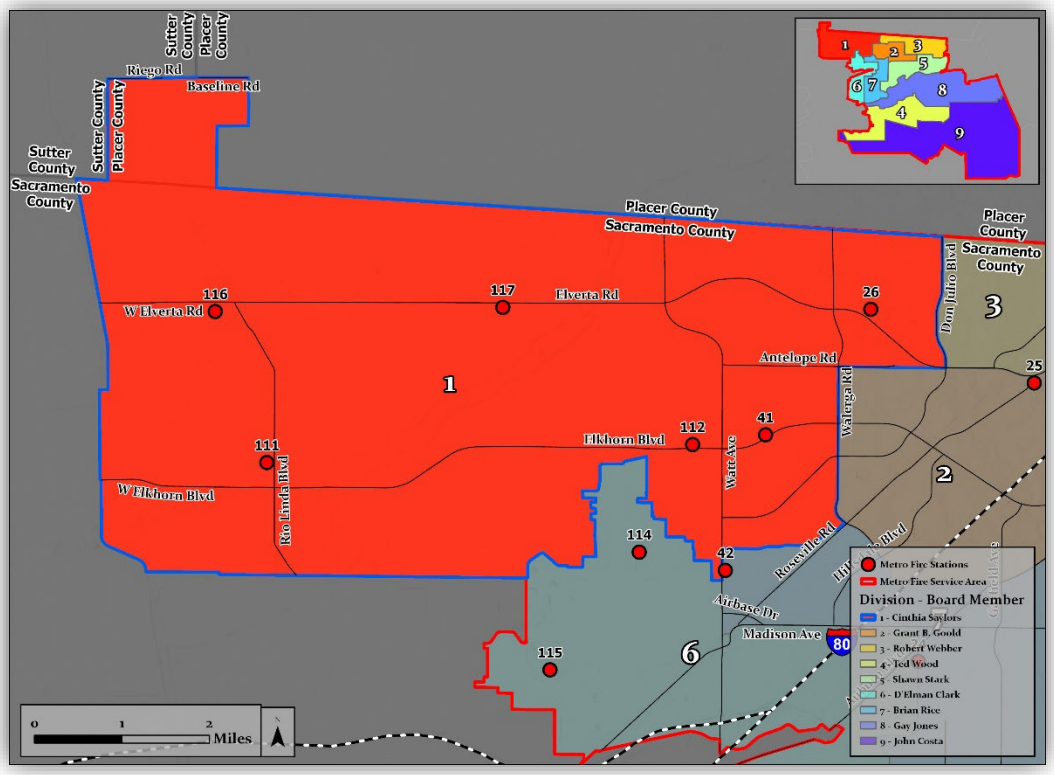


DIVISION 1



Communities Served:

Antelope
Elverta
Foothill Farms
North Highlands
Placer Vineyards
Rio Linda

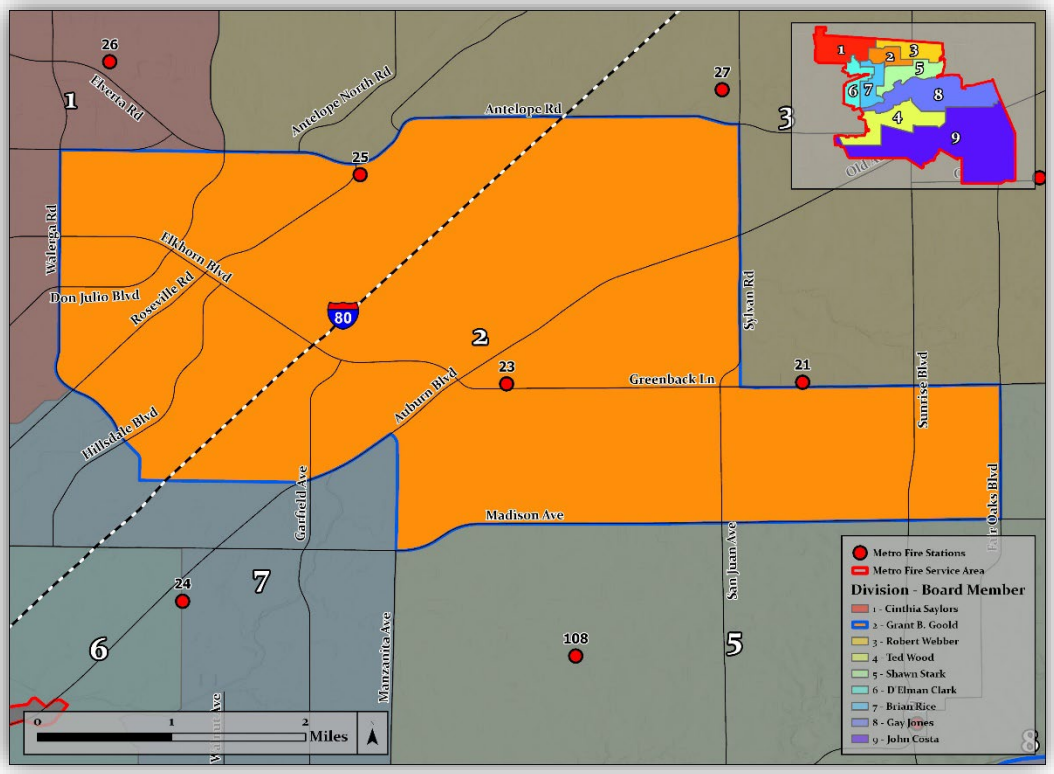


DIVISION 2

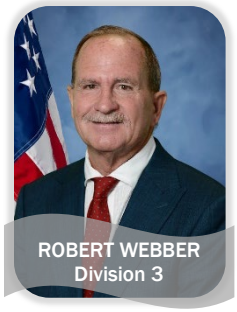


Communities Served:

Carmichael
Citrus Heights
Foothill Farms

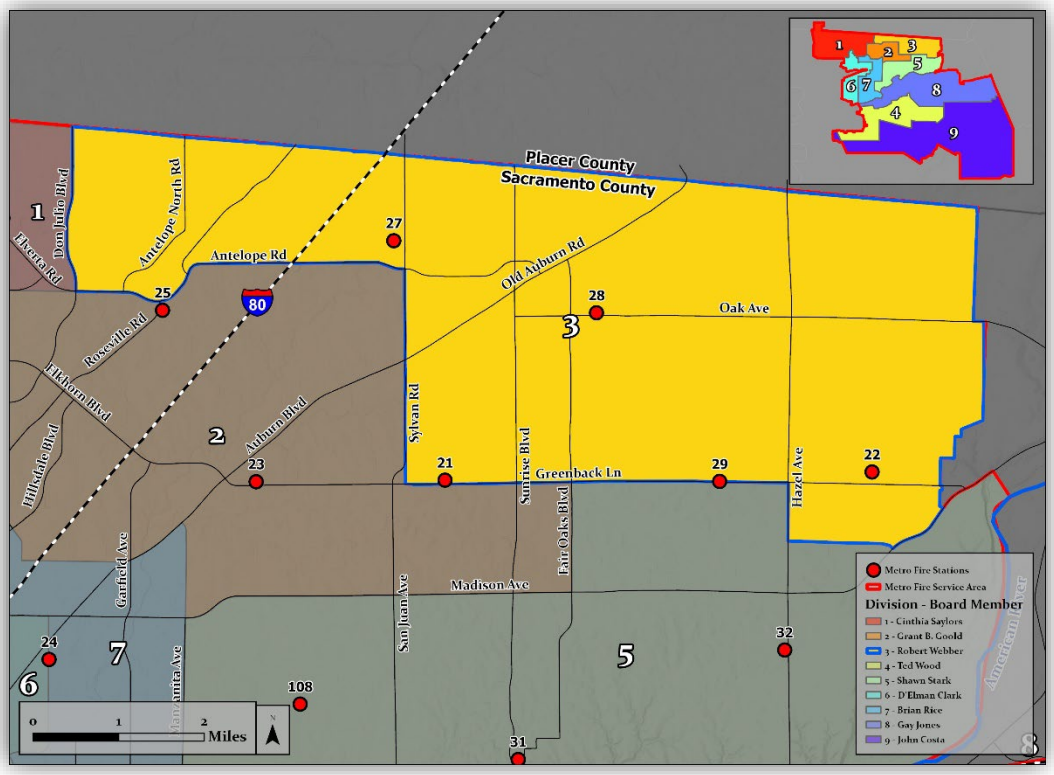


DIVISION 3

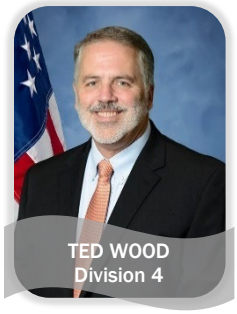


Communities Served:

Citrus Heights
Fair Oaks
Orangevale

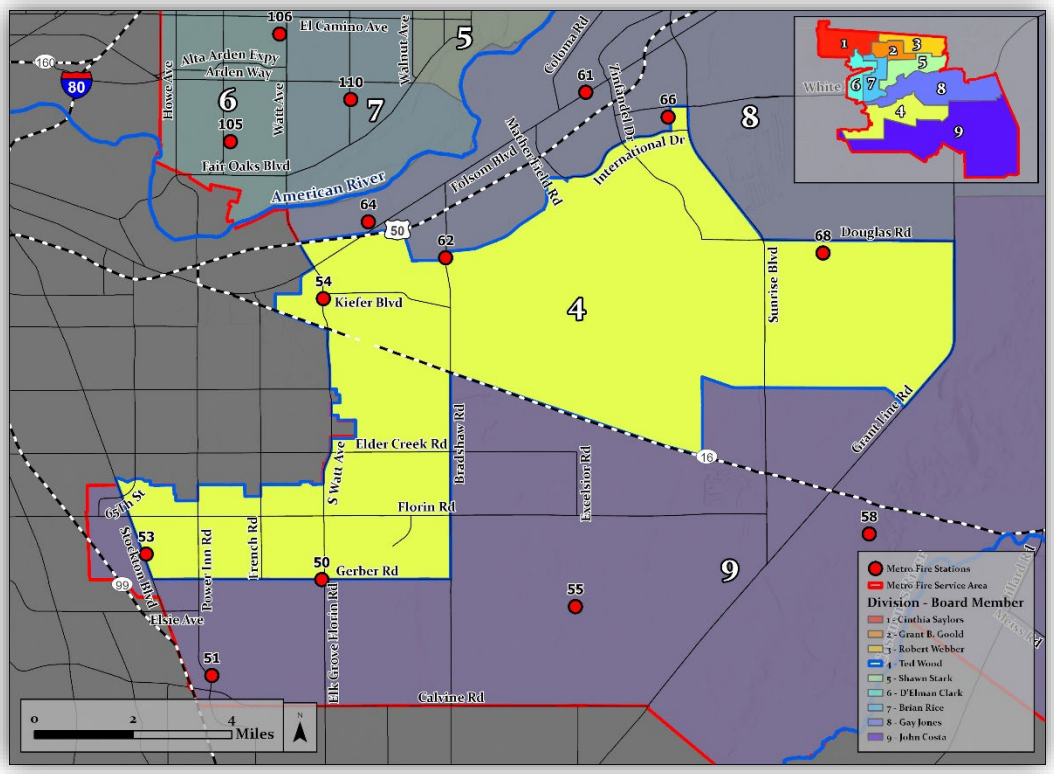


DIVISION 4



Communities Served:

Florin
Jackson Highway Corridor
Mather
Rancho Cordova
Rosemont
Vineyard

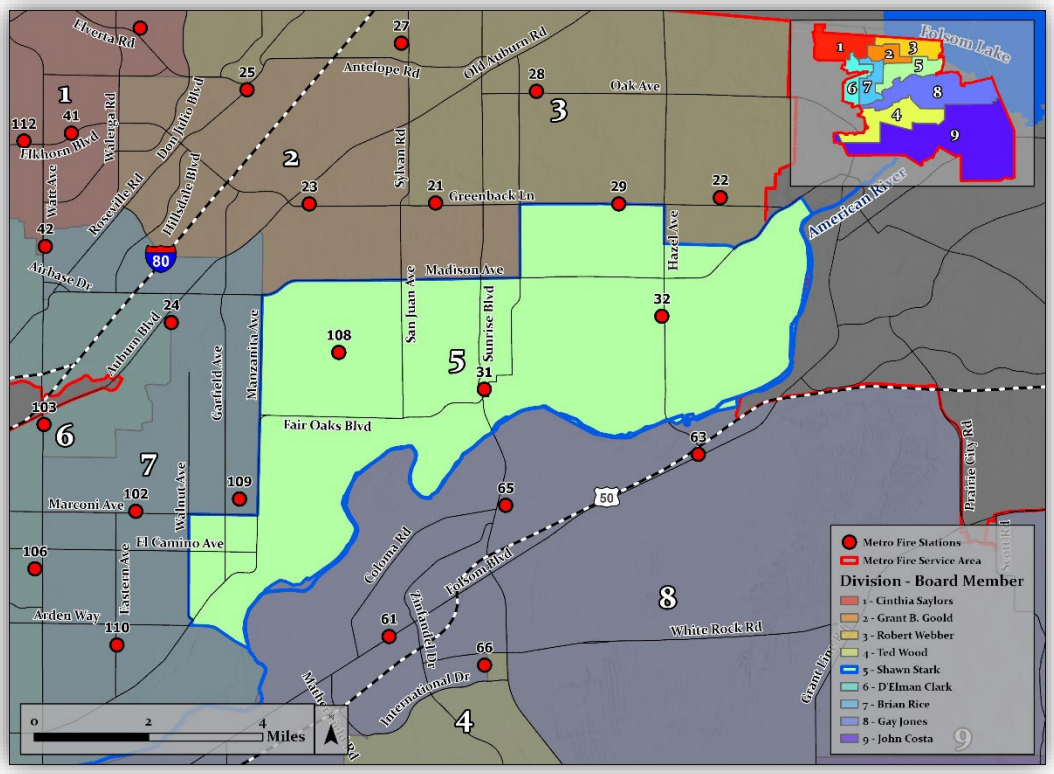


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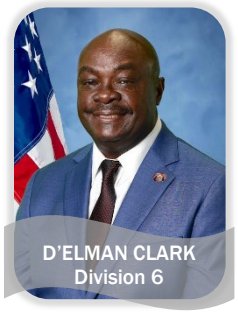


Communities Served:

Carmichael
Fair Oaks
Orangevale

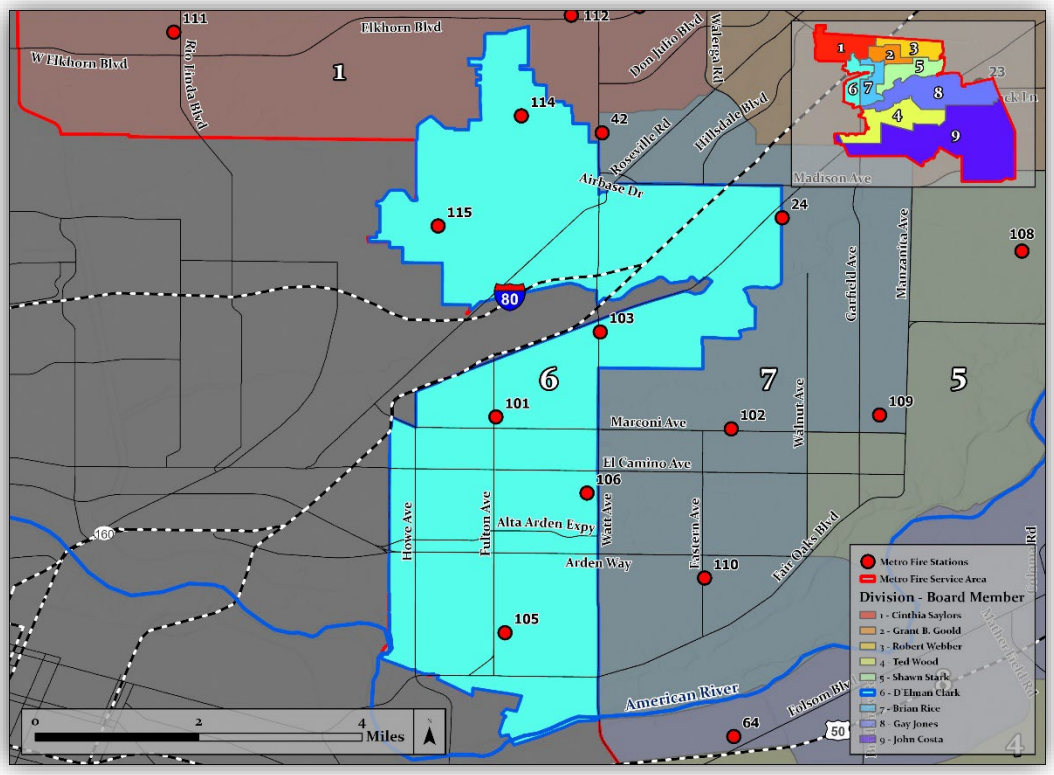


DIVISION 6

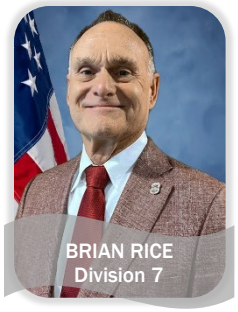


Communities Served:

Arden-Arcade
North Highlands

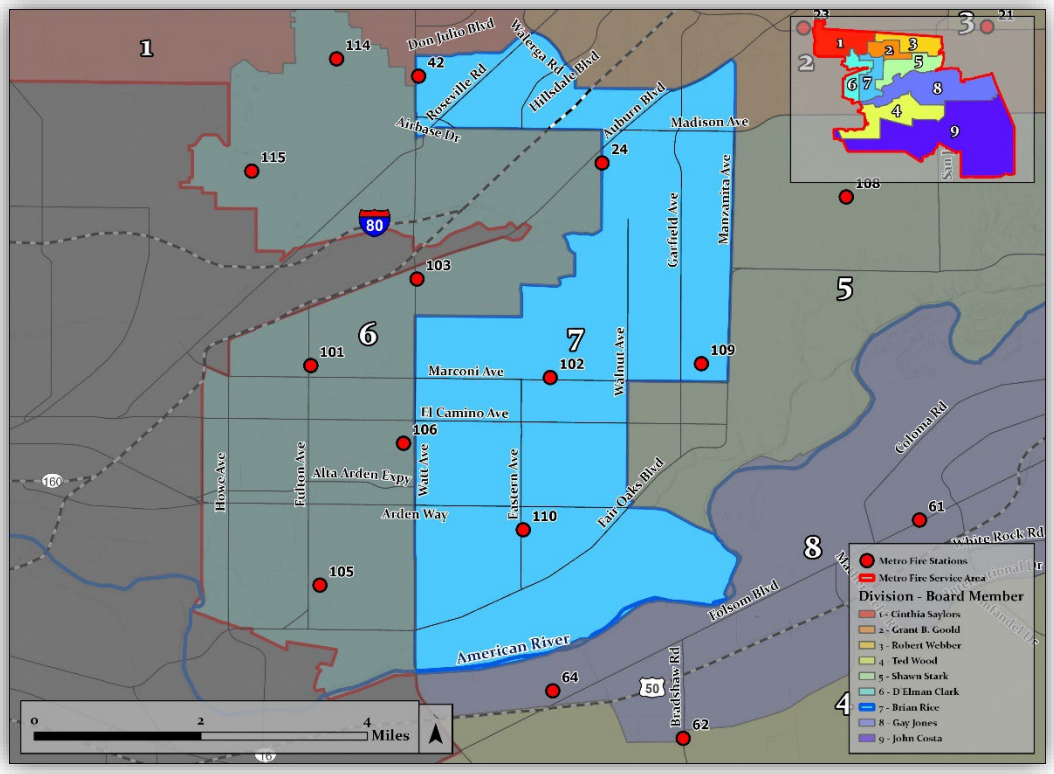


DIVISION 7



Communities Served:

Arden-Arcade
Carmichael
Foothill Farms
North Highlands

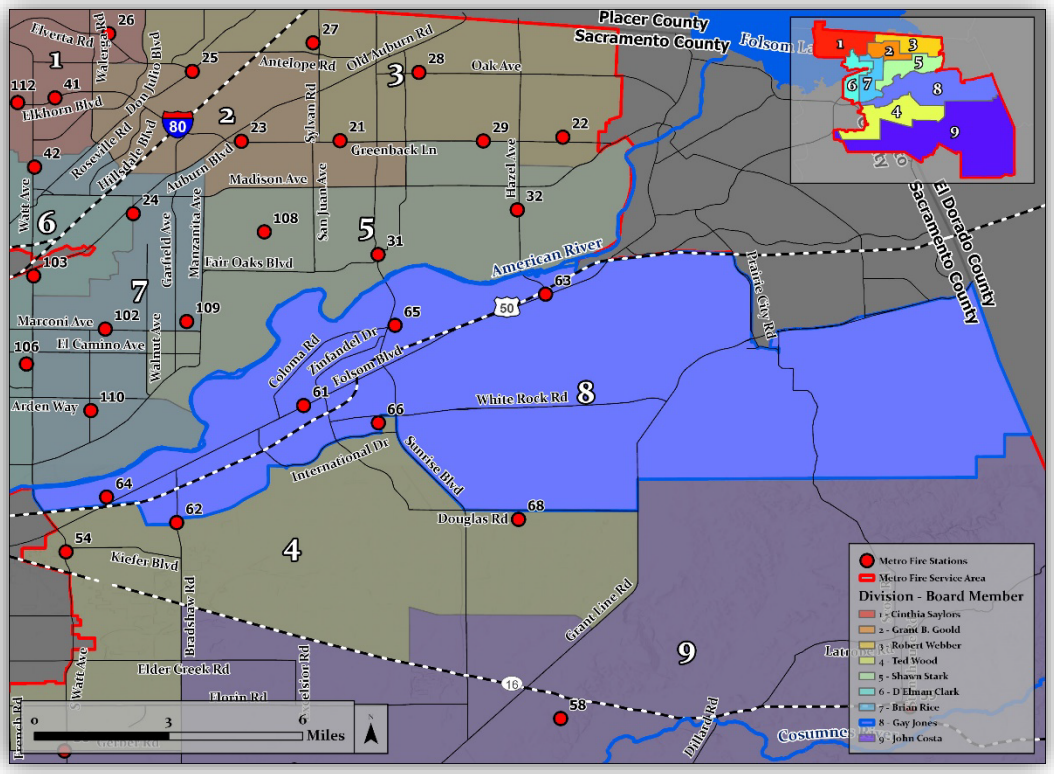


DIVISION 8



Communities Served:

Easton/Aerojet
Gold River
La Riviera
Rancho Cordova
Rosemont
Sloughhouse

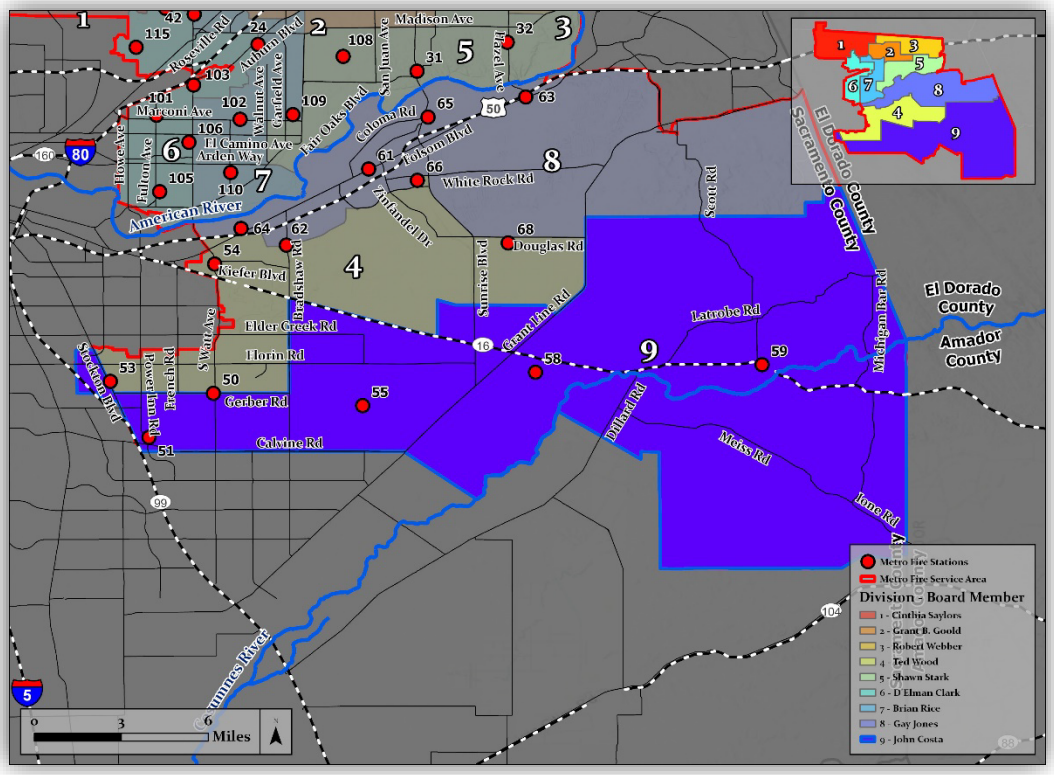


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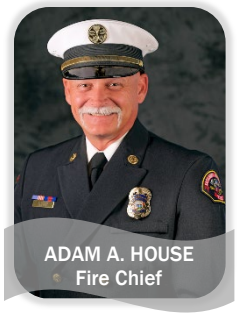


Communities Served:

Florin
Jackson Highway Corridor
Rancho Cordova
Rancho Murieta
Sloughhouse
Vineyard



EXECUTIVE TEAM



Joe Fiorica
Deputy Chief, Administration

Tyler Wagaman
Deputy Chief, Operations

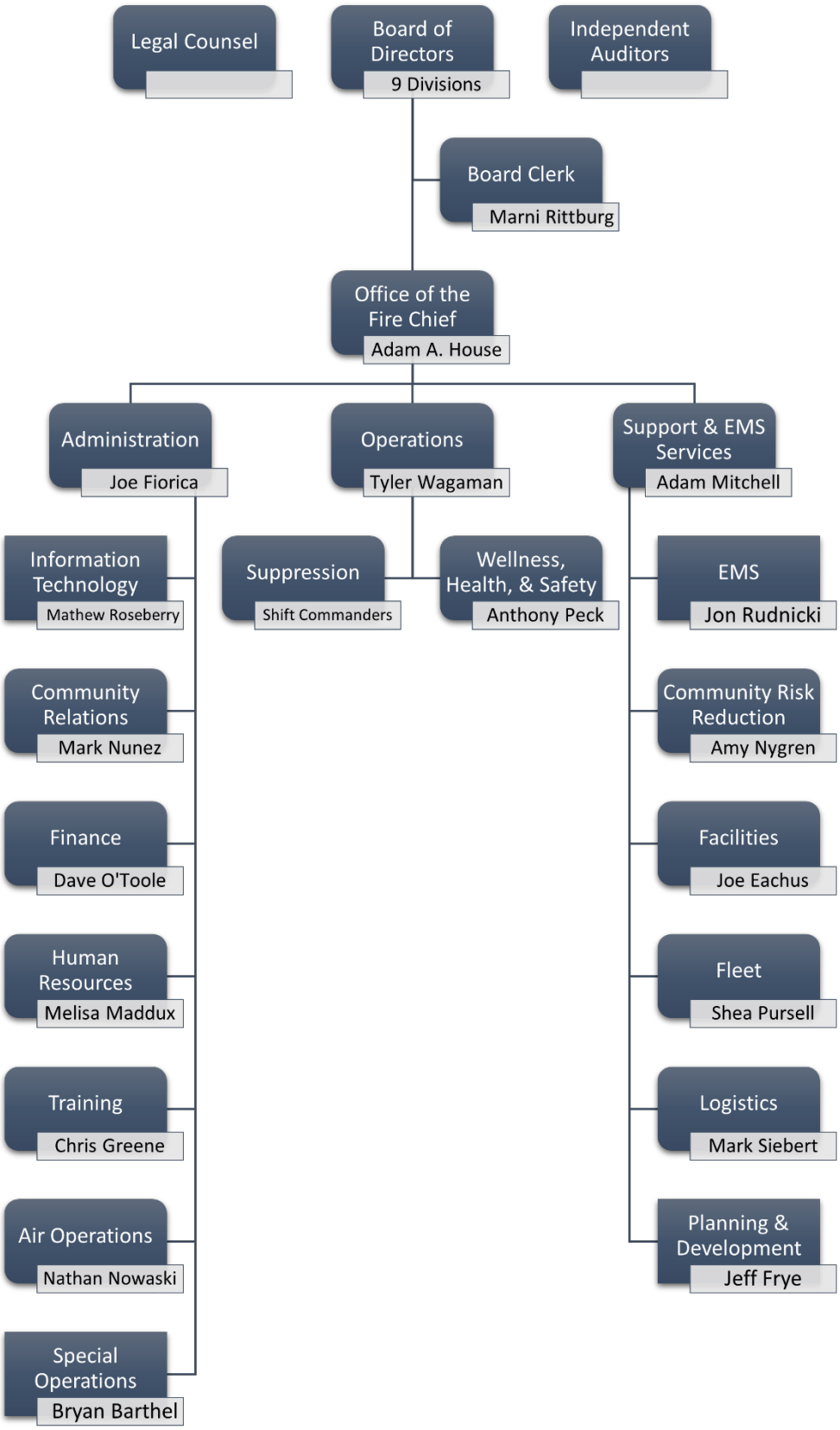
Adam Mitchell
Deputy Chief, Support & EMS Services

Dave O'Toole
Chief Financial Officer

Jeff Frye
Chief Development Officer

Melisa Maddux
Chief Human Resources Officer

ORGANIZATIONAL STRUCTURE



Mission

It is the mission of Metro Fire to provide professional and compassionate protection, education and service to the community.

Vision Statement

Forged from a long line of tradition, we are Metro Fire – working together to serve our community with honor, integrity, and selfless devotion to duty.

Core Values

Metro Fire's Core Values define the expectation for the attitudes and behaviors of every member of the organization, and apply to everyone without exception. In the pursuit of excellence, each member commits to embodying these values:

- **Devotion to Duty:** Recognizing and placing the needs of others before oneself
- **Integrity:** With honesty as the foundation, always doing what is right
- **Professionalism:** A personal commitment to exceed expectations in attitude, ability, and appearance
- **Teamwork:** A partnership of coordinated effort based on trust, empowerment, support, and communication

Strategic Goals

Metro Fire's organizational goals set the stage for demonstrating value to the community and generate the right conditions for organizational success and sustainability.

- **Service:** Honor the public trust by exceeding expectations for service delivery
- **Culture:** Create a positive internal environment that promotes trust, commitment, and open communication
- **Financial Responsibility:** Act in the best interest of the public by providing transparent and responsible fiscal management
- **Organization Efficiency:** Ensure efficient use of resources in order to maximize levels of service
- **Partnerships:** Foster collaborative relationships internally and externally to enhance service

The Metro Way

The Metro Way is a set of values and principles defining the ideals for how Metro Fire's members accomplishes its mission and work together. The Pillars of the Metro Way outline foundational principles that ensure how members go about their work always aligns with the Metro Fire mission. These are the Pillars of the Metro Way:

- Service Delivery
- Adaptable
- High Trust State
- Individual Initiative
- Strong Communications
- Continuous Improvement

Funding

Metro Fire's Board of Directors is required to adopt a preliminary budget no later than June 30 preceding the beginning of the fiscal year on July 1 and a final budget no later than October 1 of each year. Budgetary fund variances are monitored by the Board of Directors during regular Finance and Audit Committee meetings. As necessary, the Board revises the budget when significant changes to the budget are anticipated.

General Operating Fund

The General Fund is the operating fund of Metro Fire and is generally used to account for all financial resources relative to operations. The primary source of revenue for the General Fund is property taxes. Other revenue sources include charges for ambulance transport services, deployments, and other miscellaneous revenue.

Capital Facilities Fund

The Capital Facilities Fund is used to account for capital lease proceeds and general operating transfers to fund capital purchases. Funding for infrastructure has historically come from development fees and property tax revenue. Since the recession, infrastructure and fire service apparatus needs have been funded through a combination of lease revenue bond issues and capital lease financing.

Development Impact Fee Fund

The Impact Fee Fund accounts for the proceeds from development impact fees. The fund balance is restricted for use on capital outlay relating to construction of future fire stations and acquisition of apparatus to serve new developments.

Measure O Building Fund

The Measure O Building Fund accounts for proceeds derived from general obligation bonds issued by the District. The fund balance is restricted for uses outlined in the voter-approved ballot measure, including the construction, expansion, acquisition, upgrade, and modernization of fire stations, facilities, vehicles, equipment, and real property.

Grants Fund

The Grant Fund is used to account for various types of grants awarded to Metro Fire. Fund balance is restricted for purposes authorized in the grant awards.

The focus of Metro Fire's approach to financial sustainability is to ensure maximum cost recovery for fee-based services provided and to identify and sustainably fund long-term liabilities, aligning revenues and expenditures so that reserves are sufficient to cover future contingencies.

Community Overview | Who We Serve

Service Area

Metro Fire is the largest fire/EMS agency in Sacramento County, serving a population of over 729,000 throughout 359 square miles, including large portions of unincorporated Sacramento County, and a small area of Placer County. Metro Fire's jurisdiction includes two incorporated cities, seventeen distinct communities classified as Census Designated Places, three master plan areas, and one census county division.

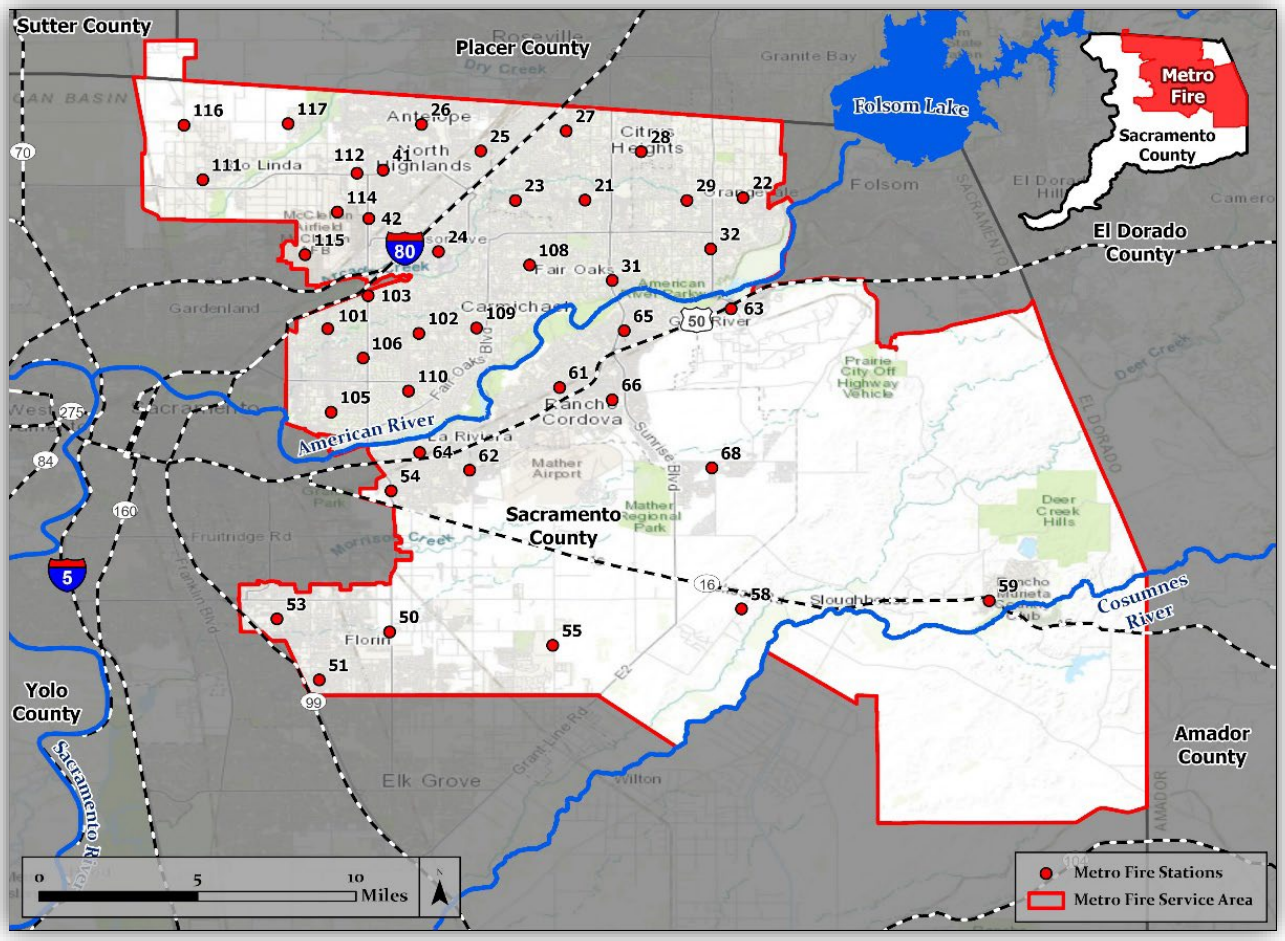
Jurisdictional Boundaries

Metro Fire's northern boundary follows the Sacramento County line between Santa Juanita Avenue at the City of Folsom's boundary line to the east and Elwyn Avenue (Locust Avenue in Placer County) to the west, where it crosses the Placer County line in a 1.3 square mile area generally between Locust Avenue to the east, Baseline Road to the north, and Pleasant Grove Boulevard to the west.

The eastern boundary abuts the City of Folsom's boundaries and then continues along the Sacramento County line south to the Union Pacific Railroad approximately one third of a mile south of Ione Road.

The southern boundary spans from the Union Pacific Railroad in the east and follows along the border of the City of Elk Grove west to State Route 99.

The western border abuts the boundary with the City of Sacramento from the City of Elk Grove in the south, to the Sutter County line in the north.

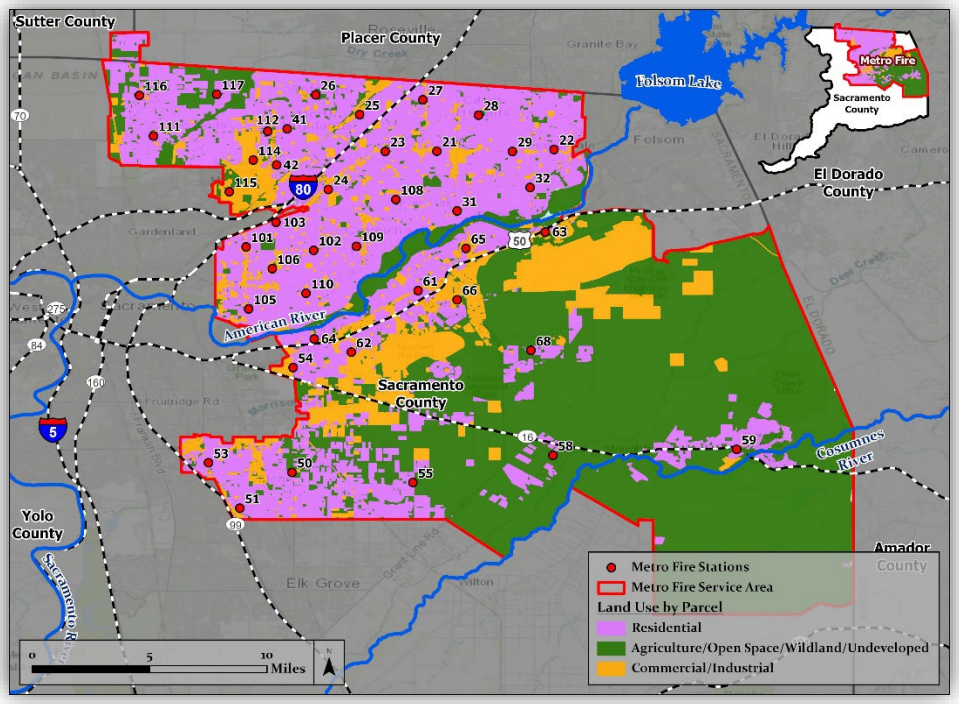


Geography

Geographically located in the Sacramento Valley region, topography is relatively flat, with elevations close to sea level for most areas of Metro Fire's service area. There are also several waterways that run through the service area including the American River, Cosumnes River, Lake Natoma, Dry Creek, Sierra Creek, Arcade Creek, Cripple Creek, Steelhead Creek, Buffalo Creek, Morrison Creek, Magpie Creek, Linda creek, Deer Creek, Laguna Creek, as well as a water canal system.

Land Use

Land use in Metro Fire's service area is diverse and ranges from metropolitan urban areas to suburban residential areas and rural undeveloped agricultural areas. It includes open grassland, to cultivated farmland, to large tracts of suburban single-family homes and apartment complexes; alongside multiple commercial and retail corridors, light industrial occupancies, and some heavy industrial uses.



58%
Agriculture/ Open Space/ Undeveloped

28%
Residential

14%
Commercial/ Industrial

Climate

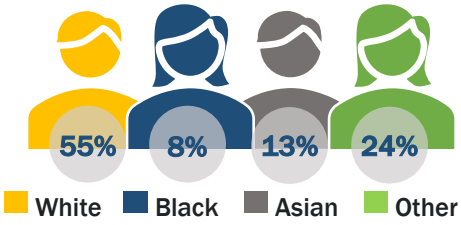
The climate in Metro Fire's service area is generally considered Mediterranean with hot, arid summers and short, cold, cloudy and wet winters. Temperatures vary over the course of the year with from lows of 39°F to highs of 94°F, with relatively low humidity all year. The hot season is typically from June to September, with an average daily high temperature above 86°F. The hottest month of the year in Sacramento is July, with an average high of 93°F and low of 60°F. It's not uncommon to have a brief period during the summer of triple-digit temperatures. The cool season of November to February has an average daily high temperature below 62°F. The coldest month of the year in the Sacramento area is December, with an average low of 40°F and high of 55°F.

Demographics

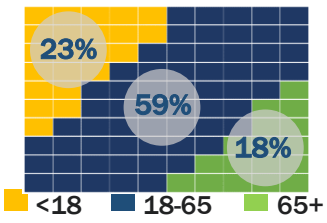
Key Demographic Indicators

Metro Fire's population of over 729,000 is mostly between the ages of 18-65 with a median age of 38. Education level ranges from no high school diploma to those with advanced graduate degrees, with most of the population having some college education. With a diversity index of 78, there is a substantially high likelihood that two people, chosen at random from the same area, belong to different race or ethnic groups.

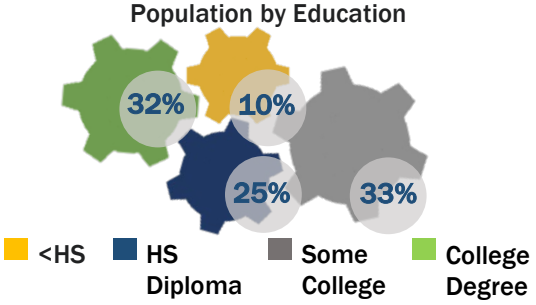
Population by Race



Population by Age



Population by Education



Key Economic Indicators

Metro Fire's service area continues to see population growth due, in part, to its emerging technology and healthcare sectors, which continue to attract San Francisco Bay area transplants. Technology giants HP, Intel, Aerojet Rocketdyne, Oracle, and Apple already have a prominent presence in the region, along with major healthcare providers such as Kaiser Permanente, Sutter Health, UC Davis Health System, Veteran's Administration, and Dignity Health. Job growth in the area continues in an upward trend, with the area boasting an almost fully employed workforce with unemployment at 5.6%. Nearly two thirds of the workforce is considered white collar, with the blue collar and service workforce closely split.

Median household income in Metro Fire's service area is $88,351 and 12% of households are living below the poverty line. The median home value in the area is $557,871 and a housing affordability index of 61 indicates that median household income is not high enough to purchase a median valued home. Additionally, the wealth index for the area is 97, indicating less than average wealth as compared to the national average.

$88,351	$557,871
Median HH Income	Median Home Value
12%	5.26%
Households in Poverty	Unemployment Rate



19% Service Workforce



20% Blue Collar Workforce



61% White Collar Workforce

Communities

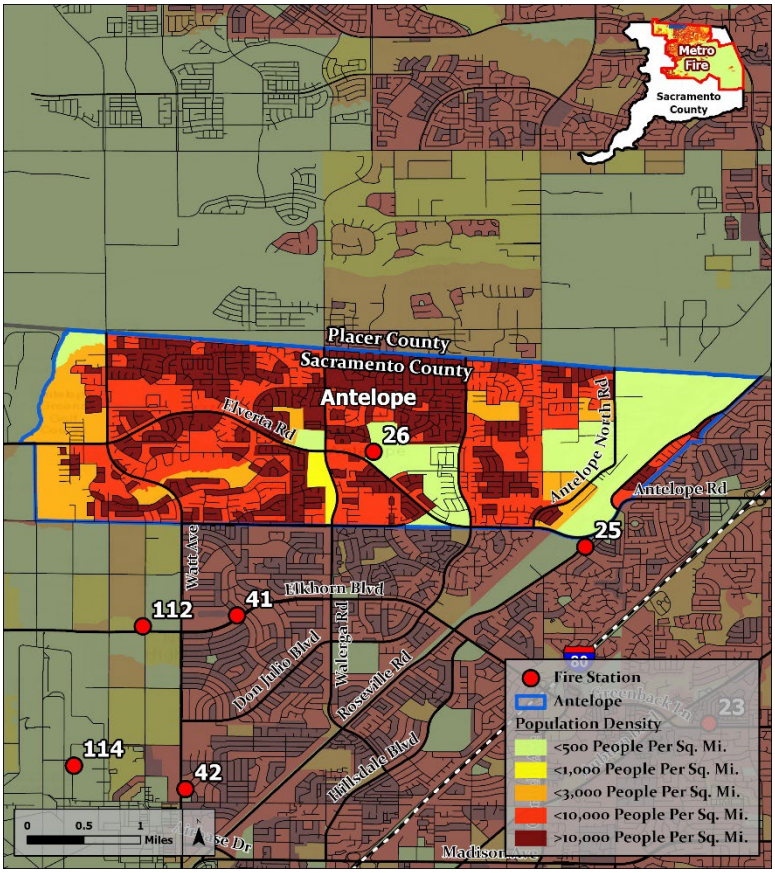
Metro Fire serves a total of 23 distinct communities including two incorporated cities, seventeen communities classified as Census Designated Places, one census county division, and three master plan areas (MPA).

Incorporated Cities	Census Designated Places (CDP)			Master Plan Areas (MPA)	Census County Division (CCD)
Citrus Heights	Antelope	Foothill Farms	Orangevale	Easton/Aerojet	Sloughhouse
Rancho Cordova	Arden-Arcade	Gold River	Rancho Murieta	Jackson Highway	
	Carmichael	La Riviera	Rio Linda	Placer Vineyards	
	Elverta	Mather	Rosemont		
	Fair Oaks	McClellan Park	Vineyard		
	Florin	North Highlands			

Antelope

Community Profile

The community of Antelope is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the northwest quadrant of Metro Fire's service area. The town name of Antelope was established by a vote in 1993 and town designation began July 1, 1994. What is known as Antelope today mostly began as a planned community in the late 1980's.



POPULATION AT A GLANCE

50,818	7,433	15,426
Total Population	Density/Sq.Mi.	Total Households

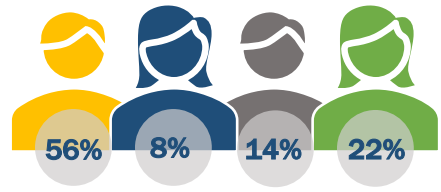
GEOGRAPHY & LAND USE

Antelope is a 6.84 square mile community located approximately 15 miles northeast of downtown Sacramento and 5 miles southwest of Roseville. Topography is mostly flat, with very few hills and no major bodies of water. The northern border of Antelope falls directly onto the line between Sacramento and Placer counties. To the east, the community abuts the Union Pacific rail line and follows Roseville Road south from the county line to Butternut Drive. The southern border follows Antelope Road. Dry Creek runs along the west side of Antelope and Sierra Creek also runs through parts of the community.

Land use in Antelope is primarily residential with a mix of single and multi-family units. There are a few commercial corridors comprised of retail and light industrial uses.

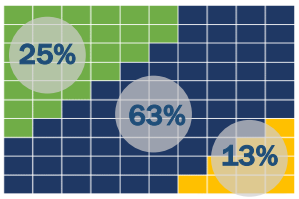
KEY DEMOGRAPHIC INDICATORS

Population by Race



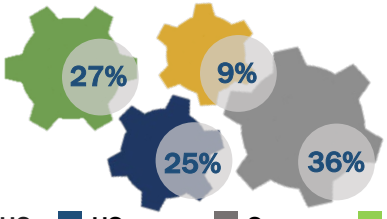
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$100,416	$528,863
Median HH Income	Median Home Value
9%	4%
Households in Poverty	Unemployment Rate

16% Service Workforce

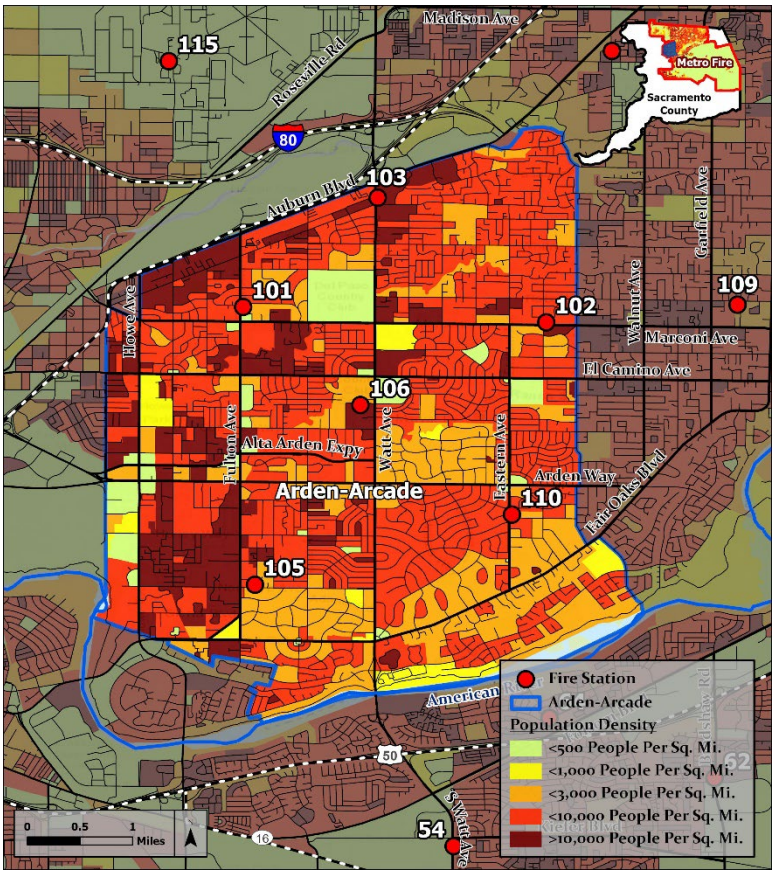
20% Blue Collar Workforce

64% White Collar Workforce

Arden-Arcade

Community Profile

The community of Arden-Arcade is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the west-central section of Metro Fire's service area. It is east of the City of Sacramento and west of the community of Carmichael, its southern border is primarily the American River. The face of Arden-Arcade was built between 1945 and 1970 and remains a fine representation of a middle-class mid-century modern community.



POPULATION AT A GLANCE

94,446	5,941	38,572
Total Population	Density/Sq.Mi.	Total Households

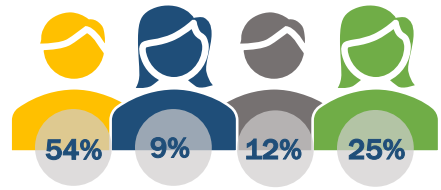
GEOGRAPHY & LAND USE

Arden-Arcade is a 16 square mile community served by three major highways; Interstate 80, Capital City Freeway, and US Highway 50. Arden-Arcade has convenient access to downtown Sacramento via Highway 160, as well as access to East Sacramento and North Sacramento. The American River runs along the southern edge of the community as well as a few smaller watercourses that also traverse sections of the community.

Land use in Arden-Arcade is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

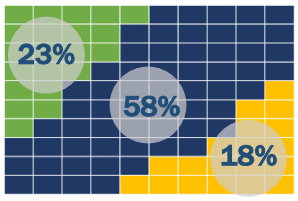
KEY DEMOGRAPHIC INDICATORS

Population by Race



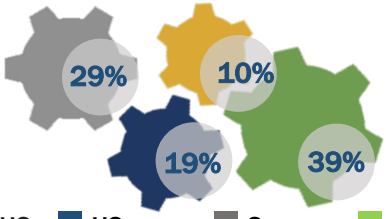
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$76,150	$614,767
Median HH Income	Median Home Value
16%	6%
Households in Poverty	Unemployment Rate

19% Service Workforce

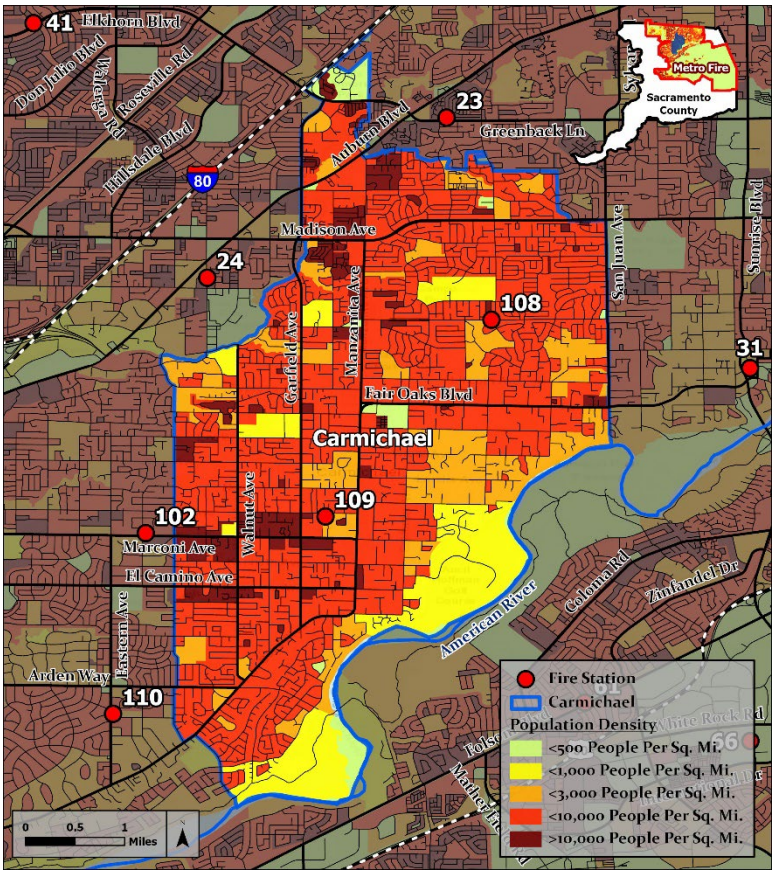
17% Blue Collar Workforce

64% White Collar Workforce

Carmichael

Community Profile

The community of Carmichael is a Census Designated Place (CDP) located in unincorporated Sacramento County, in the central-north part of Metro Fire's service area.



POPULATION AT A GLANCE

79,108	5,159	31,825
Total Population	Density/Sq.Mi.	Total Households

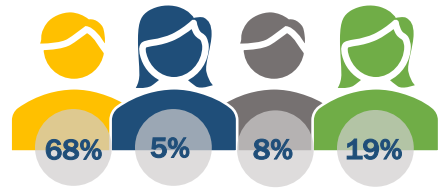
GEOGRAPHY & LAND USE

Carmichael has an area of 13.8 square miles, of which 13.5 square miles is land and 0.3 square miles is water. The American River runs along the southern edge of Carmichael, and Arcade Creek is also located along the northwestern boundary of the community.

Land use in Carmichael is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

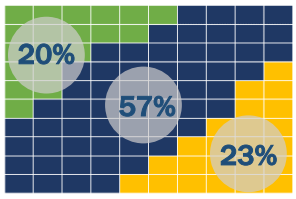
KEY DEMOGRAPHIC INDICATORS

Population by Race



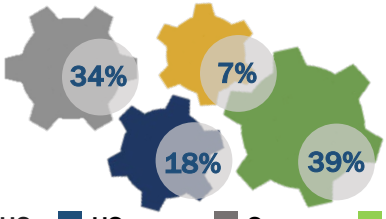
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$92,104	$629,391
Median HH Income	Median Home Value
11%	5%
Households in Poverty	Unemployment Rate



19% Service Workforce



17% Blue Collar Workforce

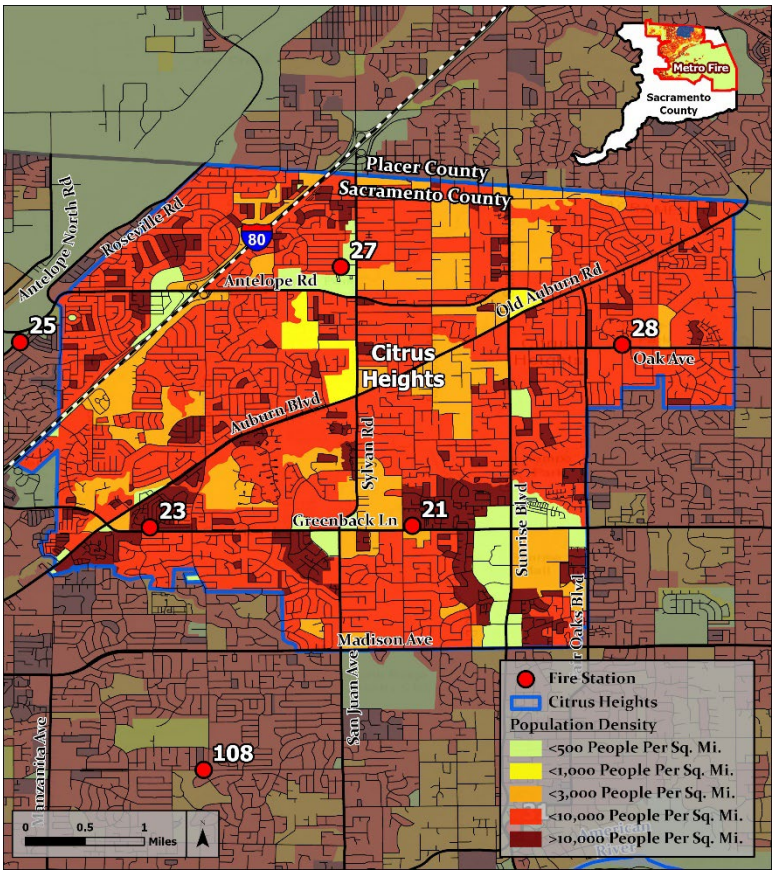


64% White Collar Workforce

Citrus Heights

Community Profile

The incorporated City of Citrus Heights is located along the north central border of Metro Fire's service area. The city name of Citrus Heights was established by a vote in 1997; city designation began November 5, 1996, becoming the fifth city in Sacramento County.



POPULATION AT A GLANCE

87,583	6,161	34,686
Total Population	Density/Sq.Mi.	Total Households

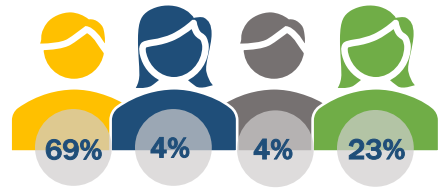
GEOGRAPHY & LAND USE

The City of Citrus Heights covers a land area of 14.23 square miles; centrally located between the region's major freeways and highways. Interstate 80 passes through the west side of the city, and Interstate 5, US Highway 50, and State Route 99 are all located from 3 to 11 miles from the city. Both Arcade and Cripple Creek run through the city boundaries.

Land use in Citrus Heights is primarily comprised of single-family homes with numerous multi-family apartment/condominium complexes as well as some institutional facilities. Sunrise Mall and several other commercial corridors comprised of office, retail, and light industrial uses are also present.

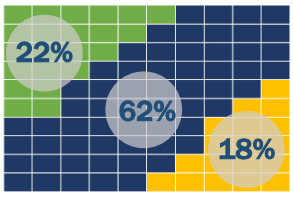
KEY DEMOGRAPHIC INDICATORS

Population by Race



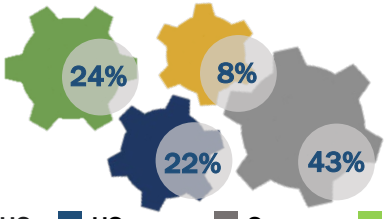
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$69,658	$366,037
Median HH Income	Median Home Value
9%	5%
Households in Poverty	Unemployment Rate



19% Service Workforce



20% Blue Collar Workforce

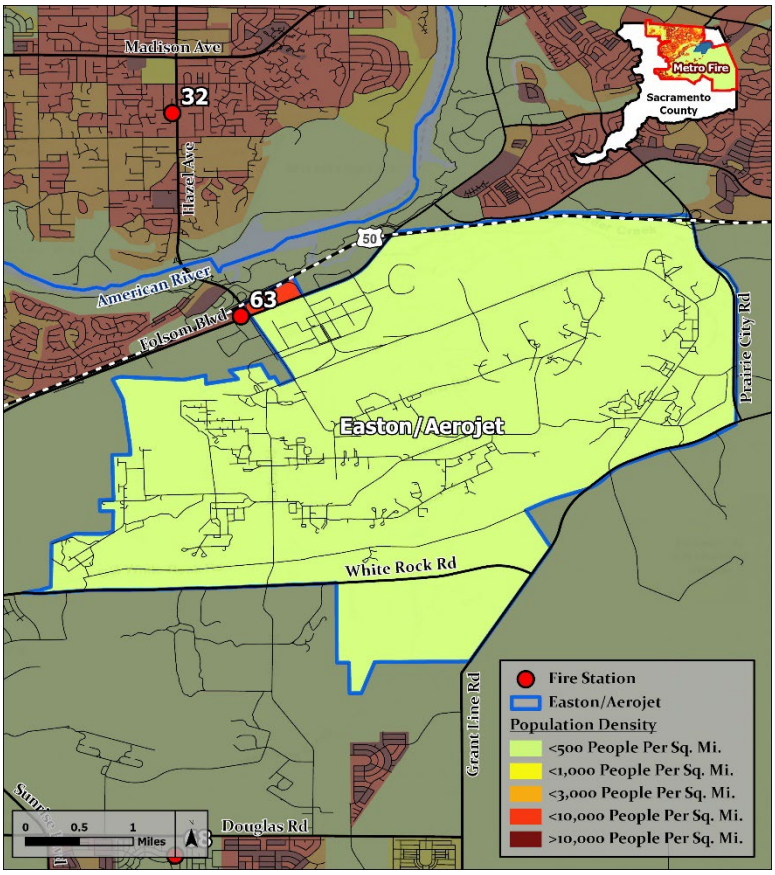


61% White Collar Workforce

Easton/Aerojet

Community Profile

The community of Easton is a master plan area located in the cities of Folsom and Rancho Cordova. Easton offers a balance of land uses in five distinct planning areas, called "boroughs." All of the boroughs of Easton have been planned in accordance with smart-growth principles advocated by the Urban Land Institute.



POPULATION AT A GLANCE

614	49	345
Total Population	Density/Sq.Mi.	Total Households

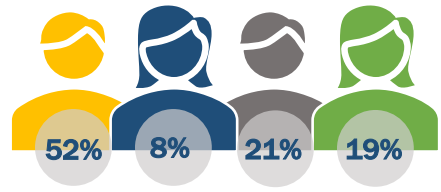
GEOGRAPHY & LAND USE

Easton is a 12.5 square mile community located 15 miles east of downtown Sacramento. Easton stretches nearly 6 miles along US Highway 50, from Sunrise Boulevard on the west to east of Prairie City Road. The community falls under three jurisdictions: the City of Rancho Cordova, Sacramento County and the City of Folsom.

The Easton Plan reflects the efforts of a multidisciplinary team to create one of the finest master-planned communities in the nation. The beneficial reuse of approximately 6,100 acres involves building upon and enhancing the area's infrastructure, including existing water, sewer, utility and transportation systems. Easton is fostering transportation solutions that will enhance overall mobility throughout the US Highway 50 corridor.

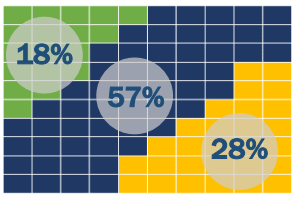
KEY DEMOGRAPHIC INDICATORS

Population by Race



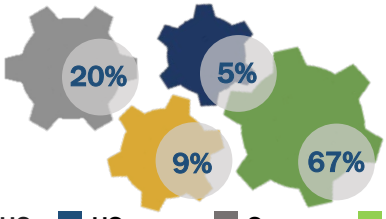
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$150,000	$536,624
Median HH Income	Median Home Value
9%	5%
Households in Poverty	Unemployment Rate

9% Service Workforce

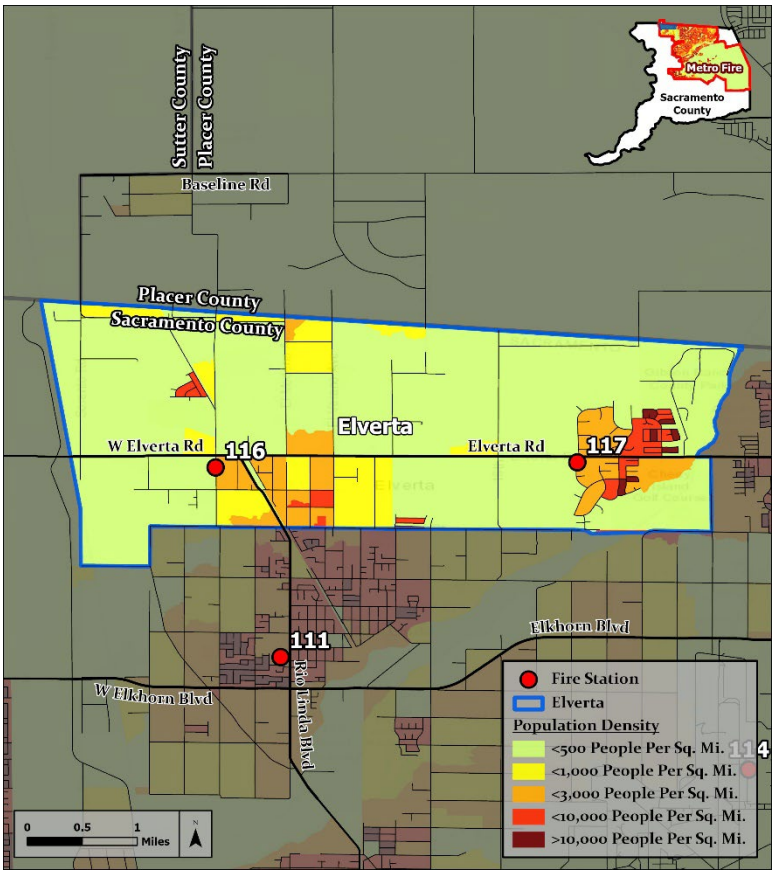
12% Blue Collar Workforce

81% White Collar Workforce

Elverta

Community Profile

The community of Elverta is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, anchoring the northwestern corner of Metro Fire's service area. Elverta is approximately 20 miles from Sacramento, 2.5 miles from Rio Linda, 6 miles from Roseville, and 8 miles from Antelope.



POPULATION AT A GLANCE

5,435	618	1,805
Total Population	Density/Sq.Mi.	Total Households

GEOGRAPHY & LAND USE

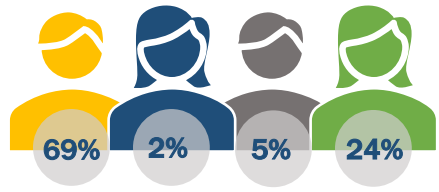
The community of Elverta covers a total land area of 8.8 square miles.

Elverta is described as generally rural in nature and topography is mostly flat, with very few hills and no major bodies of water. It is characterized by large swathes of open space, pasture, and agricultural land. The Union Pacific railroad runs next to Steelhead Creek along the western side of the community.

Land use in Elverta is almost entirely comprised of single-family homes. Many of the homes in Elverta are on large lots with multiple outbuildings. There are only a few commercial and retail occupancies in the community.

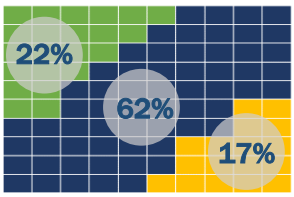
KEY DEMOGRAPHIC INDICATORS

Population by Race



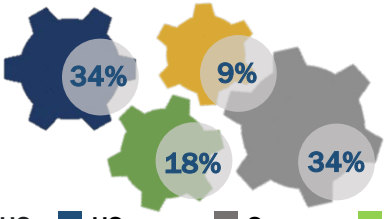
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$88,367	$564,924
Median HH Income	Median Home Value
6%	3%
Households in Poverty	Unemployment Rate

13% Service Workforce

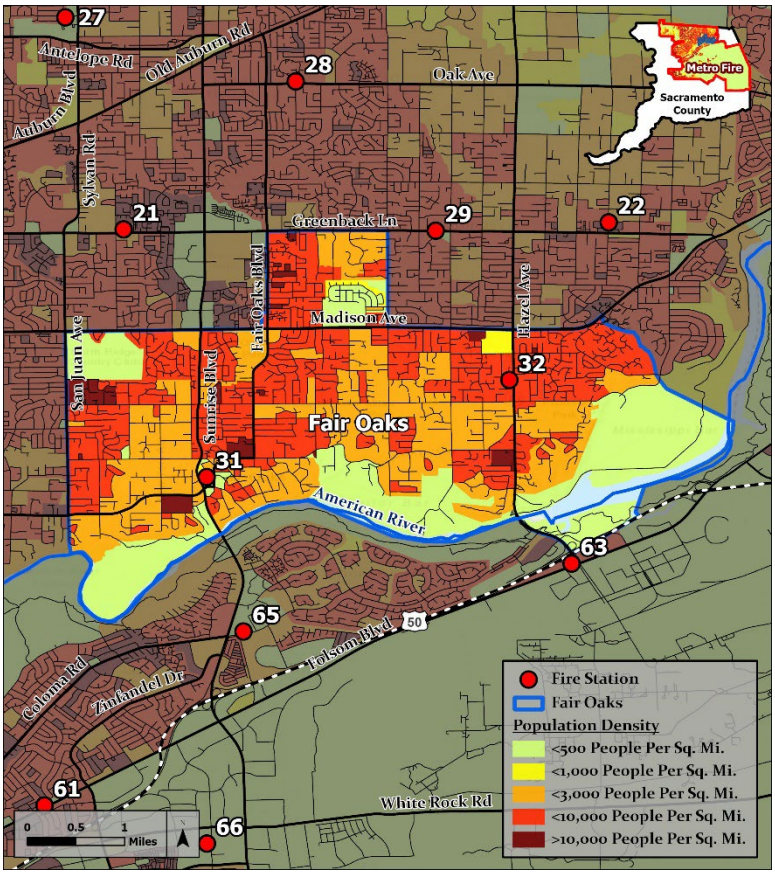
27% Blue Collar Workforce

61% White Collar Workforce

Fair Oaks

Community Profile

The community of Fair Oaks is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, roughly in the center of Metro Fire's service area. Fair Oaks has a mix of upscale, custom home pocket areas, few apartments, and is a semi-rural neighborhood with easy access to US Highway 50.



POPULATION AT A GLANCE

32,537	2,819	13,481
Total Population	Density/Sq.Mi.	Total Households

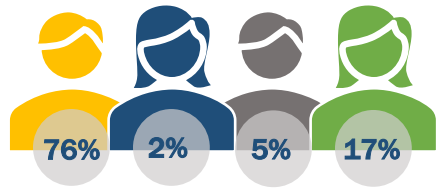
GEOGRAPHY & LAND USE

Fair Oaks covers a land area of 11.2 square miles between Sacramento and Folsom, including 0.5 square miles of waterways. Fair Oaks is bounded on the south side by the American River and the community of Gold River, on the north side by the City of Citrus Heights, on the west side by the community of Carmichael, and on the east side by the community of Orangevale and the City of Folsom. Fair Oaks is a natural, lush foliage town with rolling streets and canopies of trees.

Land use in Fair Oaks is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well as several commercial corridors comprised of retail, office, and light industrial uses.

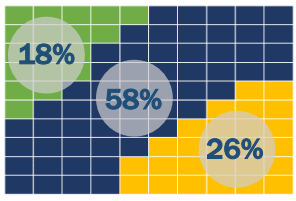
KEY DEMOGRAPHIC INDICATORS

Population by Race



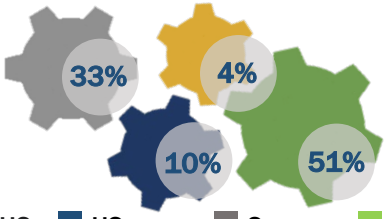
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$98,593	$579,774
Median HH Income	Median Home Value
8%	5%
Households in Poverty	Unemployment Rate

12% Service Workforce

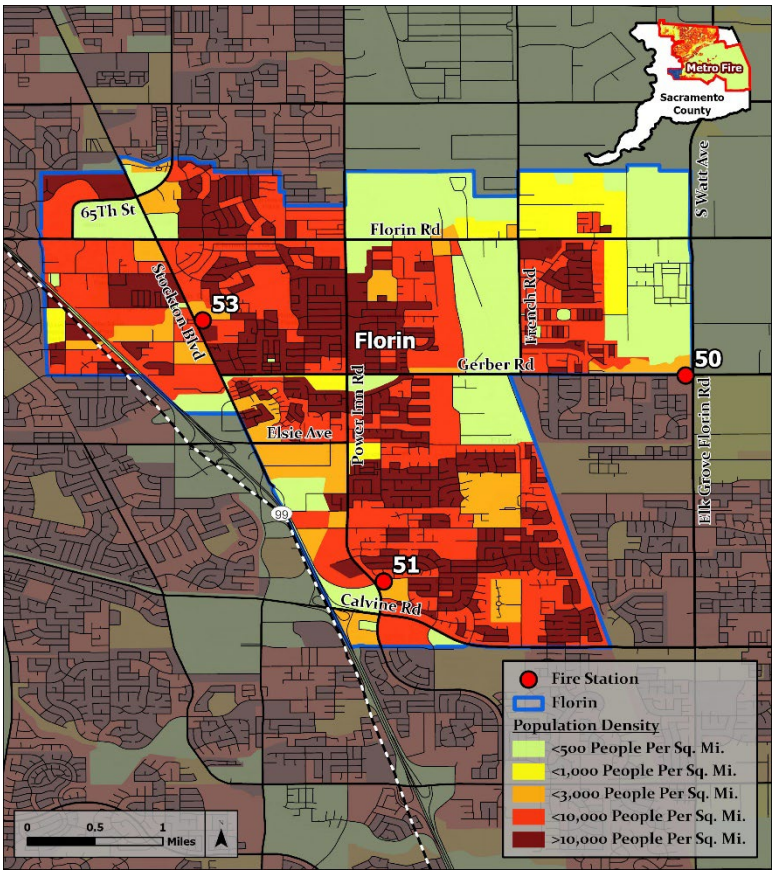
11% Blue Collar Workforce

77% White Collar Workforce

Florin

Community Profile

The community of Florin is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County in the southwest corner of Metro Fire's service area, adjacent to the City of Sacramento. It is urban in character and population density.



POPULATION AT A GLANCE

53,823	6,109	16,403
Total Population	Density/Sq.Mi.	Total Households

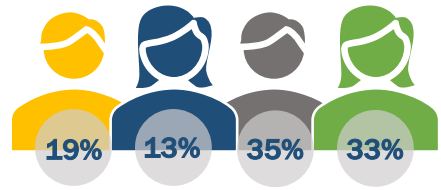
GEOGRAPHY & LAND USE

Florin has a total land area of 8.7 square miles, with the Union Pacific railroad branch line bisecting the community and State Route 99 running along its southwestern boundary. A system of flood control channels also runs through the community of Florin.

Land use in Florin is primarily comprised of single-family homes, including several large clusters of mobile homes. There are some multi-family apartment/condominium complexes and institutional facilities, as well. There are multiple commercial corridors comprised of retail and office uses, as well as several areas of light to heavy industrial activity.

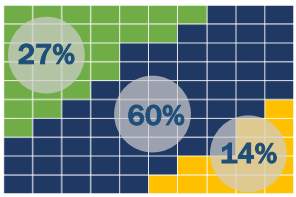
KEY DEMOGRAPHIC INDICATORS

Population by Race



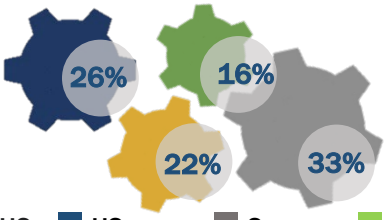
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$54,749	$309,214
Median HH Income	Median Home Value
19%	8%
Households in Poverty	Unemployment Rate



26% Service Workforce



28% Blue Collar Workforce

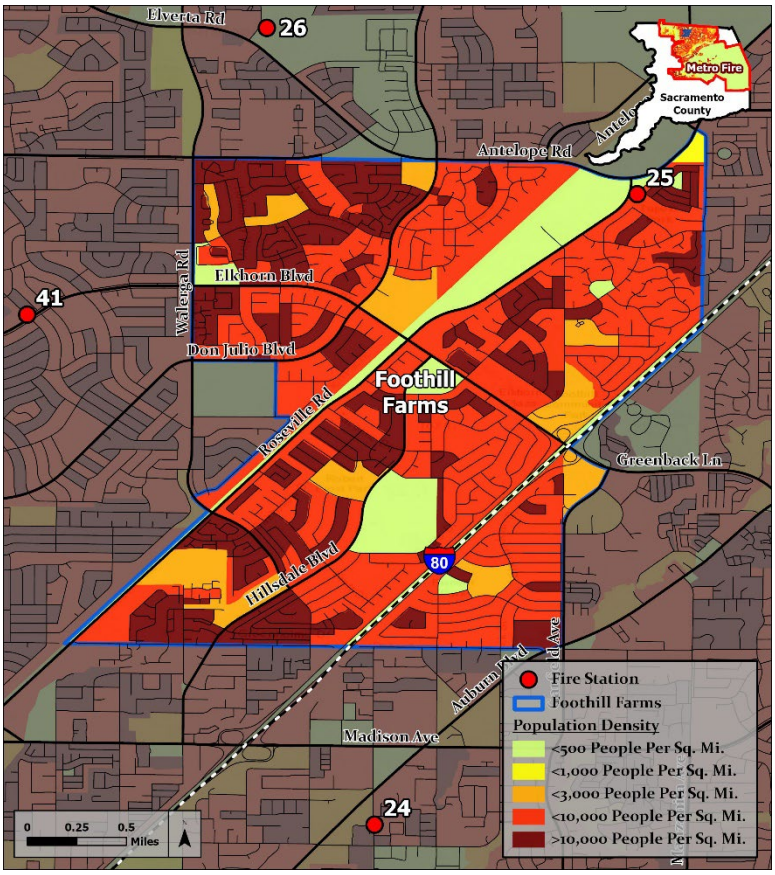


46% White Collar Workforce

Foothill Farms

Community Profile

The community of Foothill Farms is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the northwestern quadrant of Metro Fire's service area.



POPULATION AT A GLANCE

35,834	8,531	12,499
Total Population	Density/Sq.Mi.	Total Households

GEOGRAPHY & LAND USE

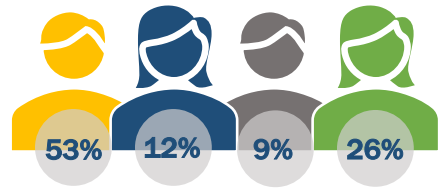
Foothill Farms is urban in character and population density with a total land area of 4.2 square miles. The Union Pacific mainline from Roseville to Southern California runs along the northwestern edge of Foothill Farms and Interstate 80 runs through the community in its southeastern section.

Land use in Foothill Farms is primarily comprised of single-family homes, including multi-family apartment/condominium complexes and institutional facilities, as well. There are a few commercial corridors comprised of retail, office, and light industrial uses.

The remnants of Camp Kohler, a World War II era military installation, are also located in Foothill Farms.

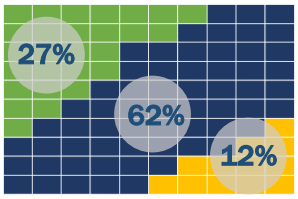
KEY DEMOGRAPHIC INDICATORS

Population by Race



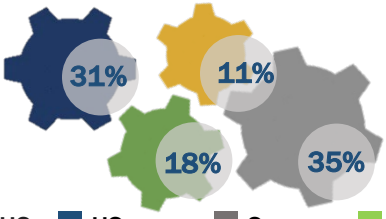
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$59,346	$316,285
Median HH Income	Median Home Value
17%	6%
Households in Poverty	Unemployment Rate

21% Service Workforce

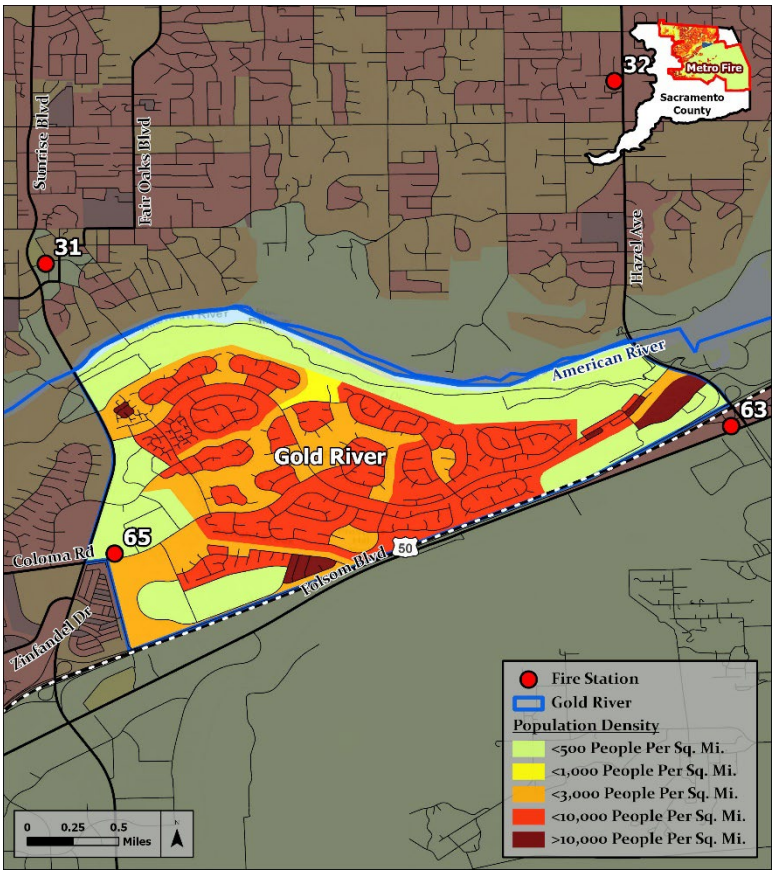
25% Blue Collar Workforce

54% White Collar Workforce

Gold River

Community Profile

The community of Gold River is a relatively small Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the central-east area of Metro Fire's service area.



POPULATION AT A GLANCE

7,844	2,862	3,521
Total Population	Density/Sq.Mi.	Total Households

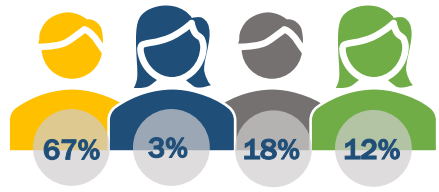
GEOGRAPHY & LAND USE

Gold River spans a 2.74 square mile area between the cities of Rancho Cordova on the south and Folsom on the east. The American River runs along the northern edge, Buffalo Creek through the southern part of the community, and an extensive canal system begins just above the adjacent Nimbus Dam.

Land use in Gold River is residential in nature, consisting of detached single family homes, duplex and triplexes, as well as condominiums. There are also some retail, commercial and light industrial areas.

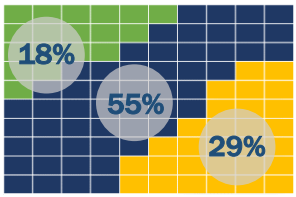
KEY DEMOGRAPHIC INDICATORS

Population by Race



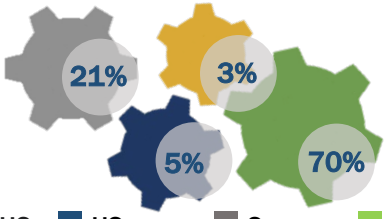
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$135,830	$575,170
Median HH Income	Median Home Value
2%	4%
Households in Poverty	Unemployment Rate

7% Service Workforce

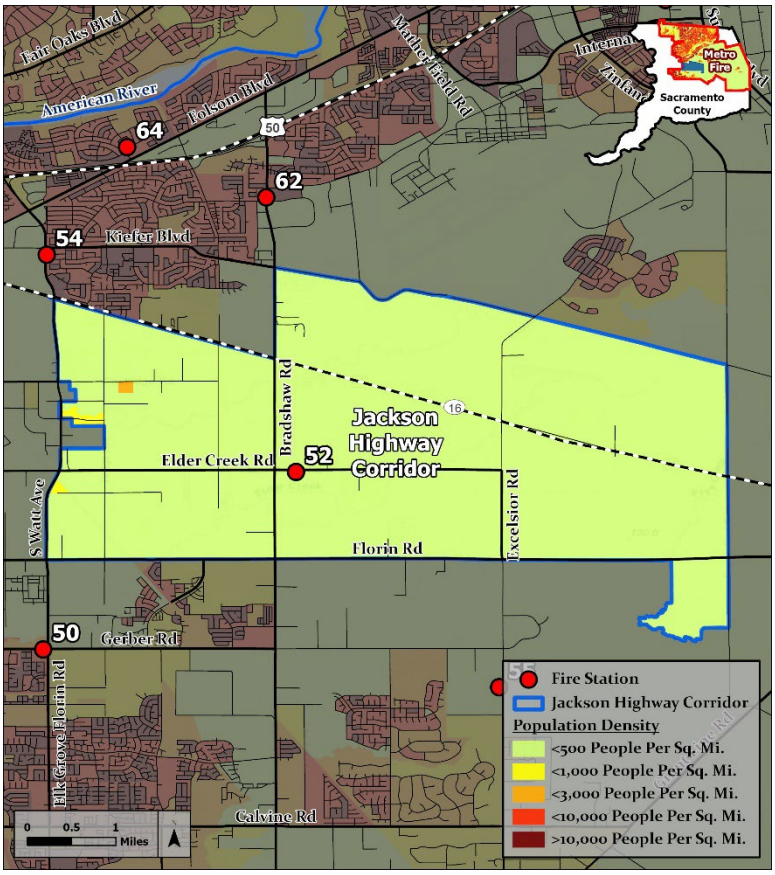
7% Blue Collar Workforce

86% White Collar Workforce

Jackson Highway Corridor

Community Profile

The Jackson Highway Corridor is a master plan area located in the unincorporated area of Sacramento County, in the southwest quadrant of Metro Fire's service area.



POPULATION AT A GLANCE

920	56	293
Total Population	Density/Sq.Mi.	Total Households

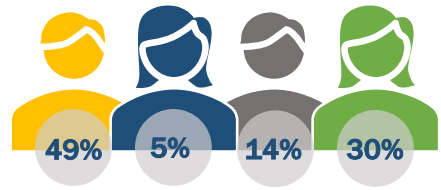
GEOGRAPHY & LAND USE

The Jackson Highway Corridor spans a 16.4 square mile area that is bisected by State Route 16 (also known as Jackson Highway).

This growth area is comprised of the NewBridge Specific Plan, West Jackson Highway Master Plan, Jackson Township Specific Plan and a portion of the Mather South Community Master Plan. Additional details on these projects are available on the Project Profile pages below.

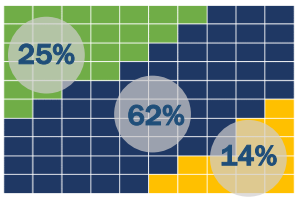
KEY DEMOGRAPHIC INDICATORS

Population by Race



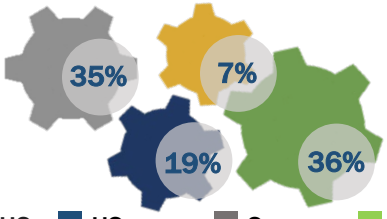
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$75,701	$471,154
Median HH Income	Median Home Value
13%	5%
Households in Poverty	Unemployment Rate

15% Service Workforce

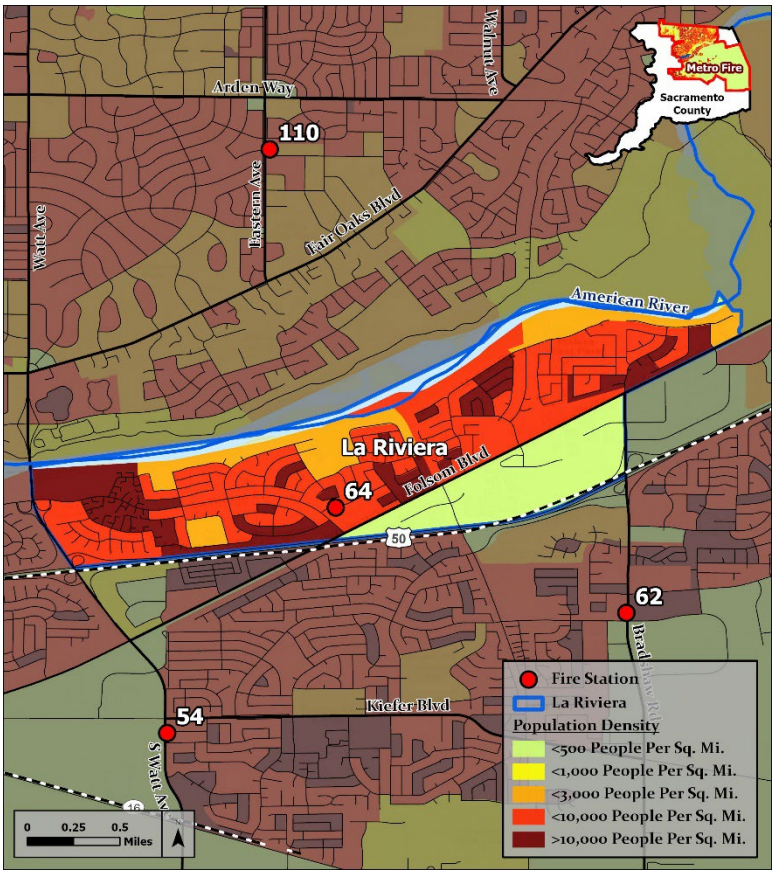
27% Blue Collar Workforce

58% White Collar Workforce

La Riviera

Community Profile

The community of La Riviera is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, along the western border of Metro Fire's service area. La Riviera is a primarily residential neighborhood bordered by the American River on the north and US Highway 50 on the south.



POPULATION AT A GLANCE

11,252	5,510	4,643
Total Population	Density/Sq.Mi.	Total Households

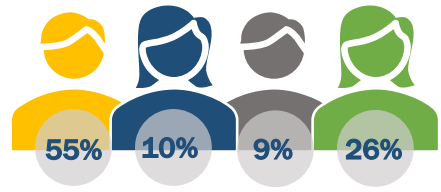
GEOGRAPHY & LAND USE

La Riviera has a total area of 2.1 square miles, of which, 1.9 square miles of it is land and 0.2 square miles of it is water. La Riviera is located on the "Gold Line" of Regional Transit's light rail line. The Watt/Manlove, Starfire, Tiber, and Butterfield light rail stations are located in the community of La Riviera.

Land use in La Riviera is primarily comprised of single-family homes. There are numerous multi-family apartment/condominium complexes and institutional facilities, as well. There are also several commercial corridors comprised of retail, office, and light industrial uses.

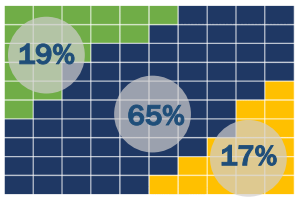
KEY DEMOGRAPHIC INDICATORS

Population by Race



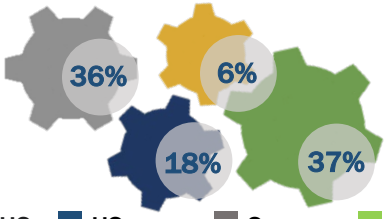
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$75,197	$352,426
Median HH Income	Median Home Value
9%	4%
Households in Poverty	Unemployment Rate

19% Service Workforce

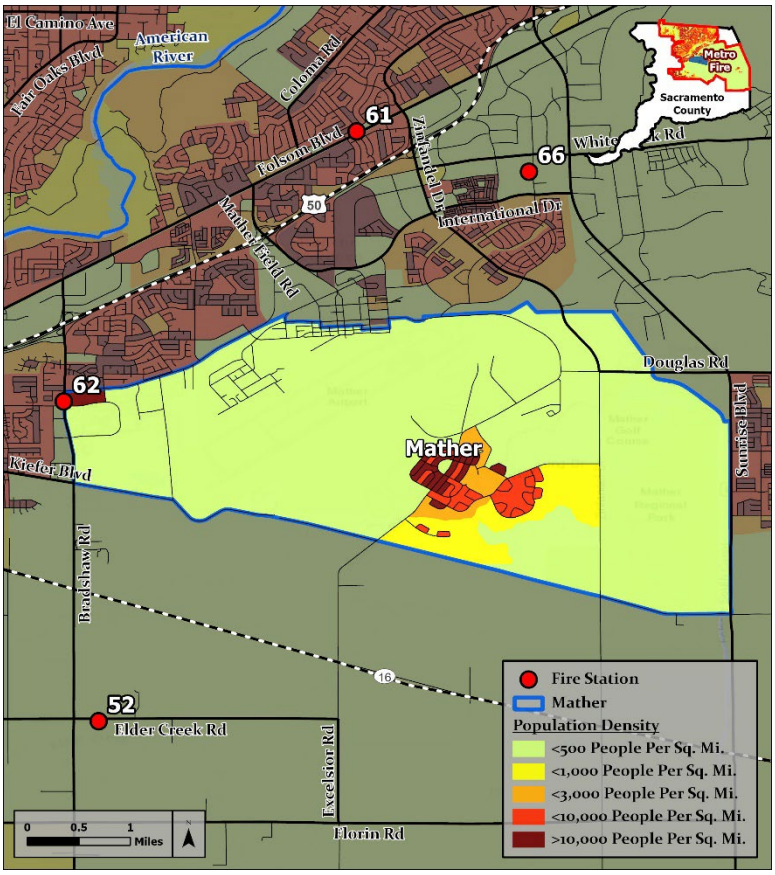
10% Blue Collar Workforce

72% White Collar Workforce

Mather

Community Profile

The community of Mather is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County. Mather Air Force Base was closed in 1993 and repurposed for civilian uses after a Base Realignment and Closure (BRAC) decision. Mather Airport is still used by commercial freight traffic, the California Army National Guard, and several general aviation operators.



POPULATION AT A GLANCE

4,698	468	1,573
Total Population	Density/Sq.Mi.	Total Households

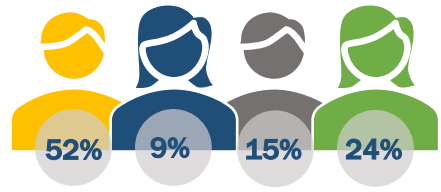
GEOGRAPHY & LAND USE

Mather sits at an elevation of 108 feet and covers an area of 10 square miles. An adjacent sports center run by the Cordova Recreation and Park District provides the public with recently-renovated facilities such as a state-of-the art softball complex, a huge new skateboard park, an all-weather soccer field, a gym, racquetball courts, a weight room, aerobics classes, an outdoor jogging trail, lockers and showers.

Land use in Mather ranges from legacy, Cold War-era military structures to aircraft hangars and other aviation support facilities of various vintages, as well as a pocket of single-family residential development. Most of the commercial activity is related to operations in or around Mather Airport.

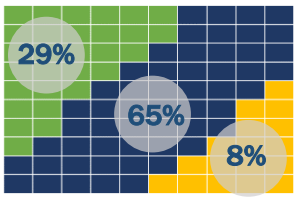
KEY DEMOGRAPHIC INDICATORS

Population by Race



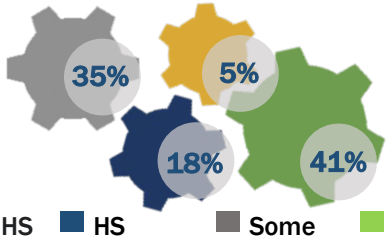
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$93,810	$438,153
Median HH Income	Median Home Value
6%	7%
Households in Poverty	Unemployment Rate

11% Service Workforce

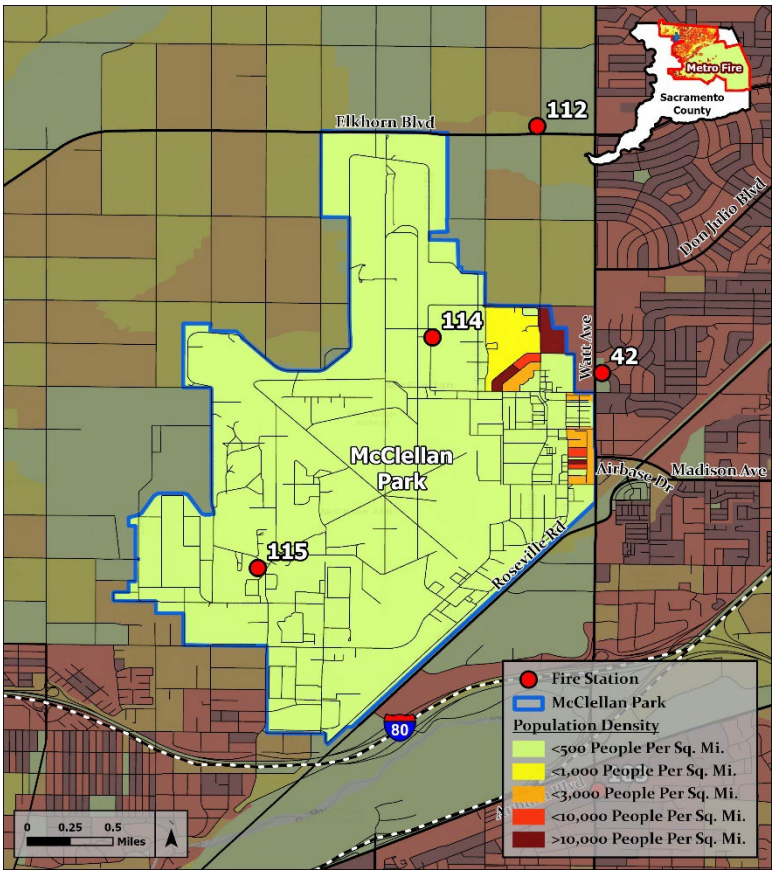
14% Blue Collar Workforce

76% White Collar Workforce

McClellan Park

Community Profile

The community of McClellan Park (also known as McClellan) is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County and is another former Air Force installation that was closed and repurposed in 2001 after a Base Realignment and Closure (BRAC) decision. McClellan Airfield still hosts a substantial amount of aviation operations, including a CAL-Fire aviation facility and a Coast Guard Air Station.



POPULATION AT A GLANCE

926	228	314
Total Population	Density/Sq.Mi.	Total Households

GEOGRAPHY & LAND USE

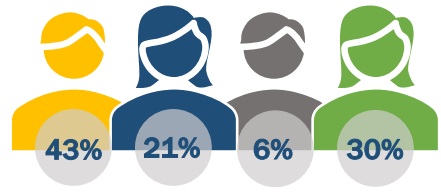
McClellan Park sits at an elevation of 69 feet and covers an area of 4.1 square miles. Interstate 80 runs along the southern boundary of McClellan, along with Magpie Creek; the creek was cut off from Bush Lake and was altered and diverted in the upstream Robla, McClellan, and North Highlands areas.

Land use in McClellan Park ranges from legacy military structures to aircraft hangars and other aviation support facilities of various vintages. There are newer commercial and institutional buildings throughout McClellan, as well. Residential structures include converted base housing and multi-family apartments.

The west side of the Air Park is slated for redevelopment to industrial uses.

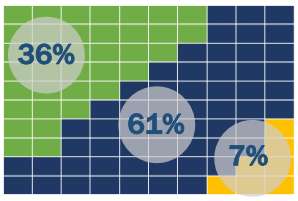
KEY DEMOGRAPHIC INDICATORS

Population by Race



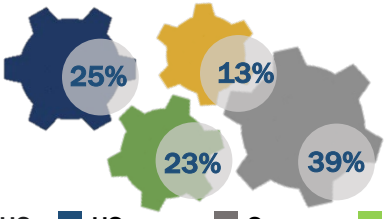
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$32,546	Not Available
Median HH Income	Median Home Value
45%	7%
Households in Poverty	Unemployment Rate

8% Service Workforce

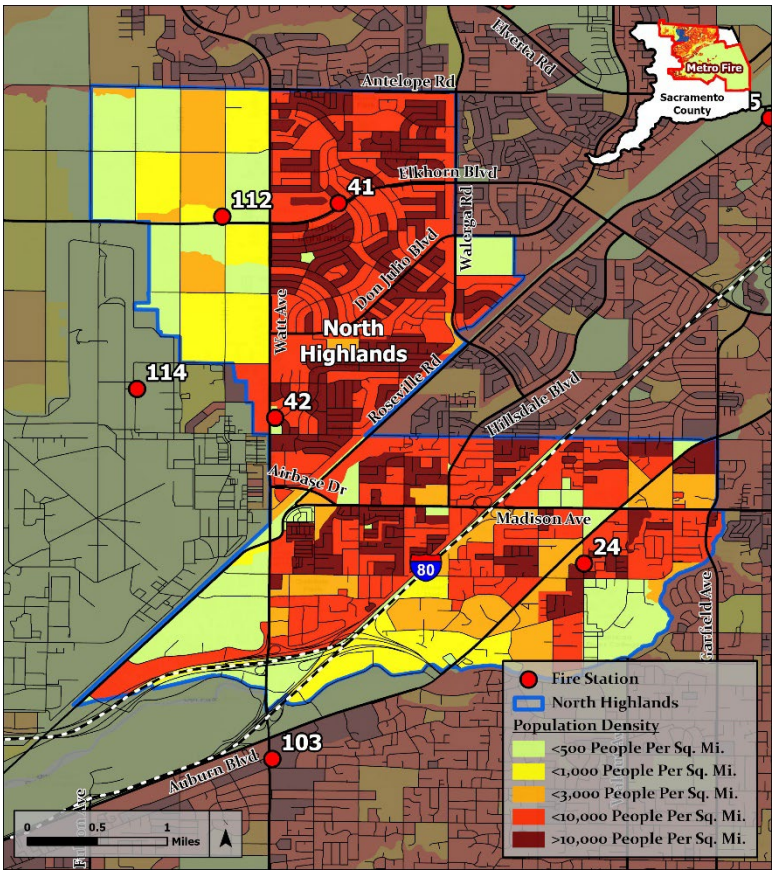
4% Blue Collar Workforce

89% White Collar Workforce

North Highlands

Community Profile

The community of North Highlands is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the north-central section of Metro Fire's service area. North Highlands is adjacent to the former McClellan Air Force Base. Both Interstate 80 and the Union Pacific Railroad mainline traverse the community.



POPULATION AT A GLANCE

49,327	5,609	16,128
Total Population	Density/Sq.Mi.	Total Households

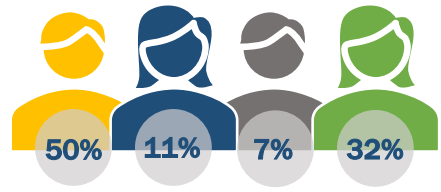
GEOGRAPHY & LAND USE

North Highlands has a total land area of 8.8 square miles. Magpie Creek runs through the community and Arcade Creek winds along its southern boundary.

Land use in North Highlands is primarily comprised of single-family homes, including several clusters of mobile homes and RV parks. There are multiple apartment/condo complexes and institutional facilities, including America River College. Several commercial corridors are also present, comprised of retail and light industrial uses, along with industrial clusters adjacent to McClellan Airfield.

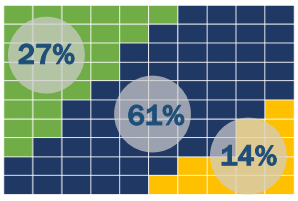
KEY DEMOGRAPHIC INDICATORS

Population by Race



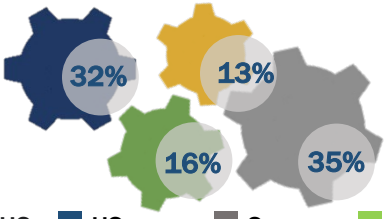
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$53,250	$310,055
Median HH Income	Median Home Value
17%	5%
Households in Poverty	Unemployment Rate



23% Service Workforce



27% Blue Collar Workforce

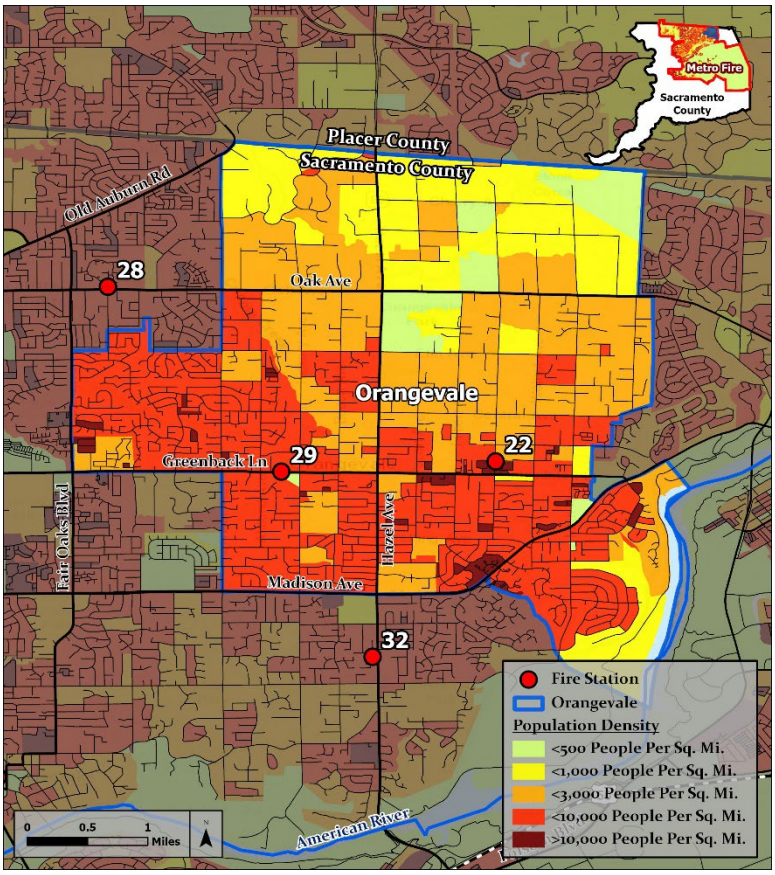


49% White Collar Workforce

Orangevale

Community Profile

The community of Orangevale is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, and anchors the northeastern quadrant of Metro Fire's service area. Orangevale is known for its rolling hills that offer the best views of the Sierra Nevada Mountain range, its foothills, and a rural environment in the middle of a growing metropolitan area.



POPULATION AT A GLANCE

35,553	3,070	13,512
Total Population	Density/Sq.Mi.	Total Households

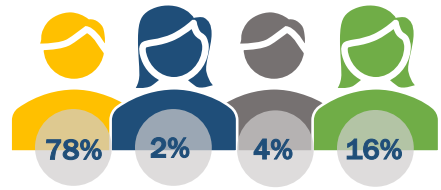
GEOGRAPHY & LAND USE

Orangevale spans 11.6 square miles with the City of Folsom bordering on the east and the Lake Natoma section of the American River to the south. Orangevale is characterized by rolling hills near the base of the Sierra Nevada Foothills, and was home to numerous orange groves and olive orchards; some original trees can still be found along Chestnut, Orangevale, Main, and Walnut Avenues.

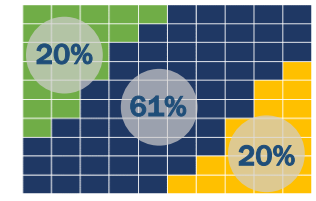
Land use in Orangevale is primarily single-family homes, with some residential properties zoned to accommodate horses and orchards. There are also a few multi-family apartment/condo complexes and institutional facilities. Several commercial nodes are present, comprises of retail industrial uses.

KEY DEMOGRAPHIC INDICATORS

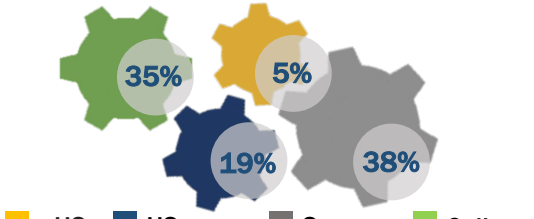
Population by Race



Population by Age



Population by Education



KEY ECONOMIC INDICATORS

$92,364	$483,447
Median HH Income	Median Home Value
9%	4%
Households in Poverty	Unemployment Rate



12% Service Workforce



18% Blue Collar Workforce

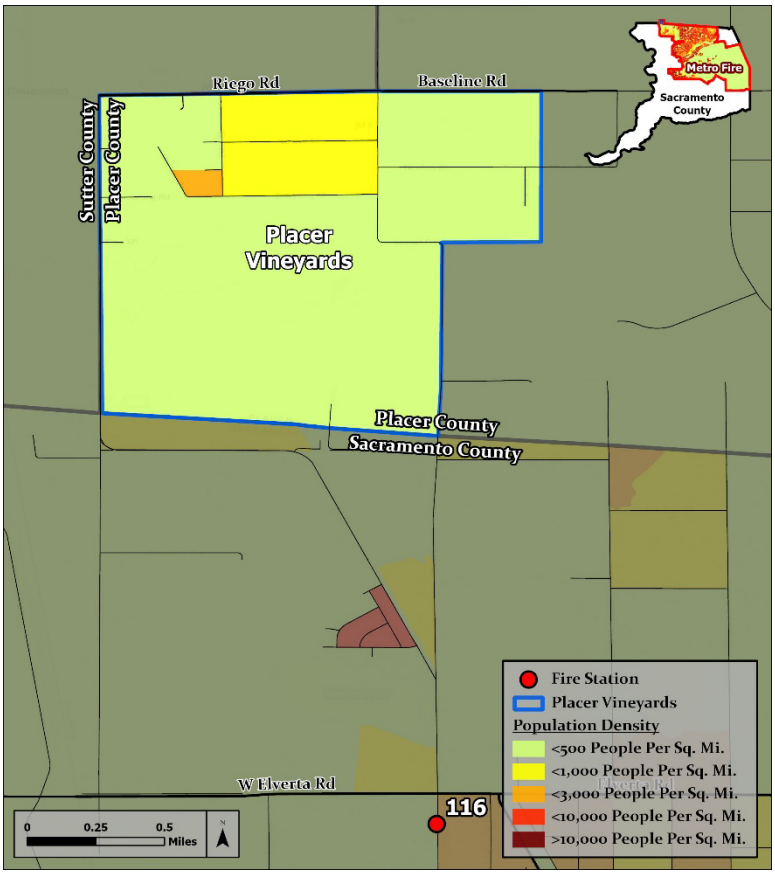


70% White Collar Workforce

Placer Vineyards

Community Profile

Placer Vineyards is a new master planned community with 5,230 acres of land located approximately 15 miles north of the City of Sacramento in the southwest corner of Placer County. Metro Fire serves a 1.3 square mile portion of this community. While Placer Vineyards will connect to emerging developments, the portion served by Metro Fire will remain largely agricultural/residential.



POPULATION AT A GLANCE

304	230	158
Total Population	Density/Sq.Mi.	Total Households

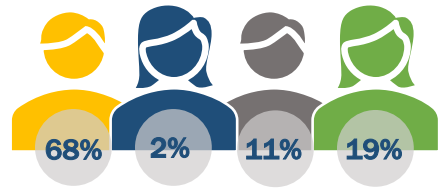
GEOGRAPHY & LAND USE

The 1.3 square mile area of Placer Vineyards that is served by Metro Fire has gently rolling terrain that slopes primarily southwest and partially toward Dry Creek. The land consists mostly of undeveloped grazing and agricultural land with approximately 150 residences located in the Special Planning Area (SPA) concentrated in the northwest corner of the Plan Area.

Land use in the area has historically been agriculture with rice lands, vineyards, orchards, grazing land and areas devoted to field crops. The community also contains a number of small tree groves and isolated oak stands primarily along the southern border adjacent to the Dry Creek parkway and existing Dyer Lane. Neighboring land uses in the area consist of agricultural grazing land, farming and large-lot rural residential uses.

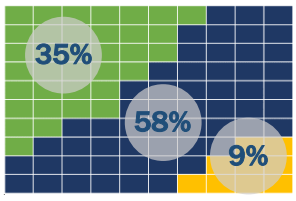
KEY DEMOGRAPHIC INDICATORS

Population by Race



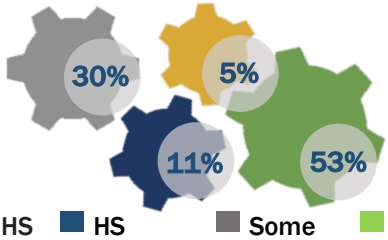
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$144,168	$521,552
Median HH Income	Median Home Value
3%	2%
Households in Poverty	Unemployment Rate

11% Service Workforce

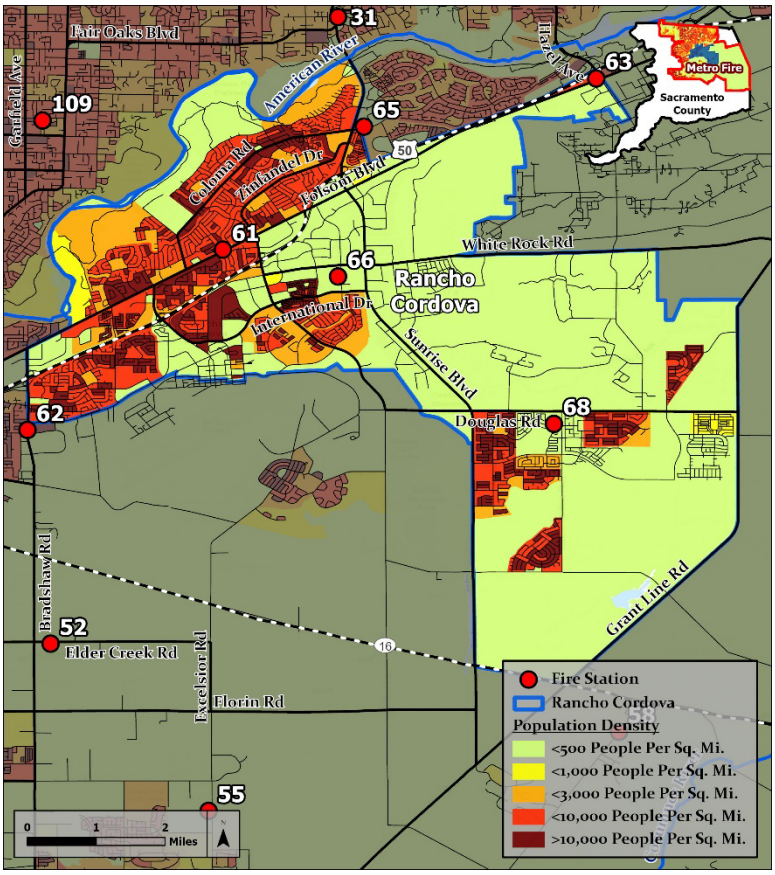
10% Blue Collar Workforce

79% White Collar Workforce

Rancho Cordova

Community Profile

The City of Rancho Cordova, which was incorporated in 2003, is located in the central-south portion of Metro Fire's service area. Attempts to incorporate Rancho Cordova were made in 1961 and in 1978, and were finally successful by a vote in 2002. The Pony Express Trail ran along what is now Folsom Boulevard and Mills Station, and is a historical point of interest in the community.



POPULATION AT A GLANCE

79,332	2,275	28,577
Total Population	Density/Sq.Mi.	Total Households

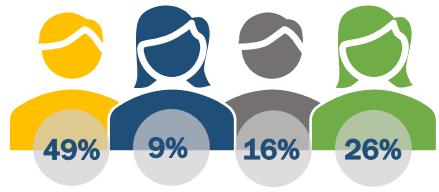
GEOGRAPHY & LAND USE

The City of Rancho Cordova covers a 33.9 square mile area, including 0.4 square miles of waterways. The northwestern area of Rancho Cordova is largely developed while the southeastern area has large swathes of undeveloped and agricultural land. The Aerojet Rocketdyne facility and Mather Airport are both Superfund sites, making Rancho Cordova a unique and challenging built environment.

Land use in Rancho Cordova is primarily comprised of single-family homes, including some large clusters of mobile homes and RV parks. There are numerous multi-family apartment/condo complexes and institutional facilities. Multiple commercial corridors are also present, comprised of retail, office, and light to heavy industrial uses.

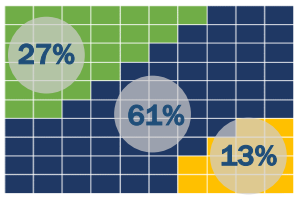
KEY DEMOGRAPHIC INDICATORS

Population by Race



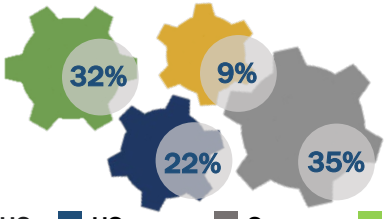
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$79,960	$397,573
Median HH Income	Median Home Value
10%	6%
Households in Poverty	Unemployment Rate

18% Service Workforce

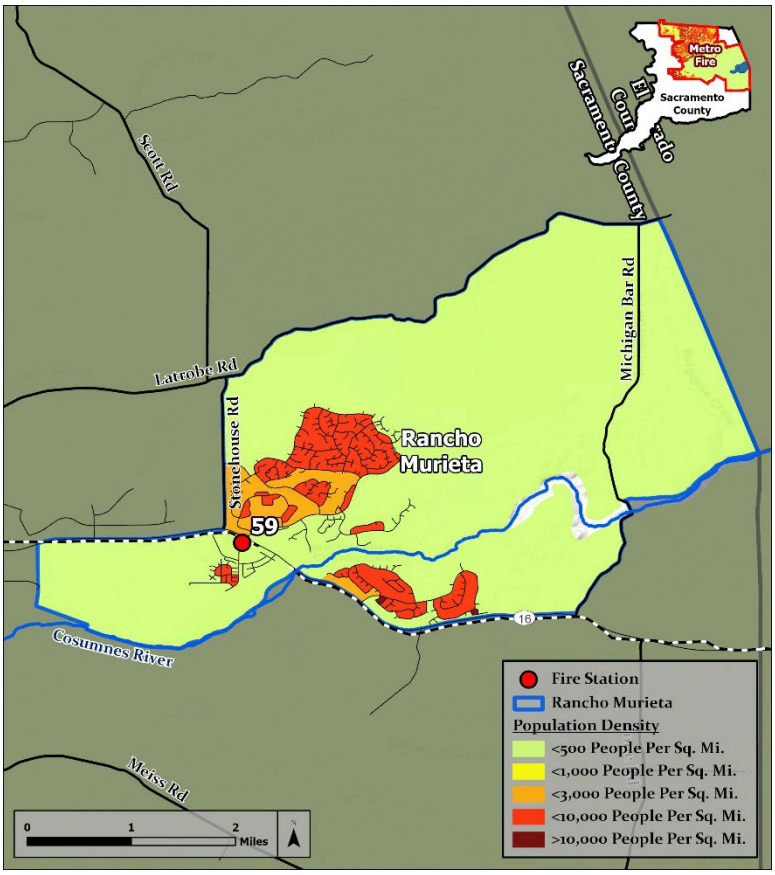
19% Blue Collar Workforce

63% White Collar Workforce

Rancho Murieta

Community Profile

The community of Rancho Murieta is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the foothills of the Sierra Nevada range, about 25 miles east of Sacramento and in the southeast quadrant of Metro Fire's service area.



POPULATION AT A GLANCE

5,903	489	2,504
Total Population	Density/Sq.Mi.	Total Households

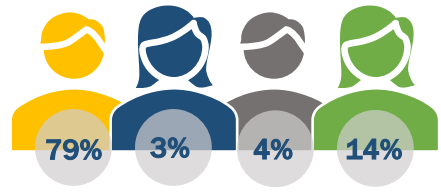
GEOGRAPHY & LAND USE

Rancho Murieta has a total land area of 12.1 square miles, bordering the El Dorado County line to the east. The principal east–west access route is State Route 16 (also known as Jackson Highway), which connects Rancho Murieta with the Sacramento metropolitan area to its west and to El Dorado and Amador Counties to the east.

Land use in Rancho Murieta is almost entirely composed of single-family homes. There is a small commercial and retail center, hotel, equestrian center, along with a general aviation airfield and modular home neighborhood, located just outside the gates of the master-planned community.

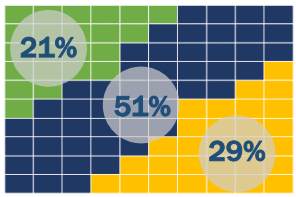
KEY DEMOGRAPHIC INDICATORS

Population by Race



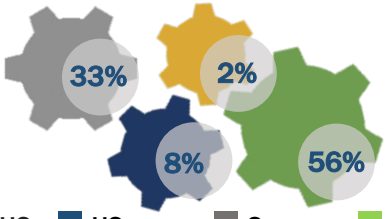
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$127,212	$590,019
Median HH Income	Median Home Value
2%	2%
Households in Poverty	Unemployment Rate

12% Service Workforce

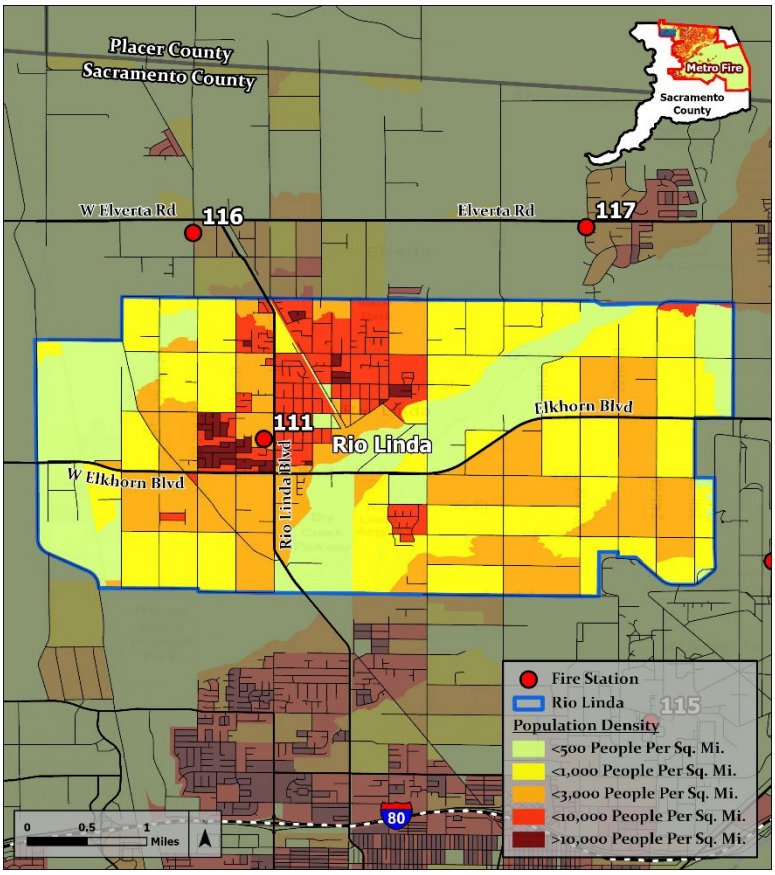
10% Blue Collar Workforce

78% White Collar Workforce

Rio Linda

Community Profile

The community of Rio Linda is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, along the west-central border of Metro Fire's service area. McClellan Airfield anchors the community's southeast corner; the Rio Linda Airport is a general aviation field located in the area, as well.



POPULATION AT A GLANCE

15,958	1,526	4,962
Total Population	Density/Sq.Mi.	Total Households

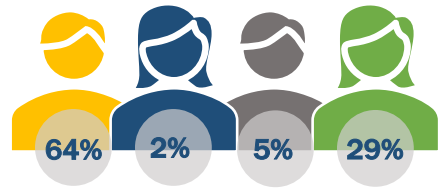
GEOGRAPHY & LAND USE

The community of Rio Linda has a total land area of 9.9 square miles and is primarily suburban in character and population density, with a swathe of open space following Dry Creek through the center of the community. A line of the Union Pacific railroad and Steelhead Creek run along the western edge of Rio Linda.

Land use in Rio Linda is primarily comprised of single-family homes, including several mobile home and RV parks. There are a few commercial corridors comprised of retail and light industrial uses. An agricultural products dealer and an asphalt plant are located along the western boundary of the community.

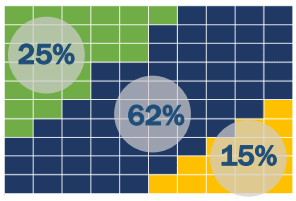
KEY DEMOGRAPHIC INDICATORS

Population by Race



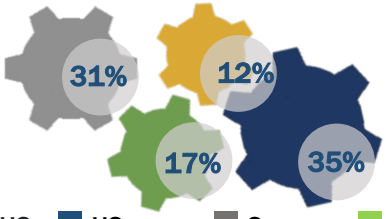
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$78,229	$437,601
Median HH Income	Median Home Value
15%	5%
Households in Poverty	Unemployment Rate

19% Service Workforce

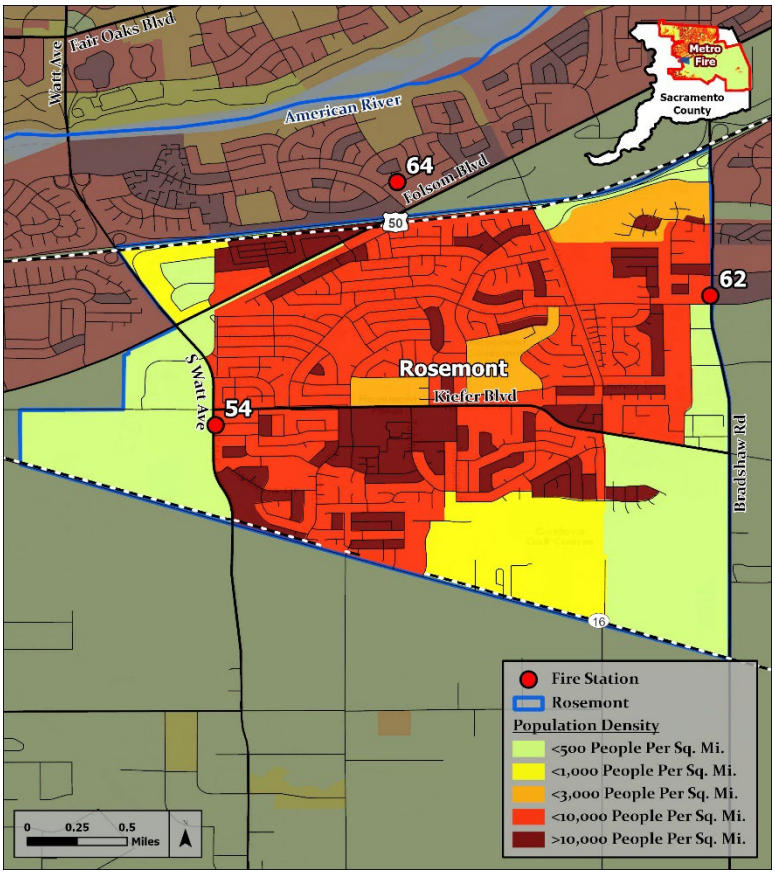
29% Blue Collar Workforce

52% White Collar Workforce

Rosemont

Community Profile

The community of Rosemont is a Census Designated Place (CDP) located the unincorporated area of Sacramento County, in the central-south portion of Metro Fire's service area.



POPULATION AT A GLANCE

23,510	5,362	8,857
Total Population	Density/Sq.Mi.	Total Households

GEOGRAPHY & LAND USE

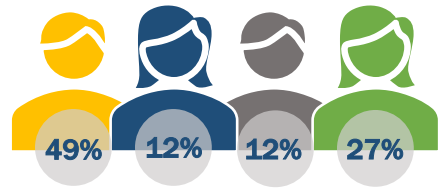
Rosemont spans a 4.3 square mile area, bordered by Folsom Boulevard to the north, Bradshaw Road to the east, Jackson Highway to the south, and South Watt Avenue to the west. US Highway 50 also runs along the northern edge of the community with the adjacent light-rail line.

Land use in Rosemont is primarily single-family homes, with a mixture of houses dating from the 1950s to newly constructed units. There are also a few multi-family apartment/condo complexes and institutional facilities as well as a few commercial corridors comprised of retail and light industrial uses.

The commercial district of Rosemont, which includes retail and dining establishments, is primarily located along Kiefer Boulevard.

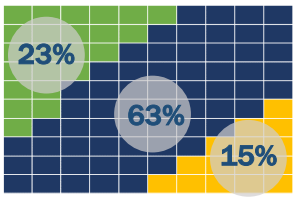
KEY DEMOGRAPHIC INDICATORS

Population by Race



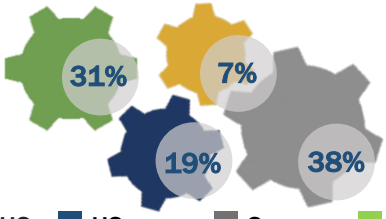
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$76,488	$358,911
Median HH Income	Median Home Value
13%	5%
Households in Poverty	Unemployment Rate

20% Service Workforce

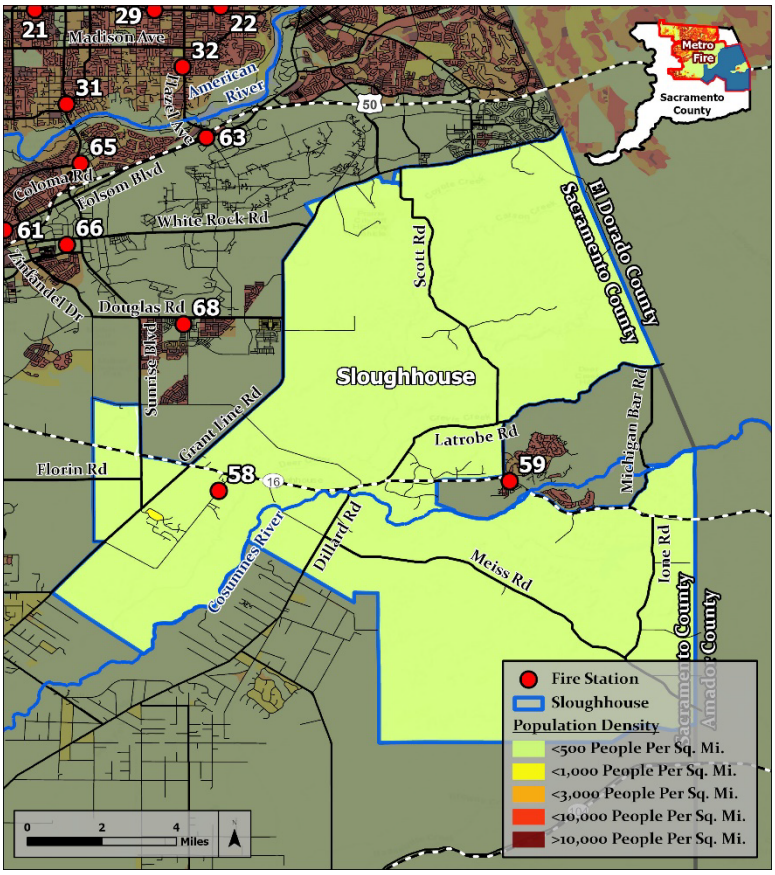
18% Blue Collar Workforce

62% White Collar Workforce

Sloughhouse

Community Profile

The community of Sloughhouse is located in the unincorporated area of Sacramento County and was established in 1916. While Sloughhouse represents the largest portion of the District's land area, its population is one of the smallest served. Due to its limited population, Sloughhouse is not recognized by the Census Bureau as a Census Designated Place, but it is considered a Census County Division (CCD).



POPULATION AT A GLANCE

1,333	11	464
Total Population	Density/Sq.Mi.	Total Households

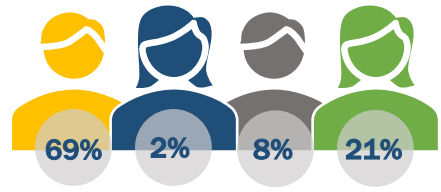
GEOGRAPHY & LAND USE

Sloughhouse spans a 121.2 square mile area along State Route 16, 17 miles east/southeast of downtown Sacramento. In terms of land area, it encompasses much of the agricultural land in the south; both Deer Creek and Consumnes River run through the community. Sloughhouse is registered as a California Historical Landmark, due to its prominent hotel and stage station on the road to the Amador mines.

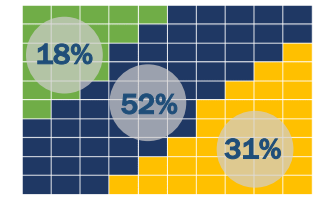
Land use in Sloughhouse is primarily single-family homes on large lots or ranches with outbuildings and agricultural structures. There is also a small cluster of retail structures, a large landfill, and an elementary school. Several historic buildings, including the oldest structures in the District, are located in this community.

KEY DEMOGRAPHIC INDICATORS

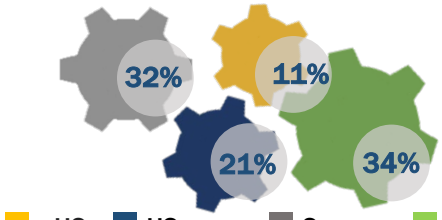
Population by Race



Population by Age



Population by Education



KEY ECONOMIC INDICATORS

$103,832	$661,008
Median HH Income	Median Home Value
6%	3%
Households in Poverty	Unemployment Rate



12% Service Workforce



16% Blue Collar Workforce

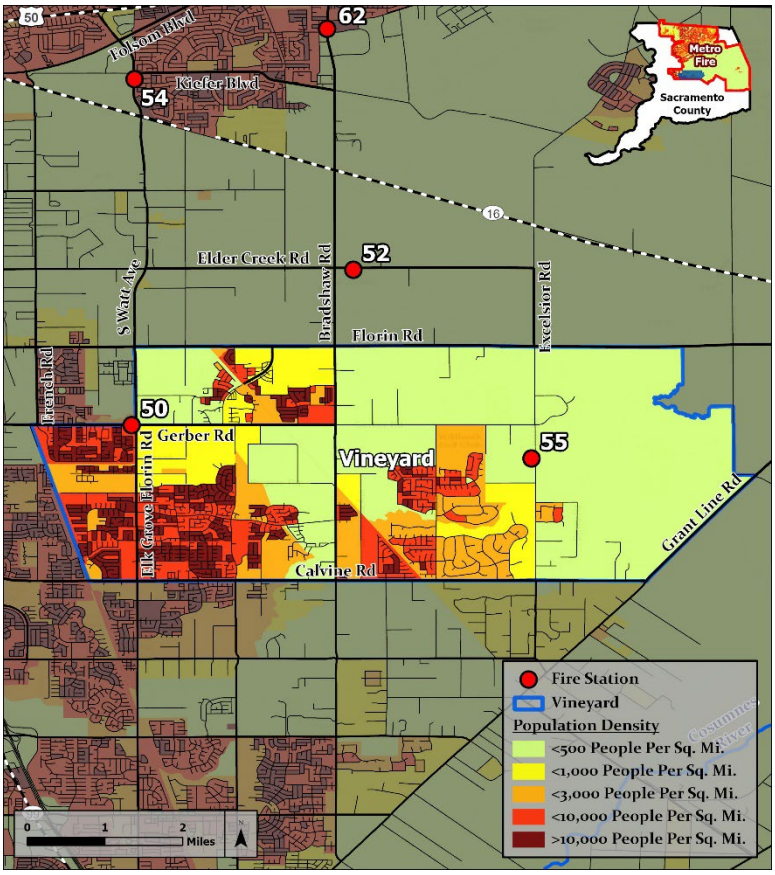


73% White Collar Workforce

Vineyard

Community Profile

The community of Vineyard is a Census Designated Place (CDP) located in the unincorporated area of Sacramento County, in the southwestern corner of Metro Fire's service area, between Sloughhouse and Florin. The community of Vineyard has grown to become one of the greater Sacramento area's most racially diverse suburbs.



POPULATION AT A GLANCE

43,935	2,344	13,183
Total Population	Density/Sq.Mi.	Total Households

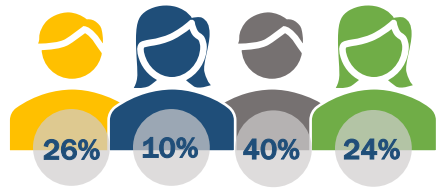
GEOGRAPHY & LAND USE

Vineyard has large tracts of open space and agricultural land covering a total of 17.2 square miles. It is bordered roughly by Jackson Road on the north, Grant Line Road to the east, Calvine Road on the south, and Elk Grove Florin Road on the west. There have been announcements of adding as many as 20,000 new homes to Vineyard, which could add as many as 60,000 new people; along with the houses would come new shopping centers, parks, and schools. There's also plans to extend some sort of public transportation to Vineyard and to build around the train tracks that go through the town.

Land use in Vineyard is primarily comprised of single-family homes with some retail stores and other commercial structures in the area. New residential construction is evident in multiple locations throughout the community.

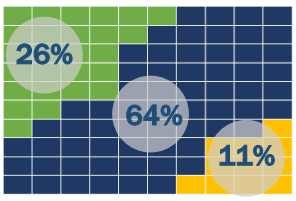
KEY DEMOGRAPHIC INDICATORS

Population by Race



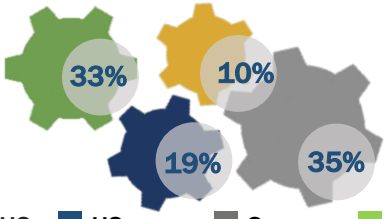
White Black Asian Other

Population by Age



<18 18-65 65+

Population by Education



<HS HS Diploma Some College College Degree

KEY ECONOMIC INDICATORS

$95,952	$445,034
Median HH Income	Median Home Value
9%	5%
Households in Poverty	Unemployment Rate

18% Service Workforce

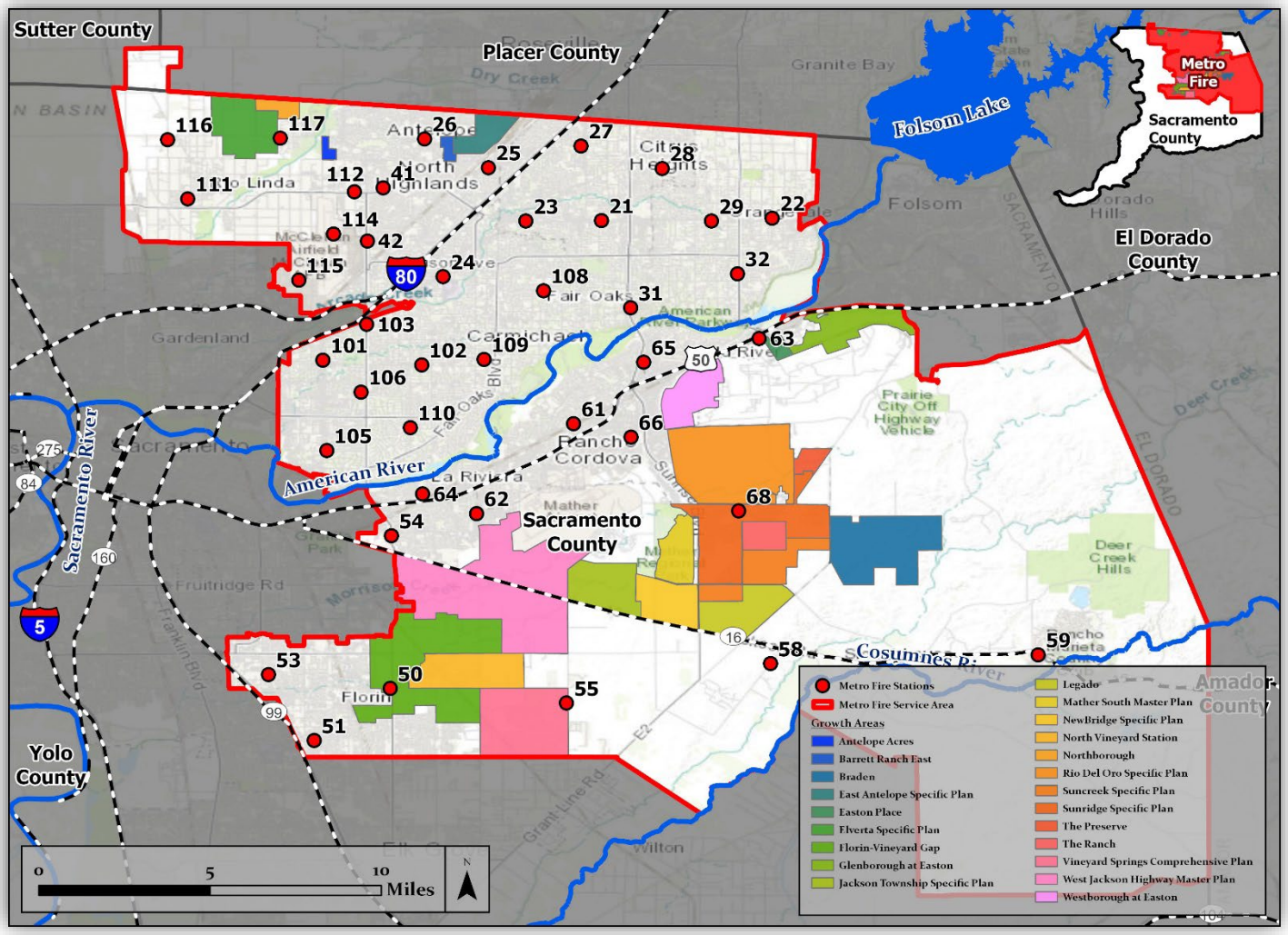
17% Blue Collar Workforce

65% White Collar Workforce

Growth Areas

As communities develop and grow throughout Metro Fire's service area, this growth is monitored to plan for future service needs. The timeline for development projects can range from five years to multiple decades, depending on the size and scope of the project or plan. As growth occurs and communities change over time, levels of service required may also change.

In addition to the 23 communities that Metro Fire currently serves, there are 25 planning and development projects that the District is monitoring within its service area that may impact future service delivery.



Antelope Acres

Project Profile

PROJECT AT A GLANCE

75	5,240	44,715
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Antelope Acres project is a 75-acre residential project located in Antelope comprised of four sites that will provide high, medium and low-density housing. The project will provide low-income housing and senior housing in addition to the standard housing options. Intertwined throughout the site will be a well-situated park area as well as walking and biking trails that allow for easy access to existing adjacent trails to showcase the beautiful riparian setting along Sierra Creek.

PROJECT STATUS

Application Submitted

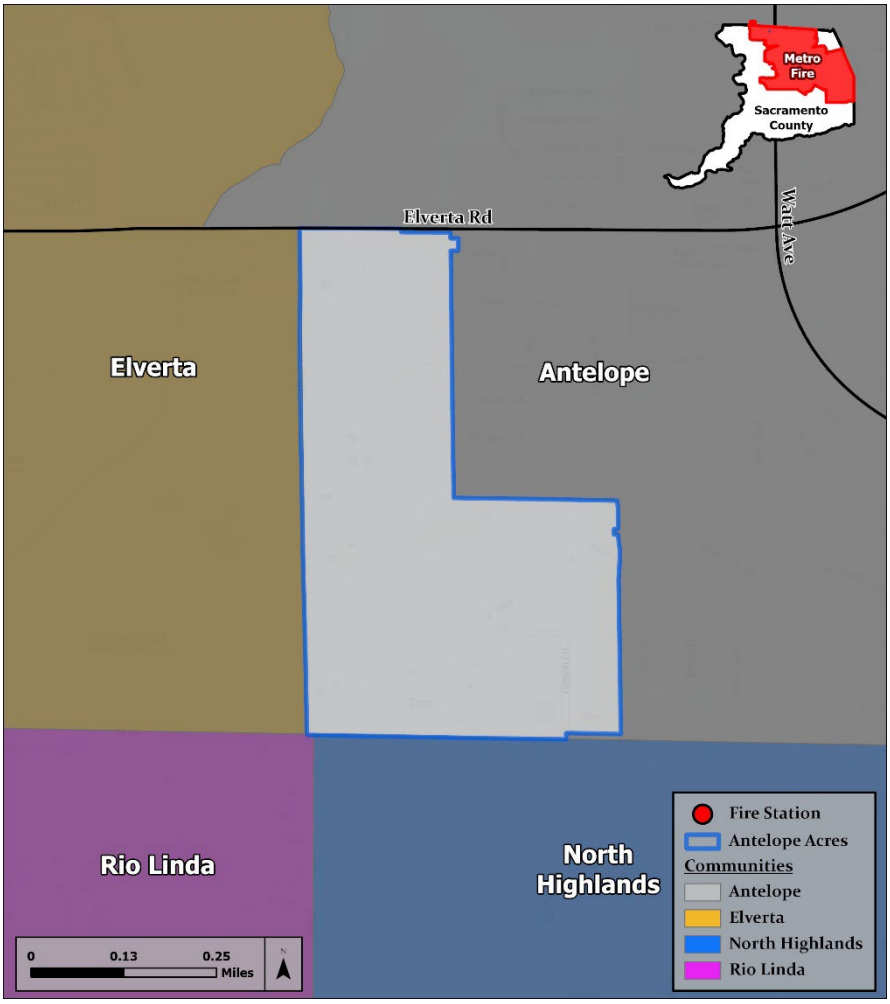
JURISDICTION

County of Sacramento

RESIDENTIAL USE

2,000
Proposed Dwelling Units

5,240
Residential Population



BUSINESS USE

0 SF
Proposed Business Use

0
Workforce Population

Barrett Ranch East

Project Profile

PROJECT AT A GLANCE

128	2,013	10,063
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Barrett Ranch East project is a 128-acre project located in Antelope that includes 106 acres of single and multi-family residential uses of varying densities; 6.5 acres of commercial uses for a shopping center and additional commercial site; and 15.7 acres of open space and park uses. The project will be divided into eight "villages," with identifying characteristics such as varying lot sizes, housing product types, and design features. Commercial uses are intended to provide a village-like gathering place with retail and restaurant uses. Open spaces include a developed park area, community garden and a park/plaza area that would be integrated with the planned neighborhood commercial center.

PROJECT STATUS

Construction in Progress

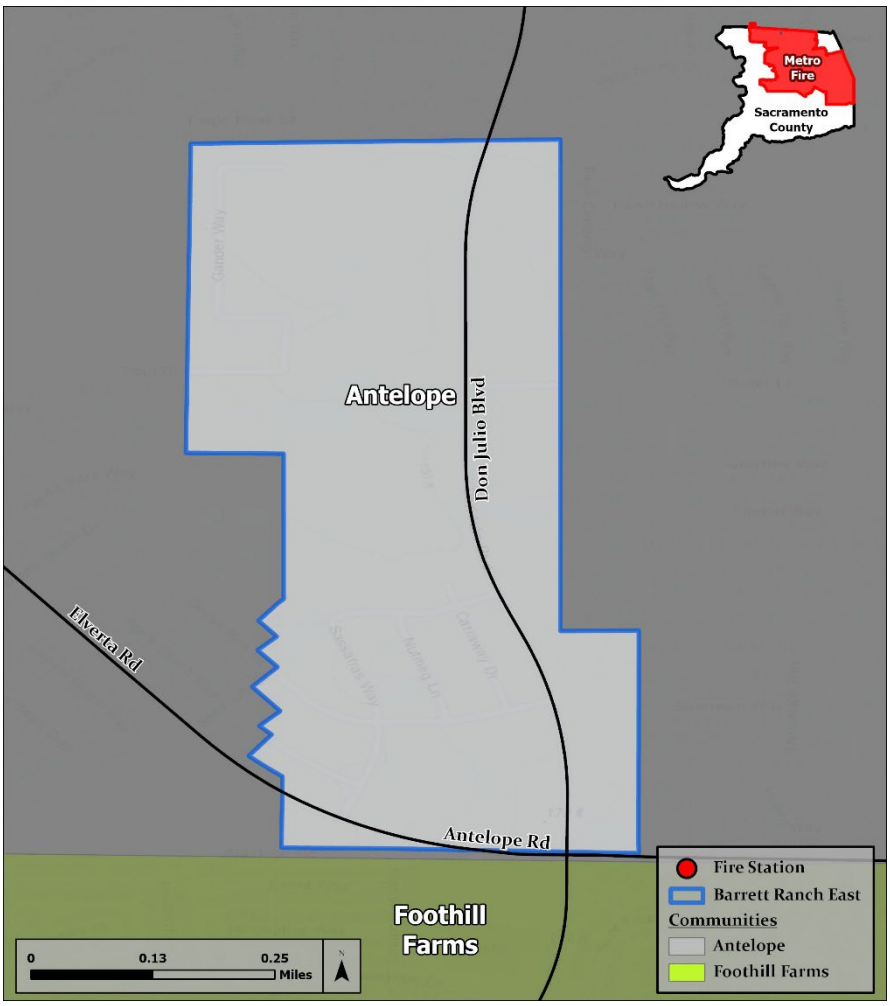
JURISDICTION

County of Sacramento

RESIDENTIAL USE

668
Proposed Dwelling Units

1,750
Residential Population



BUSINESS USE

108,900 SF
Proposed Business Use

262
Workforce Population

108,900 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

Braden (formerly Cordova Hills)

Project Profile

PROJECT AT A GLANCE

2,669	25,252	6,055
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Cordova Hills Master Plan is envisioned as a community that combines a town center with a major institution of higher learning, and a diversity of new homes, interwoven with extensive open space. The community will be inter-connected through an extensive system of transportation corridors and other open space linkages. The 2,669-acre plan area is located in Rancho Cordova and includes 950 acres of residential uses comprised of a proposed 8,000 dwelling units ranging from low to high densities; 35 acres of commercial uses; 569 acres of community uses including recreation, open space, and other public/quasi-public uses; 194 acres of agricultural uses; 493 acres of avoided area; and 224 acres for a university/college campus.

PROJECT STATUS

Construction in Progress

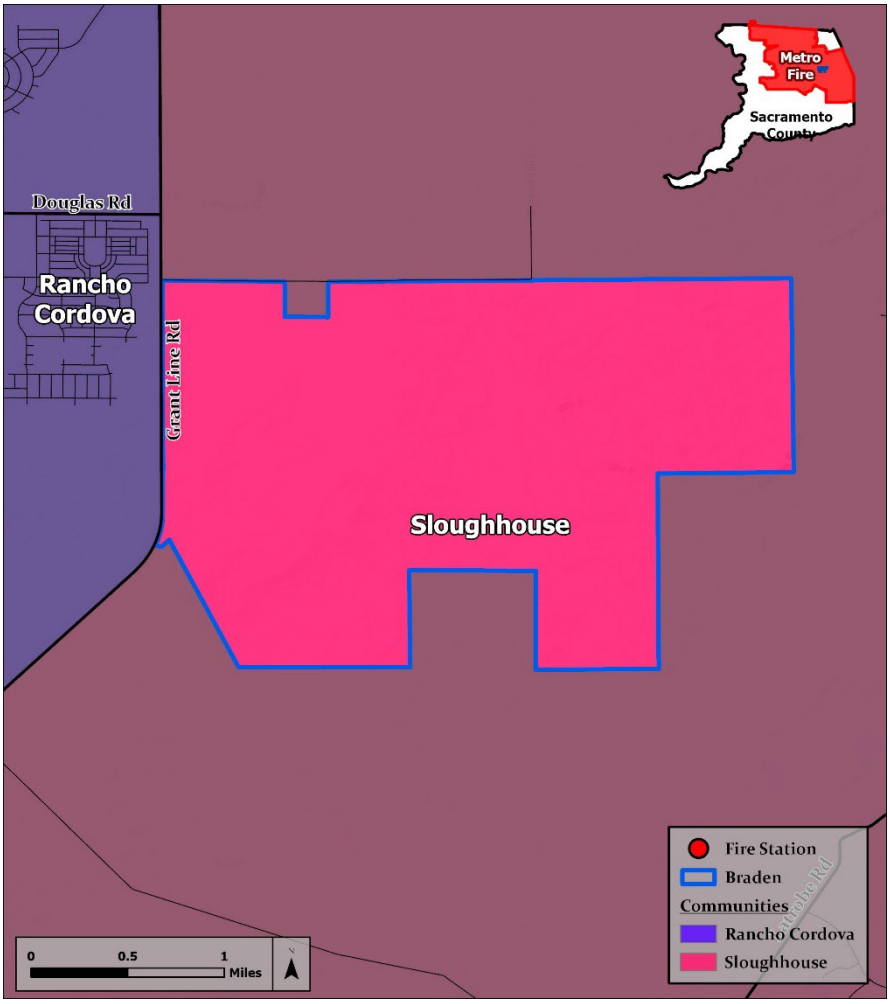
JURISDICTION

County of Sacramento

RESIDENTIAL USE

8,000
Proposed Dwelling Units

22,000
Residential Population



BUSINESS USE

1,349,419 SF
Proposed Business Use

3,252
Workforce Population

1,349,419 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

East Antelope Specific Plan

Project Profile

PROJECT AT A GLANCE

670	7,517	7,181
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

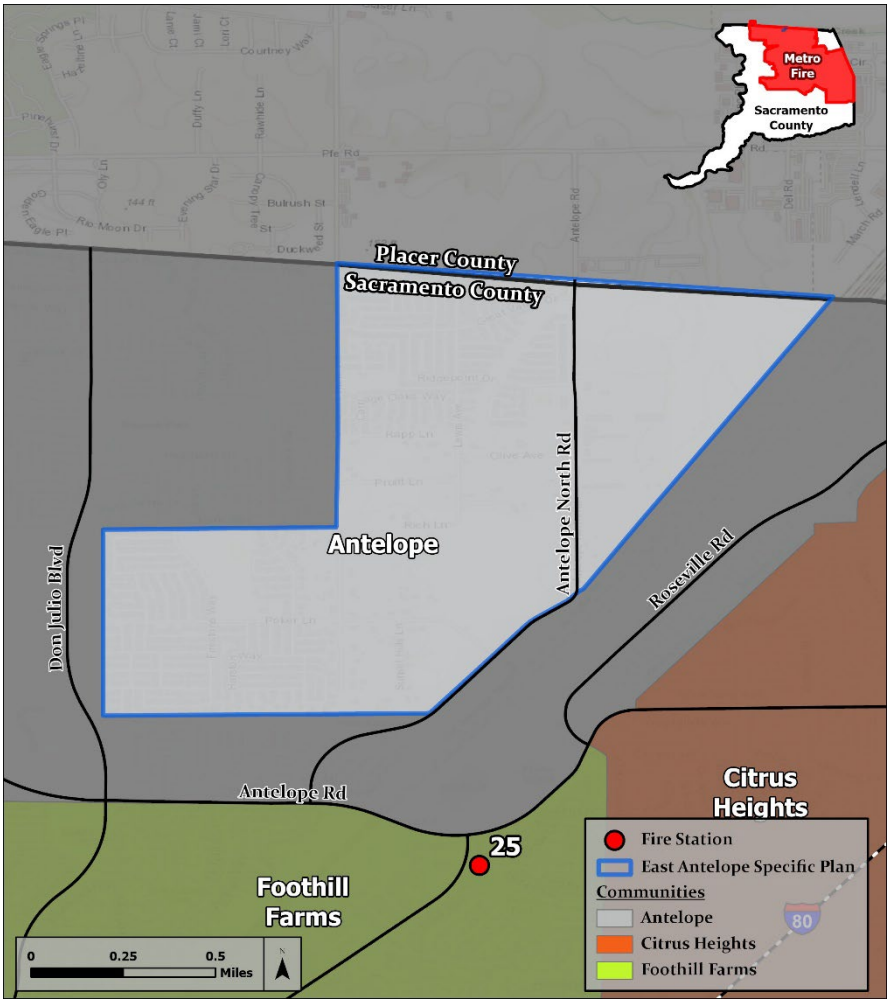
The East Antelope Specific Plan provides a comprehensive plan for development of an area that exists in an urbanizing portion in the north-central portion of Sacramento County immediately adjacent to the Sacramento/Placer County line. The 670-acre plan area consists of 510 acres of residential uses of varying densities; 154 acres of industrial uses; and 5 acres of commercial/office uses. There are 1,655 planned housing units ranging from urban-residential to agricultural-residential densities.

PROJECT STATUS

Entitled

JURISDICTION

County of Sacramento



RESIDENTIAL USE

1,655 Proposed Dwelling Units

4,336 Residential Population

BUSINESS USE

1,745,880 SF Proposed Business Use

3,181 Workforce Population

90,600 SF	Commercial/Retail
None	Office
1,655,280 SF	Industrial
None	Mixed Use

Easton Place

Project Profile

PROJECT AT A GLANCE

183	14,926	52,200
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Easton Place project is a 183-acre project located in eastern Sacramento County just south of US Highway 50, and is a borough within the larger Easton project. Easton Place is envisioned as an active, urban community that will provide a higher intensity mix of uses in a comfortable, walkable environment. The community will be a center for regional employment, shopping, and entertainment that serves its residents as well as those of the surrounding boroughs. The project includes 55 acres of high-density residential uses totaling a proposed 1,644 dwelling units; 81 acres of varying commercial uses; and 14 acres of community uses including civic/quasi-public space, entertainment, and parks.

PROJECT STATUS

Entitled

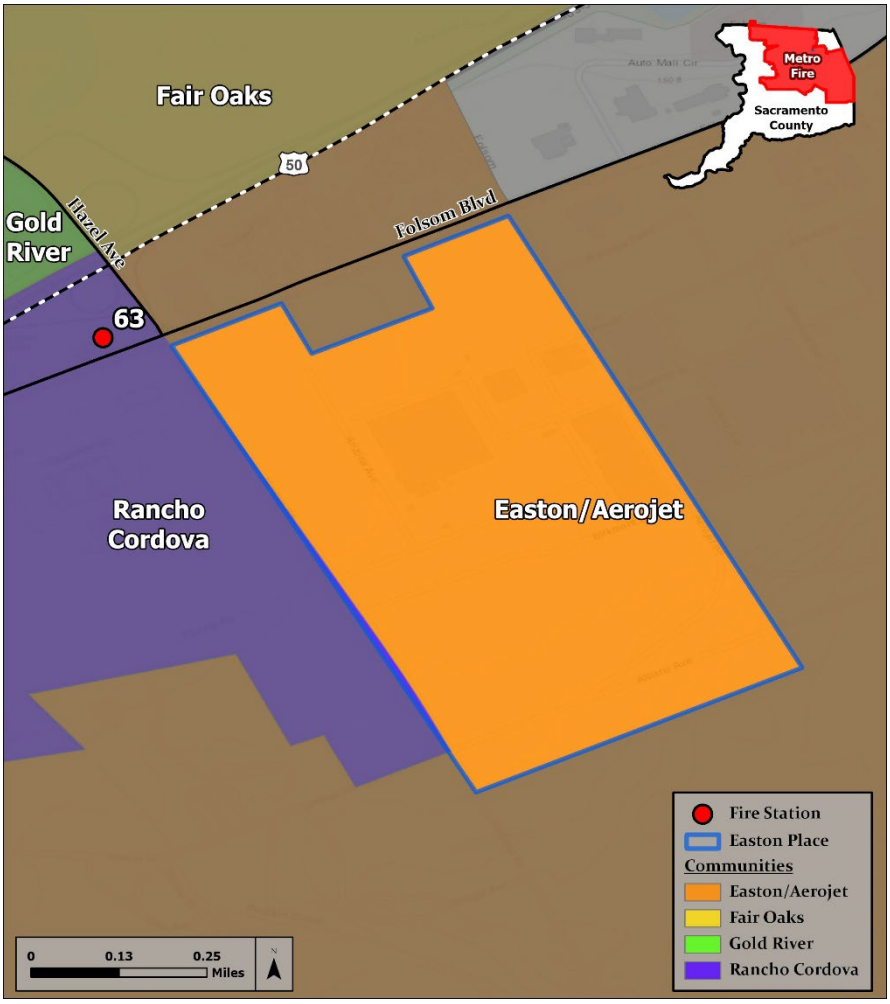
JURISDICTION

County of Sacramento

RESIDENTIAL USE

1,644
Proposed Dwelling Units

4,307
Residential Population



BUSINESS USE

3,527,100 SF
Proposed Business Use

10,619
Workforce Population

1,199,234 SF	Commercial/Retail
2,327,866 SF	Office
None	Industrial
None	Mixed Use

Elverta Specific Plan

Project Profile

PROJECT AT A GLANCE

1,449	11,069	4,889
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Elverta Specific Plan establishes a mix of housing, commercial, and public uses to promote a range of living environments and employment opportunities primarily to attract and retain a stable and diversified population. The 1,745-acre plan area is intended to reflect a self-supporting village-scaled community that includes 1,433 acres of residential uses ranging from 20 units per acre to 1-5 units per acre; 93 acres of community uses for schools, parks, and community center; 19 acres of commercial/office uses, and 126 acres of open space and other uses.

PROJECT STATUS

Entitled

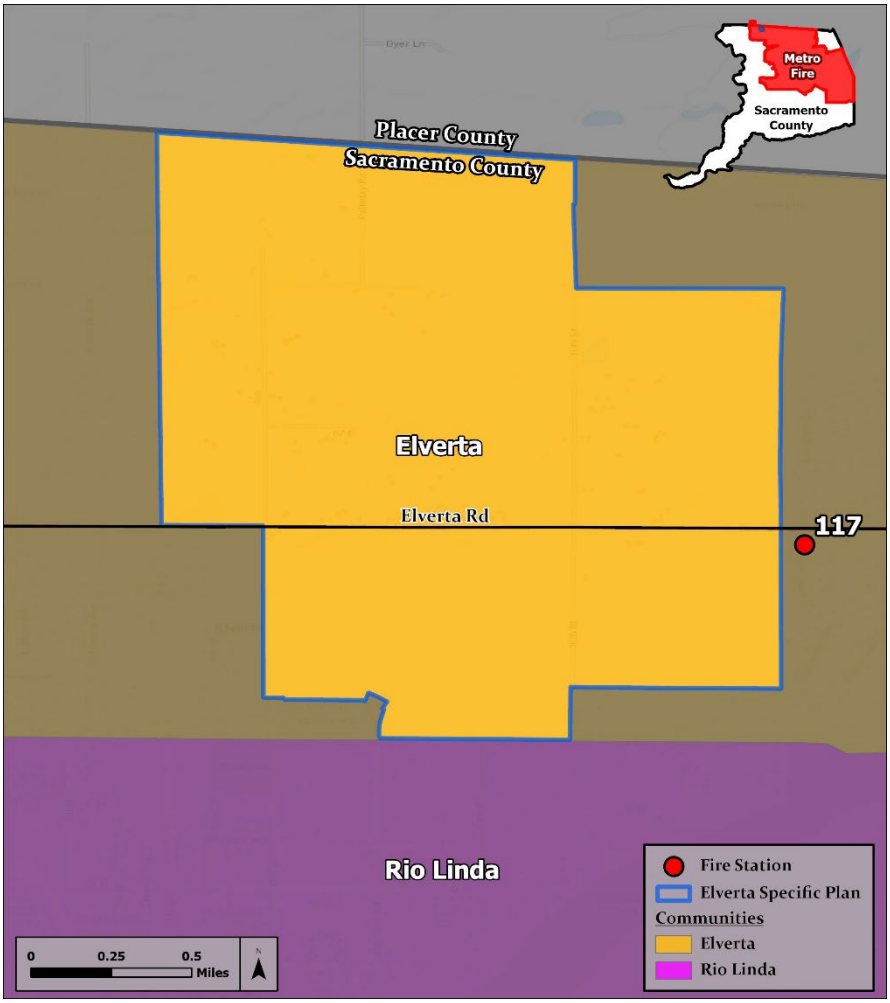
JURISDICTION

County of Sacramento

RESIDENTIAL USE

3,823 Proposed Dwelling Units

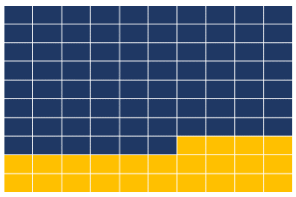
10,016 Residential Population



BUSINESS USE

400,752 SF Proposed Business Use

1,053 Workforce Population



304,920 SF	Commercial/Retail
95,832 SF	Office
None	Industrial
None	Mixed Use

Florin-Vineyard Community Plan

Project Profile

PROJECT AT A GLANCE

3,872	74,160	12,258
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Florin-Vineyard Community Plan, also known as the Florin-Vineyard Gap, was created to provide for a high quality, clean, safe, long-lasting sustainable community that develops in an orderly and systematic manner with adequate public infrastructure and services. The 3,872-acre plan area located between the Florin and Vineyard areas of south-central Sacramento County includes 2,349 acres of residential uses for a proposed 9,919 dwelling units ranging from agricultural residential to high density and multi-family units; 1,306 acres of commercial, office and industrial uses; and 218 acres of open space and other community uses.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

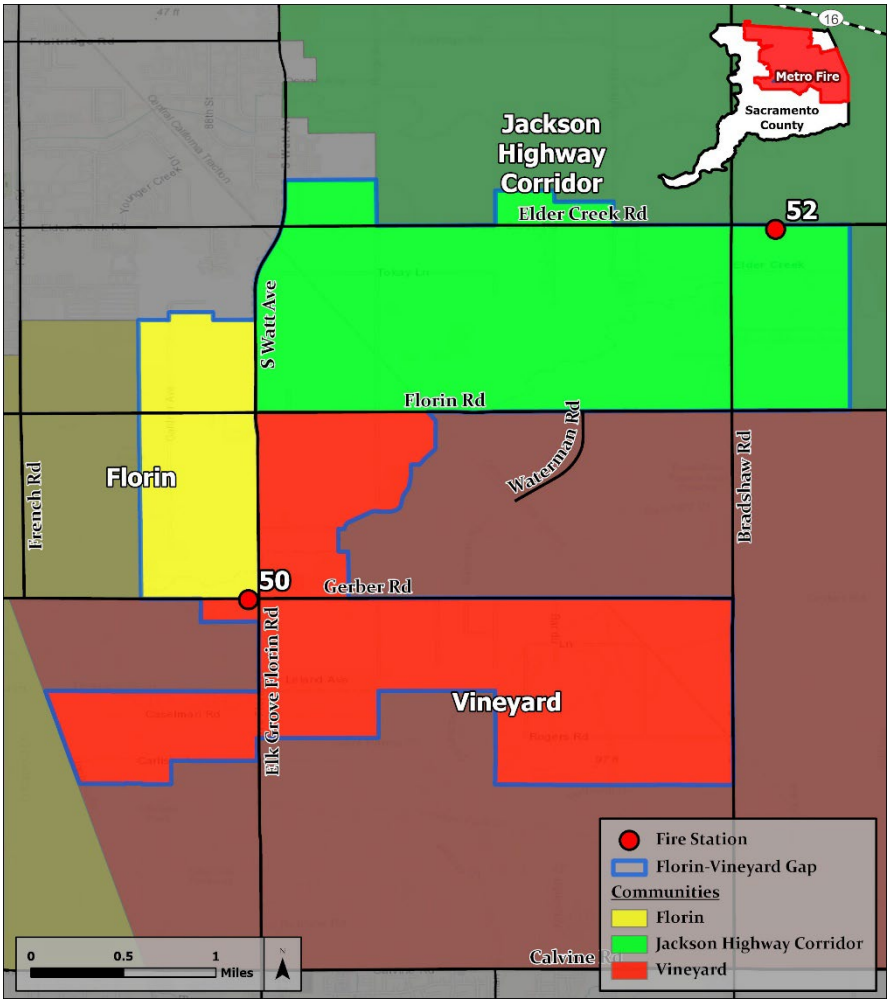
JURISDICTION

County of Sacramento

RESIDENTIAL USE

9,919
Proposed
Dwelling Units

25,988
Residential
Population



BUSINESS USE

26,075,177 SF
Proposed
Business Use

48,172
Workforce
Population

1,843,677 SF	Commercial/Retail
231,500 SF	Office
24,000,000 SF	Industrial
None	Mixed Use

Glenborough at Easton

Project Profile

PROJECT AT A GLANCE

1,208	12,820	6,792
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Glenborough at Easton project is a 1,208-acre project located in eastern Sacramento County just south of US Highway 50, and is a borough within the larger Easton project. Glenborough is designed as a mixed-use community providing a balanced variety of land uses, transportation options, employment opportunities, housing diversity, and pedestrian-friendly amenities. The project is comprised of 486 acres of residential uses including low, medium and high density uses totaling a proposed 4,893 dwelling units; and 510 acres of community use including parks, open space, and public/quasi-public space.

PROJECT STATUS

Entitled

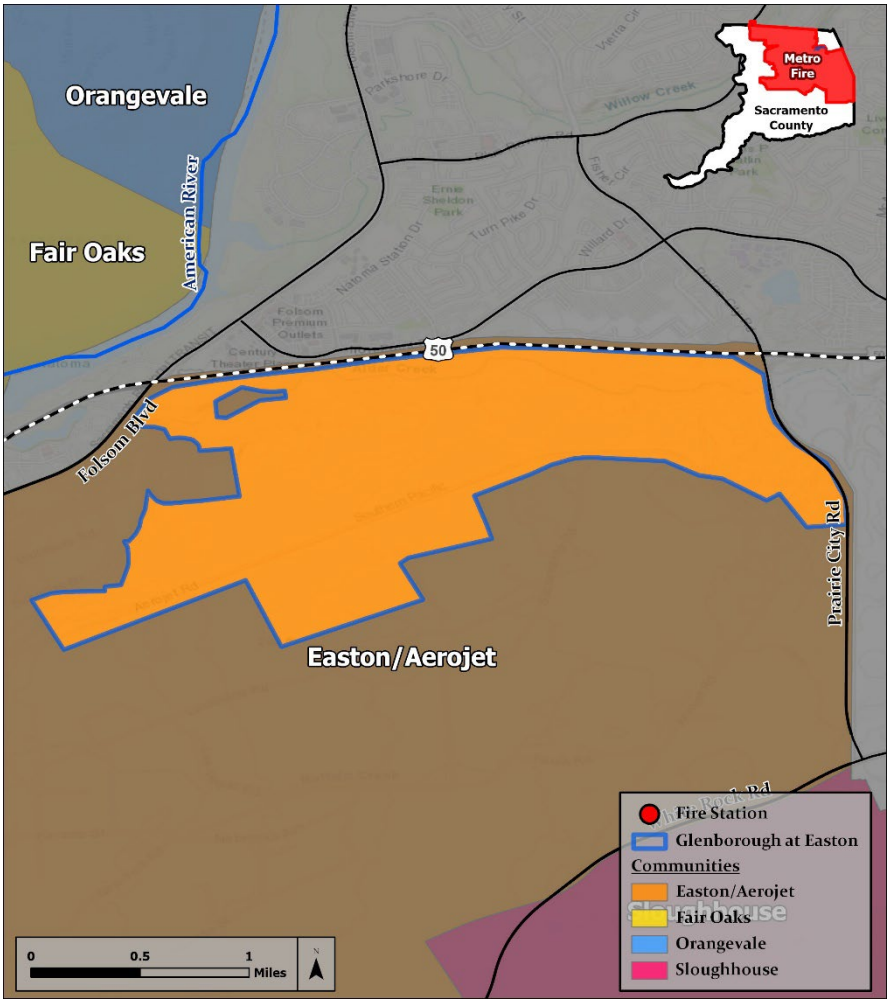
JURISDICTION

County of Sacramento

RESIDENTIAL USE

4,893
Proposed Dwelling Units

12,820
Residential Population



BUSINESS USE

0 SF
Proposed Business Use

0
Workforce Population

Jackson Township Specific Plan

Project Profile

PROJECT AT A GLANCE

1,391	20,317	9,348
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Jackson Township Specific Plan is envisioned as a vibrant and self-sustaining community that incorporates environmentally sustainable practices, distinct and walkable neighborhoods featuring complementary land uses and the integration of open space as the foundation of the community. The 1,391-acre plan area located in Sacramento County along the Jackson Highway Corridor is mixed-use community including 589 acres of low to high density residential uses totaling a proposed 5,690 dwelling units; 130 acres of commercial, mixed use and office uses; 101 acres of public/quasi-public uses including schools and a tank site; and 483 acres of open space, parks, wetland preserve, and agricultural uses.

PROJECT STATUS

Application Under Review

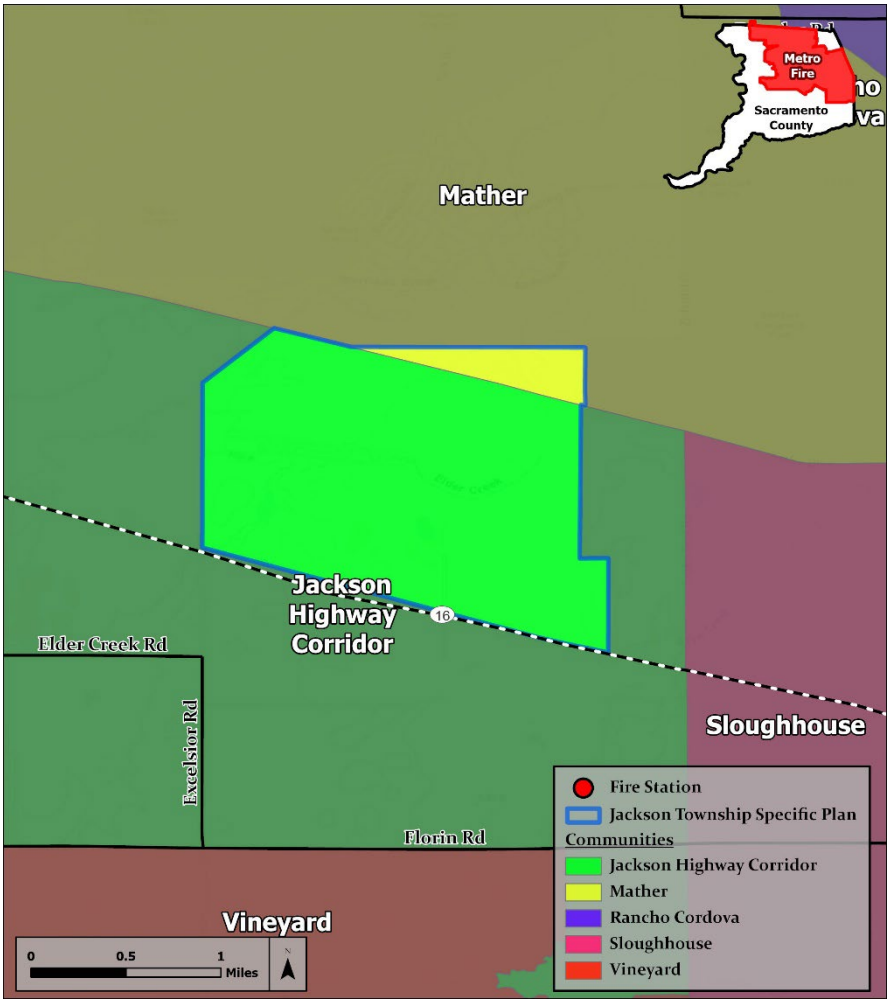
JURISDICTION

County of Sacramento

RESIDENTIAL USE

6,143
Proposed Dwelling Units

16,095
Residential Population



BUSINESS USE

2,022,100 SF
Proposed Business Use

4,222
Workforce Population

826,500 SF	Commercial/Retail
766,600 SF	Office
None	Industrial
429,000 SF	Mixed Use

Legado (formerly Waegell)

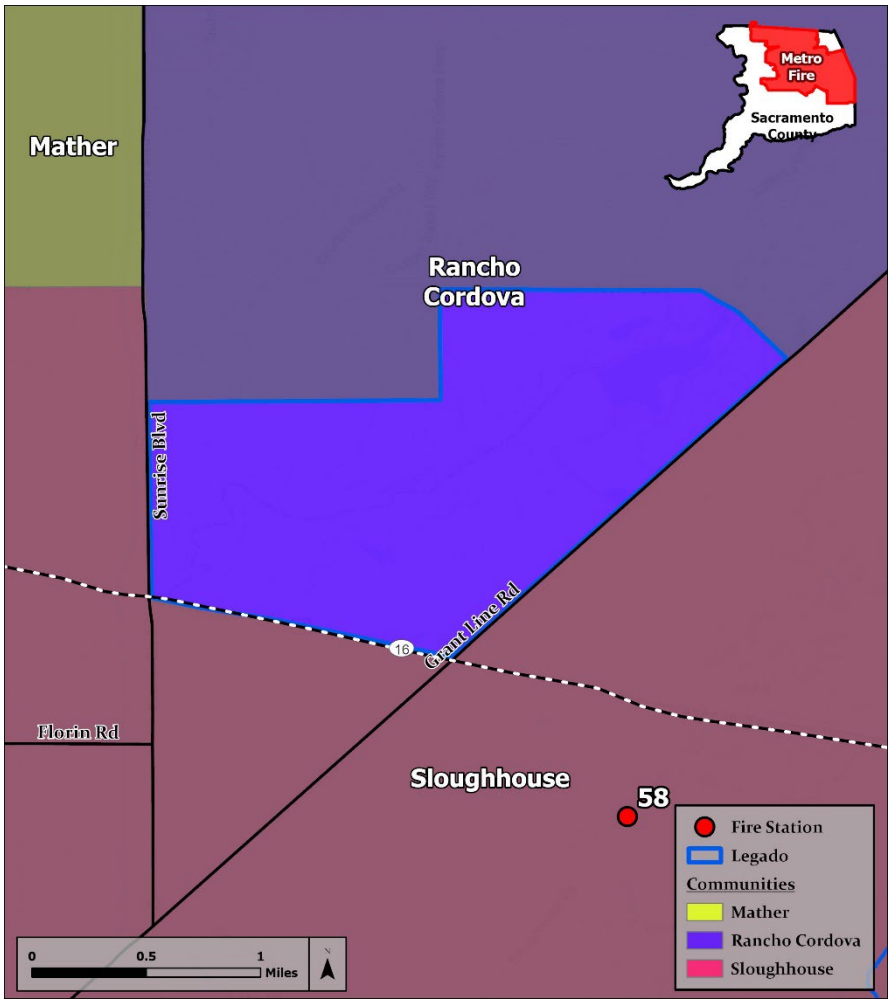
Project Profile

PROJECT AT A GLANCE

1,353	15,421	7,295
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Legado land use plan includes parks and open space, commercial-employment, a mix of residential densities, two elementary school sites, a number of neighborhood parks, a community park, a lake recreation area (Blodgett Lake) and surrounding nature park, and a system of trails and open space through the project. Over 234 acres of wetland preserve areas and over 140 acres of Laguna Creek corridor and open space areas are proposed. A mix of residential land uses are included as well as a commercial mixed use core area.



PROJECT STATUS

Application Under Review

JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

5,236 Proposed Dwelling Units

14,216 Residential Population

BUSINESS USE

500,000 SF Proposed Business Use

1,205 Workforce Population

500,000 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

Mather South Master Plan

Project Profile

PROJECT AT A GLANCE

848	9,673	7,301
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Mather South Master Plan is envisioned as a mixed use, walkable community with a diversity of housing. The 848-acre plan area located on a portion of the former Mather Air Force Base property is a mixed-use development that includes 427 acres of residential uses comprised of a proposed 3,522 detached and attached single family and multi-family dwelling units; 27 acres of commercial uses; 72 acres for community uses including parks, recreation, public facilities, and open space; and 49 acres for an environmental education center and research and development park. Mather South incorporates a wetland preserve and extensive open space corridors that will create a sense of place and foster a strong relationship of the residents with their natural community.

PROJECT STATUS

Entitled –
Large Lot Map Approved

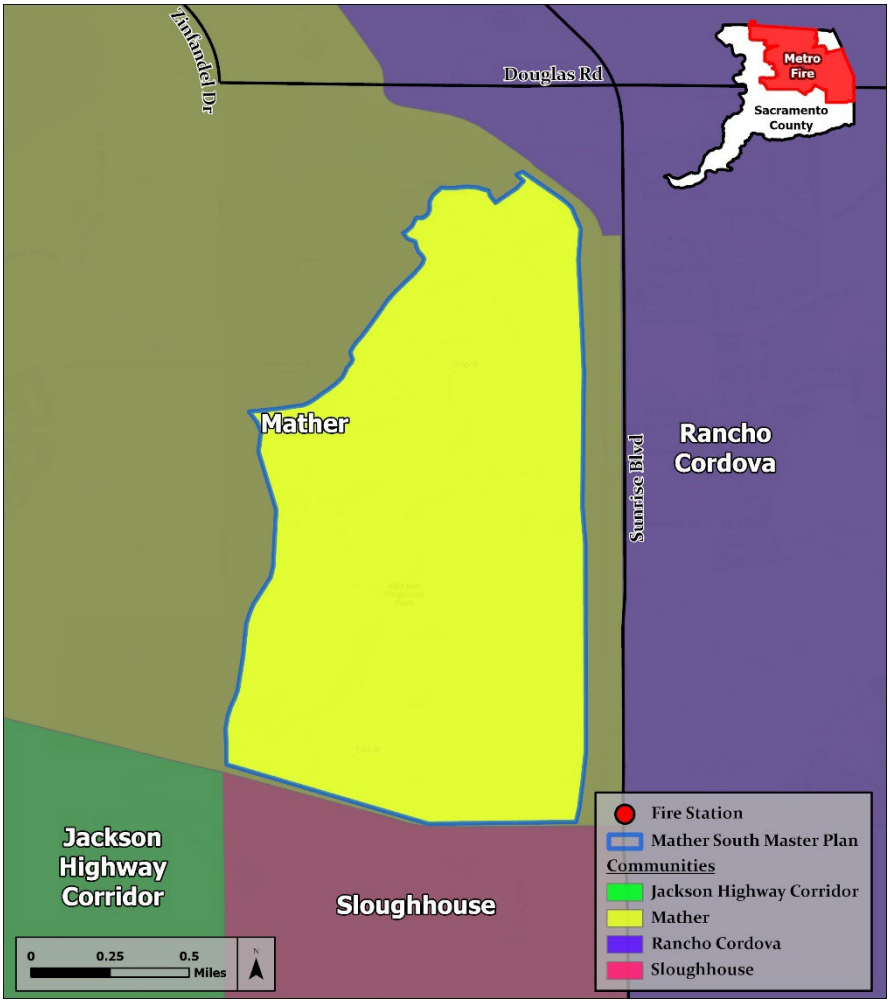
JURISDICTION

County of Sacramento

RESIDENTIAL USE

3,522
Proposed
Dwelling Units

9,228
Residential
Population



BUSINESS USE

185,000 SF
Proposed
Business Use

446
Workforce
Population

185,000 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

NewBridge Specific Plan

Project Profile

PROJECT AT A GLANCE

1,095	9,610	5,617
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The NewBridge Specific Plan is located in the Vineyard community of southeast Sacramento County, along the Jackson Highway Corridor. The 1,095-acre plan area offers a variety of housing types and configurations with services, recreation, and open space amenities. NewBridge includes a mix of land uses including 316 acres of low, medium, and high-density residential uses totaling a proposed 3,075 dwelling units; 9 acres of commercial, mixed-use and office uses; 281 acres of parks, open space, and agricultural uses; and 12 acres of public and quasi-public uses including an elementary school, fire station and electric distribution facility.

PROJECT STATUS

Environmental Study Approved

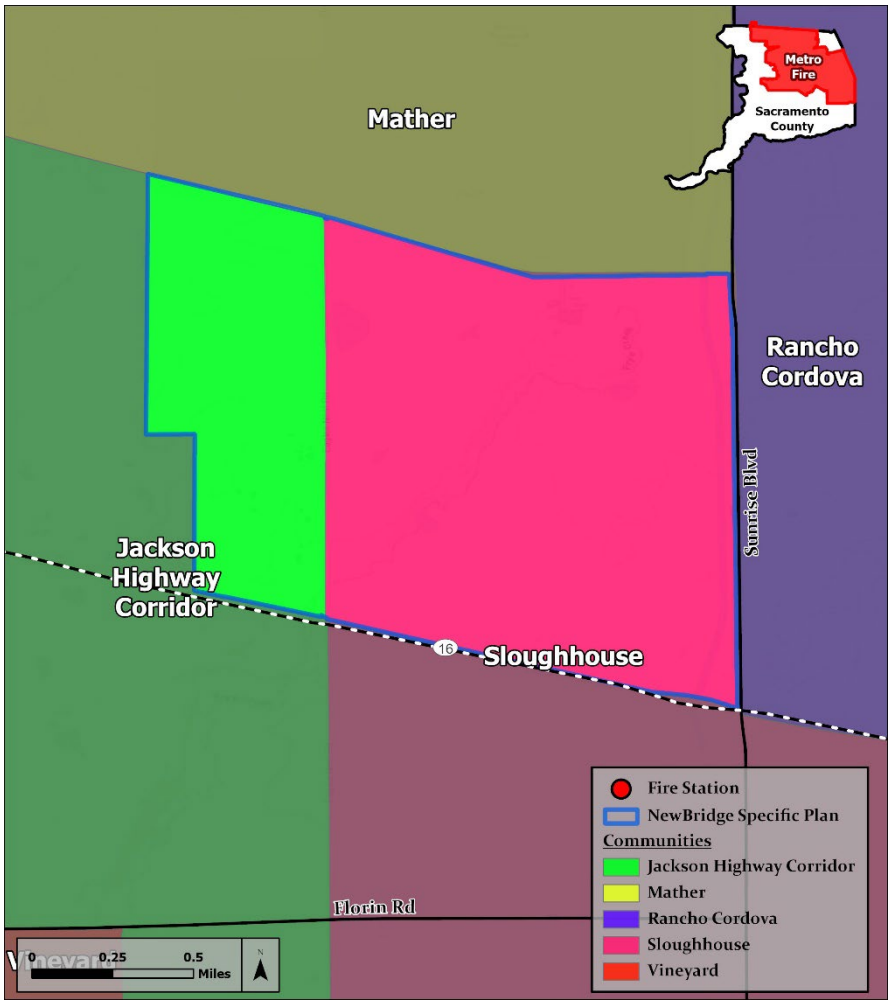
JURISDICTION

County of Sacramento

RESIDENTIAL USE

3,075
Proposed Dwelling Units

8,241
Residential Population



BUSINESS USE

500,000 SF
Proposed Business Use

1,369
Workforce Population

320,000 SF	Commercial/Retail
180,000 SF	Office
None	Industrial
None	Mixed Use

Northborough

Project Profile

PROJECT AT A GLANCE

296	2,953	6,384
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Northborough project is a 296-acre project at the northeast corner of the Elverta Specific Plan Area which was originally zoned under the Elverta SP for agricultural residential use ranging from 1-5 units per acre. The Northborough project was not included in the "urban area" for the Elverta SP, which is almost entirely designated for single-family residential uses with minor commercial, office and community uses. The Northborough project will increase densities to be more consistent with the urban uses in the Elverta SP including 262 acres for 1,127 single-family residential lots; 12 acres for open space and community uses; and 22 acres for detention/joint uses.

PROJECT STATUS

Entitled - Subdivision Extension

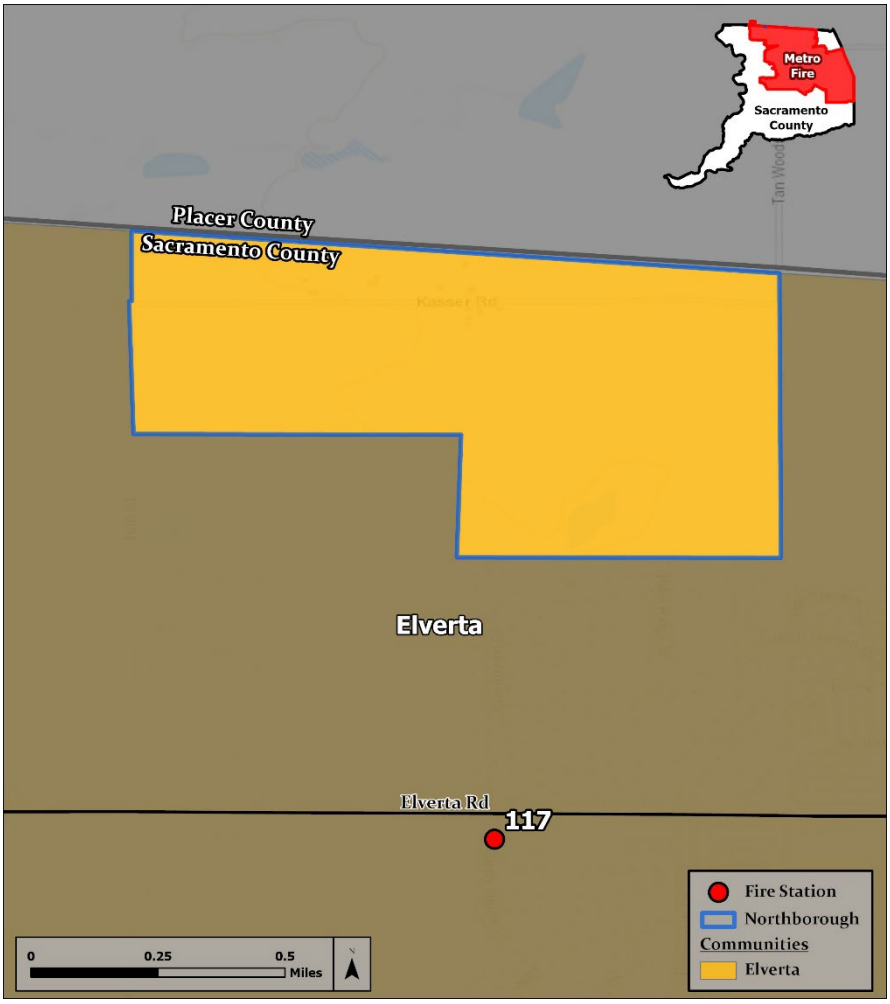
JURISDICTION

County of Sacramento

RESIDENTIAL USE

1,127
Proposed Dwelling Units

2,953
Residential Population



BUSINESS USE

0 SF
Proposed Business Use

0
Workforce Population

North Vineyard Station Specific Plan

Project Profile

PROJECT AT A GLANCE

1,595	16,058	6,443
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The North Vineyard Station Specific Plan is envisioned as a primarily residential community that includes a wide range of housing types and densities, served by necessary public infrastructure. The 1,595-acre plan area is located in the Vineyard area of south-central Sacramento County and includes 1,165 acres of residential uses comprised of a proposed 5,732 single and multi-family residential uses ranging from low to medium density; 38 acres of commercial and office uses; 298 acres of public and community uses including parks, schools, recreation, and other open space; and 15 acres for a railroad corridor designated as a future public transit right-of-way.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

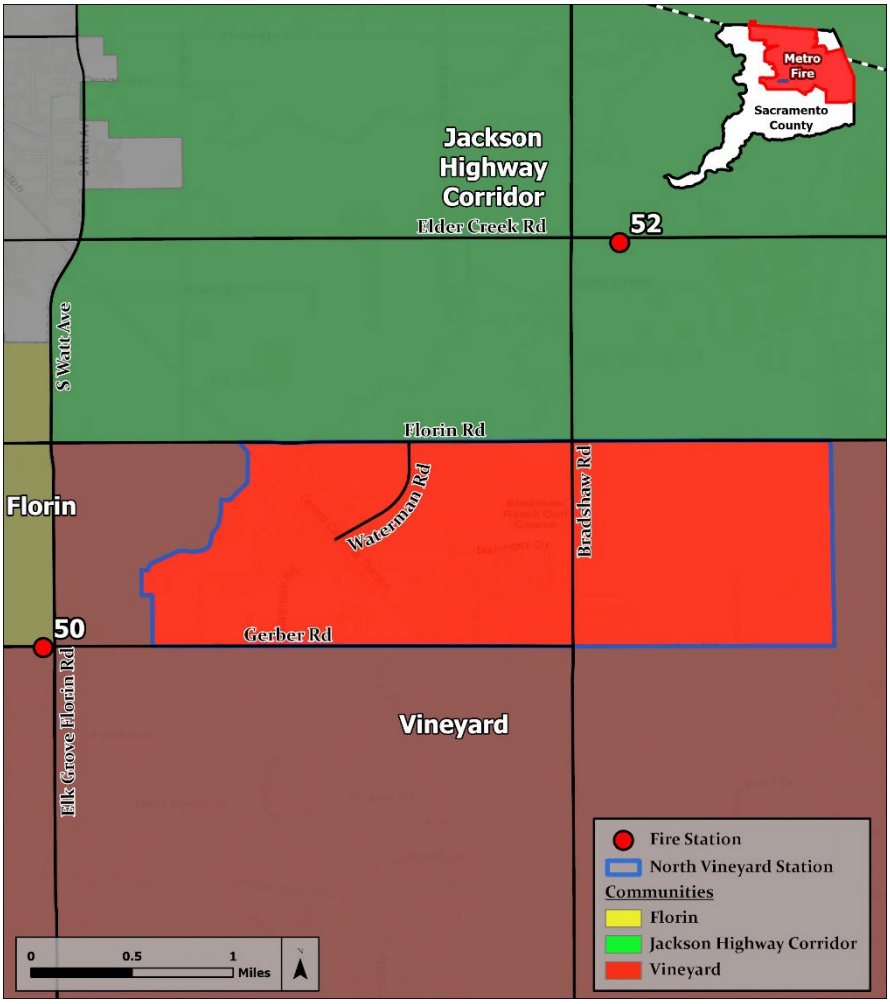
JURISDICTION

County of Sacramento

RESIDENTIAL USE

5,732
Proposed
Dwelling Units

15,018
Residential
Population



BUSINESS USE

402,930 SF
Proposed
Business Use

1,040
Workforce
Population

326,700 SF	Commercial/Retail
76,230 SF	Office
None	Industrial
None	Mixed Use

Rio Del Oro Specific Plan

Project Profile

PROJECT AT A GLANCE

3,828	50,198	8,393
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Rio Del Oro Specific Plan is designed as a balanced, mixed-use community that integrates village centers, and town centers with a variety of residential uses, commercial services, parks, schools, public uses and open space uses. The 3,828-acre plan area is located in Rancho Cordova and includes 1,948 acres of residential uses comprised of a proposed 12,820 single family and medium/high density dwelling units; 517 acres of commercial space that include general commercial, office and industrial uses; 153 acres for educational institutions; and 1,210 acres for open space and public uses including parks, wetland preserve, private recreation, and other public/quasi-public uses.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

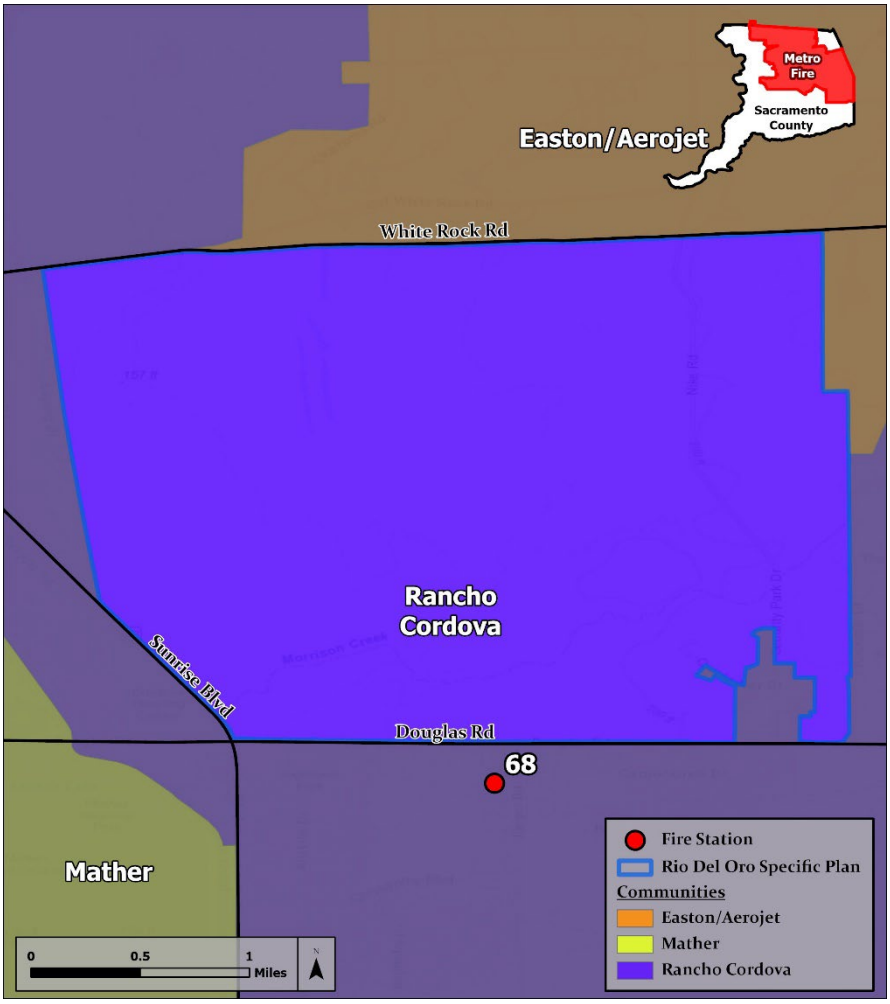
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

12,189
Proposed
Dwelling Units

31,935
Residential
Population



BUSINESS USE

8,505,090 SF
Proposed
Business Use

18,263
Workforce
Population

1,666,170 SF	Commercial/Retail
1,311,156 SF	Office
5,527,764 SF	Industrial
None	Mixed Use

Suncreek Specific Plan

Project Profile

PROJECT AT A GLANCE

1,265	14,930	7,553
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Suncreek Specific Plan is a mixed-use development comprised of walkable residential villages and a major civic and recreation core that includes a network of interconnected, large open spaces linked by a pedestrian and bike trail system. The 1,265-acre plan area is located in Rancho Cordova and includes 703 acres of residential uses comprised of a proposed 4,893 dwelling units ranging from low to high density; 40 acres of commercial uses; and 500 acres of community use consisting of schools, open space, parks, trail system, wetland preserve, and other public/quasi-public uses.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

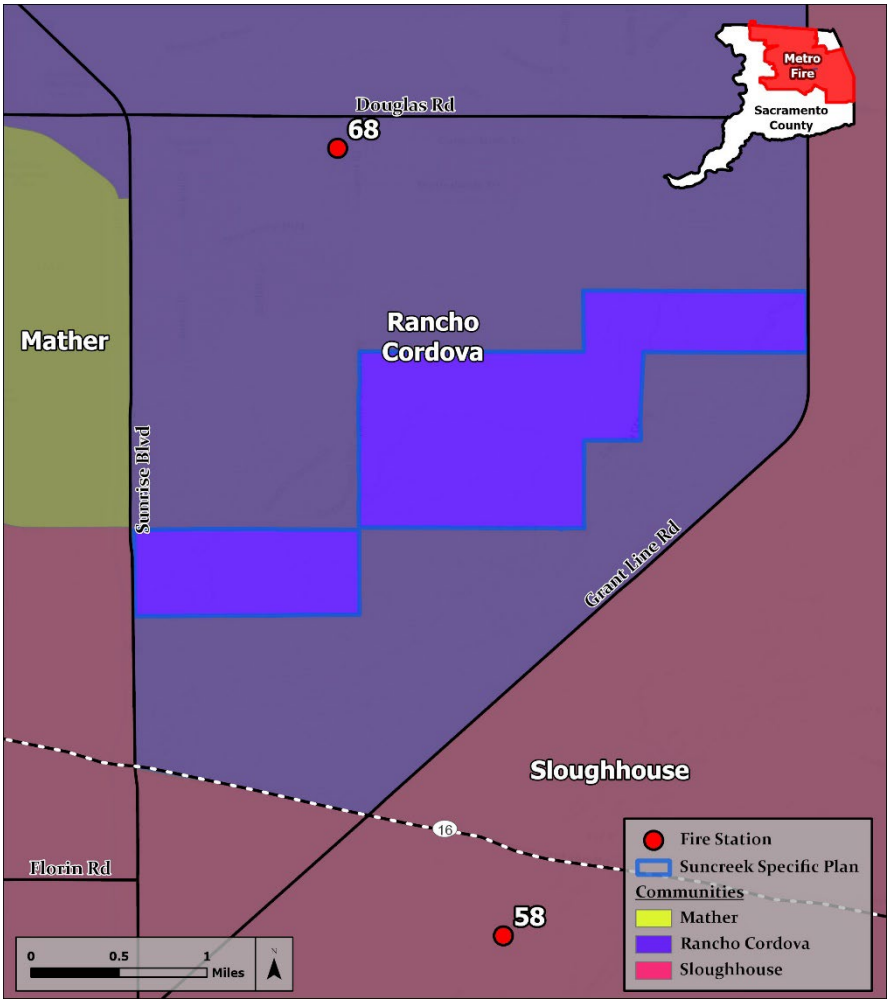
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

4,893
Proposed
Dwelling Units

12,820
Residential
Population



BUSINESS USE

875,556 SF
Proposed
Business Use

2,110
Workforce
Population

875,556 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

Sunridge Specific Plan

Project Profile

PROJECT AT A GLANCE

2,606	23,583	5,792
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Sunridge Specific Plan provides a mix of uses organized around the neighborhood unit and a surplus of housing to offset the jobs and housing imbalance in Rancho Cordova. The 2,606-acre plan area is located in Rancho Cordova and is primarily residential, with 7,725 proposed dwelling units consisting mostly of single-family residential units, but also including multi-family garden apartments, townhouses, and condominiums. The plan area is supplemented with 32 acres of complementary commercial and office uses. Four elementary schools are also designated in the project, in addition to 99 acres of parkland.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

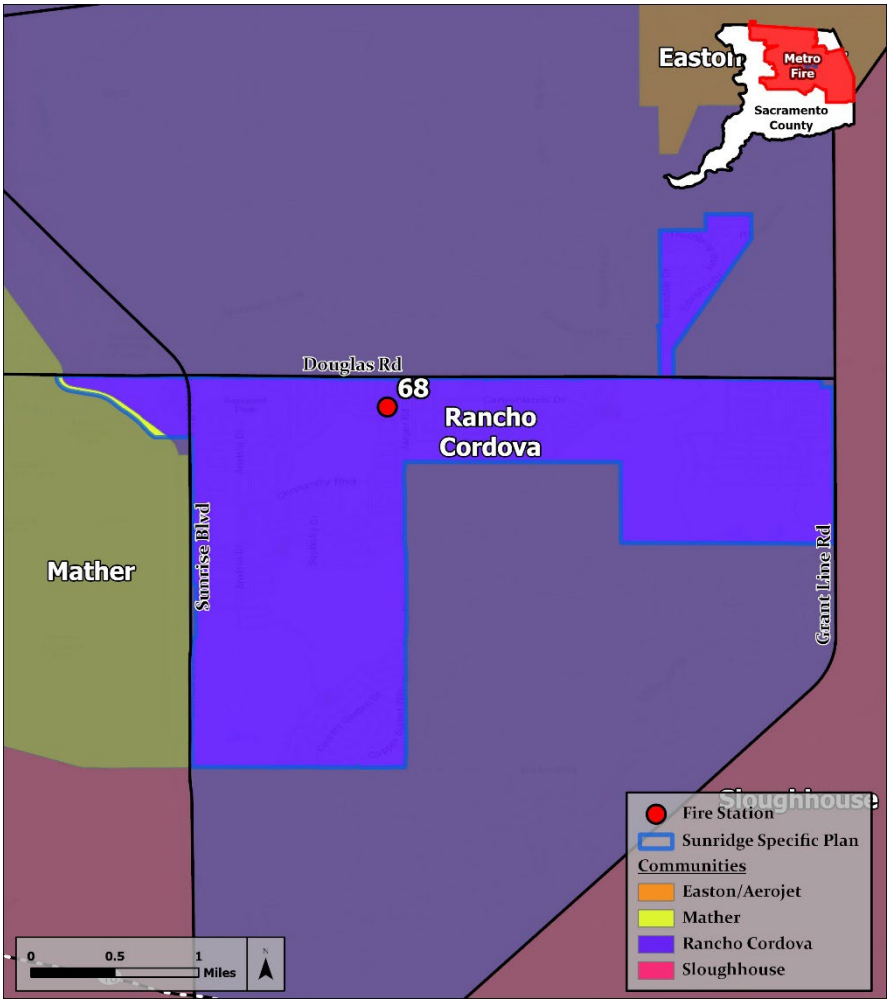
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

7,725
Proposed
Dwelling Units

20,240
Residential
Population



BUSINESS USE

1,387,319 SF
Proposed
Business Use

3,343
Workforce
Population

1,387,319 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

The Preserve

Project Profile

PROJECT AT A GLANCE

283	1,137	2,571
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The project site consists of approximately 283 acres located within the City of Rancho Cordova. The site is located northwest of Raymer Way and Grant Line Road, north of the Sunridge Specific Plan and east of the Rio Del Oro Specific Plan. The proposed project would include subdivision of the site to develop a total of 434 single-family lots and various associated improvements including, but not limited to, parks, a preserve area, landscaping, circulation improvements, and utility installation. The proposed project would include approximately 23 acres of public parks north of the proposed residences. Additionally, the project would preserve 185 acres of natural land to the north in order to protect wetlands.

PROJECT STATUS

Construction In Progress

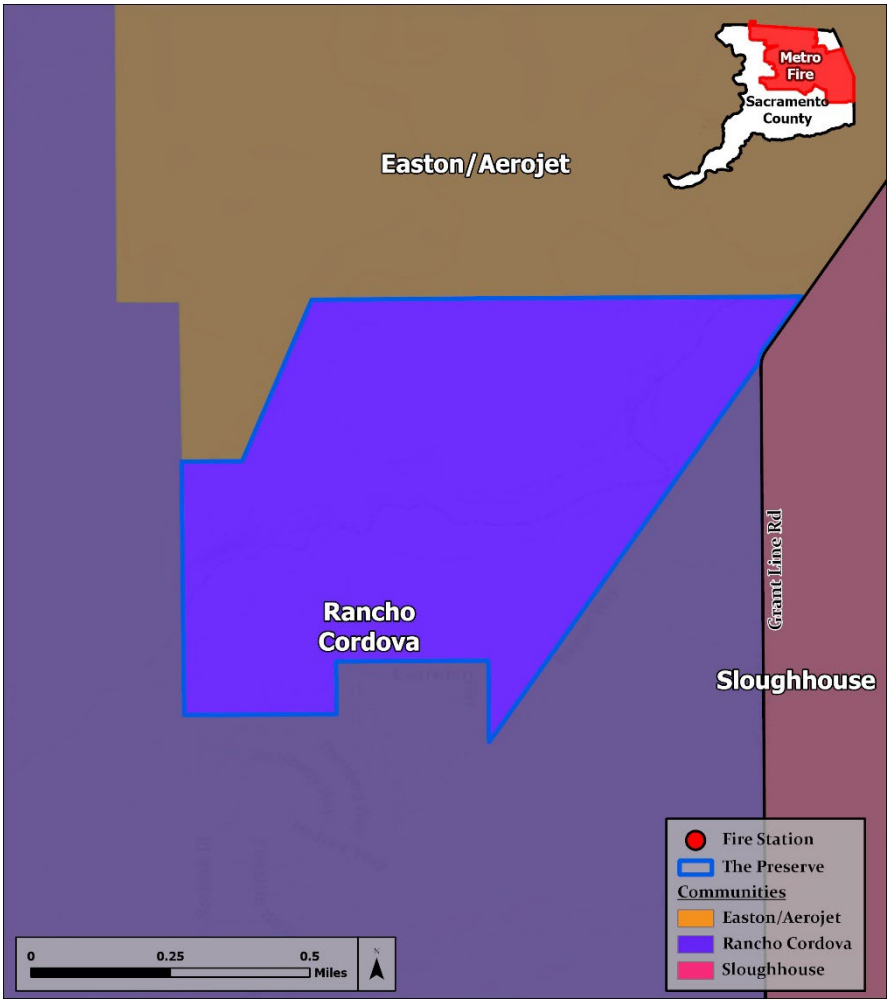
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

434
Proposed Dwelling Units

1,137
Residential Population



BUSINESS USE

0 SF
Proposed Business Use

0
Workforce Population

The Ranch

Project Profile

PROJECT AT A GLANCE

530	4,832	5,835
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Ranch project is a 530-acre project located in Rancho Cordova and is envisioned to be a focal community that ensures a walkable, livable and sustainable development by providing a mix of residential and nonresidential uses, creating neighborhood retail development, implementing compact design to preserve sensitive wetlands, providing market-rate neighborhoods with a variety of densities; and creating an active-adult neighborhood to meet the needs of an underserved segment. The project includes 253 acres of residential uses comprised of a proposed 1,725 medium and high density housing units; 6 acres of commercial uses; and 253 acres of open space, parks and wetland preserve.

PROJECT STATUS

Construction in Progress

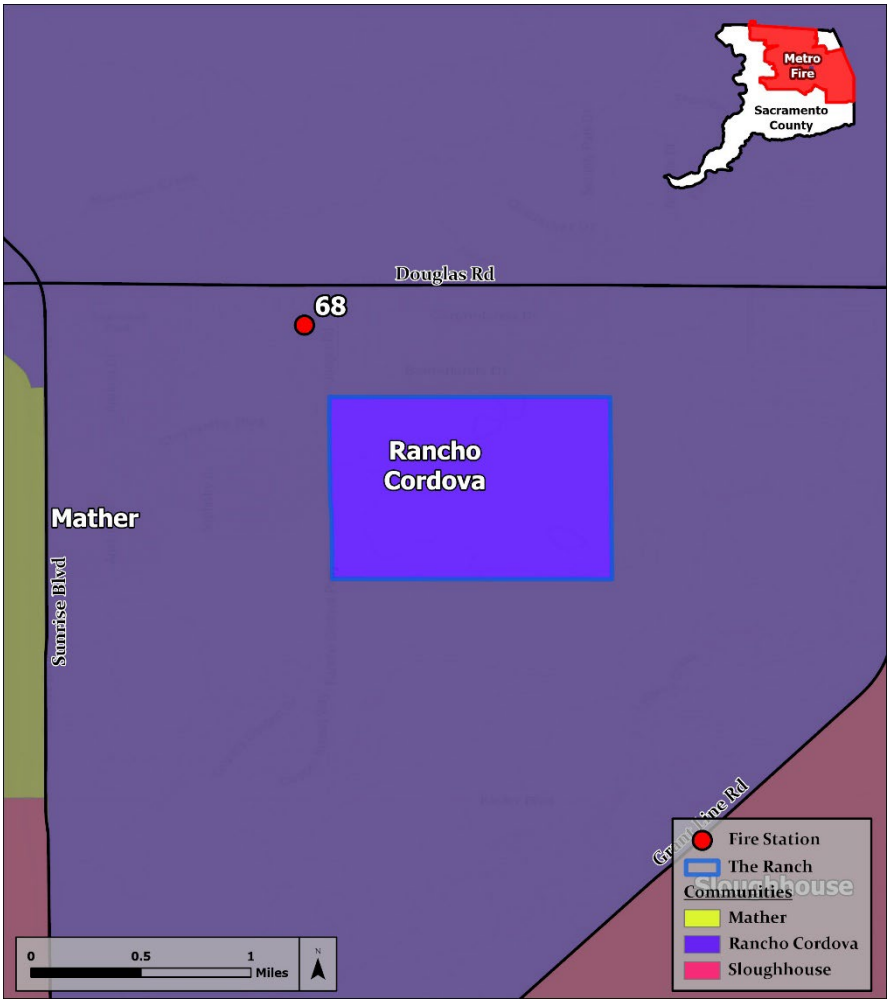
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

1,725 Proposed Dwelling Units

4,520 Residential Population



BUSINESS USE

129,783 SF Proposed Business Use

313 Workforce Population

129,783 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

Vineyard Springs Comprehensive Plan

Project Profile

PROJECT AT A GLANCE

2,560	16,301	4,075
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Vineyard Springs Comprehensive Plan is intended as a well-planned, high quality suburban environment located in the Vineyard area of south-central Sacramento County. A key land use feature is the community's "core/focus" area which features the mixing of higher density residential, commercial and public uses, and surrounded by predominantly low-density residential uses. The 2,560-acre plan area includes 2,129 acres of a variety of residential uses spanning agricultural residential to high density for a proposed 5,942 dwelling units; 24 acres of commercial uses; and 407 acres of recreation and open space uses including parks and a golf course.

PROJECT STATUS

Construction in Progress
(Multiple Projects)

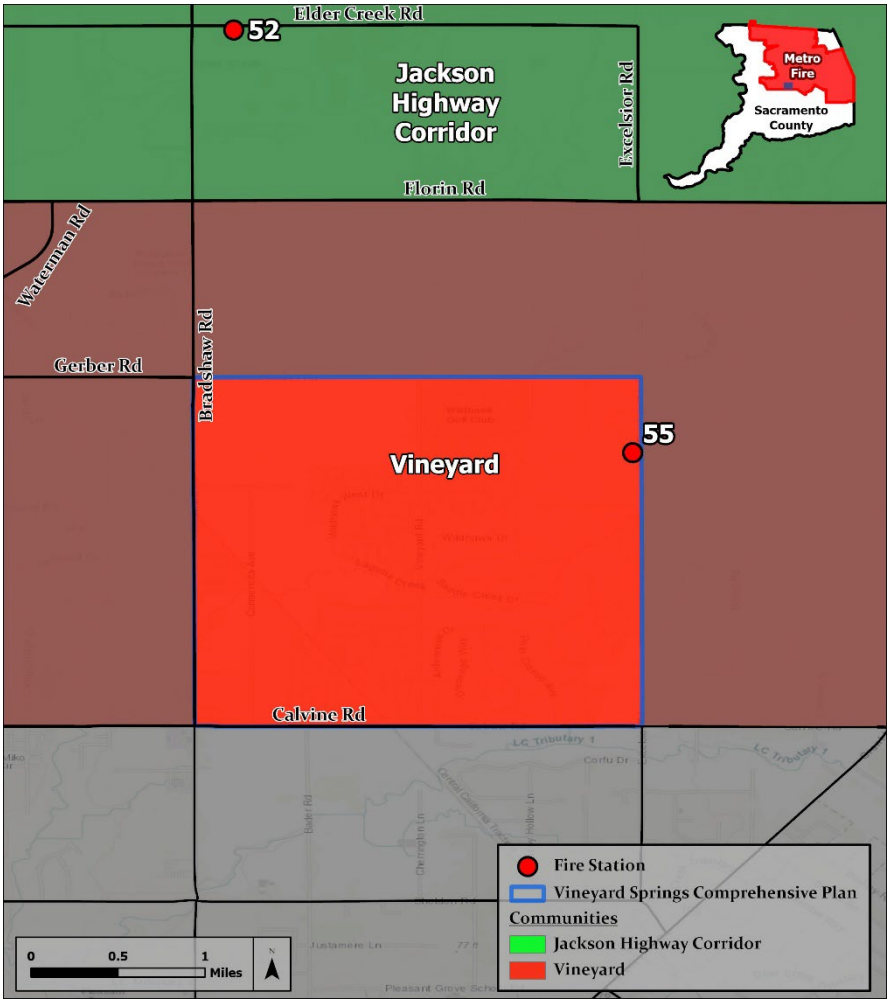
JURISDICTION

County of Sacramento

RESIDENTIAL USE

5,942
Proposed
Dwelling Units

15,568
Residential
Population



BUSINESS USE

259,000 SF
Proposed
Business Use

732
Workforce
Population

140,000 SF	Commercial/Retail
119,000 SF	Office
None	Industrial
None	Mixed Use

West Jackson Highway Master Plan

Project Profile

PROJECT AT A GLANCE

5,913	67,123	7,265
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

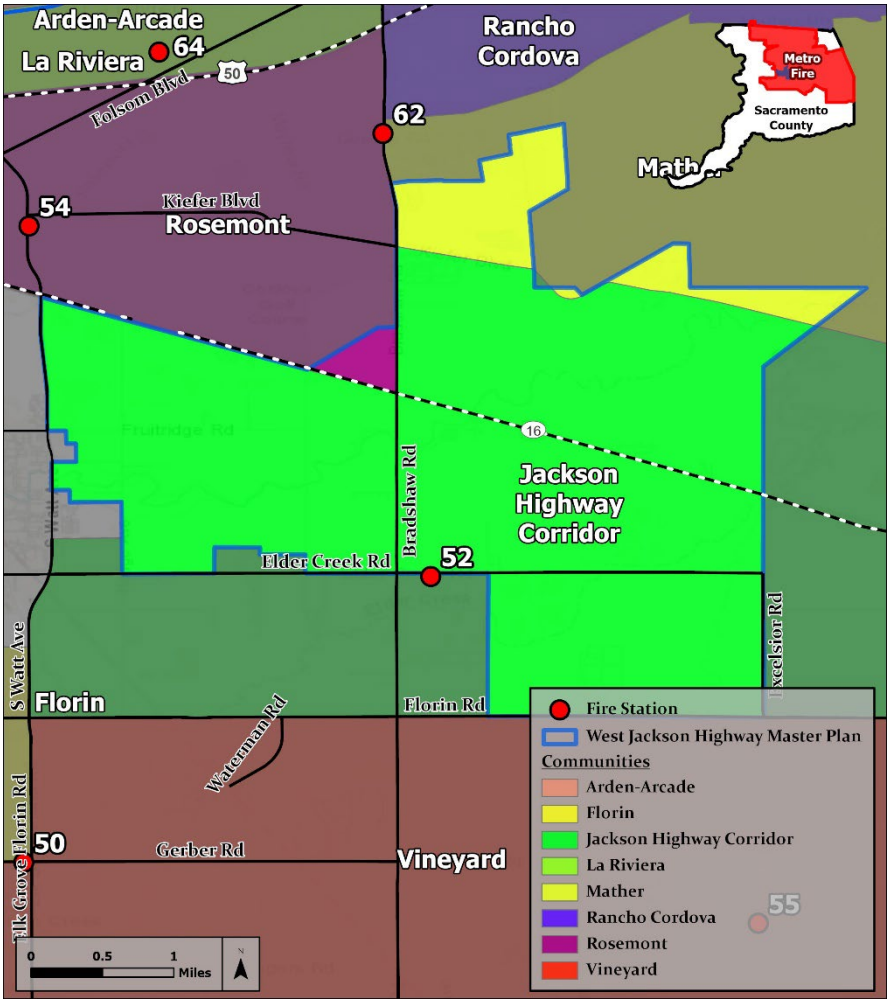
The West Jackson Highway Master Plan is a 5,913-acre master plan along the Jackson Highway Corridor in Sacramento County. West Jackson Highway is a comprehensive master plan that includes 2,251 acres of a proposed 16,484 low to high density residential dwelling units; 1,200 acres of commercial, mixed use, office, institutional, and industrial uses; 2,102 acres of open space uses including parks, urban farm/community gardens, and habitat preserve; and 132 acres of public/quasi-public uses.

PROJECT STATUS

Application Under Review

JURISDICTION

County of Sacramento



RESIDENTIAL USE

16,484 Proposed Dwelling Units

43,188 Residential Population

BUSINESS USE

13,508,391 SF Proposed Business Use

23,935 Workforce Population

3,165,723 SF	Commercial/Retail
7,099,844 SF	Office
2,017,699 SF	Industrial
1,225,125 SF	Mixed Use

Westborough at Easton

Project Profile

PROJECT AT A GLANCE

1,665	23,321	8,964
Total Acres	Population @ Buildout	Density @ Buildout

PROJECT DESCRIPTION

The Westborough at Easton project is a 1,665-acre project located in the City of Rancho Cordova, and is a borough within the larger Easton project. Westborough will offer a diversity of uses including residential development totaling a proposed 7,130 dwelling units, a new regional town center, village centers, parks and open space, a high school, and an opportunity for commercial and mixed-use development. The Folsom South Canal runs through the project site, offering a potential amenity, and the General Plan calls for its integration with bicycle trails, pedestrian paths, running trails, and commercial paseos. Residential uses will include single-family, high density multi-family and mixed-use residential.

PROJECT STATUS

Planning Entitlements Under Review

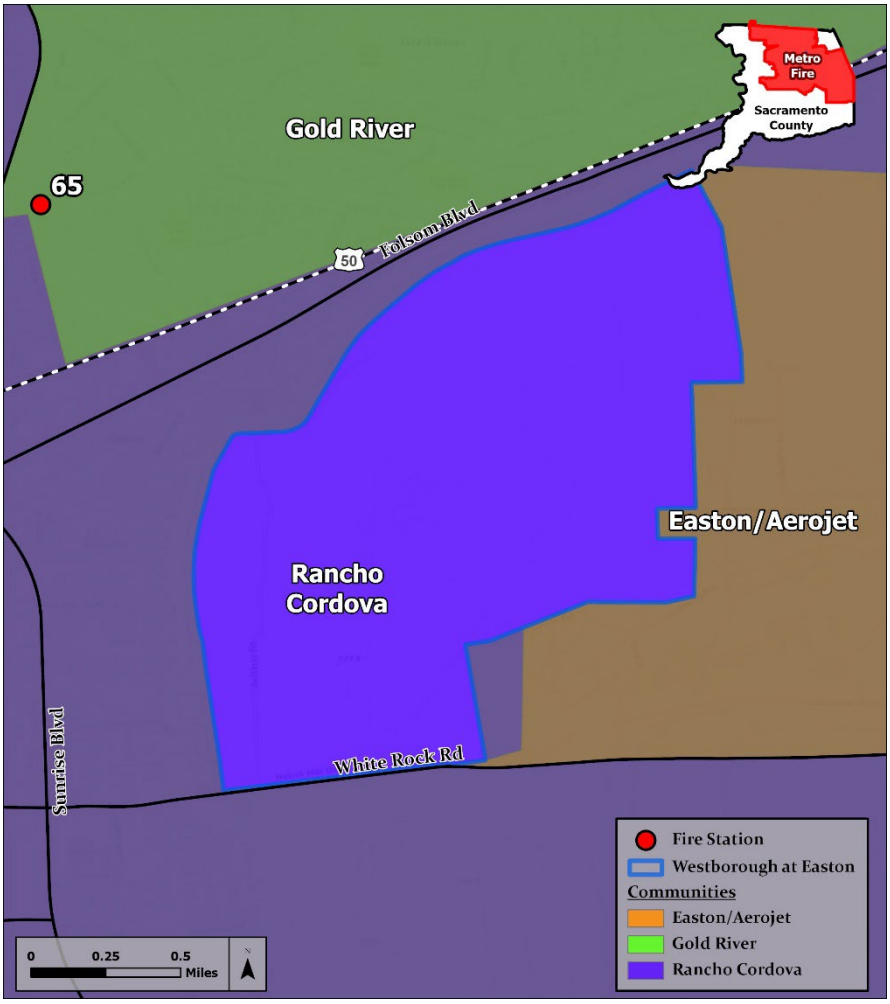
JURISDICTION

City of Rancho Cordova

RESIDENTIAL USE

7,130
Proposed Dwelling Units

18,681
Residential Population



BUSINESS USE

1,925,352 SF
Proposed Business Use

4,640
Workforce Population

1,925,352 SF	Commercial/Retail
None	Office
None	Industrial
None	Mixed Use

Service Overview | What We Do

Emergency Services

The Operations Branch is responsible for the delivery of emergency services throughout Metro Fire's service area, including coordination with Fire Dispatch and oversight of Fire Suppression, Emergency Medical Services (EMS), and Special Operations.



Emergency Dispatch & Communications

Emergency fire/EMS dispatch services are provided to Metro Fire by the Sacramento Regional Fire/EMS Communications Center (SRFECC). The SRFECC is a 911 Secondary PSAP (Public Safety Answering Point) receiving approximately 350,000 phone calls per year, and dispatching over 199,000 fire and medical emergency incidents. SRFECC provides fire dispatching for nearly all of Sacramento County and part of Placer County, covering over 1,000 square miles and serving over 1.4 million residents. The SRFECC was organized through a Joint Powers Agreement (JPA) in 1981 and most recently amended in 2014, to provide public safety communications management/dispatch services for its member agencies.

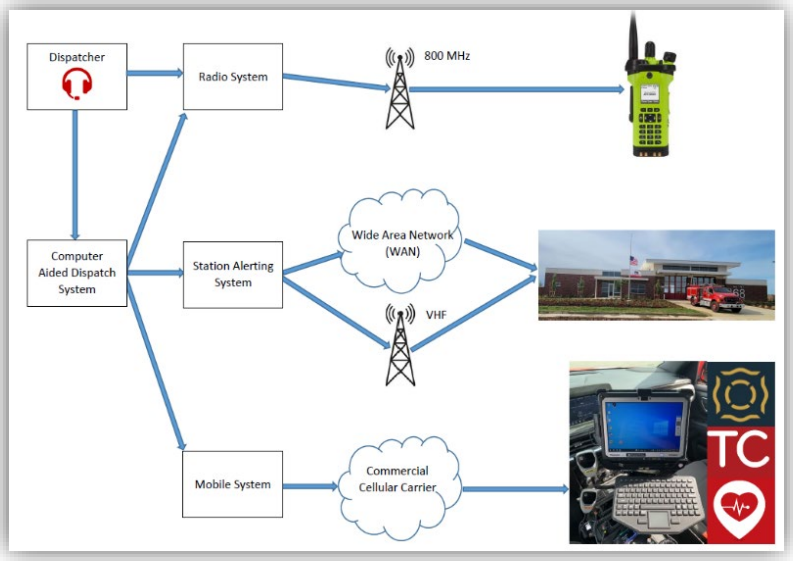
Member Agencies

City of Folsom Fire Department*	Isleton Fire Department
City of Sacramento Fire Department*	River Delta Fire Protection District
Cosumnes CSD Fire Department*	Sacramento Metropolitan Fire District*
Courtland Fire Protection District	Walnut Grove Fire Protection District
Herald Fire Protection District	Wilton Fire Protection District

**Denotes voting members*

As a PSAP, SRFECC's mission is to answer emergency service requests for both fire and medical aid when citizens have dialed 911. The SRFECC receives, and processes, 911 emergency and non-emergency fire and EMS calls for service 24 hours a day, seven days a week. Fire/EMS dispatch services are provided for citizens who reside and work within the Cities of Sacramento, Folsom, Elk Grove, Galt, Citrus Heights, Rancho Cordova, and Isleton as well as many unincorporated areas of Sacramento County.

As each call is processed through a computer-aided dispatch (CAD) system, notifications are sent to units through various CAD/Mobile applications. Units at stations are notified through the WestNet First-In Alerting System via wide area network (WAN). As a redundancy, if the WAN fails, the system will alert stations using high speed Dual-Tone Multiple-Frequency (DTMF) tones broadcast over the VHF Radio System.



Units also receive notifications through their Mobile Data Computers (MDC) via commercial cellular networks. Redundant Notifications are sent through mobile applications via commercial cellular networks. The PulsePoint Respond app provides general call information to the public and to first responders. All Metro Fire units have iPads with the Active 911 and Tablet Command incident applications. These mobile applications are also available to First-Responders to receive notifications directly to their personal devices. Unit MDCs and mobile applications have mapping features used for navigation and preplanning.

The initial dispatch information is given by Automated Voice Dispatch (AVD) through the First-In Alerting System and simultaneously broadcast over the 800 megahertz and VHF radio systems. As a redundancy, dispatchers will voice dispatches if AVD fails. Radio Communications used for incident command and fire ground operations are primarily broadcast on the trunked 800-megahertz radio system and direct (radio to radio) frequencies. Repeated conventional radio frequencies are used as a redundancy if the trunked radio system fails.

The Communication Center's Disaster Recovery (DR) Site, located at Metro Fire Headquarters, can be used as a back-up communications center in the event of an emergency.

Fire Suppression

Metro Fire provides structural and wildland fire protection throughout its service area. Fire suppression shift resources for 2024 include 36 Type I engine companies, seven truck companies (including one Heavy Rescue and one HazMat), one aircraft rescue firefighting (ARFF) unit, eleven dual-role fire department medics, four dual-role squad units, one decontamination unit, one shift commander (assistant chief), and five battalion chiefs. Resources for wildland fire suppression include fourteen Type III engines and thirteen Type V engines, which are cross-staffed by shift personnel. Six water tenders are also available as additional water supply when needed.

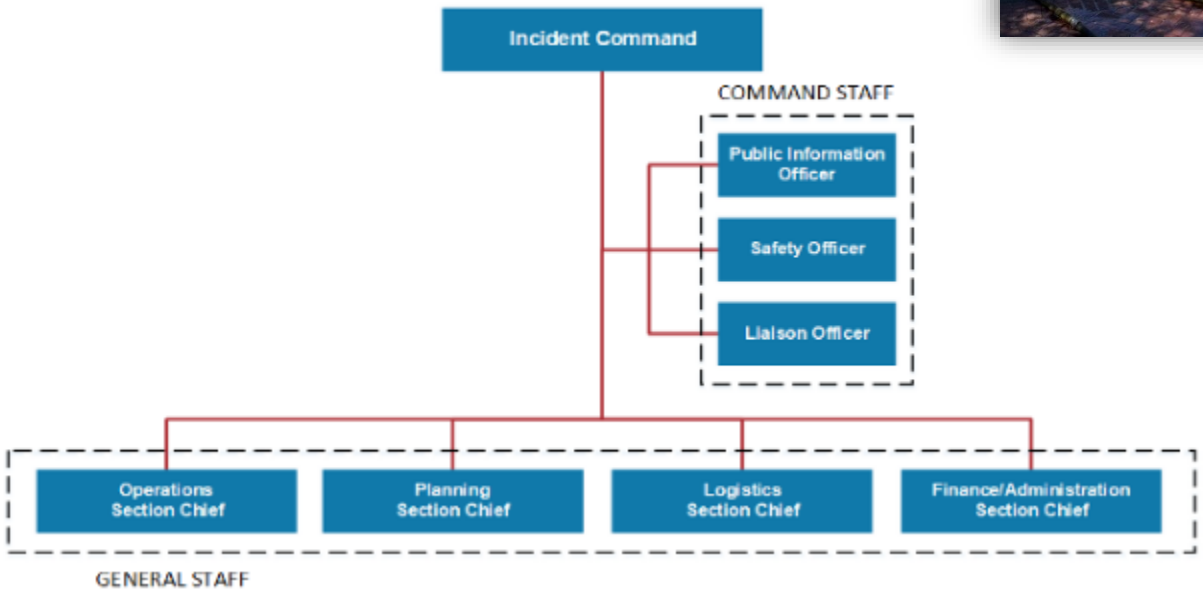


Typical staffing on engine companies is three personnel consisting of a company officer (captain), engineer, and firefighter. Typical truck company staffing is four personnel consisting of a company officer (captain), engineer, and two firefighters.

The response model (types and number of apparatus assigned to an incident) is based on SRFECC's regional Standard Operating Guidelines (SOGs) and the effective response force required to respond to different incident types based on NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments (NFPA 1710). The District's response model is integrated into the CAD system to ensure resources are dispatched appropriately for each incident.



Metro Fire operates under the incident command system modeled in the Federal Emergency Management Agency's (FEMA) National Incident Management System (NIMS). Interior fire suppression tactics are applied whenever a danger to life or property warrants their use. It is the obligation of the incident commander and safety officer to consider the safety of the firefighters under their charge and to perform a continuous ongoing assessment of the fire ground to determine when the risk of such efforts outweighs their possible benefit.



Emergency Medical Services



The Emergency Medical Services (EMS) Division is responsible for the management of the District's emergency medical system, which provides pre-hospital medical aid and patient transport through the daily staffing of 20 ambulances, providing a combination of Basic Life Support (BLS) and Advanced Life Support (ALS) levels of care. Daily shift staffing for suppression apparatus also includes ALS capabilities, with at least one paramedic staffed on each engine and truck.

The provision of ALS services is accomplished through the strategic deployment of dual-role fire department medic (FDM) units and dual-role squad units staffed with firefighter-paramedics, and the Metro Medic Program (MMP), formerly known as the Single-Role Paramedic Program (SRPP), which is staffed with non-firefighter paramedics and EMTs. EMS operations are supported in the field by three captains (EMS24) that alternate by platoon to oversee the EMS needs of the District's 24-hour operations.

Metro Fire employs over 499 paramedics and 100 Emergency Medical Technicians (EMT) to staff these units as well as an ALS-capable helicopter, a Tactical Emergency Medical Services (TEMS) team, and bike medic teams for special events. In order to ensure adequate response to the community it serves, four reserve ambulances that can be upstaffed during high demand periods, known as peak or surge periods, are pre-positioned throughout the District. Additional surge protection is provided through contracts with private ambulance providers for additional ALS units to augment the EMS system during peak periods.

The EMS Division is responsible for ensuring that EMT and paramedic personnel are trained and equipped to serve the public at the highest levels. EMTs are certified health care professionals trained to provide basic life support in accordance with the State of California Scope of Practice for EMTs, while paramedics are licensed by the State of California to provide advanced life support (ALS). Metro Fire's EMS system operates under the oversight of a licensed physician who serves as Metro Fire's Medical Director and is responsible for ensuring compliance with the Local Emergency Medical Services Authority (LEMSA) medical protocols used in the pre-hospital setting. These protocols guide patient care provided by Metro Fire personnel, from basic monitoring to the most advanced, high-acuity interventions. A Continuous Quality Improvement (CQI) Manager serves as Metro Fire's Clinical Director for the EMS Continuing Education Program (CEP) and is responsible for providing education and training in support of the District's EMS and Quality Improvement (QI) programs, assisting with the coordination and maintenance of the EMS system, and monitoring EMS-related operational performance. The EMS division continually works with surrounding fire agencies, the Sacramento County Emergency Medical Services Authority, and local hospitals to develop and maintain high quality pre-hospital care.

Mobile Integrated Health

Metro Fire's Mobile Integrated Health (MIH) program is designed to reduce EMS call volume in the system and relieve overburdened Emergency Departments in the region in order to create efficiencies in the EMS system, while ensuring patients receive appropriate care. In support of these objectives, the MIH program assists frequent 911 callers by identifying and implementing long term solutions to their health challenges; treats and releases low acuity 911 medical complaints on scene, avoiding care delays and providing significant savings in healthcare costs; and medically clears patients experiencing behavioral health issues, bypassing the Emergency Department, and connects them with appropriate resources to better address their care needs. Metro Fire's 2024 deployment model includes two (2) MIH units staffed by a paramedic and an advanced provider (nurse practitioner or physician associate), that operate seven (7) and five (5) days per week (10-hour shifts).

To date, the MIH program has shown promising results in delivering community healthcare by reducing call volume from frequent 911 utilizers by 43% and treating and releasing low acuity 911 medical complaints 60%+ of the time.

Special Operations

Metro Fire recognizes that there are certain risks and hazards that exist in the communities it serves that require specialized response outside of the usual scope of fire suppression and EMS. The District's Special Operations Division addresses this need by discipline-specific, highly trained, qualified, and experienced personnel that respond under twelve specialized programs, some of which are highlighted below.

Each of the programs has a Program Manager who reports to the Special Operations Battalion Chief. Each of these specialized programs exist to enhance service delivery and support Metro Fire's all-hazard response. Some of these programs are further described below.

Air Operations

The Air Operations Division operates Bell UH1 helicopters for the purpose of Wildland Firefighting, Rescue and EMS. The aircraft are capable of water drops and supply command units on the ground with valuable intelligence in a timely manner. The aircraft are classified as rescue helicopters with capabilities to make rescues from hazardous environments and provide ALS medical transport to area hospitals. On board is a highly advanced rescue hoist that enables crews to perform rescues in areas no other resources are able to reach. Whether in remote mountainous terrain or lowland flooding events, hoist rescue emergencies are a highly technical skill set that requires the utmost coordination amongst the crew. The flight crews are staffed during the day out of Station 115 throughout the fire season, typically from May through November. In the off-season or at night, crews are on stand-by for a response. One of the unique capabilities is the ability to function 24 hours a day with the use of night vision goggles. Metro Fire is one of the only air rescue operations in northern California with this capability.



Aircraft Rescue Firefighting (ARFF)

Metro Fire has been providing continuous Aircraft Rescue Firefighting (ARFF) services to the McClellan Airport and the United States Coast Guard by contractual agreement since April 2001. Located directly adjacent to the flight line, Station 114 houses seven full-time crew members per shift who are dedicated to fulfilling the mission of airfield fire suppression and rescue. Two front-line ARFF response vehicles (AF1 and AF2), each staffed with a captain, engineer, and a firefighter, are available to deliver around-the-clock protection to the Air Operations Area (AOA) under the direction of the on-duty battalion chief. Metro Fire also provides aid to Mather Airport through an automatic aid agreement with the Sacramento County Airport System. Based upon the nature and scope of an aircraft emergency, supplemental personnel and equipment from the vast pool of fire, medical, and other resources within the District and from allied agencies can be called upon to assist with the management of an incident.



Dozer Operations

Metro Fire's Dozer Operations program supports wildland fire suppression by building and maintaining fire lines. Dozer Operations can also assist with the recoveries of stuck apparatus and vehicles. The Dozer is a three-piece unit consisting of the dozer, the transport, and the lowboy. Dozers have an enclosed, air-conditioned and protected cab for the safety of the operator. Metro Fire's Dozer Operations is deployed out of Station 58, located in Sloughhouse. During fire season, Dozer Operations is upstaffed with one qualified Dozer Operator on shift each day.



Foam Operations

Large flammable or combustible liquid fires are high-risk/low frequency incidents requiring the use of foam. Metro Fire's Foam Operations program deploys two Type I foam units, each carrying 660 gallons of Class B alcohol resistant-aqueous film forming foam (AR-AFF). Capabilities of Metro Fire's two foam units include special fire extinguishers, aspirating foam nozzles, and large caliber nozzles flowing up to 1,500 gallons per minute. Flammable or combustible liquid fires such as gasoline, diesel, and ethanol can require large quantities of foam. Foam 31 responds from Station 31 in Fair Oaks while Foam 114 is positioned at McClellan Airport at Station 114. Each foam unit is strategically located to protect local target hazards. If requested, these foam units can quickly respond as an automatic-aid resource to neighboring fire agencies or as a state wide mutual-aid resource through the California Office of Emergency Services.



Hazardous Materials Response Team (HMRT)

Established in 2003, Metro Fire's Type 1 Hazardous Materials Response Team (HMRT) is an important component of Metro Fire's Special Operations. Housed at Station 109 in Carmichael, Metro Fire's HMRT operates a dual-purpose apparatus that functions as both a fire and hazardous materials incident response truck. The team is comprised of 158 personnel trained to the level of Hazardous Materials Specialist and is equipped to handle incidents varying in complexity from small chemical spills to large releases of industrial chemicals. The team utilizes a host of specialized tools, equipment, and the latest technology to detect, identify, contain, and mitigate hazardous materials in solid, liquid, and/or gaseous states. The team also employs a number of electronic databases and resources to assist with product identification and decision-making. Certified by the California Governor's Office of Emergency Services (CalOES) Hazardous Materials Team Typing Program, Metro Fire's Type 1 HMRT is uniquely equipped to respond to terrorism and/or weapons of mass destruction (WMD) incidents that may involve chemical, biological, radiological, nuclear, and/or explosive substances.



Technical Rescue



With the increase in population, traffic, building construction, earthquakes and flooding, the need for specialized training in rescue techniques is greater today than it has ever been. In response to these potential hazards, early members of Metro Fire established the Technical Rescue program. In order to be prepared for any rescue situation, rescue team members are required to complete specialized training in structural collapse, confined space operations, trench rescue operations, and rope rescue. In addition, Metro Fire sponsors team members to attend training classes with NASA, FEMA, Heavy Vehicle Lift Operations and HERS (Heavy Equipment and Rigging Specialist). These classes and continual training provide our community with a highly trained and specialized Technical Rescue program, ready at a moment's notice for any type of disaster. Metro Fire's Technical Rescue team includes 110 members with seven staffed daily at Station 21.

Tactical Emergency Medical Support (TEMS)



Metro Fire provides Tactical Emergency Medical Support (TEMS) services, better known as SWAT Medics, to various law enforcement agencies throughout our region, including the Sacramento County Sheriff's Special Enforcement Detail (aka SWAT), as well as SWAT/tactical teams from Citrus Heights Police, Sacramento FBI, and Homeland Security Investigations. The TEMS team is composed of sixteen (16) specially trained paramedics from the ranks of firefighter, engineer, and captain. Each member has completed extensive training in advanced medical procedures, trauma care, canine care, and specialized law enforcement techniques. TEMS medics are often deployed in austere and hostile environments alongside other law-enforcement counterparts. Examples of TEMS deployments include emergent and pre-planned high-risk warrant services, barricaded suspects, and hostage rescues.

Unmanned Aerial Vehicle (UAV)



Metro Fire's Unmanned Aerial Vehicle (UAV) program is among the largest in the region. Used primarily to gather situational awareness on scene of emergencies, the UAVs work directly for the incident commander. All field deployed UAVs in the program are capable of day and night flight as well as thermal imaging and live remote video streaming, providing excellent information gathering capabilities over all types of incidents. Many aircraft also have spotlight and loud speaker capabilities. Metro Fire's aircraft and pilots can also provide orthomosaic mapping capabilities and payload delivery of items like personal floatation devices and radios. UAVs can also be requested for planned need incidents, such as documenting battalion level drills, providing pre-plan imaging of public areas, and any other instance that requires aerial imaging. The UAV program is staffed by eighteen (18) qualified pilots who can be deployed as needed. Each shift has several qualified pilots, with an average of three to four pilots available on shift each day. All pilots have completed Ground School and Flight training, and are qualified to fly a variety of different aircraft.

Urban Search & Rescue Task Force 7 (US&R TF-7)



California Task Force 7 (TF-7) is a FEMA Urban Search and Rescue (US&R) team based in Sacramento. The team is comprised of over 200 members from Sacramento area fire agencies, including 37 members from Metro Fire. Team members are highly trained and certified, using some of the latest rescue techniques and equipment in collapse rescue, heavy rigging, logistics support, hazardous materials response, medical care, communications, canine search, technical search, and water rescue.

US&R TF-7 was established as one of the original US&R teams in the early 1990's. US&R Task Forces were originally designed to respond to structural collapse caused by earthquakes. Over the past three decades, the scope of US&R response and capability has grown to include disasters and catastrophes, both man-made and natural, incident support functions, and response to preplanned events.

Over the last five years, FEMA has activated US&R TF- 7 at least once a year, and with the increase in natural disaster damage, there have been some years with multiple deployments. A full team deployment, consisting of 80 members, will include a specified percentage of Metro Fire personnel.

Water Rescue



The Water Rescue program provides emergency response to the American River and Lake Natoma for life safety incidents including swimmers in distress and rafting accidents. Resources include two rigid hull inflatable jet boats (RIB) that are cross-staffed out of Stations 62 and 65. Both stations also have the ability to deploy four jon boats with motors to assist with evacuation of flood inundated areas during a flood event. The Water Rescue team includes 170 qualified boat operators as well as approximately 300 personnel that are trained in river flood operations. Members of the Technical Rescue and Air Operations teams are also included, with Air Operations conducting hoist rescue operations during swiftwater rescue and flood response events.

Automatic & Mutual Aid

Metro Fire also provides and receives automatic and mutual aid from other agencies within Sacramento County (automatic aid) and outside of Sacramento County (mutual aid).

Metro Fire and its neighboring agencies throughout Sacramento County operate in a regional boundary drop system whereby the closest resource is automatically dispatched to effectively mitigate an incident, regardless of jurisdictional boundaries (automatic aid). All fire/EMS agencies in Sacramento County give and receive automatic aid on a daily basis.

Mutual aid response is provided and received from jurisdictions outside of Sacramento County, by mutual agreement. Where automatic aid is provided automatically and managed by dispatchers, mutual aid must be specifically requested by an agency, and is typically requested when County resources have been exhausted. Metro Fire currently has mutual aid agreements with Placer County and the CalFIRE Amador-El Dorado (AEU) and Yuba-Placer (NEU) Units. Metro Fire is also part of California's statewide mutual aid system for disaster response.

Non-Emergency Services

Community Risk Reduction

The Community Risk Reduction Division (CRRD) is responsible for protecting the public through coordinated efforts in fire prevention, code enforcement, fire protection engineering, fire and life safety education, and fire investigation.

Plan Review

In coordination with the Sacramento County Project Review Committee and Sacramento County Building Department, Metro Fire's fire inspectors and plan intake specialists streamline new project development. Inspectors assist the business community through planning phases of new construction projects, recording of maps and granting of final occupancy. This partnership along with early resolution, reviewing plans for construction projects, and testing and inspection for those projects is crucial to encouraging new development within the County of Sacramento.

4,074 Plans Reviewed

8,636 Construction Inspections

587 Production Home Permits

Fire departments are challenged with renovations, conversions, and alterations in well-established communities. Fire inspectors work diligently to provide safe living and working environments for the community. This is accomplished by ensuring new buildings are built in a manner consistent with regulation and standard practice.

Code Enforcement

CRRD is also responsible for code enforcement throughout Metro Fire's service area. Code enforcement activities include SB 1205 mandated inspections at schools, hotels, motels, lodging houses, and apartments. Fire Inspectors also inspect businesses and residential care facilities and follow up on complaints received from suppression crews and community members. Fire inspectors ensure buildings are properly maintained by responding to code violation complaints and through code enforcement inspections of existing buildings.

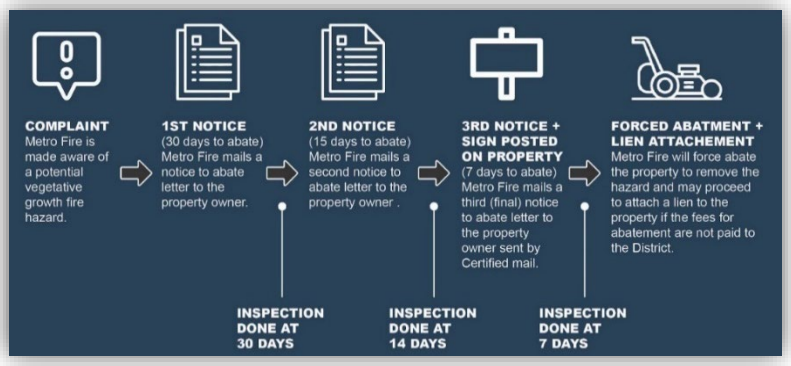
8,521 Code Enforcement Inspections

153 Fireworks Booth Inspections

Weed Abatement

The purpose of the weed abatement program is to prevent fire hazards created by vegetation growth and the accumulation of combustible debris through voluntary compliance. Property owners are required to maintain their properties cleared of weeds, grass, vines or other growth that is capable of being ignited and endangering neighboring properties. During the dry season of May through November, fire inspectors conduct inspections throughout the District. If a property is found to be non-compliant, a Notice to Abate Hazard is issued to the property owner, and enforcement action may be taken until the abatement of property is completed.

798 Weed Abatement Inspections



Fire Investigations



The Fire Investigations Unit (FIU) has been an integral element of service delivery at Metro Fire and its predecessor agencies for over 30 years. In the early 1980's, the scope of the FIU was broadened from simple origin and cause determination to full scope criminal fire investigations through an agreement with the Sacramento County Sheriff's Department (SSD). The primary role of the FIU is to investigate unidentified fire causes, the causes of fires resulting in serious bodily injury or death, and suspected arson related incidents that occur within the District.

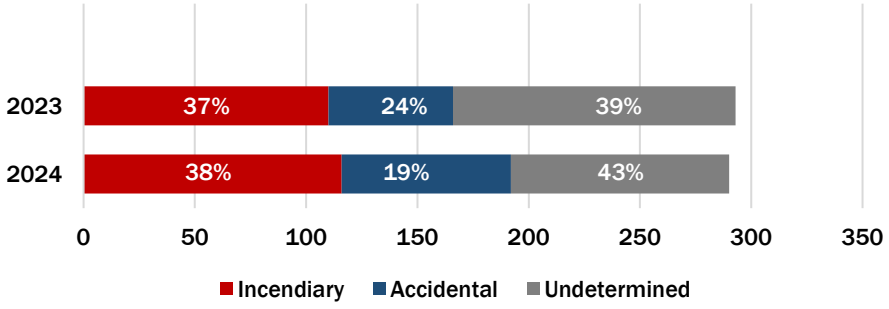
Metro Fire staffs a minimum of one Fire Investigator II on a daily basis. Fire Investigator II is a unique position that requires specialized training in both fire origin and cause investigation as well as being currently certified by the California Commission of Peace Officer Standards and Training (POST), as a Peace Officer. Both disciplines require ongoing education and training to maintain certifications and meet law enforcement standards in California.

The FIU is an important component of CRRD and works collaboratively with CRRD's inspection staff in enforcing fire and building codes and subsequent violations through the legal system. The FIU also works as an assisting agency with local, state, and federal law enforcement agencies throughout the Sacramento region.

The FIU handles three types of cases: consult, agency assist/other law enforcement action, and origin and cause investigation. Consults typically involve Metro Fire personnel or patrol officers contacting the investigator for guidance. Agency assist/other law enforcement action includes surveillance, assisting with warrant service, and other law enforcement activities. The majority of the FIU's cases are fire origin and cause investigations.

In 2022 concerted efforts were made in outreach and education with suppression crews and law enforcement partners to assist with managing expanding caseloads. This resulted in a decrease in case volume across the board as cases were handled at the field level when appropriate.

There was a 35% increase in accidental fires in 2024 and a 23% decrease in undetermined fire causes, while incendiary fire causes increased by 5% in 2024. The FIU made 19 custodial arrests and issued four citations in 2024, and 34 cases were referred to the District Attorney's office.



290 Origin & Cause Investigations

27 Consults

15 Law Enforcement Assists

19 Custodial Arrests

4 Citation Issued

34 Cases Referred to District Attorney

Community Relations

The Community Relations Division is dedicated to fostering strong, trusting relationships between Metro Fire and the vibrant communities it serves by embracing innovative outreach practices, collaborating with traditional and social media, and actively engaging with the community to promote Metro Fire's mission and values.

The Community Relations team includes a Community Relations Manager, who also serves as Metro Fire's Public Information Officer (PIO), a Community Relations Coordinator, and two Community Relations Specialists. The PIO is always available, providing incident coverage and serving as the 24/7 contact for media and public inquiries.

Community Relations shares valuable content through various online platforms and a quarterly newsletter, Metro Fire Scene. This publication aims to strengthen community ties by offering consistent communication, essential safety information, upcoming events, and highlights of Metro Fire's service in the community.

School Visits, Station Open Houses & Community Events

Metro Fire proudly connects with the community through an array of programs, such as school visits and fire station open houses. These engaging events not only provide essential fire and life safety education but also showcase the diverse services Metro Fire offers. This interactive collaboration is ongoing throughout the year, and features fire station tours, hands-on demonstrations, and opportunities to meet local firefighters and explore firefighting equipment up close.



218	120	97,612
Events/ Parades	Educational Programs	Individuals Reached

Life Jacket Loan Program

California law requires that all children under 13 years old wear a Coast Guard-approved life jacket while on a moving recreational vessel for their safety. To enhance public safety and minimize risks, Metro Fire offers a Life Jacket Loan Program. Anyone aged 18 and older can visit one of six participating fire stations to borrow a life jacket at no cost, making it easier to enjoy safe outings on the water.

Station 31 (Fair Oaks)	Station 59 (Rancho Murieta)	Station 65 (Rancho Cordova)
Station 32 (Fair Oaks)	Station 61 (Rancho Cordova)	Station 110 (Carmichael)

Fire Camp

Fire Camp is an amazing 4-day adventure for kids ages 11-13, held annually since 1997. Fire Camp provides local children a unique opportunity to dive into the world of fire service. Campers work together in "strike teams," each led by two volunteer firefighters. Campers master invaluable life-saving skills like fire safety, hands-only CPR, and water rescue techniques, all while having fun with current and former Metro Fire personnel who are excited to share their experiences. Fire Camp is all about building self-confidence and teamwork, providing a supportive and inspiring environment.



Resources & Staffing

Constant Staffing

Metro Fire's 2024 daily shift staffing for emergency response (constant staffing) totaled 196 personnel delivering service from 41 fire stations throughout the District's jurisdiction.

Resource		Unit Staffing		Daily Staffing	
	1 Shift Commander	1	Assistant Chief	1	Assistant Chief
	5 Battalion Chiefs	1	Battalion Chief	5	Battalion Chiefs
	36 Engine Companies	1	Captain	36	Captains
		1	Engineer	36	Engineers
		1	Firefighters	36	Firefighters
	5 Truck Companies	1	Captain	5	Captains
		1	Engineer	5	Engineers
		2	Firefighters	10	Firefighters
	1 Rescue Company	1	Captain	1	Captain
		1	Engineer	1	Engineer
		2	Firefighters	2	Firefighters
	1 HazMat Response Unit	1	Captain	1	Captain
		1	Engineer	1	Engineer
		2	Firefighters	2	Firefighters
	1 Decontamination Unit	1	Firefighter	1	Firefighter
	1 ARFF Response Unit	1	Captain	1	Captain
		1	Engineer	1	Engineer
		1	Firefighter	1	Firefighter
	1 EMS Shift Captain	1	Captain	1	Captain
	4 Squad Units	1	FF Paramedic	4	FF Paramedics
		1	FF EMT/Paramedic	4	FF EMT/Paramedics
	11 Fire Department Medics	1	FF Paramedic	11	FF Paramedics
		1	FF EMT/Paramedic	11	FF EMT/Paramedics
	9 Metro Medic Units	1	Paramedic	9	Paramedics
		1	EMT/Paramedic	9	EMT/Paramedics
	1 Fire Investigation Unit	1	Fire Investigator II	1	Fire Investigator II
				196	**Total Daily Staffing***

** 178 Suppression*
18 Non-Suppression

Resources

Metro Fire maintains a fleet of more than 360 vehicles and apparatus in order to ensure that necessary emergency response resources are available 24 hours a day, 7 days a week. Metro Fire's fire suppression apparatus have been equipped at the highest industry standards for fighting and extinguishing structural type fires and rendering assistance to patients on medical emergency incidents. Metro Fire's fire engines are capable of delivering water at rates up to 1,500 gallons per minute. Metro Fire's philosophy related to wildland fires revolves around strategically-located, specialized "off-road" wildland apparatus specifically designed to combat these difficult fires. Because of the potential for major wildland fires, Metro Fire deploys water tender units capable of supplying smaller attack vehicles during large incidents. These units are strategically placed within Metro Fire's service area for maximum effectiveness.

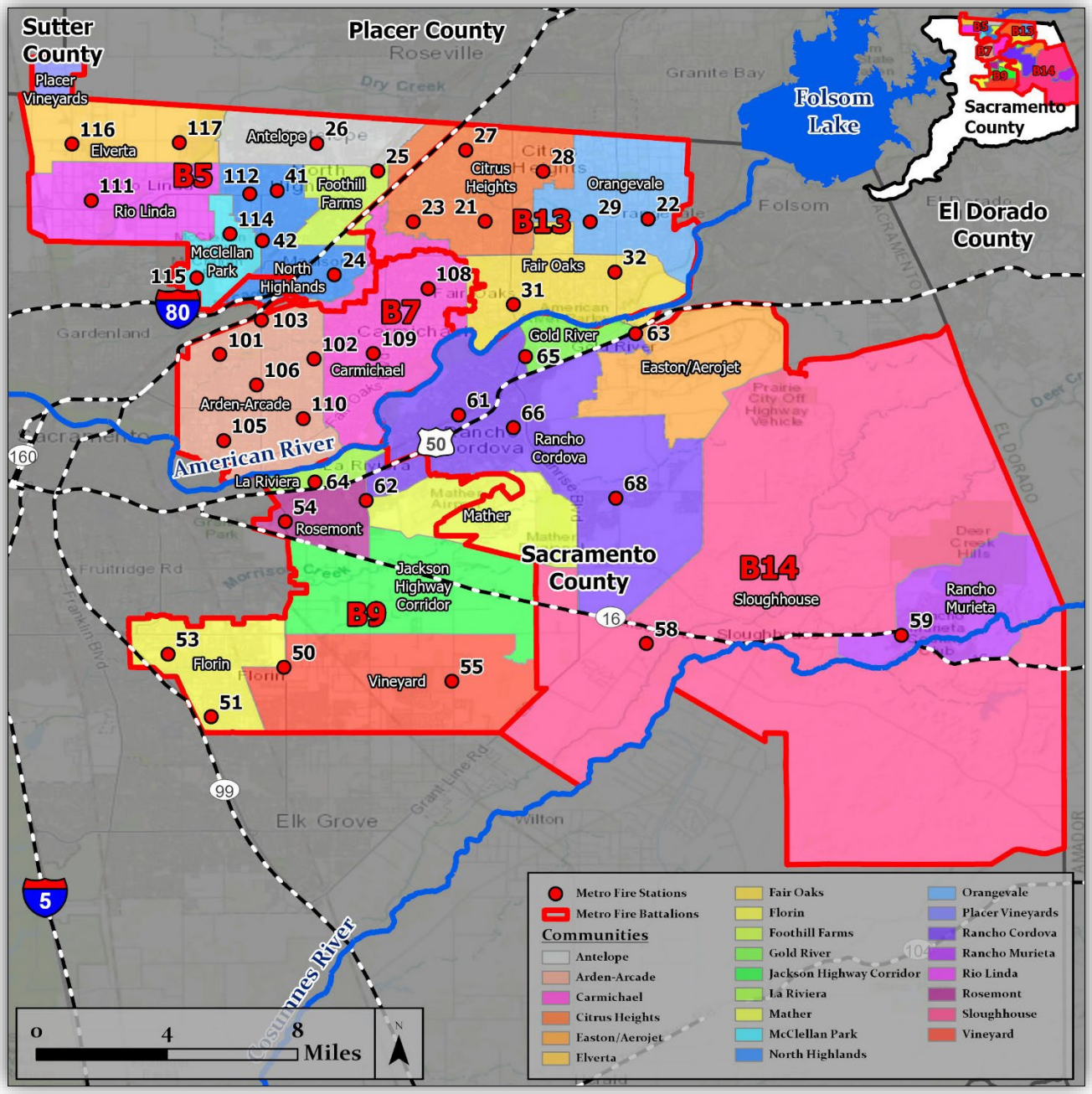
Metro Fire operates special assets that are critical to regional fire response. Metro Fire is the only fire agency in the region with aircraft and dozer response programs. Other support vehicles include mobile air units, fuel trucks, helicopter tender, an aircraft tow vehicle, battalion chief and staff vehicles, a self-contained breathing apparatus (SCBA) repair unit, trailers, flatbeds, forklifts, a pallet jack, a scissor lift, tractors, and tow vehicles.

In addition to the daily staffed units, the following resources are deployed throughout the District and are either cross-staffed, seasonally staffed, or are in-service reserve units.

Resource			Unit Staffing
	2	Type I Engines	Reserve
	2	OES Type I Engines	Cross-Staffed
	14	Type III Engines	Cross-Staffed
	13	Type V Engines	Cross-Staffed
	6	Water Tenders	Cross-Staffed
	1	OES Type III Engine	Cross-Staffed
	1	Medic Unit	Cross-Staffed
	4	Medic Units	Reserve
	1	ARFF Response Unit	Cross-Staffed
	1	ARFF Response Unit	Reserve
	2	Foam Units	Cross-Staffed
	2	Water Rescue Boats	Cross-Staffed
	2	Air Units	Reserve
	3	Helicopters	Cross-Staffed/ Seasonal
	1	Dozer Unit	Cross-Staffed/ Seasonal
	1	Dozer Unit	Reserve

Resource Deployment

Metro Fire's service area is divided into five organizational command areas, known as battalions (Battalions 5, 7, 9, 13 and 14). Each battalion is led by a shift battalion chief who oversees emergency response for seven to eleven first due response areas.



The battalion chief directs the day-to-day operations of a fire fighting force in an assigned geographic area on an assigned shift; supervises and directs fire suppression, emergency medical service and fire prevention activities for stations under their command; participates in the administration, planning and training activities of assigned fire stations; assumes command responsibilities at the scene of emergencies and makes decisions on deployment of personnel and equipment; and is responsible for the conduct and operational efficiency of assigned subordinate supervisors and line personnel under their command.

Battalion 5

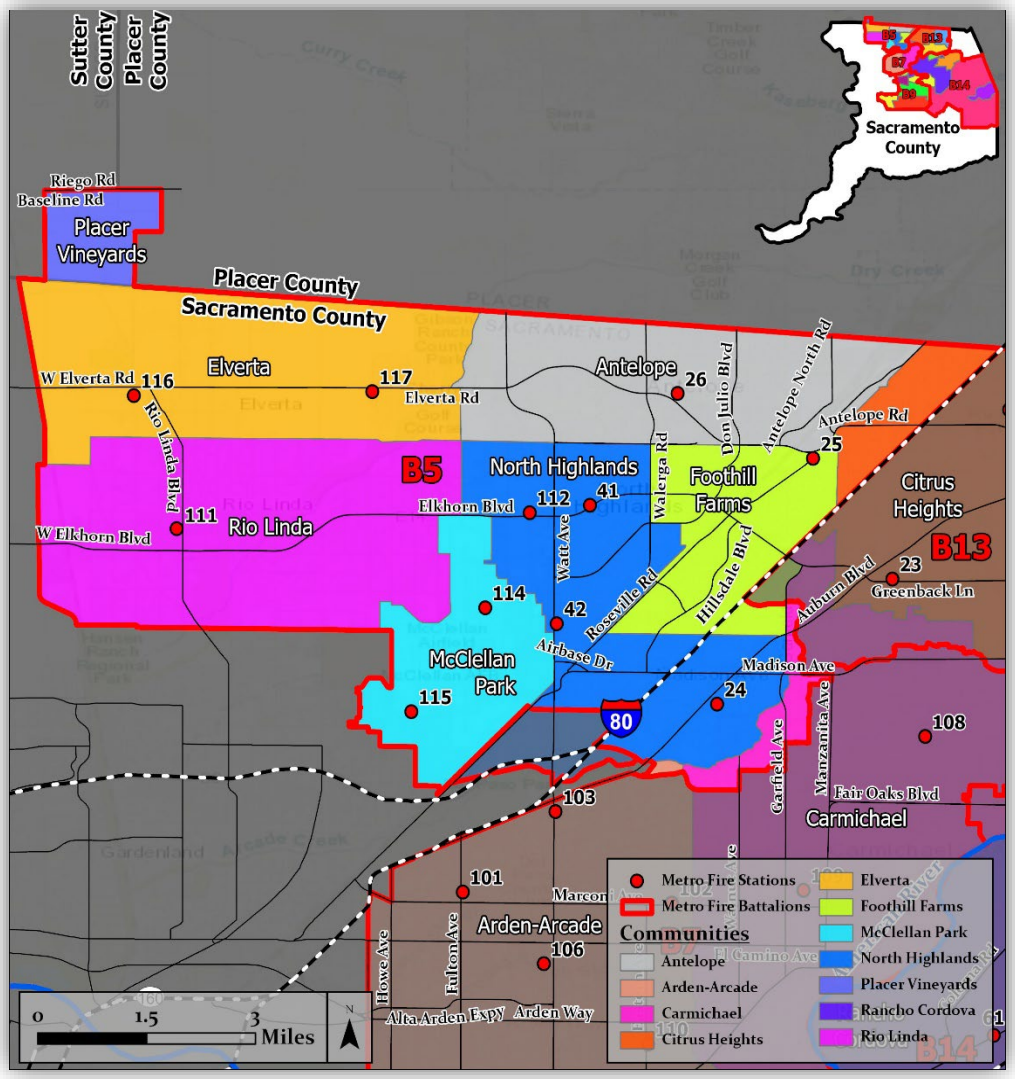
Housed at 5824 Kelly Way in Station 114; located in the northwest corner of the Sacramento Metropolitan Fire District. It serves a total population of 169,786 across a first due area of 45.7 square miles.

Address
Station 114
5824 Kelly Way
McClellan, CA 95652

Communities Served
Antelope
Carmichael
Citrus Heights
Elverta
Foothill Farms
McClellan Park
North Highlands
Rio Linda

Resource Deployment
10 Type I Engines
1 Truck
1 Squad Unit
6 Medic Units
3 Aircraft Rescue Units
4 Type 3 Engines
3 Type 5 Engines
2 Water Tenders
2 Helicopters
2 Air Units
1 Foam Unit
1 Battalion Chief

Total Daily Staffing: 46



Stations in Battalion 5

Station 24
Engine 24
Squad 24
Medic 24
Medic 224

Station 25
Engine 25
Medic 625
Engine 325

Station 26
Engine 26
Truck 26
Medic 626
Engine 326

Station 41
Engine 41
Medic 641
Engine 541

Station 42
Engine 42

Station 111
Engine 111
Medic 111
Engine 311

Station 112
Engine 112 (R)
Engine 512
2 Air Units

Station 114
Engine 114
ARFF 1, 2, 3
Water Tender
Foam Unit
BC 5

Station 115
Copter 1
Copter 2
Copter 3

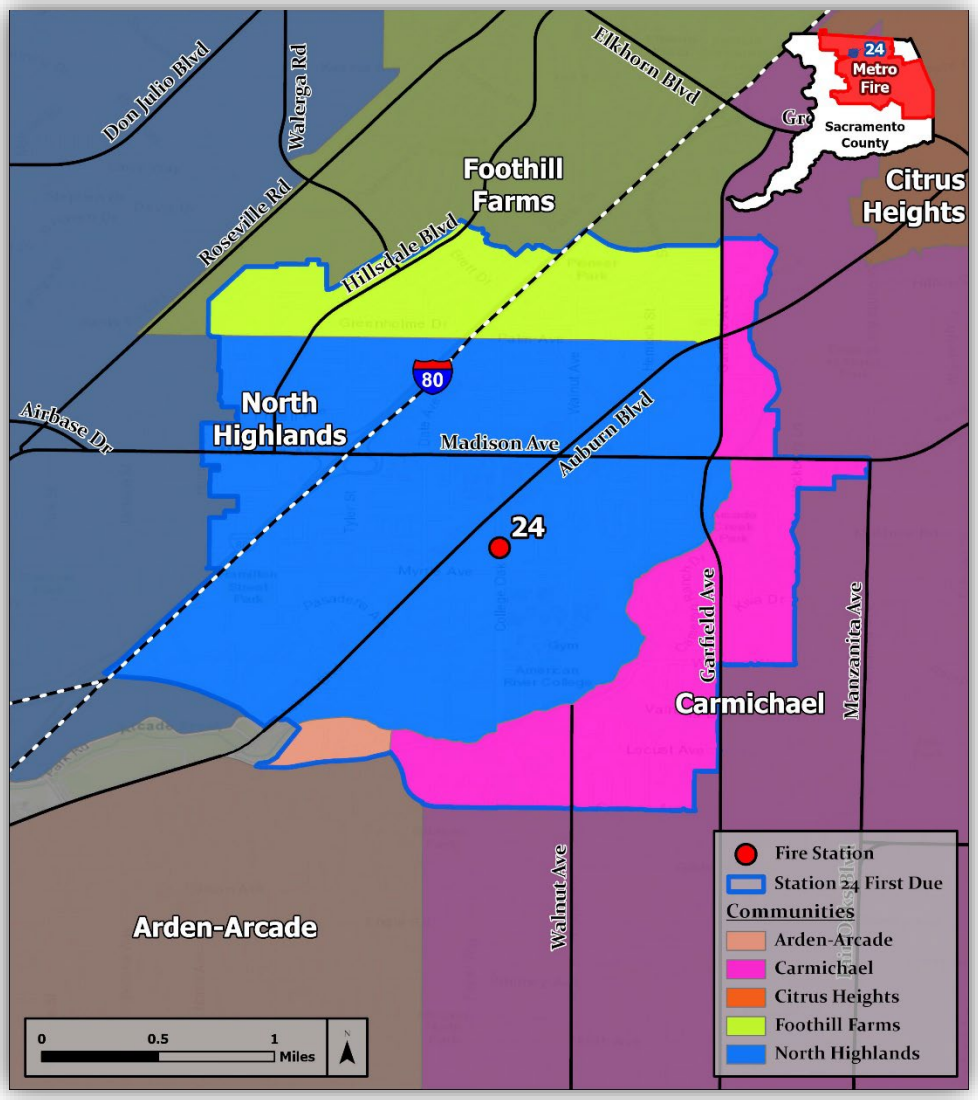
Station 116
Engine 116 (R)
Engine 516
Water Tender

Station 117
Engine 117
Engine 317

Station 24

Serving the community since 1977

Located at 4942 College Oak Drive, Station 24 serves a population of 27,347 across a first due area of 4.3 square miles. Station 24 is primarily bordered by Stations 42, 23 and 108. Station 24 serves the communities of Carmichael, Foothill Farms and North Highlands.





Address
4942 College Oak Drive
Sacramento, CA 95841

Communities Served
Carmichael
Foothill Farms
North Highlands

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
5,944 SF / 1.02 Acres
3 Apparatus Bays

Capabilities
Station 24 houses a Type I Engine Company, two Medic Units, and a Squad Unit.

Unit Deployment & Staffing

Engine 24
1 Captain
1 Engineer
1 Firefighter

Squad 24
2 FF Paramedics

Medic 24
1 FF Paramedic
1 FF EMT/Paramedic

Medic 224
1 Paramedic
1 EMT/Paramedic

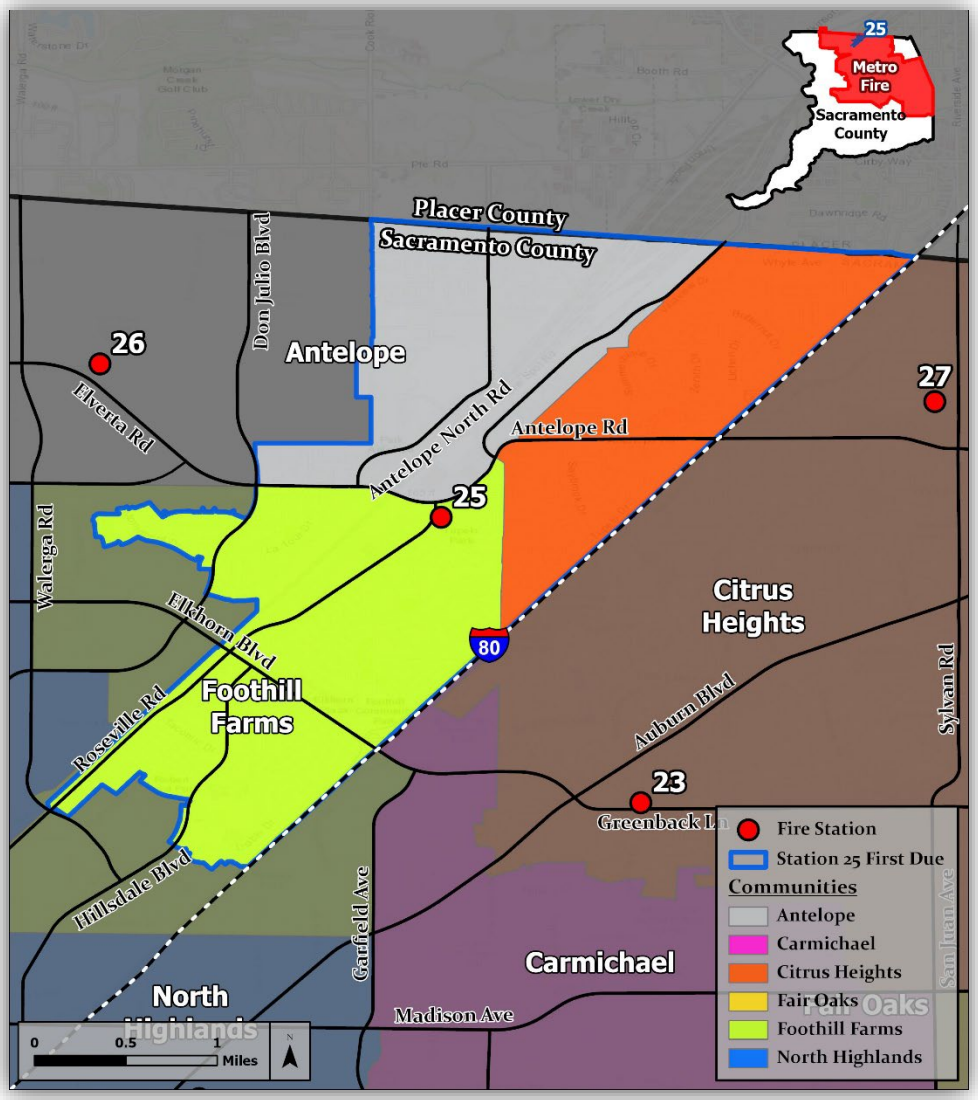
Total Staffing: 9



Station 25

Serving the community since 1990

Located at 7352 Roseville Road, Station 25 serves a population of 28,782 across a first due area of 5.1 square miles. Station 25 is primarily bordered by Stations 26, 27, 23 and 41 and shares a border to the north with the Roseville Fire Department and Dry Creek Fire District. Station 25 serves the communities of Antelope, Citrus Heights and Foothill Farms.



Address
7352 Roseville Road
Sacramento, CA 95842

Communities Served
Antelope
Citrus Heights
Foothill Farms

Predecessor Agency
Sacramento County Fire Protection District

Station Size & Capacity
5,400 SF / 0.92 Acres
2 Apparatus Bays

Capabilities
Station 25 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine that is cross-staffed.

Unit Deployment & Staffing

Engine 25
1 Captain
1 Engineer
1 Firefighter

Engine 325
Cross-Staffed

Medic 25
1 FF Paramedic
1 FF EMT/Paramedic

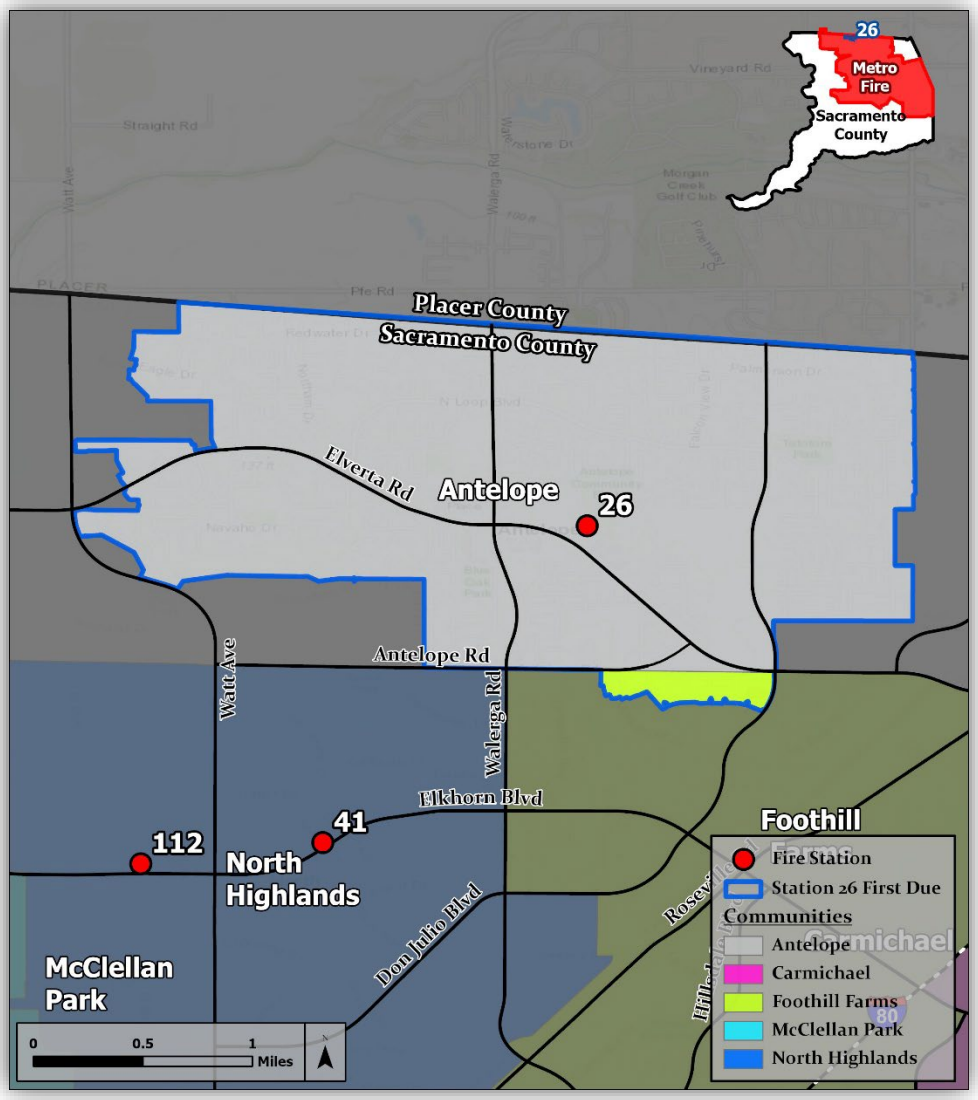
Total Staffing: 5



Station 26

Serving the community since 1971

Located at 8000 Palmerson Drive, Station 26 serves a population of 36,692 across a first due area of 3.9 square miles. Station 26 is primarily bordered by Stations 117, 112, 41 and 25 and shares a border to the north with the Dry Creek Fire District. Station 26 serves the community of Antelope.



Address
8000 Palmerson Drive
Antelope, CA 95843

Communities Served
Antelope

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
6,830 SF / 0.95 Acres
2 Apparatus Bays

Capabilities
Station 26 houses a Type I Engine Company, a Truck Company, a Medic Unit, as well as a Type III Engine that is cross-staffed.

Unit Deployment & Staffing

Engine 26
1 Captain
1 Engineer
1 Firefighter

Engine 326
Cross-Staffed

Truck 26
1 Captain
1 Engineer
2 Firefighters

Medic 224
1 Paramedic
1 EMT/Paramedic

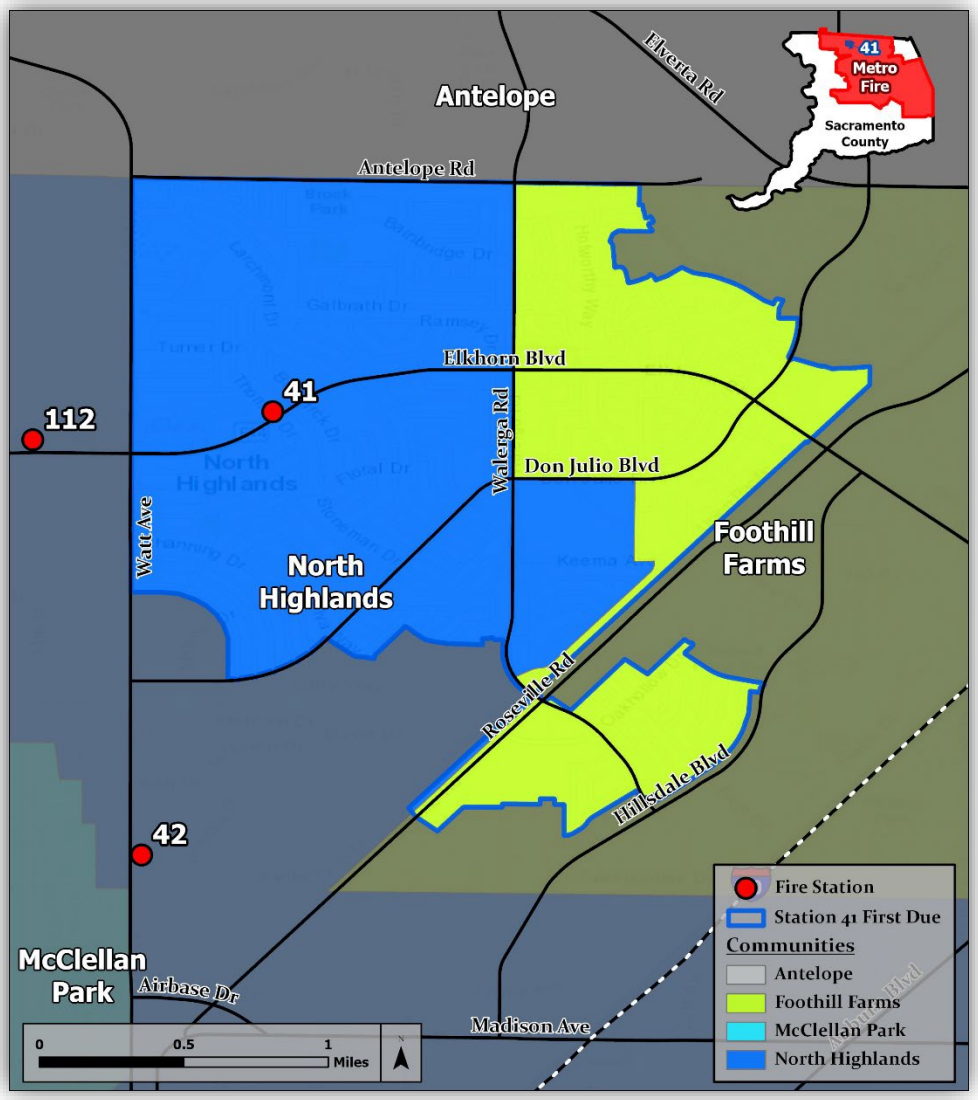
Total Staffing: 9



Station 41

Serving the community since 1957

Located at 6900 Thomas Drive, Station 41 serves a population of 28,887 across a first due area of 2.9 square miles. Station 41 is primarily bordered by Stations 112, 26, 25 and 42. Station 41 serves the communities of North Highlands and Foothill Farms.



SAC METRO FIRE

Address
6900 Thomas Drive
North Highlands, CA 95660

Communities Served
North Highlands
Foothill Farms

Predecessor Agency
North Highlands Fire District

Station Size & Capacity
5,200 SF / 0.49 Acres
3 Apparatus Bays

Capabilities
Station 41 houses a Type I Engine Company and a Medic Unit, as well as a Type V Engine that is cross-staffed.

Unit Deployment & Staffing

Engine 41
1 Captain
1 Engineer
1 Firefighters

Engine 541
Cross-Staffed

Medic 641
1 FF Paramedic
1 FF EMT/Paramedic

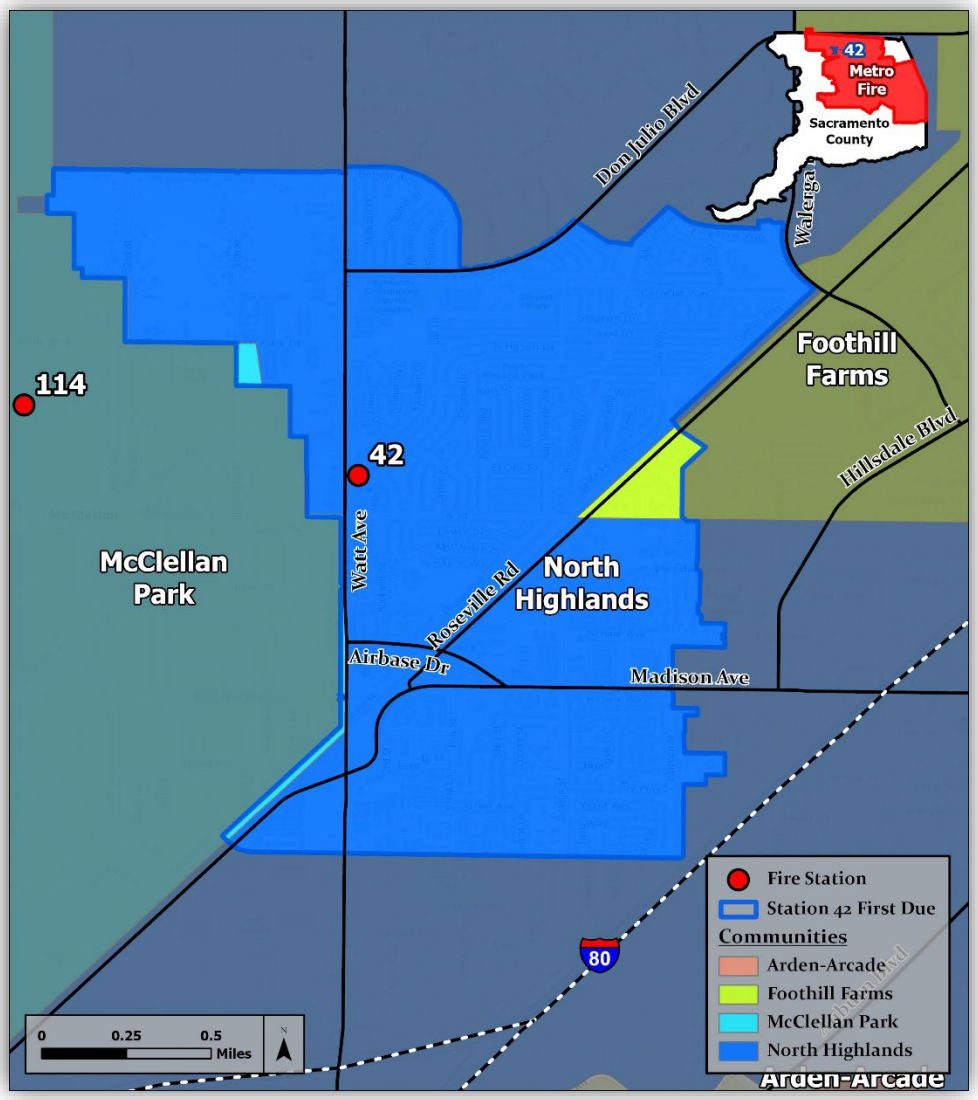
Total Staffing: 5



Station 42

Serving the community since 1952

Located at 5608 North Haven Drive, Station 42 serves a population of 15,211 across a first due area of 2 square miles. Station 42 is primarily bordered by Stations 41, 24, 103, 114 and 112. Station 42 serves the communities of North Highlands and Foothill Farms.



Address
5608 North Haven Drive
North Highlands, CA 95660

Communities Served
North Highlands
Foothill Farms

Predecessor Agency
North Highlands Fire District

Station Size & Capacity
2,150 SF / 0.11 Acres
2 Apparatus Bays

Capabilities
Station 42 houses a Type I Engine Company.

Unit Deployment & Staffing

Engine 42
1 Captain
1 Engineer
1 Firefighter

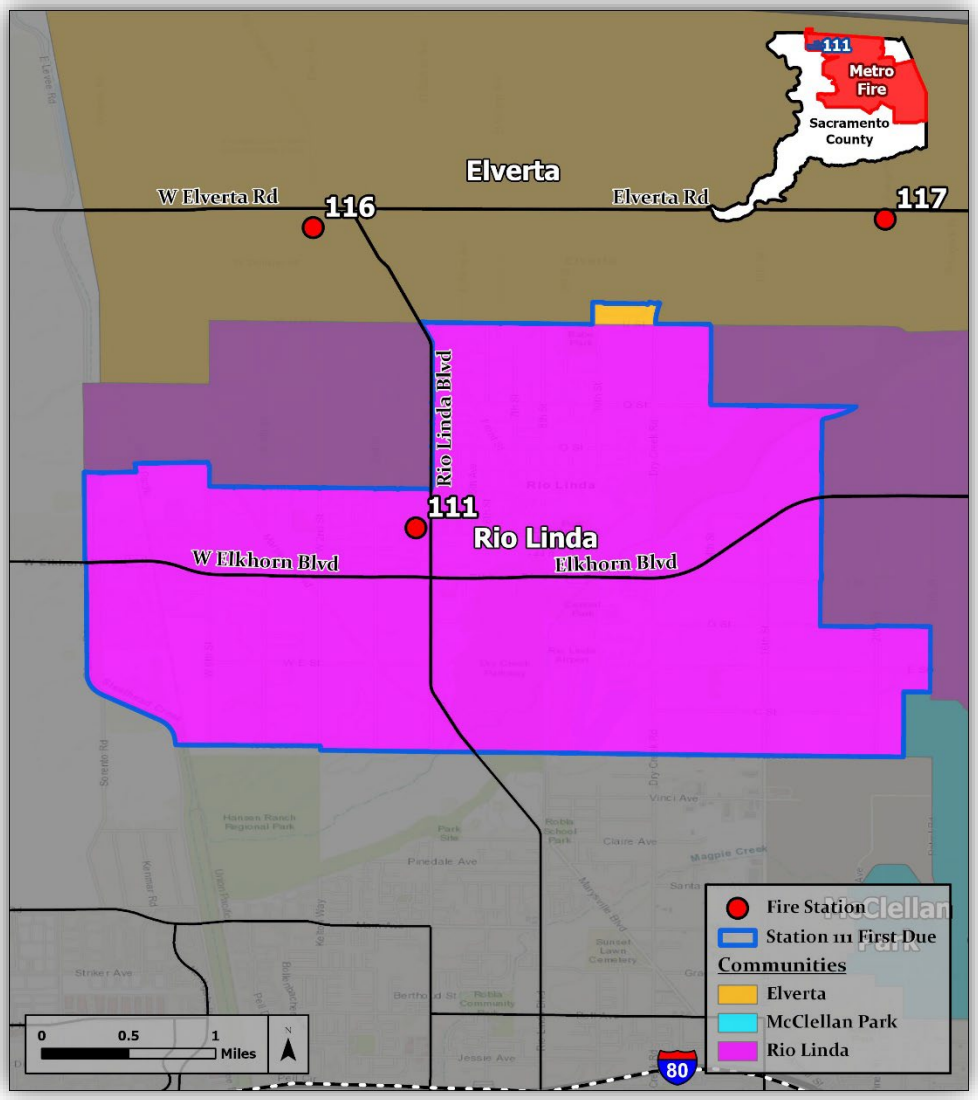
Total Staffing: 3



Station 111

Serving the community since 1945

Located at 6609 Rio Linda Boulevard, Station 111 serves a population of 12,405 across a first due area of 6.7 square miles. Station 111 is primarily bordered by Stations 116, 117 and 112 and shares a border to the west and south with the City of Sacramento Fire Department. Station 111 serves the community of Rio Linda.



Address
6609 Rio Linda Boulevard
Rio Linda, CA 95673

Communities Served
Rio Linda

Predecessor Agency
Rio Linda Fire District

Station Size & Capacity
15,873 SF / 5.0 Acres
3 Apparatus Bays

Capabilities
Station 111 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 111
1 Captain
1 Engineer
1 Firefighter

Engine 311
Cross-Staffed

Medic 111
1 FF Paramedic
1 FF EMT/Paramedic

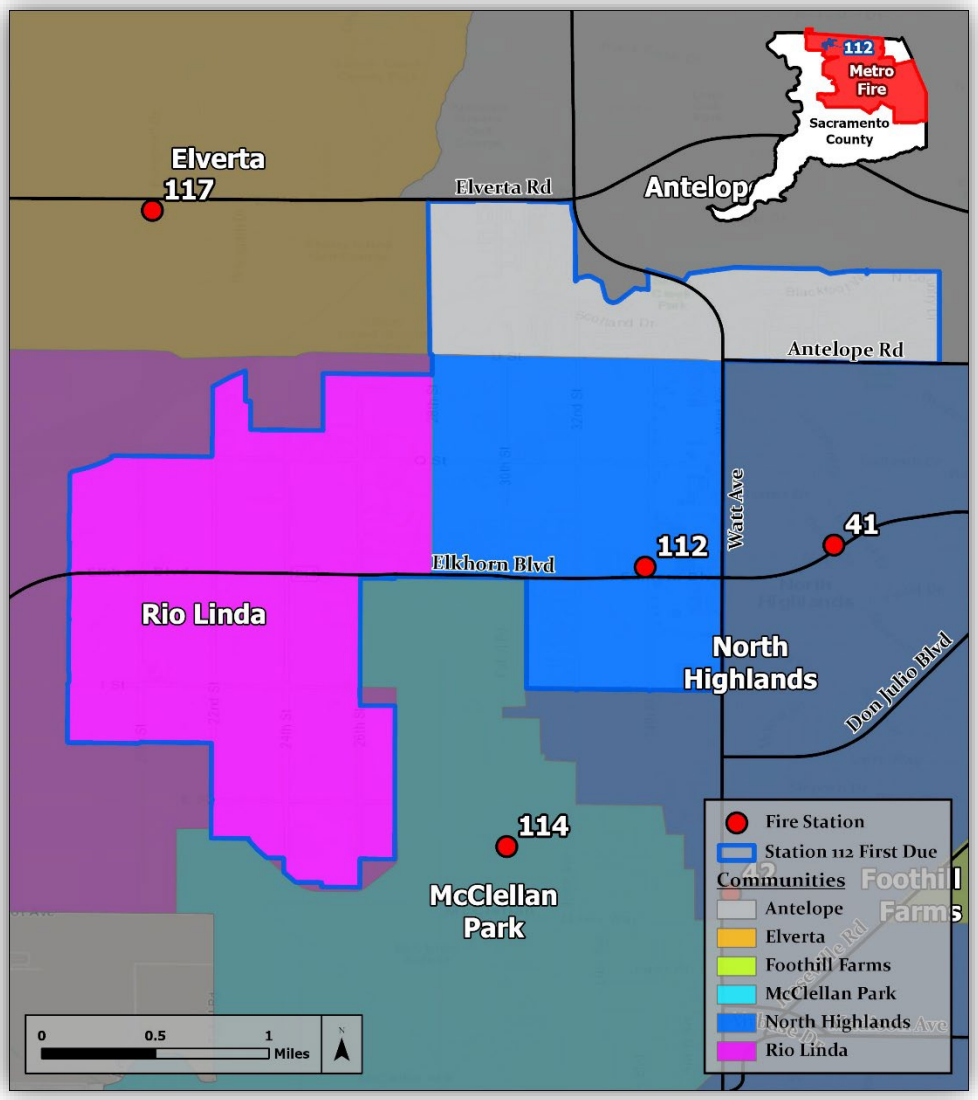
Total Staffing: 5



Station 112

Serving the community since 1958

Located at 6801 34th Street, Station 112 serves a population of 8,805 across a first due area of 4.1 square miles. Station 112 is primarily bordered by Stations 111, 117, 26, 41, 42 and 114. Station 112 serves the communities of North Highlands, Antelope, and Rio Linda.



Address
6801 34th Street
North Highlands, CA 95660

Communities Served
North Highlands
Antelope
Rio Linda

Predecessor Agency
Rio Linda Fire District

Station Size & Capacity
3,609 SF / 1.32 Acres
3 Apparatus Bays

Capabilities
Station 112 is home to Metro Fire's Reserve Firefighter program with two Air Units, one Type I Engine, and one Type V Engine.

Unit Deployment & Staffing

Engine 112
Reserve

Air Units (2)
Reserve

Engine 512
Reserve

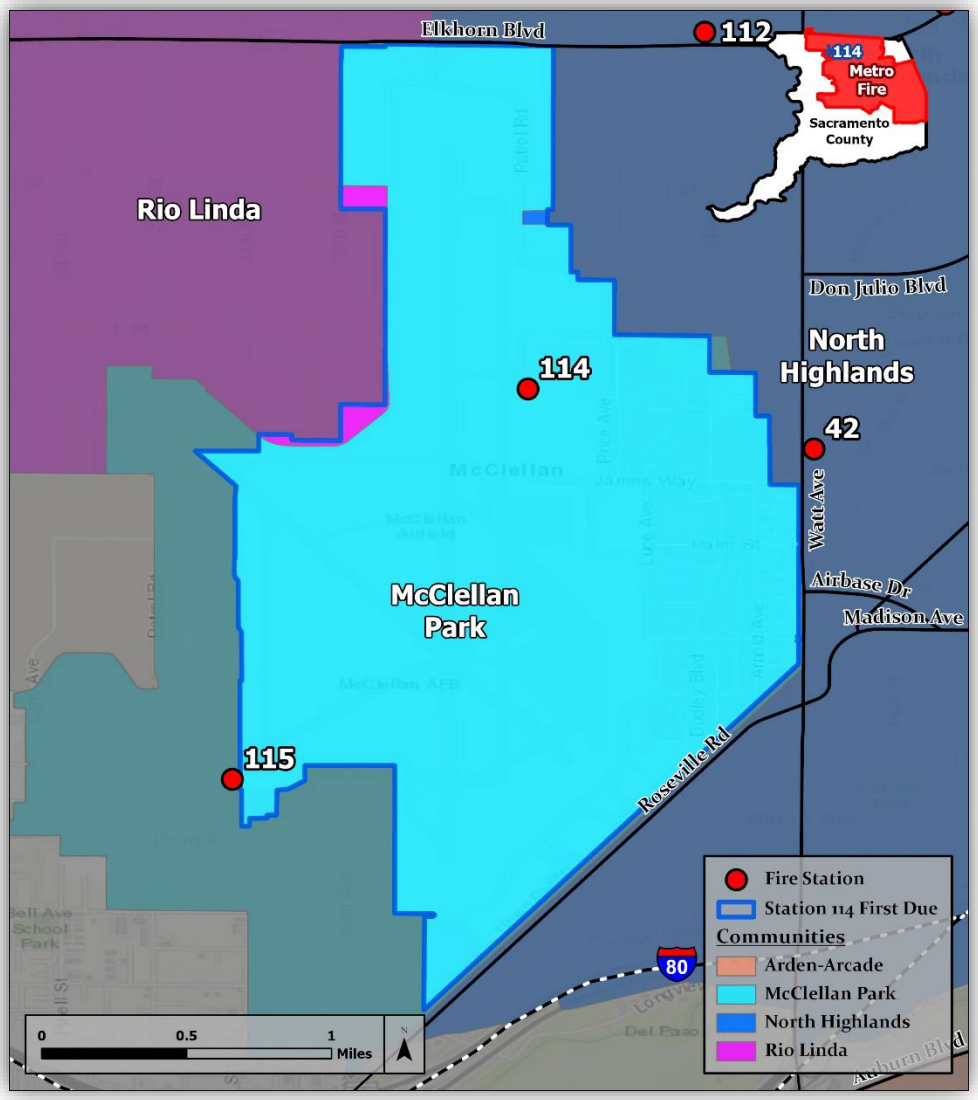
Total Staffing:
Reserve



Station 114

Serving the community since 1955

Located at 5824 Kelly Way on the McClellan Air Field (formerly McClellan Air Force Base), Station 114 serves a first due area of 2.9 square miles and provides aircraft rescue and firefighting (ARFF) service to McClellan. Station 114 is primarily bordered by Stations 112, 42 and 115. Station 114 also serves a small residential population of 993 in the McClellan Park community.



Address
5824 Kelly Way
McClellan, CA 95652

Communities Served
McClellan Park

Predecessor Agency
United States Air Force

History
Station 114 was built in 1955 on the former McClellan Air Force Base to provide ARFF service to the United States Air Force.

Today
Station 114 houses a Type I Engine Company and an ARFF Unit, as well as a Water Tender (cross-staffed), Foam Unit (cross-staffed), and two additional ARFF Units (one cross-staffed and one reserve). Station 114 is also home of Battalion 5.

Unit Deployment & Staffing

Engine 114
1 Captain
1 Engineer
1 Firefighter

Battalion 5
1 Battalion Chief

Total Staffing: 7

ARFF 1
1 Captain
1 Engineer
1 Firefighter

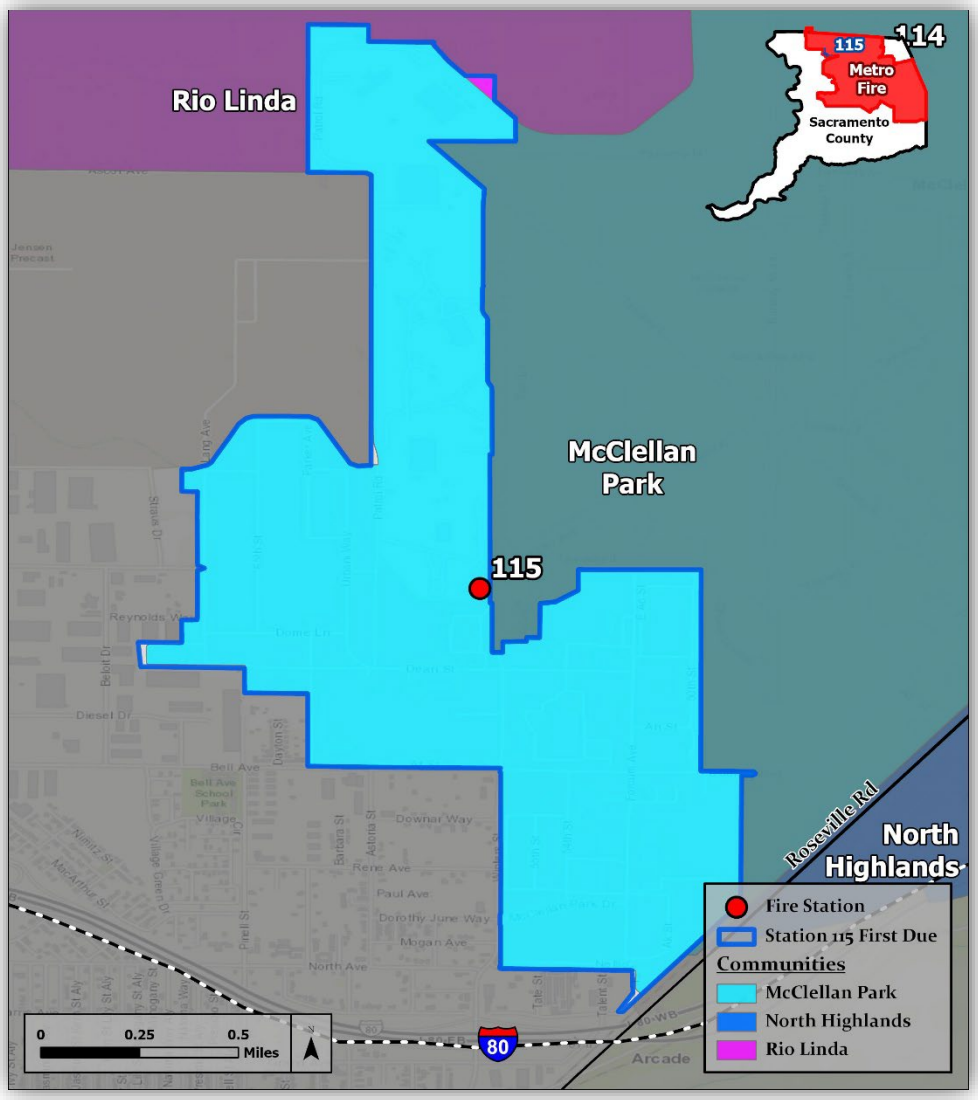
ARFF 2
Water Tender
Foam Unit
Cross-Staffed
ARFF 3 (Reserve)



Station 115

Metro Fire Air Operations

Located at 4727 Kilzer Avenue on McClellan Air Field, Station 115 is home to Metro Fire's Air Operations division and is primarily bordered by Station 114. While Station 114 does have a 1.1 square mile first due serving the community of McClellan Park, it also serves Metro Fire's entire jurisdiction and beyond.



Address
4727 Kilzer Avenue
McClellan, CA 95652

Communities Served
McClellan Park

Station Size & Capacity
6,952 SF / 2.9 Acres
4 Apparatus Bays

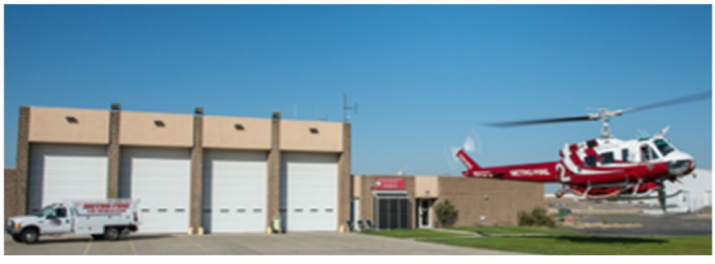
Capabilities
Station 115 houses Copters 1 and 2. The station is upstaffed during fire season with a pilot and two firefighter paramedics.

Unit Deployment & Staffing

Copter 1
1 Pilot
1 Flight Officer
1 Rescuer (ALS)
(Seasonal)

Copter 2 & 3
Reserve

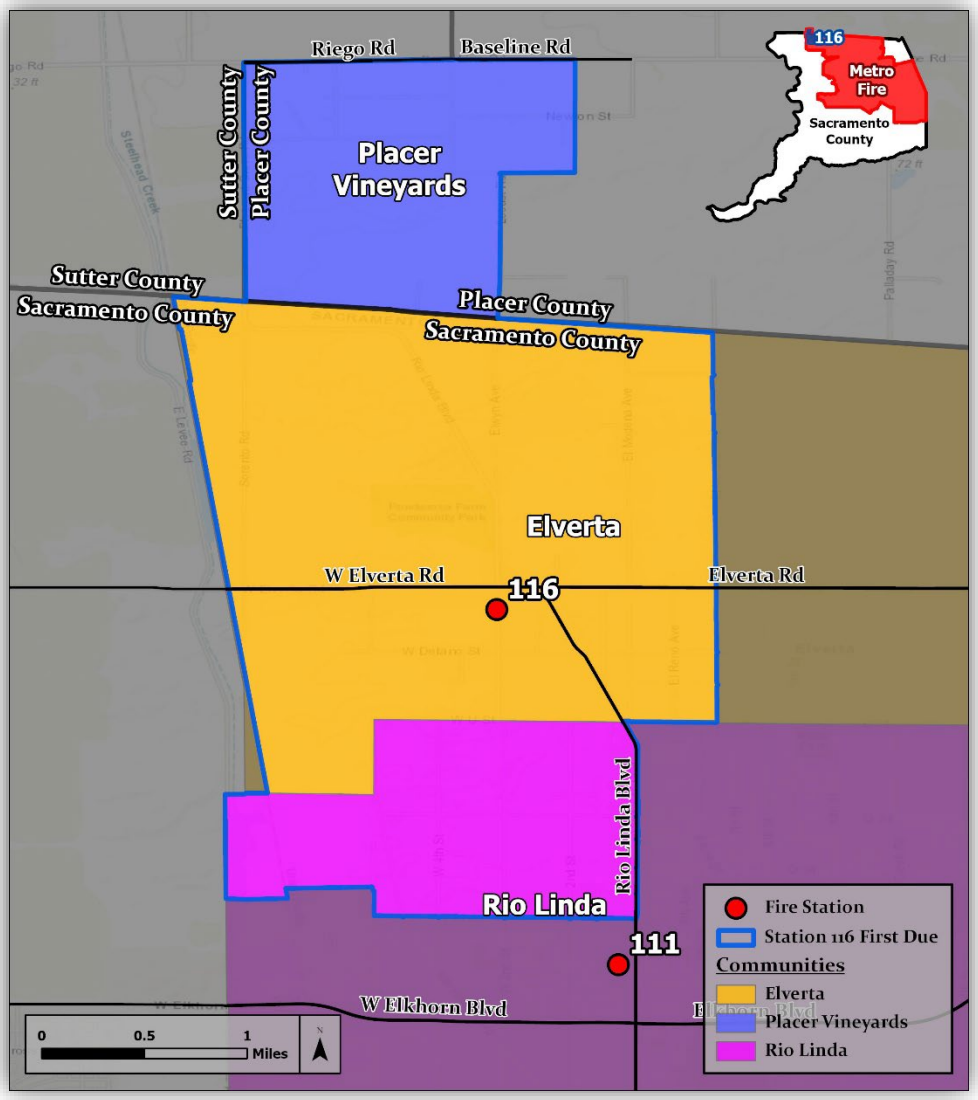
Total Staffing: 3 (Seasonal)



Station 116

Serving the community since 1950

Located at 7995 Elwyn Avenue, Station 116 serves a population of 3,684 across a first due area of 6.4 square miles. Station 116 is primarily bordered by Stations 111 and 117 and shares a border to the north with the Dry Creek Fire District and to the west with the City of Sacramento Fire Department. Station 116 serves the communities of Elverta and Rio Linda.



Address
7995 Elwyn Avenue
Elverta, CA 95626

Communities Served
Elverta
Rio Linda

Predecessor Agency
Elverta Fire District

Station Size & Capacity
6,952 SF / 0.71 Acres
2 Apparatus Bays

Capabilities
Station 116 is a reserve station that houses one Type I Engine, one Type V Engine, and a Water Tender.

Unit Deployment & Staffing

Engine 116
Reserve

Engine 516
Water Tender
Reserve

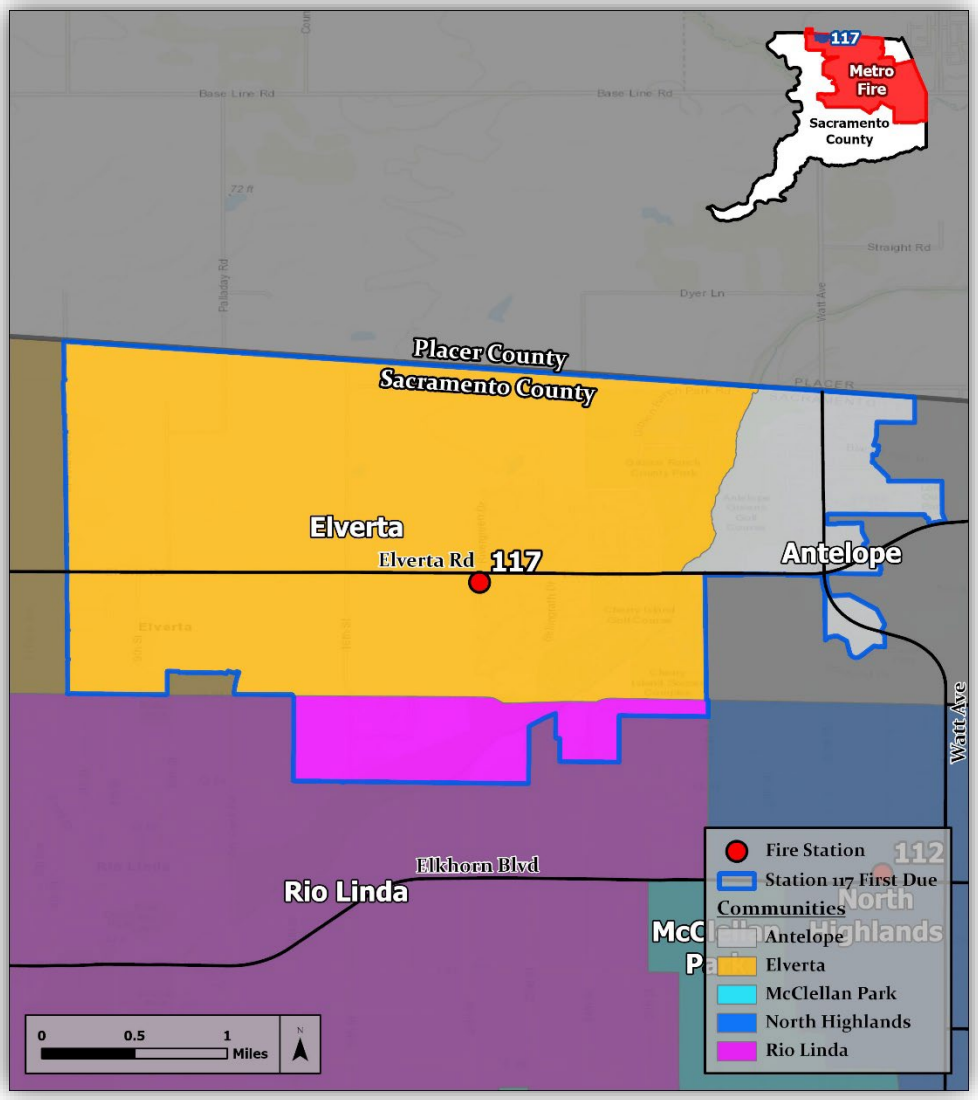
Total Staffing:
Reserve



Station 117

Serving the community since 1990

Located at 7961 Cherry Brook Drive, Station 117 serves a population of 7,342 across a first due area of 6.2 square miles. Station 117 is primarily bordered by Stations 111, 116, 112 and 26 and shares a border to the north with the Dry Creek Fire District. Station 117 serves the communities of Elverta, Rio Linda and Antelope.



Address
7961 Cherry Brook Drive
Elverta, CA 95626

Communities Served
Elverta
Rio Linda
Antelope

Predecessor Agency
Elverta Fire District

Station Size & Capacity
3,650 SF /0.66 Acres
2 Apparatus Bays

Capabilities
Station 117 houses a Type I Engine Company and a Type III Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 117
1 Captain
1 Engineer
1 Firefighter

Engine 317
Cross-Staffed

Total Staffing: 3



Battalion 7

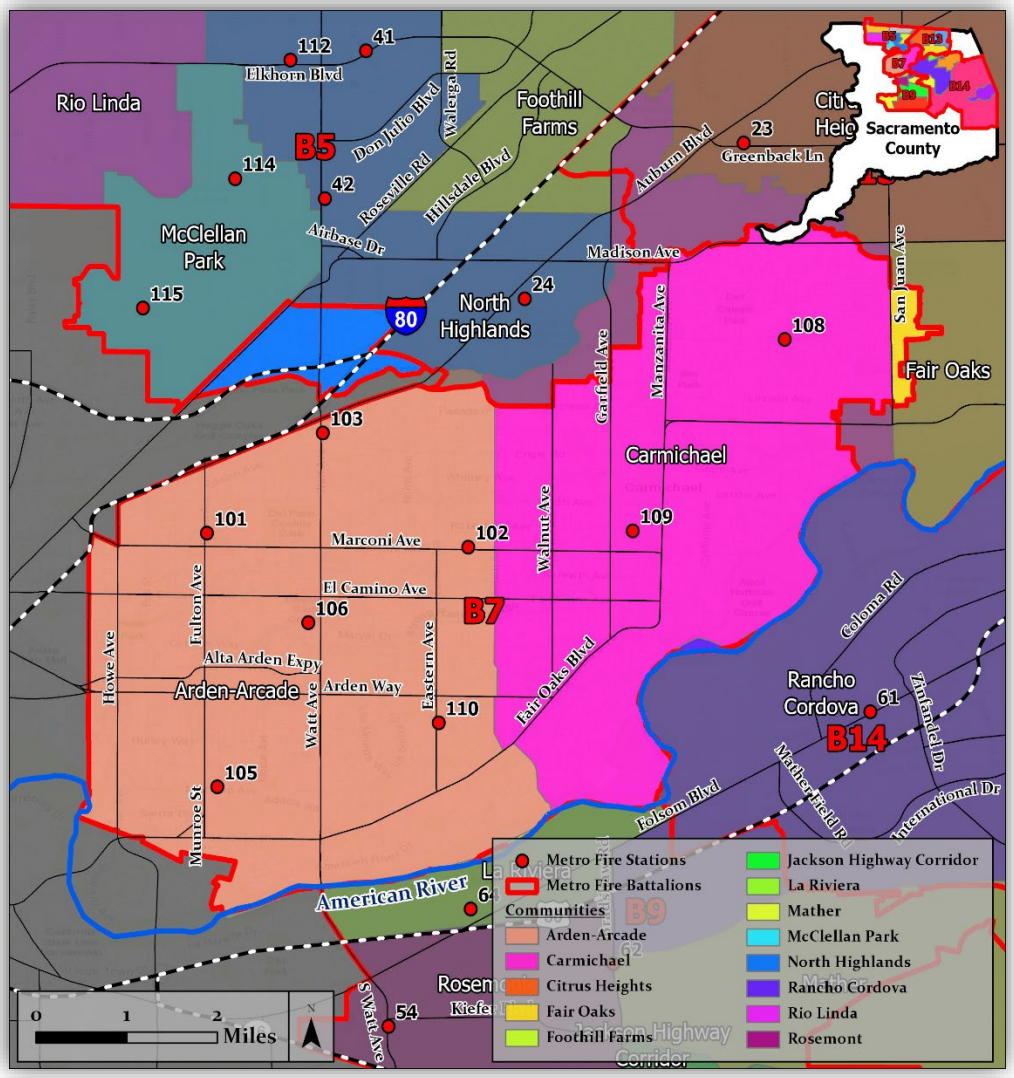
Housed at 2200 Park Towne Circle in Station 106; located in the west of the Sacramento Metropolitan Fire District. It serves a total population of 162,558 across a first due area of 30.2 square miles.

Address
Station 106
2200 Park Towne Circle
Sacramento, CA 95825

Communities Served
Arden-Arcade
Carmichael
Fair Oaks

Resource Deployment
7 Type I Engines
1 Truck
1 HazMat Unit
4 Medic Units
1 OES Type I Engine
4 Type 5 Engines
1 Decontamination Unit
1 Fire Investigations Unit
1 EMS Shift Captain
1 Battalion Chief

Total Daily Staffing: 41



Stations in Battalion 7

Station 101
Engine 101
Medic 101
Arson 24

Station 102
Squad 102
EMS 24

Station 103
Engine 103
Engine 503

Station 105
Engine 105
Medic 6105
Engine 505

Station 106
Engine 106
Truck 106
OES Engine 382
BC 7

Station 108
Engine 108
Engine 508

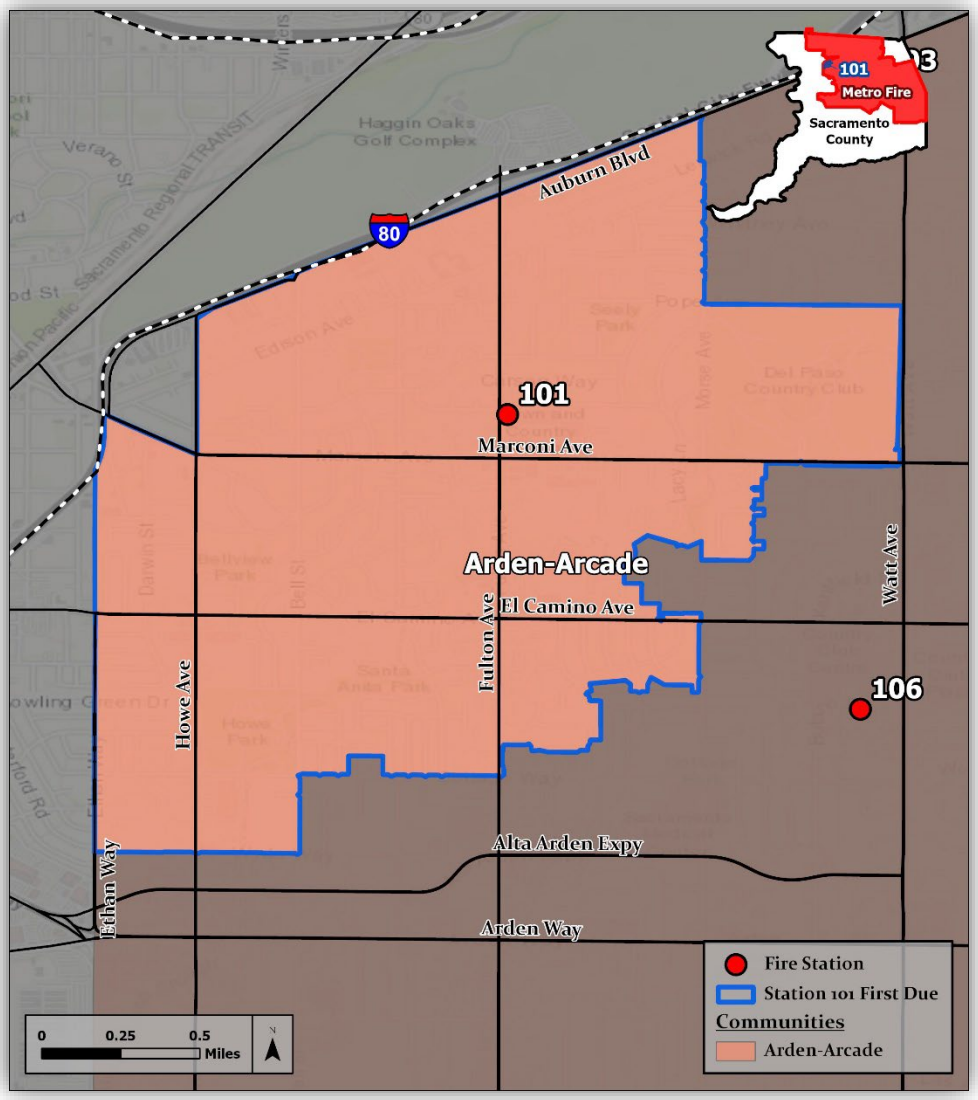
Station 109
Engine 109
Medic 6109
HazMat 109

Station 110
Engine 110
Engine 510
Decon 110

Station 101

Serving the community since 1942

Located at 3000 Fulton Avenue, Station 101 serves a population of 21,341 across a first due area of 2.8 square miles. Station 101 is primarily bordered by Stations 103, 105 and 106 and shares a border to the north and west with the City of Sacramento Fire Department. Station 101 serves the community of Arden-Arcade.



Address
3000 Fulton Avenue
Sacramento, CA 95821

Communities Served
Arden-Arcade

Predecessor Agency
Arcade Fire District

Station Size & Capacity
7,700 SF /0.68 Acres
5 Apparatus Bays

Capabilities
Station 101 houses a Type I Engine Company and a Medic Unit, along with the FIU in the adjacent building.

Unit Deployment & Staffing

Engine 101
1 Captain
1 Engineer
1 Firefighter

Medic 101
1 FF Paramedic
1 FF EMT/Paramedic

Arson 24
1 Investigator

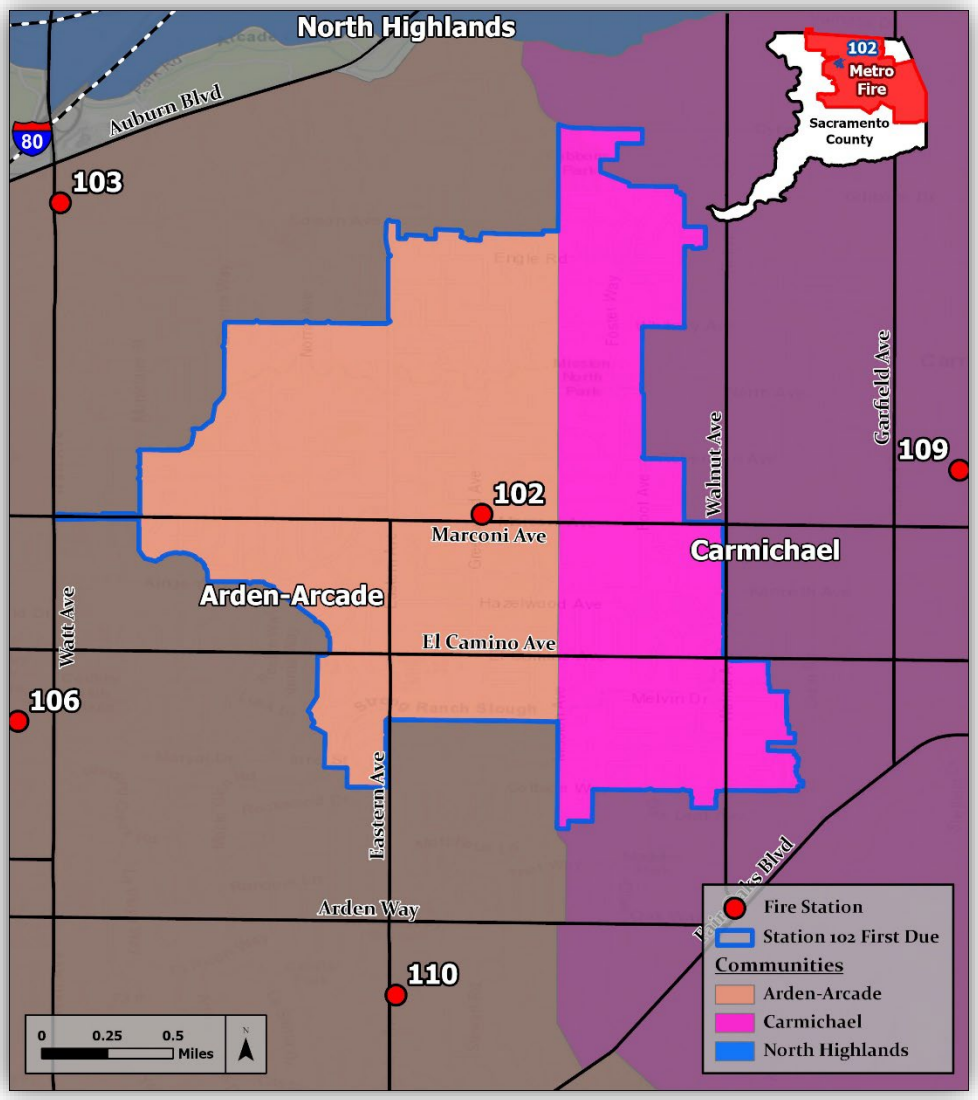
Total Staffing: 6



Station 102

Serving the community since 1952

Located at 4501 Marconi Avenue, Station 102 serves a population of 17,084 across a first due area of 2.8 square miles. Station 102 is primarily bordered by Stations 103, 106, 109 and 110. Station 102 serves the communities of Arden-Arcade and Carmichael.



Address
4501 Marconi Avenue
Sacramento, CA 95821

Communities Served
Arden-Arcade
Carmichael

Predecessor Agency
Arcade Fire District

Station Size & Capacity
3,097 SF / 0.71 Acres
3 Apparatus Bays

Capabilities
Station 102 houses a Squad Unit and serves as quarters for the EMS Shift Captain.

Unit Deployment & Staffing

EMS24
1 Captain

Squad 102
2 FF Paramedics

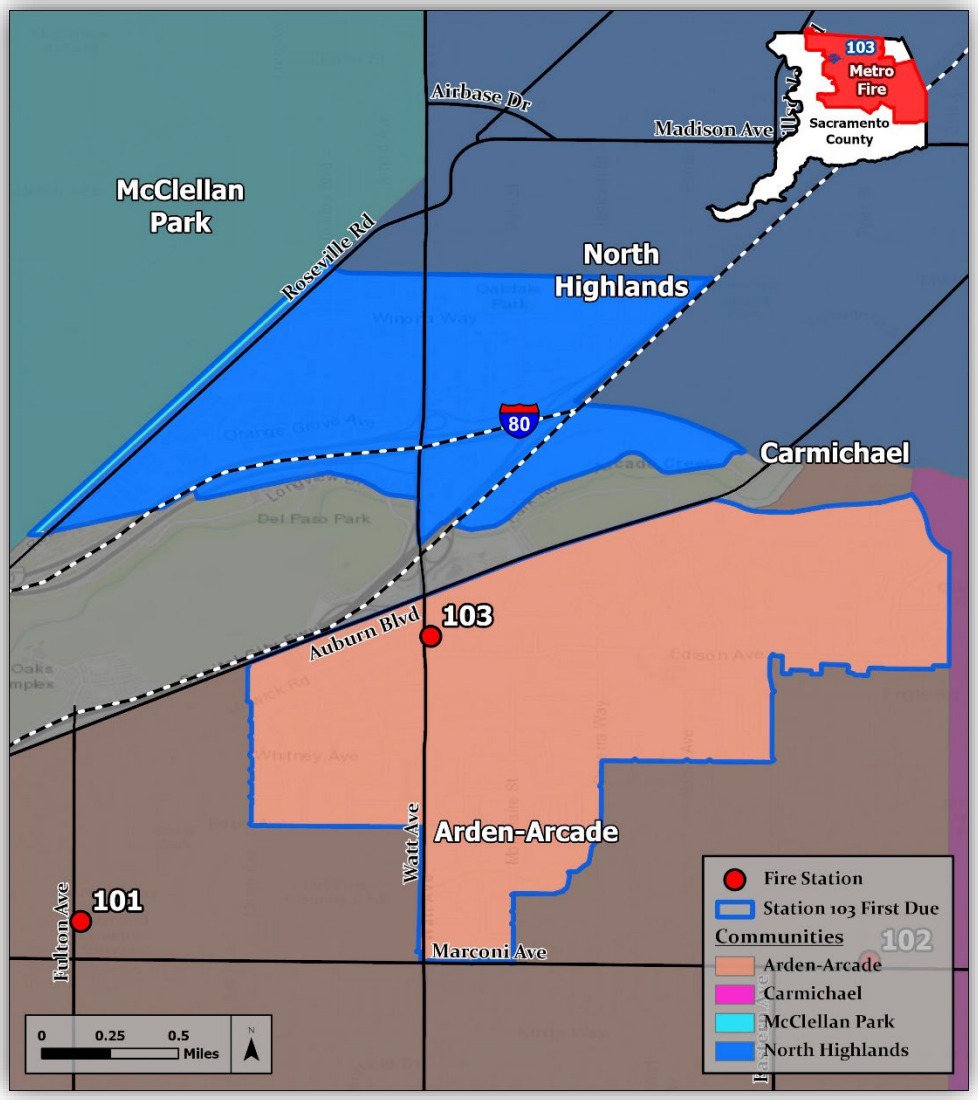
Total Staffing: 1



Station 103

Serving the community since 1957

Located at 3824 Watt Avenue, Station 103 serves a population of 13,849 across a first due area of 2.8 square miles. Station 103 is primarily bordered by Stations 101,102 and 24 and shares a border to the north with the City of Sacramento Fire Department. Station 103 serves the community of Arden-Arcade.



Address
3824 Watt Avenue
Sacramento, CA 95821

Communities Served
Arden-Arcade

Predecessor Agency
Arcade Fire District

Station Size & Capacity
3,250 SF / 0.33 Acres
3 Apparatus Bays

Capabilities
Station 103 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 103
1 Captain
1 Engineer
1 Firefighter

Engine 503
Cross-Staffed

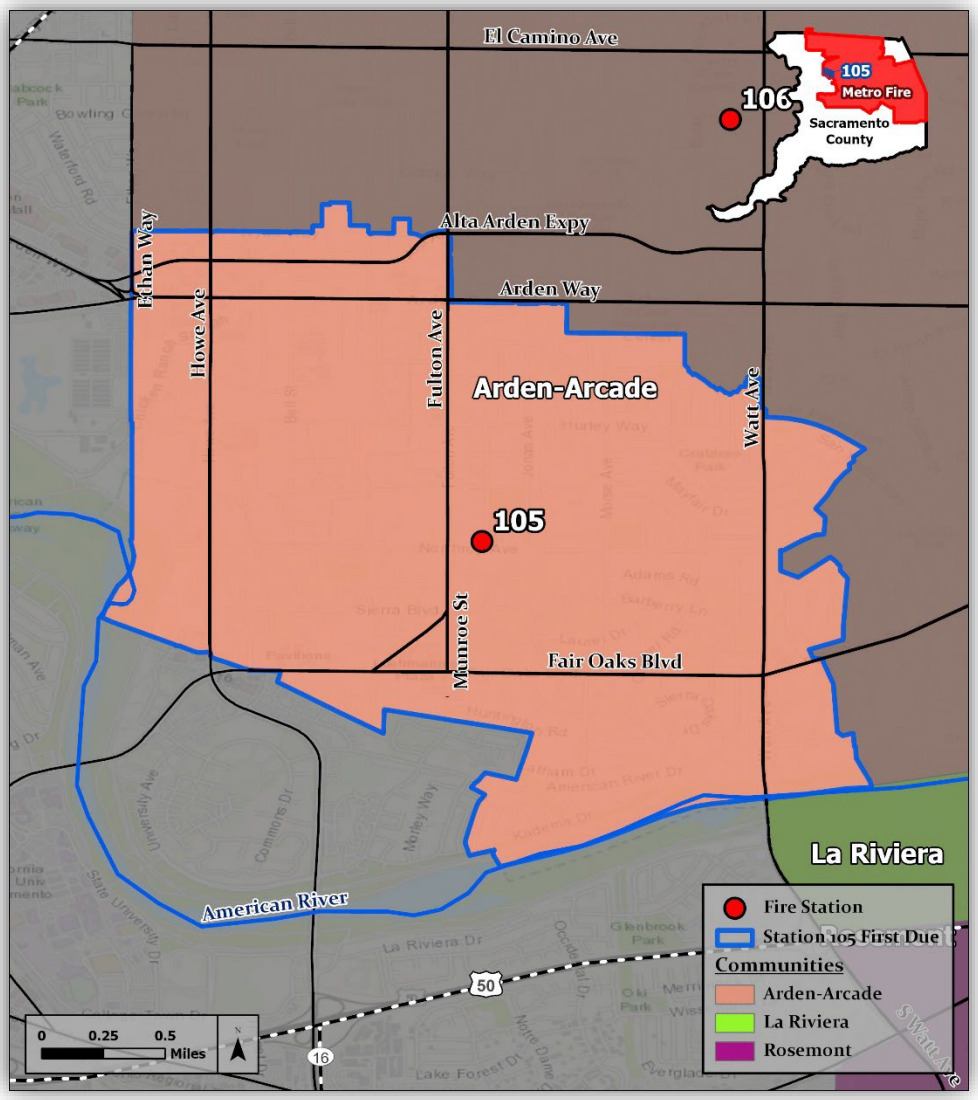
Total Staffing: 3



Station 105

Serving the community since 1944

Located at 2691 Northrop Avenue, Station 105 serves a population of 29,573 across a first due area of 4.1 square miles. Station 105 is primarily bordered by Stations 101, 106 and 110 and shares a border to the west and south with the City of Sacramento Fire Department. Station 105 serves the community of Arden-Arcade.



Address
2691 Northrop Avenue
Sacramento, CA 95864

Communities Served
Arden-Arcade

Predecessor Agency
Arden Fire District

Station Size & Capacity
7,747 SF / 0.64 Acres
3 Apparatus Bays

Capabilities
Station 105 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 105
1 Captain
1 Engineer
1 Firefighter

Engine 505
Cross-Staffed

Medic 6105
1 Paramedic
1 EMT/Paramedic

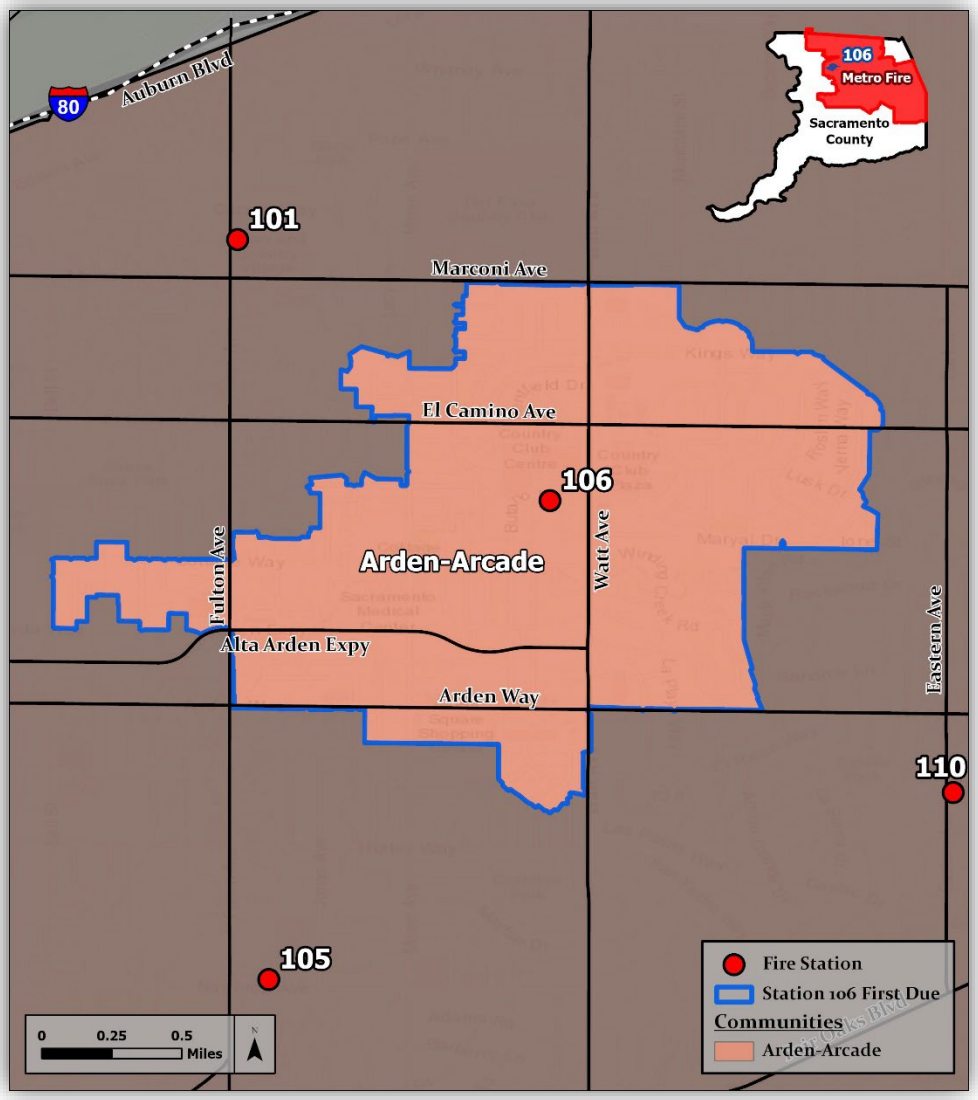
Total Staffing: 5



Station 106

Serving the community of 1972

Located at 2200 Park Towne Circle, Station 106 serves a population of 12,535 across a first due area of 2.2 square miles. Station 106 is primarily bordered by Stations 101, 102, 103, 105 and 110. Station 106 serves the community of Arden-Arcade.



Address
2200 Park Towne Circle
Sacramento, CA 95825

Communities Served
Arden-Arcade

Predecessor Agency
Arden Fire District

Station Size & Capacity
12,780 SF / 1.0 Acre
3 Apparatus Bays

Today
Station 106 houses a Type I Engine Company and a Truck Company as well as an OES Type I Engine which is cross-staffed. Station 106 is also home of Battalion 7.

Unit Deployment & Staffing

Engine 106
1 Captain
1 Engineer
1 Firefighter

OES Engine 382
Cross-Staffed

Truck 106
1 Captain
1 Engineer
2 Firefighters

Battalion 7
1 Battalion Chief

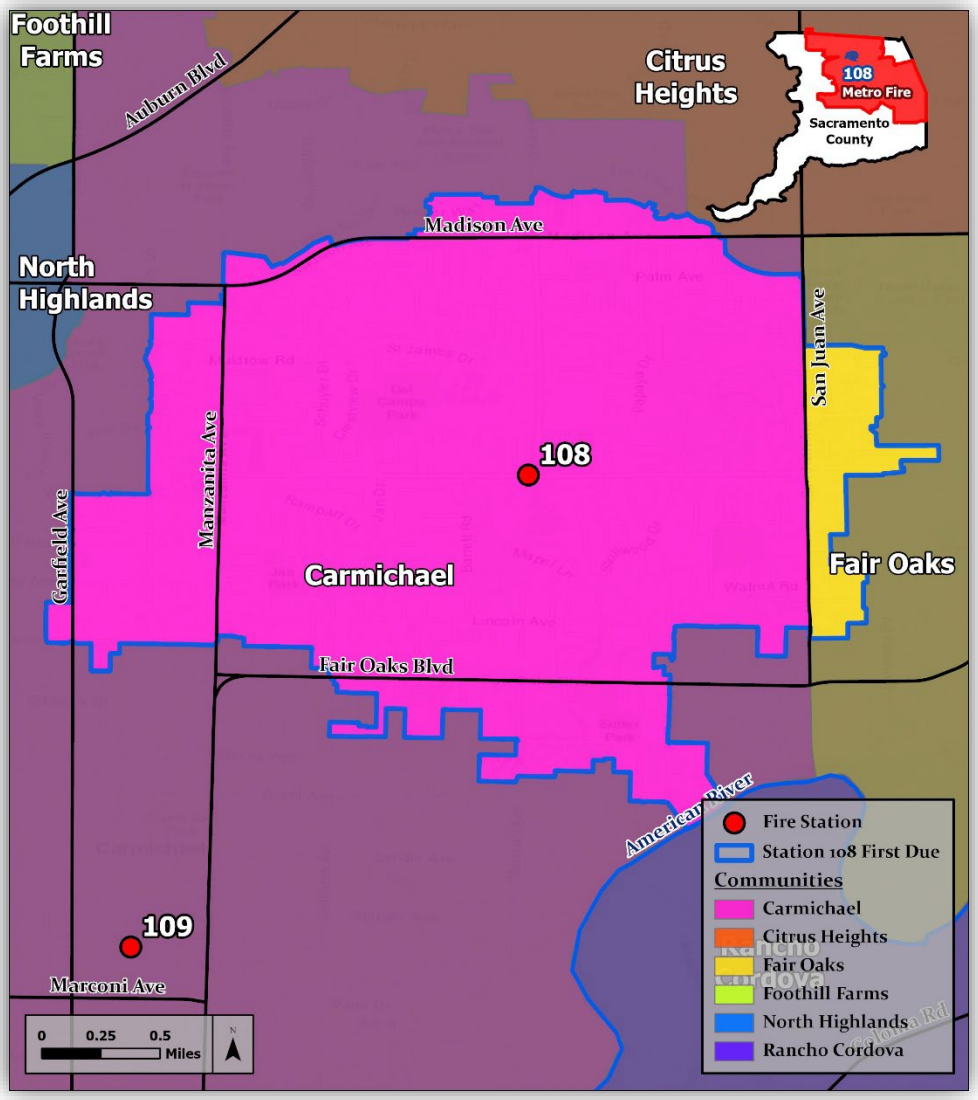
Total Staffing: 8



Station 108

Serving the community since 1957

Located at 6701 Winding Way, Station 108 serves a population of 25,950 across a first due area of 4.7 square miles. Station 108 is primarily bordered by Stations 24, 23, 21, 31 and 109. Station 108 serves the communities of Carmichael and Fair Oaks.



Address
6701 Winding Way
Fair Oaks, CA 95628

Communities Served
Carmichael
Fair Oaks

Predecessor Agency
Carmichael Fire District

Station Size & Capacity
3,710 SF / 0.75 Acres
3 Apparatus Bays

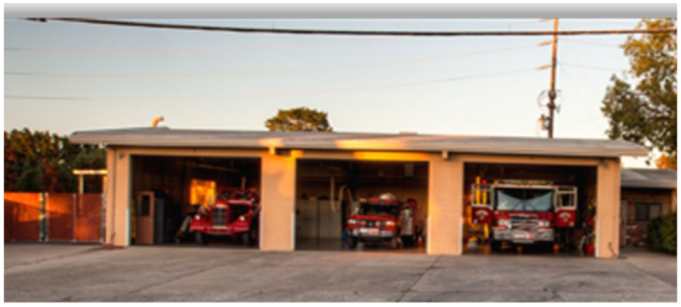
Capabilities
Station 108 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 108
1 Captain
1 Engineer
1 Firefighter

Engine 508
Cross-Staffed

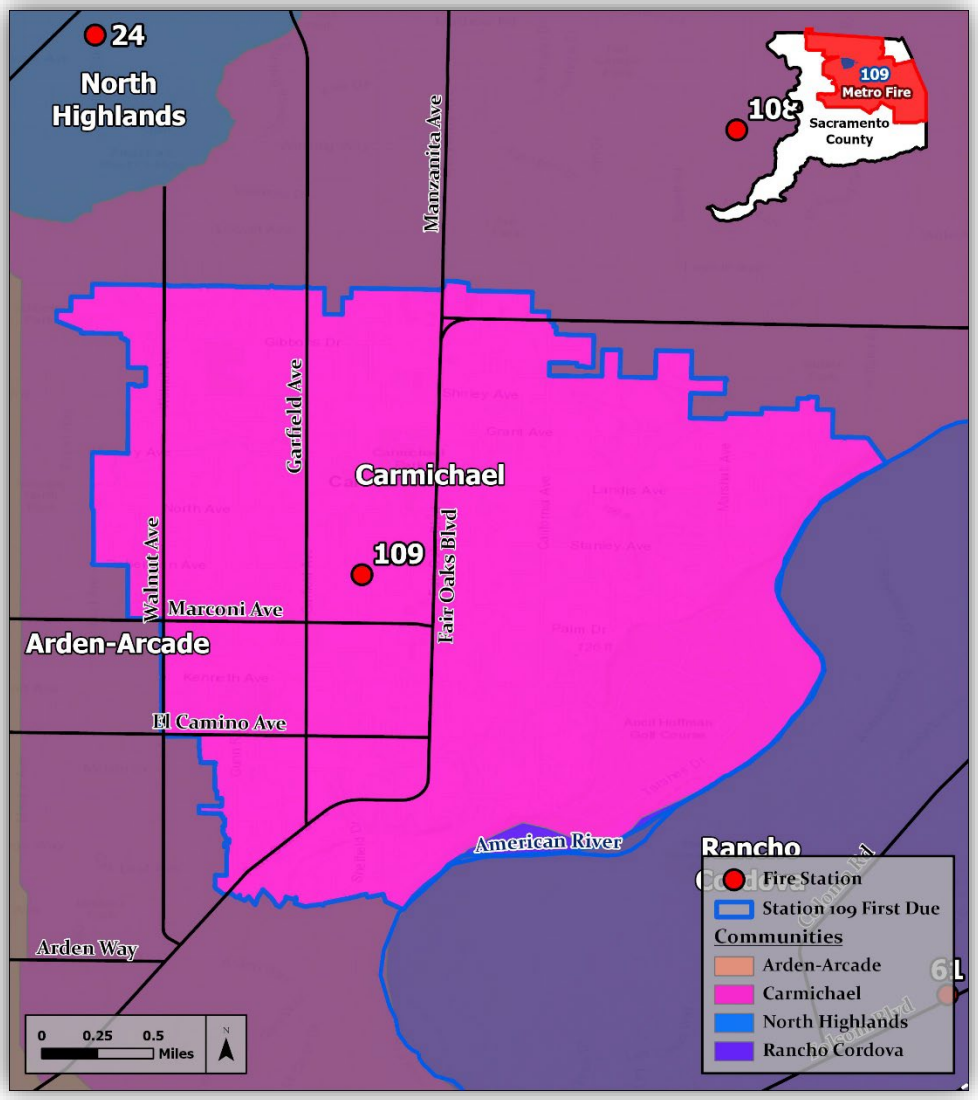
Total Staffing: 3



Station 109

Serving the community since 1961

Located at 5634 Robertson Avenue, Station 109 serves a population of 25,763 across a first due area of 5.4 square miles. Station 109 is primarily bordered by Stations 102, 24, 108, and 110. Station 109 serves the community of Carmichael.



Address
5634 Robertson Avenue
Carmichael, CA 95608

Communities Served
Carmichael

Predecessor Agency
Carmichael Fire District

Station Size & Capacity
6,800 SF / 1.38 Acres
6 Apparatus Bays

Capabilities
Station 109 houses a Type I Engine Company, a Medic Unit, and is also home to Metro Fire's Hazardous Materials Response Team (HMRT).

Unit Deployment & Staffing

Engine 109
1 Captain
1 Engineer
1 Firefighter

HazMat 109
1 Captain
1 Engineer
2 Firefighters

Medic 109
1 Paramedic
1 EMT/Paramedic

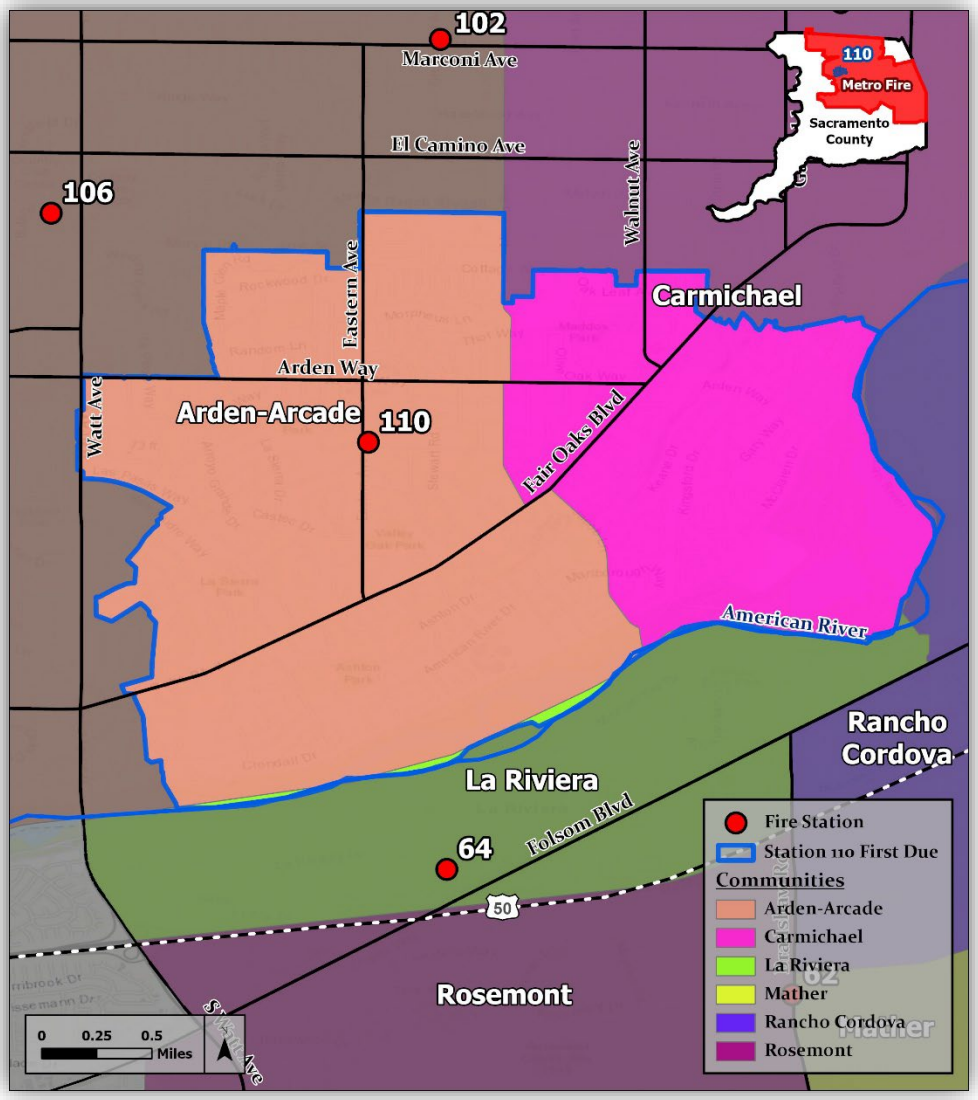
Total Staffing: 9



Station 110

Serving the community since 1959

Located at 1432 Eastern Avenue, Station 110 serves a population of 16,463 across a first due area of 5.4 square miles. Station 110 is primarily bordered by Stations 102, 105, 106, 109, 61 and 64. Station 110 serves the communities of Arden-Arcade and Carmichael.



Address
1432 Eastern Avenue
Sacramento, CA 95864

Communities Served
Arden-Arcade
Carmichael

Predecessor Agency
Carmichael Fire District

Station Size & Capacity
9,175 SF / 0.87 Acres
4 Apparatus Bays

Capabilities
Station 110 houses a Type I Engine Company and a Decontamination Unit, as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 110
1 Captain
1 Engineer
1 Firefighter

Engine 510
Cross-Staffed

Decon Unit
1 Firefighter

Total Staffing: 4



Battalion 9

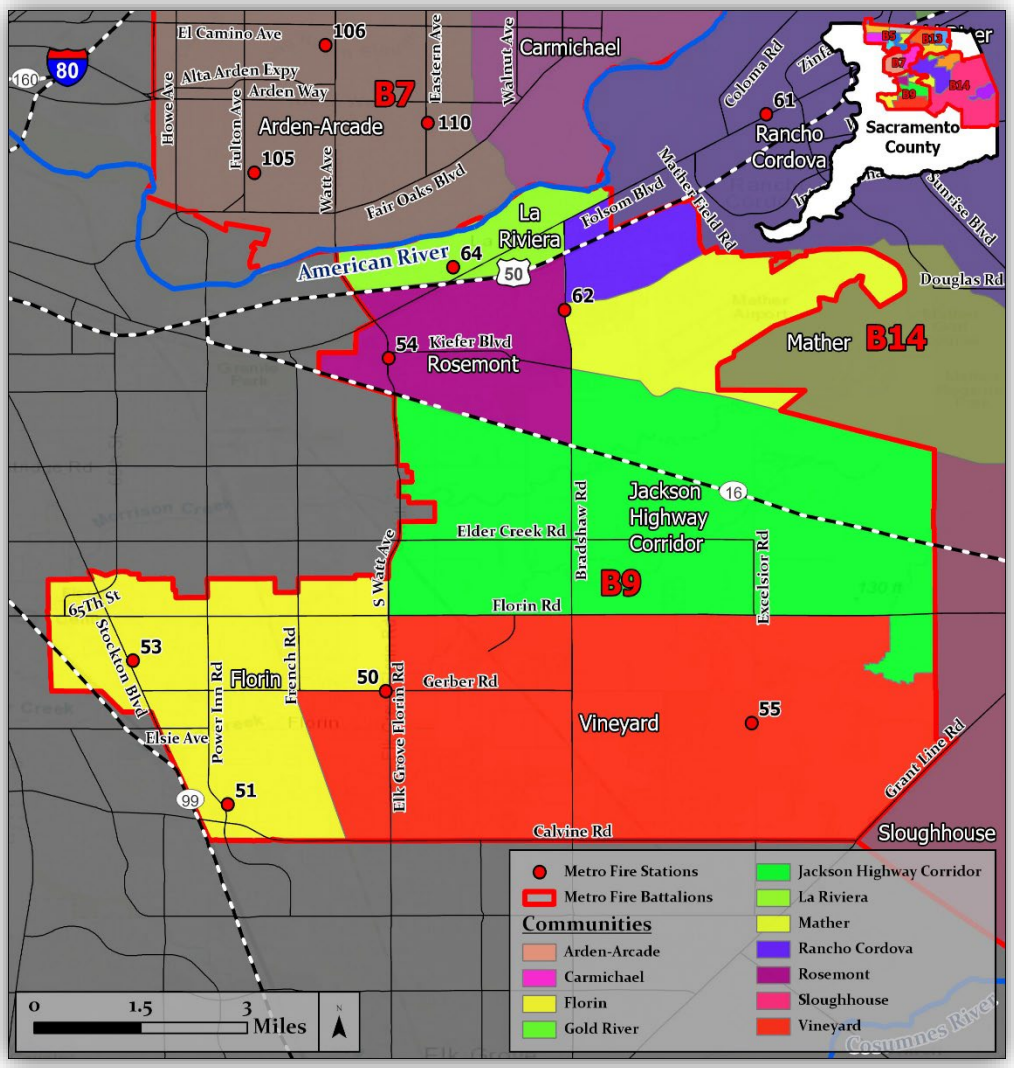
Housed at 8880 Gerber Road in Station 50; located in the southwest of the Sacramento Metropolitan Fire District. It serves a total population of 146,202 across a first due area of 56 square miles.

Address
Station 50
8880 Gerber Road
Sacramento, CA 95828

Communities Served
Florin
Vineyard
Rosemont
Mather
Rancho Cordova
La Riviera
Jackson Hwy Corridor

Resource Deployment
6 Type I Engines
1 Truck
4 Medic Units
1 In-Service Reserve Medic
2 Type 3 Engines
1 OES Type I Engine
3 Type 5 Engines
1 Water Tender
1 Rescue Boat
1 Shift Commander
1 Battalion Chief

Total Daily Staffing: 32



Stations in Battalion 9

Station 50
Engine 50
Truck 50
Medic 50
Engine 350
OES Engine 367
BC 9

Station 51
Engine 51
Medic 51
Engine 551

Station 53
Engine 53
Squad 53
Medic 653

Station 54
Engine 54
Engine 554

Station 55
Engine 55
Engine 355
Water Tender
ISRM

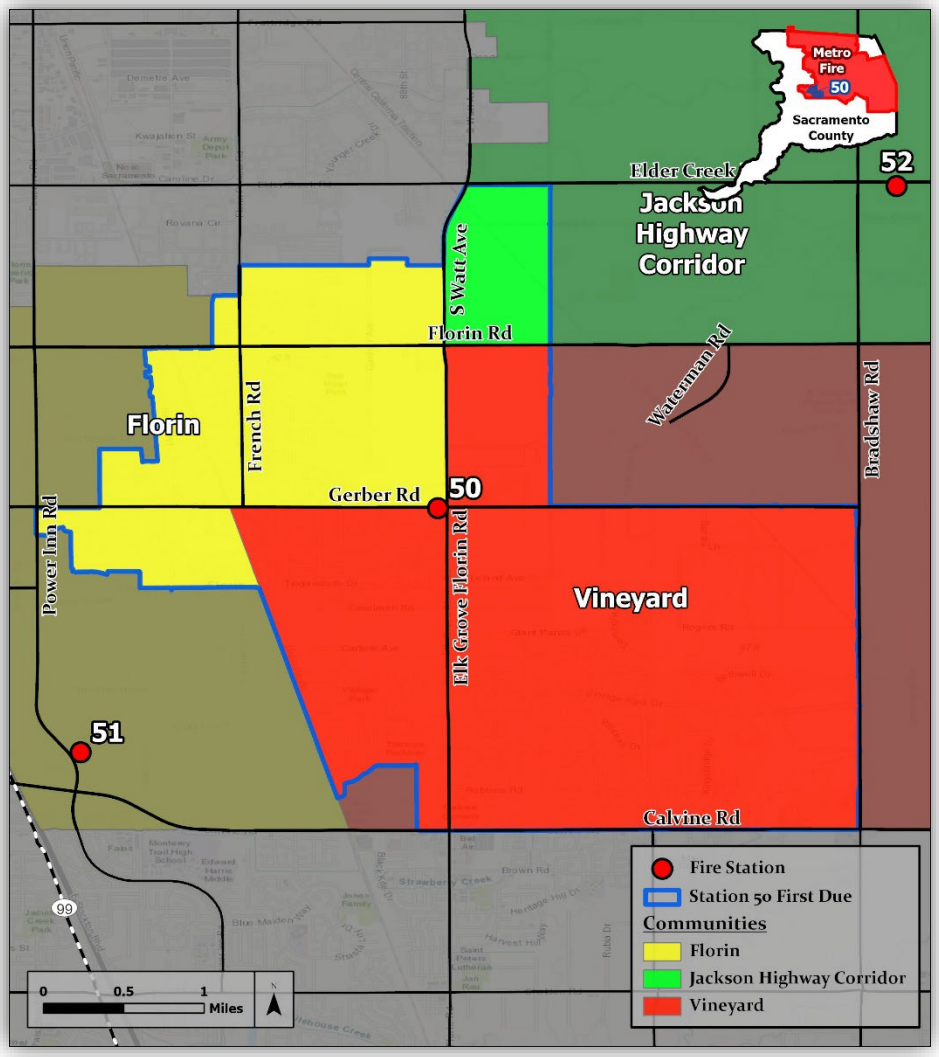
Station 62
Engine 62
Medic 62
Engine 562
Boat 62

Station 64
AC 24

Station 50

Serving the community since 1990

Located at 8880 Gerber Road, Station 50 serves a population of 36,174 across a first due area of 8.9 square miles. Station 50 is primarily bordered by Stations 51, 53 and 55, and shares a border to the south with Cosumnes CSD Fire Department. Station 50 serves the communities of Florin, Vineyard and Jackson Highway Corridor.



Address
8880 Gerber Road
Sacramento, CA 95828

Communities Served
Florin
Vineyard
Jackson Highway Corridor

Predecessor Agency
Florin Fire District

Station Size & Capacity
18,073 SF / 1.8 Acres
4 Apparatus Bays

Capabilities
Station 50 houses a Type I Engine Company, a Medic Unit, and a Truck Company as well as a Type III Engine and OES Type I Engine which are cross-staffed. Station 50 is also home of Battalion 9.

Unit Deployment & Staffing

Engine 50
1 Captain
1 Engineer
1 Firefighter

Engine 350
OES Engine 367
Cross-Staffed

Battalion 9
1 Battalion Chief

Truck 50
1 Captain
1 Engineer
2 Firefighters

Medic 50
1 FF Paramedic
1 FF EMT/Paramedic

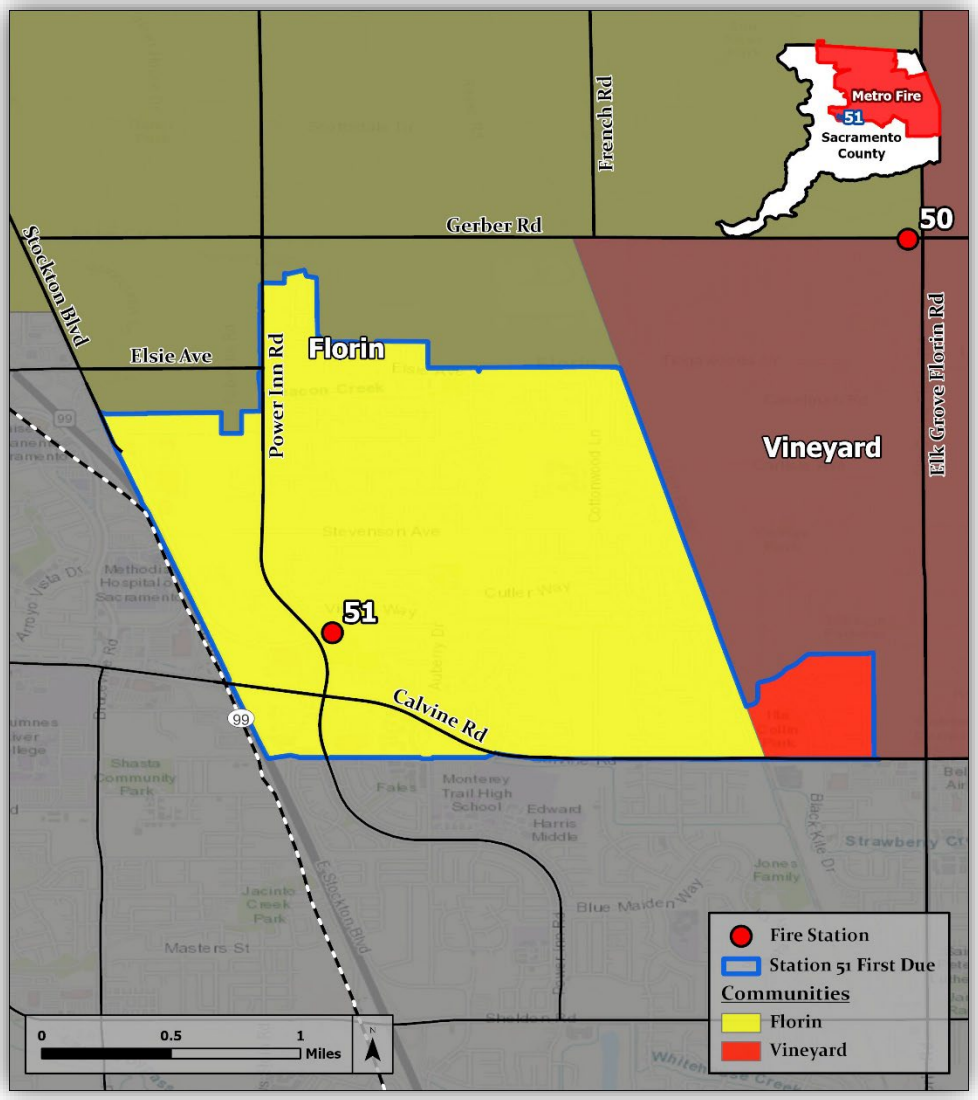
Total Staffing: 10



Station 51

Serving the community since 1993

Located at 8210 Meadowhaven Drive, Station 51 serves a population of 18,952 across a first due area of 2.5 square miles. Station 51 is primarily bordered by Stations 50 and 53, and shares a border to the west with the City of Sacramento and to the south with Cosumnes CSD Fire Department. Station 51 serves the communities of Florin and Vineyard.



Address
8210 Meadowhaven Drive
Sacramento, CA 95828

Communities Served
Florin
Vineyard

Predecessor Agency
Florin Fire District

Station Size & Capacity
8,906 SF / 0.45 Acres
3 Apparatus Bays

Capabilities
Station 51 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 51
1 Captain
1 Engineer
1 Firefighter

Engine 551
Cross-Staffed

Medic 51
1 FF Paramedic
1 FF EMT/Paramedic

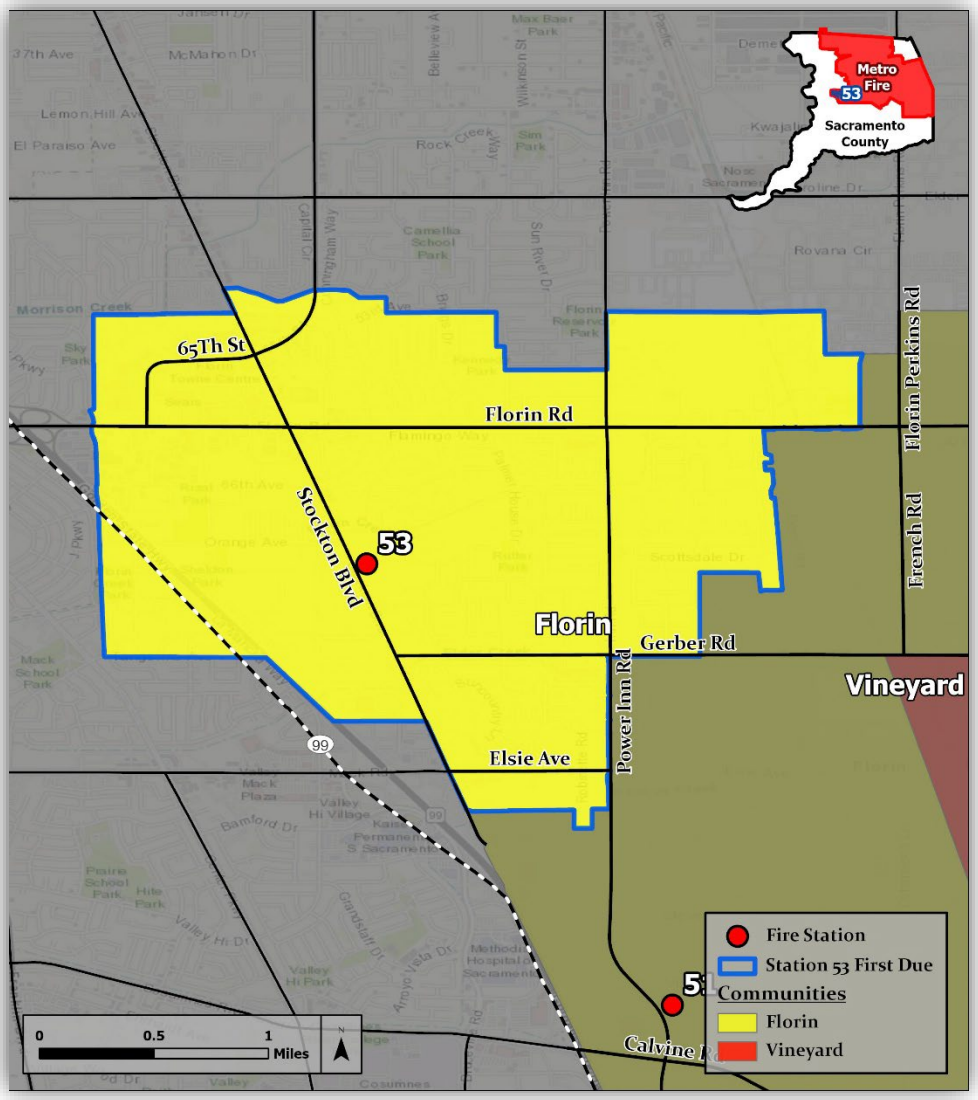
Total Staffing: 5



Station 53

Serving the community since 1967

Located at 6722 Fleming Avenue, Station 53 serves a population of 28,665 across a first due area of 4 square miles. Station 53 is primarily bordered by Stations 50 and 51, and shares a border to the north and west with the City of Sacramento Fire Department. Station 53 serves the community of Florin.



Address
6722 Fleming Avenue
Sacramento, CA 95828

Communities Served
Florin

Predecessor Agency
Florin Fire District

Station Size & Capacity
3,900 SF / 0.36 Acres
2 Apparatus Bays

Capabilities
Station 53 houses a Type I Engine Company, a Medic Unit, and a Squad Unit.

Unit Deployment & Staffing

Engine 53
1 Captain
1 Engineer
1 Firefighter

Squad 53
2 FF Paramedics

Medic 653
1 Paramedic
1 EMT/Paramedic

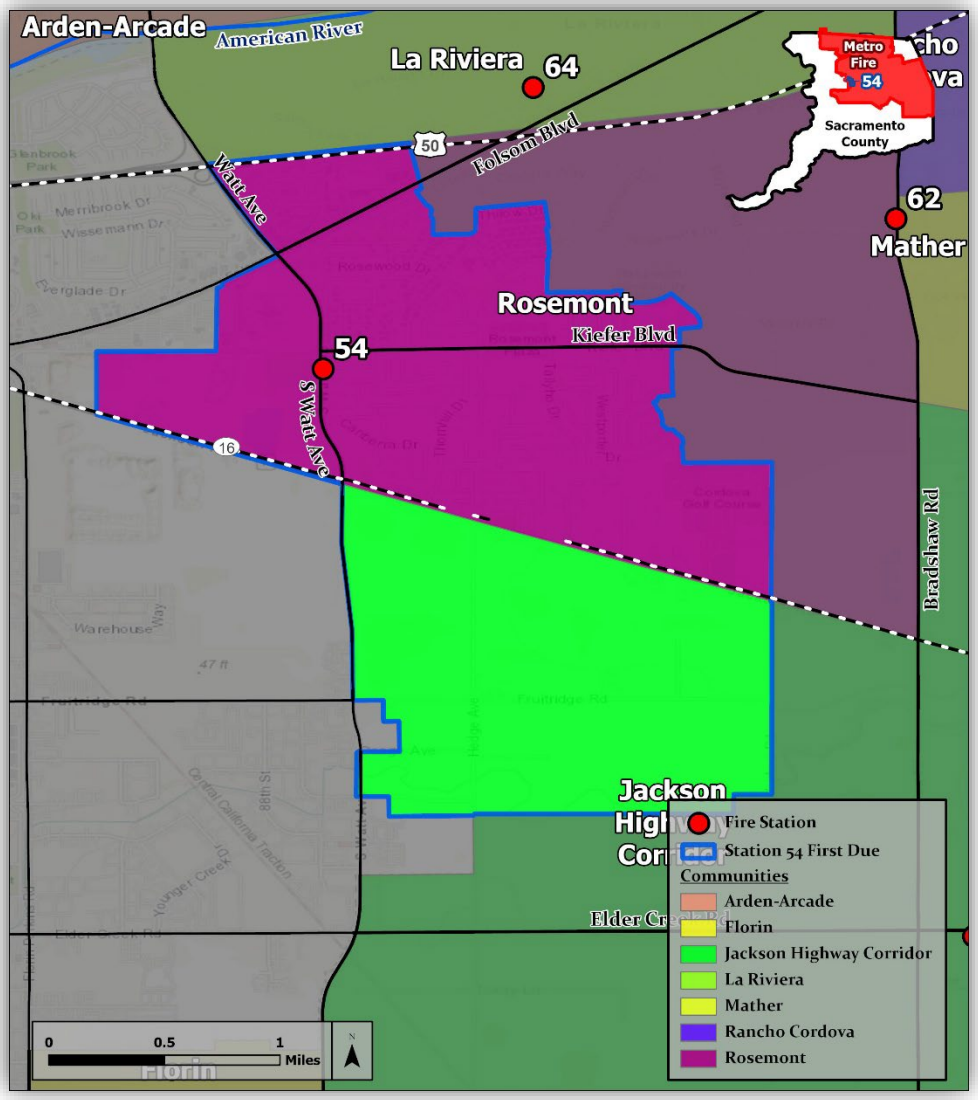
Total Staffing: 5



Station 54

Serving the community since 1973

Located at 8900 Fredric Avenue, Station 54 serves a population of 13,307 across a first due area of 3.9 square miles. Station 54 is primarily bordered by Stations 64, 62 and 50, and shares a border to the west with the City of Sacramento Fire Department. Station 54 serves the communities of Rosemont and Jackson Highway Corridor.



Address
8900 Fredric Avenue
Sacramento, CA 95826

Communities Served
Rosemont
Jackson Highway Corridor

Predecessor Agency
Florin Fire District

Station Size & Capacity
2,400 SF / 0.32 Acres
1 Apparatus Bay

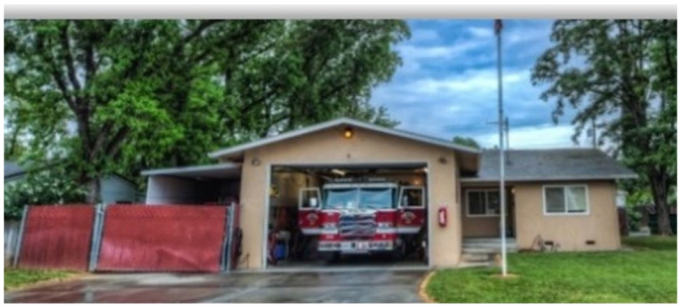
Capabilities
Station 54 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 54
1 Captain
1 Engineer
1 Firefighter

Engine 554
Cross-Staffed

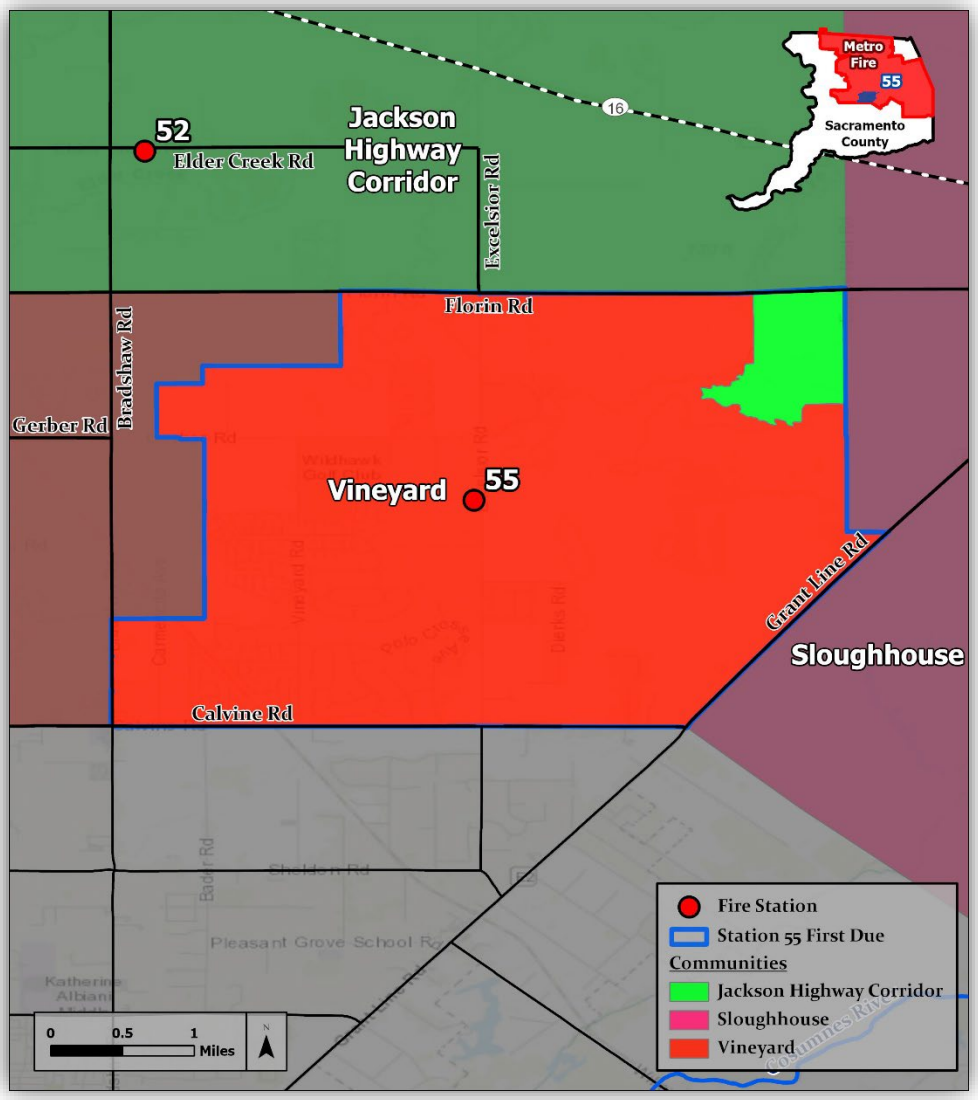
Total Staffing: 3



Station 55

Serving the community since 1985

Located at 7776 Excelsior Road, Station 55 serves a population of 8,816 across a first due area of 10.2 square miles. Station 55 is primarily bordered by Stations 50, 58, 54 and 68, and shares a border to the south with Cosumnes CSD Fire Department. Station 55 serves the communities of Vineyard and Jackson Highway Corridor.



Address
7776 Excelsior Road
Sacramento, CA 95829

Communities Served
Vineyard
Jackson Highway Corridor

Predecessor Agency
Florin Fire District

Station Size & Capacity
5,245 SF / 4.37 Acres
3 Apparatus Bays

Capabilities
Station 55 houses a Type I Engine Company as well as a Type III Engine and a Water tender which are cross-staffed. An In-Service Reserve Medic is also pre-positioned at Station 55.

Unit Deployment & Staffing

Engine 55
1 Captain
1 Engineer
1 Firefighter

ISRM
Pre-Positioned

Engine 355
Water Tender
Cross-Staffed

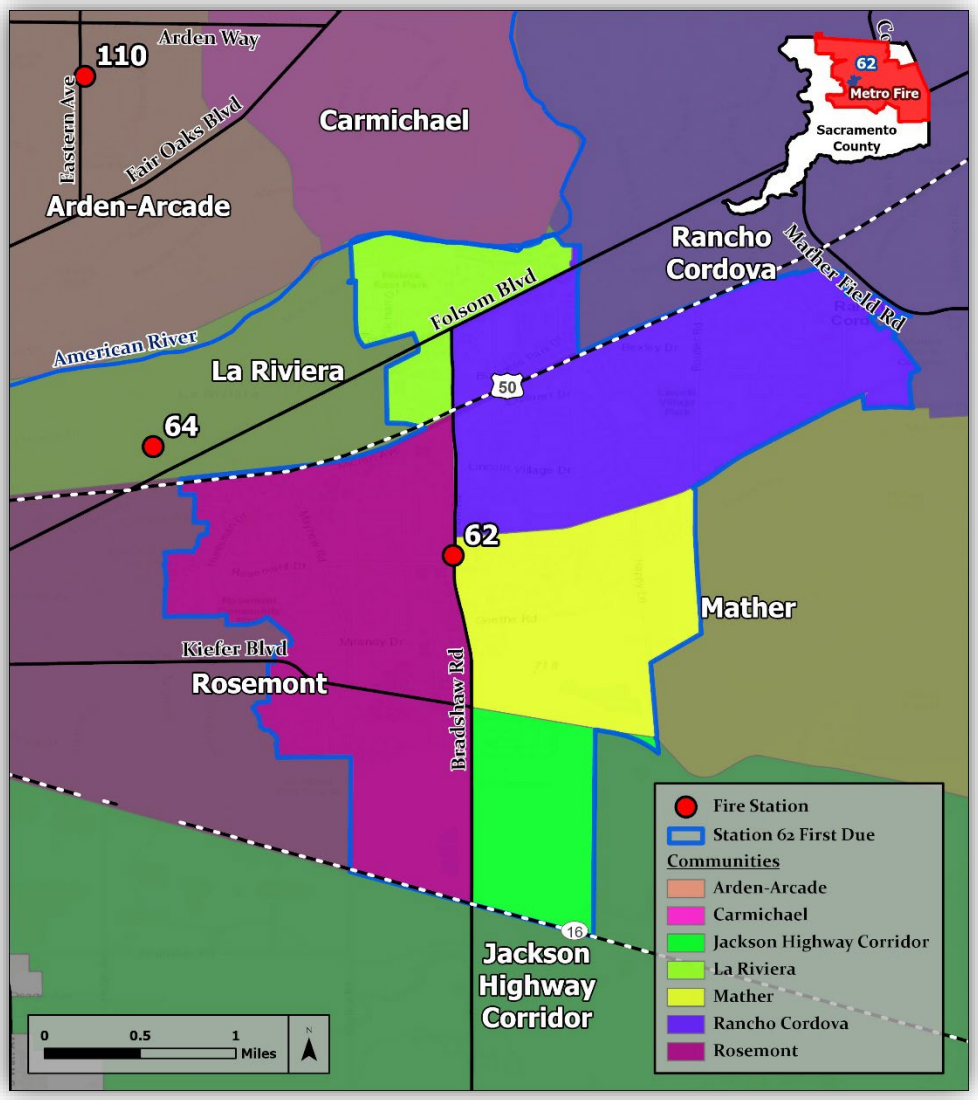
Total Staffing: 3



Station 62

Serving the community since 1964

Located at 3646 Bradshaw Road, Station 62 serves a population of 21,049 across a first due area of 5.5 square miles. Station 62 is primarily bordered by Stations 64, 61, 68 and 54. Station 62 serves the communities of La Riviera, Rosemont, Mather, Jackson Highway Corridor, and the City of Rancho Cordova.



MOONLIGHTING
62
RANCHO 62 CORDOVA
SAC METRO FIRE

Address
3646 Bradshaw Road
Sacramento, CA 95827

Communities Served
La Riviera
Rosemont
Mather
Rancho Cordova
Jackson Highway Corridor

Predecessor Agency
Rancho Cordova Fire District

Station Size & Capacity
4,521 SF / 1.43 Acres
2 Apparatus Bays

Capabilities
Station 62 houses a Type I Engine Company and a Medic Unit as well as a Type V Engine, a Foam Unit, and a water rescue boat which are all cross-staffed.

Unit Deployment & Staffing

Engine 62
1 Captain
1 Engineer
1 Firefighter

Engine 562
Cross-Staffed

Medic 62
1 FF Paramedic
1 FF EMT/Paramedic

Boat 62
Cross-Staffed

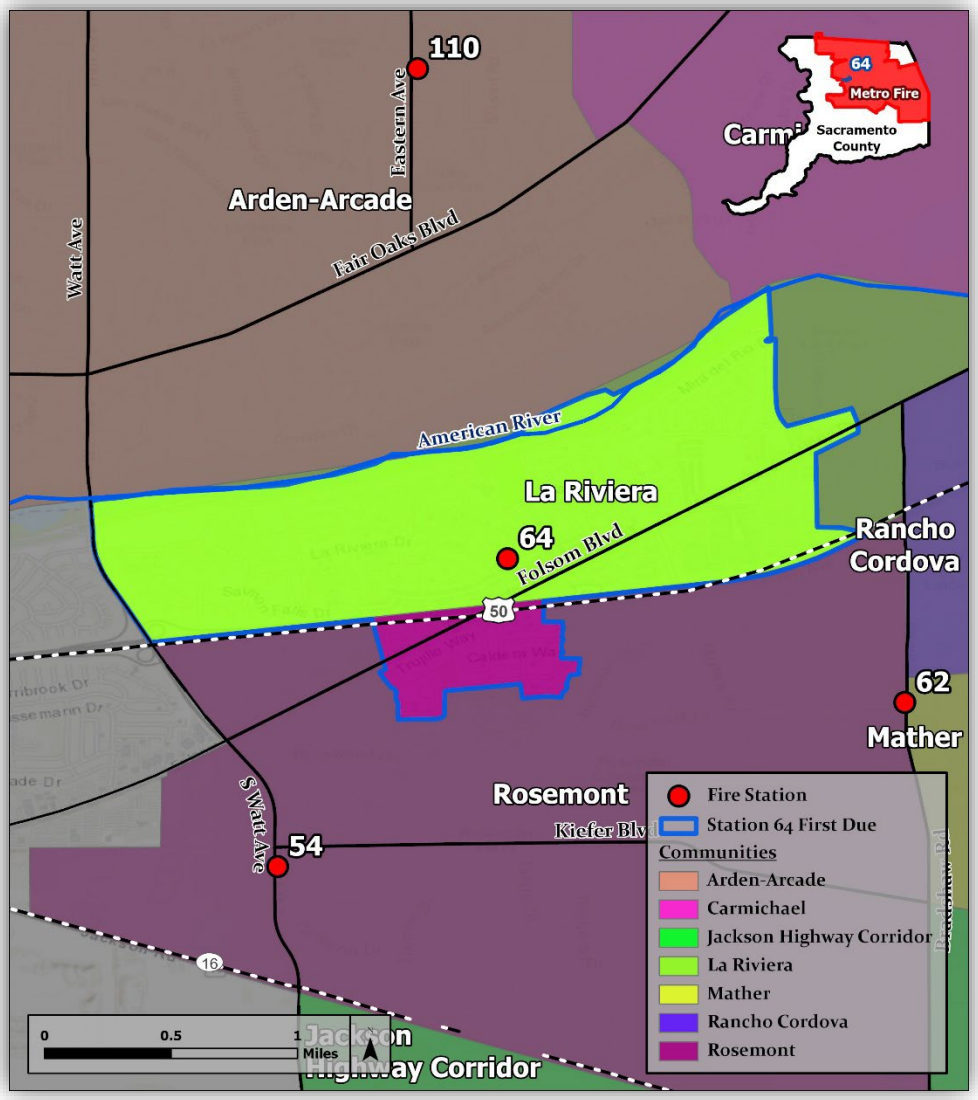
Total Staffing: 5



Station 64

Serving the community since 1970

Located at 9116 Vancouver Drive, Station 64 serves a population of 11,453 across a first due area of 1.8 square miles. Station 64 is primarily bordered by Stations 110, 54 and 62, and shares a border to the west with the City of Sacramento Fire Department. Station 64 serves the communities of La Rivera and Rosemont.



Address
9116 Vancouver Drive
Sacramento, CA 95826

Communities Served
La Riviera
Rosemont

Station Size & Capacity
1,836 SF / 0.18 Acres
1 Apparatus Bay

Capabilities
Station 64 houses Metro Fire's Shift Commander, who responds form this location.

Unit Deployment & Staffing

AC24
1 Assistant Chief

Total Staffing: 1



Battalion 13

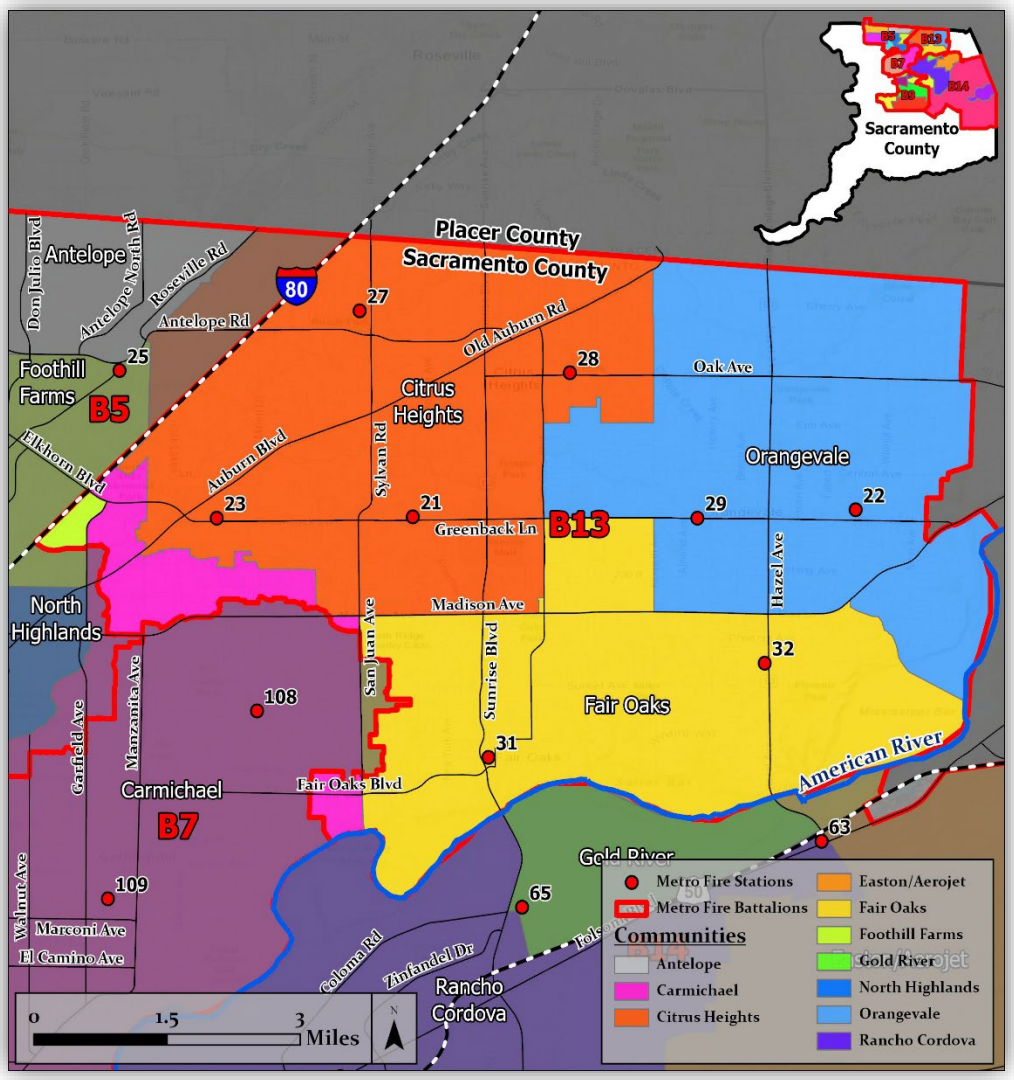
Housed at 8681 Greenback Lane in Station 29; located in the northeast of the Sacramento Metropolitan Fire District. It serves a total population of 156,606 across a first due area of 37.4 square miles.

Address
Station 29
8681 Greenback Lane
Orangevale, CA 95662

Communities Served
Orangevale
Fair Oaks
City of Citrus Heights
Carmichael

Resource Deployment
8 Type I Engines
1 Type I Heavy Rescue
1 Truck
4 Medic Units
2 In-service Reserve Medics
3 Type 3 Engines
1 OES Type III Engine
3 Type 5 Engines
1 Foam Unit
1 Battalion Chief

Total Daily Staffing: 41



Stations in Battalion 13

Station 21
Engine 21
Rescue 21
Medic 621

Station 22
Engine 22
Engine 322
ISRM

Station 23
Engine 23
Truck 23
Medic 623

Station 27
Engine 27
Engine 527
ISRM

Station 28
Engine 28
Engine 528

Station 29
Engine 29
Engine 329
Medic 29
OES Engine 8433
BC 13

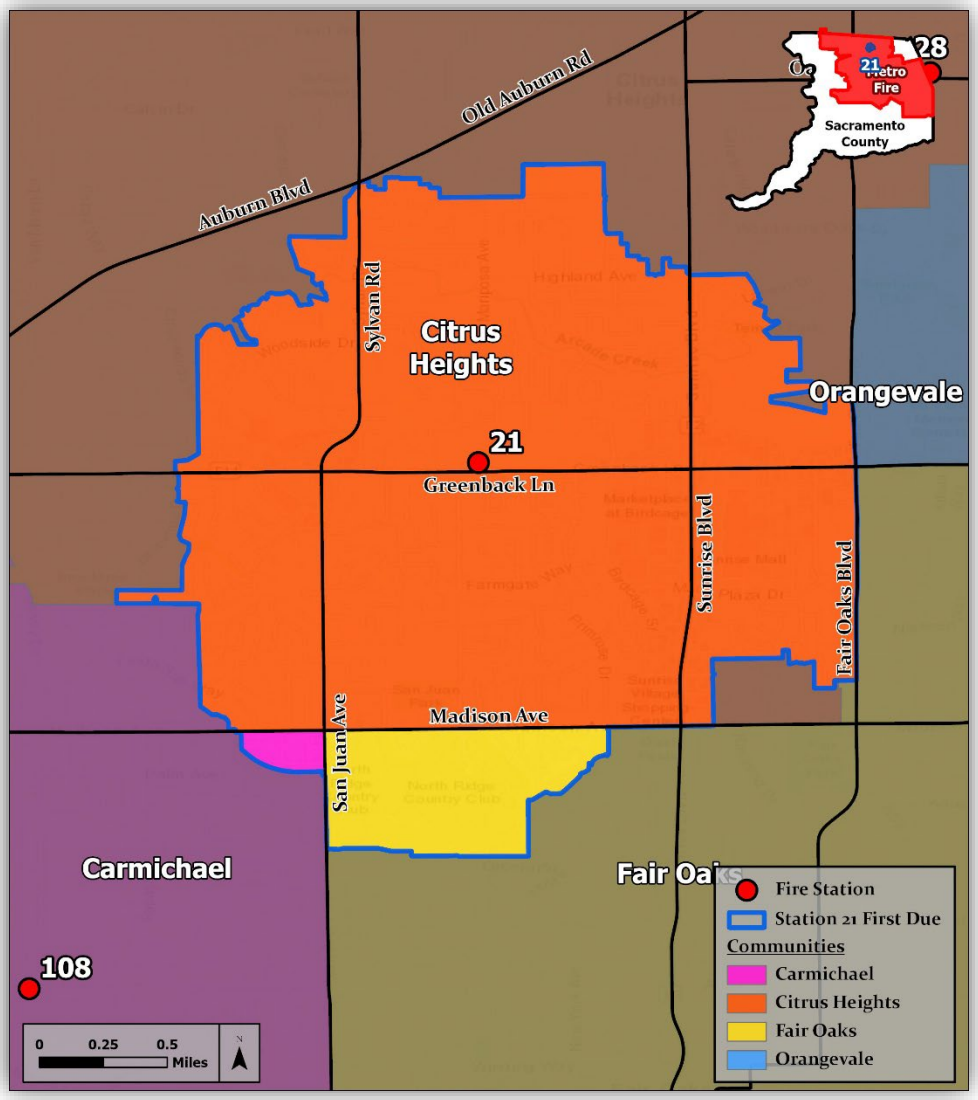
Station 31
Engine 31
Engine 531
Foam Unit

Station 32
Engine 32
Medic 32
Engine 332

Station 21

Serving the community since 1942

Located at 7641 Greenback Lane, Station 21 serves a population of 25,413 across a first due area of 4 square miles. Station 21 is primarily bordered by Stations 23, 27, 28, 29, 31 and 108. Station 21 serves the community of Fair Oaks and the City of Citrus Heights.



Address
7641 Greenback Lane
Citrus Heights, CA 95610

Communities Served
City of Citrus Heights
Fair Oaks

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
3,959 SF / 3.97 Acres
3 Apparatus Bays

Capabilities
Station 21 houses a Type I Engine Company, a Medic Unit, and Type I Heavy Rescue Truck Company. Metro Fire's recruit academy is also based out of Station 21.

Unit Deployment & Staffing

Engine 21
1 Captain
1 Engineer
1 Firefighter

Rescue 21
1 Captain
1 Engineer
2 Firefighters

Medic 21
1 Paramedic
1 EMT/Paramedic

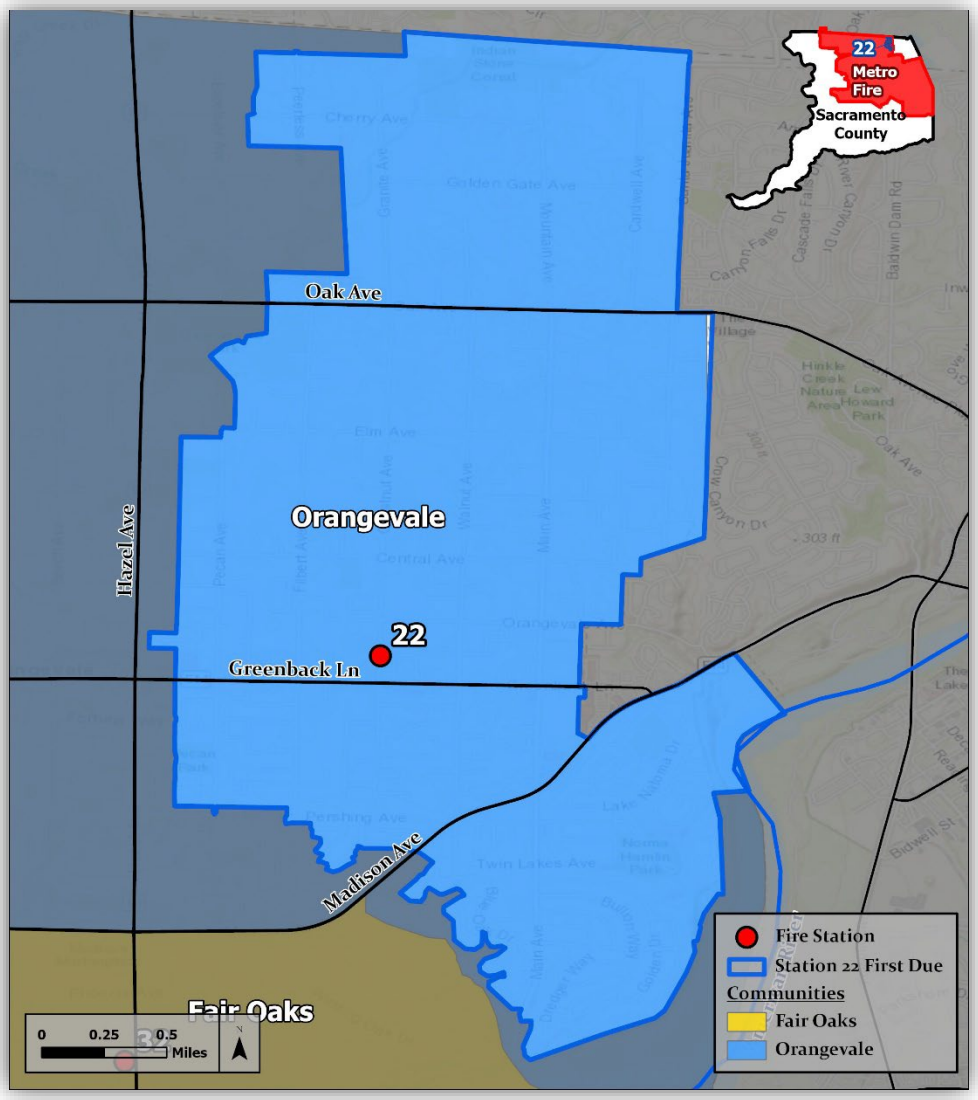
Total Staffing: 9



Station 22

Serving the community since 1967

Located at 6248 Chestnut Avenue, Station 22 serves a population of 14,200 across a first due area of 5 square miles. Station 22 is primarily bordered by Stations 28, 29 and 32, and shares a border to the east with the City of Folsom Fire Department. Station 22 serves the community of Orangevale.



Address
6248 Chestnut Avenue
Orangevale, CA 95662

Communities Served
Orangevale

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
3,263 SF / 1 Acre
2 Apparatus Bays

Capabilities
Station 22 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed and pre-positioned In-Service Reserve Medic.

Unit Deployment & Staffing

Engine 22
1 Captain
1 Engineer
1 Firefighter

Engine 322
Cross-Staffed

ISRM
Pre-Positioned

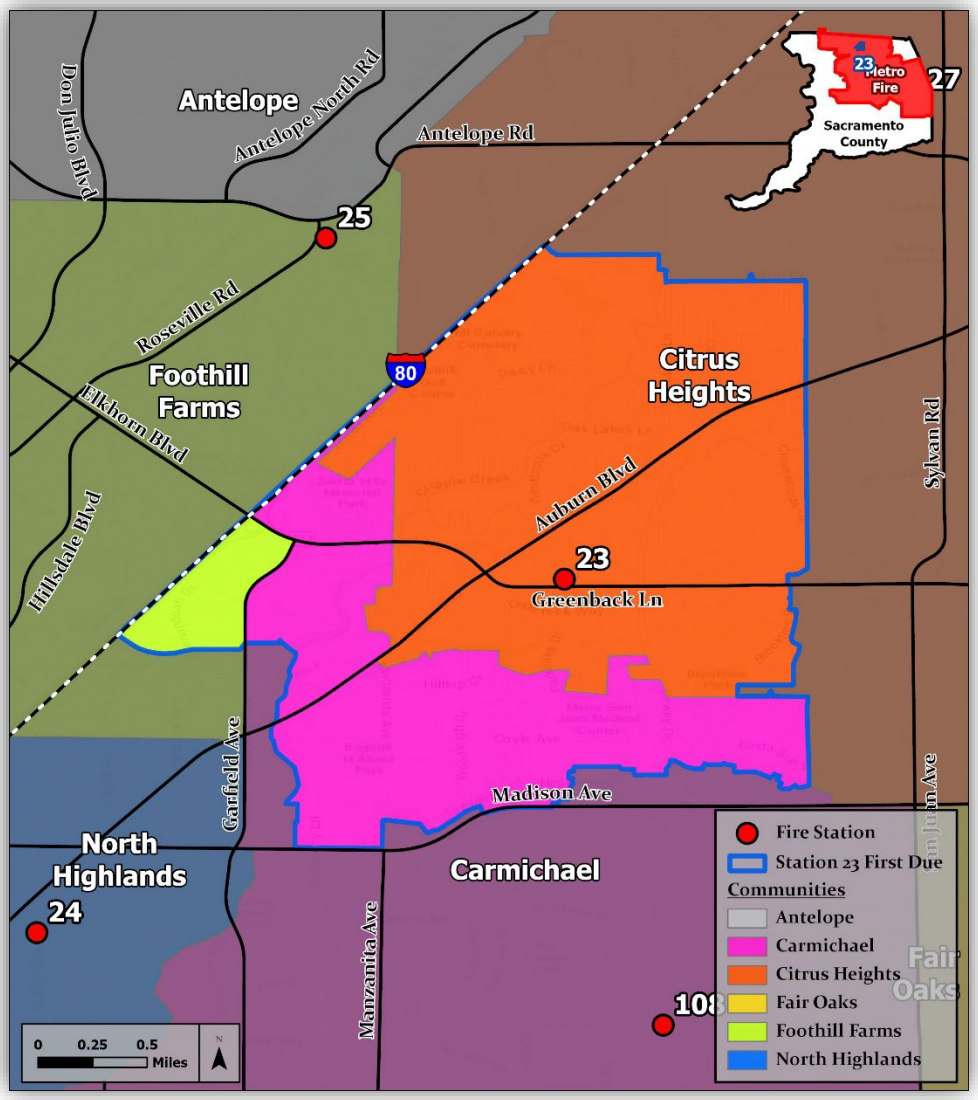
Total Staffing: 3



Station 23

Serving the community since 1968

Located at 6421 Greenback Lane, Station 23 serves a population of 28,365 across a first due area of 4.3 square miles. Station 23 is primarily bordered by Stations 25, 27, 21, 24 and 108. Station 23 serves the community of Carmichael and the City of Citrus Heights.



TRUCK 23 ENGINE
BATTALION 13

Address
6421 Greenback Lane
Citrus Heights, CA 95621

Communities Served
Carmichael
City of Citrus Heights

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
4,858 SF / 0.99 Acres
3 Apparatus Bays

Capabilities
Station 23 houses a Type I Engine Company, a Medic Unit, and a Truck Company.

Unit Deployment & Staffing

Engine 23
1 Captain
1 Engineer
1 Firefighter

Truck 23
1 Captain
1 Engineer
2 Firefighters

Medic 23
1 Paramedic
1 EMT/Paramedic

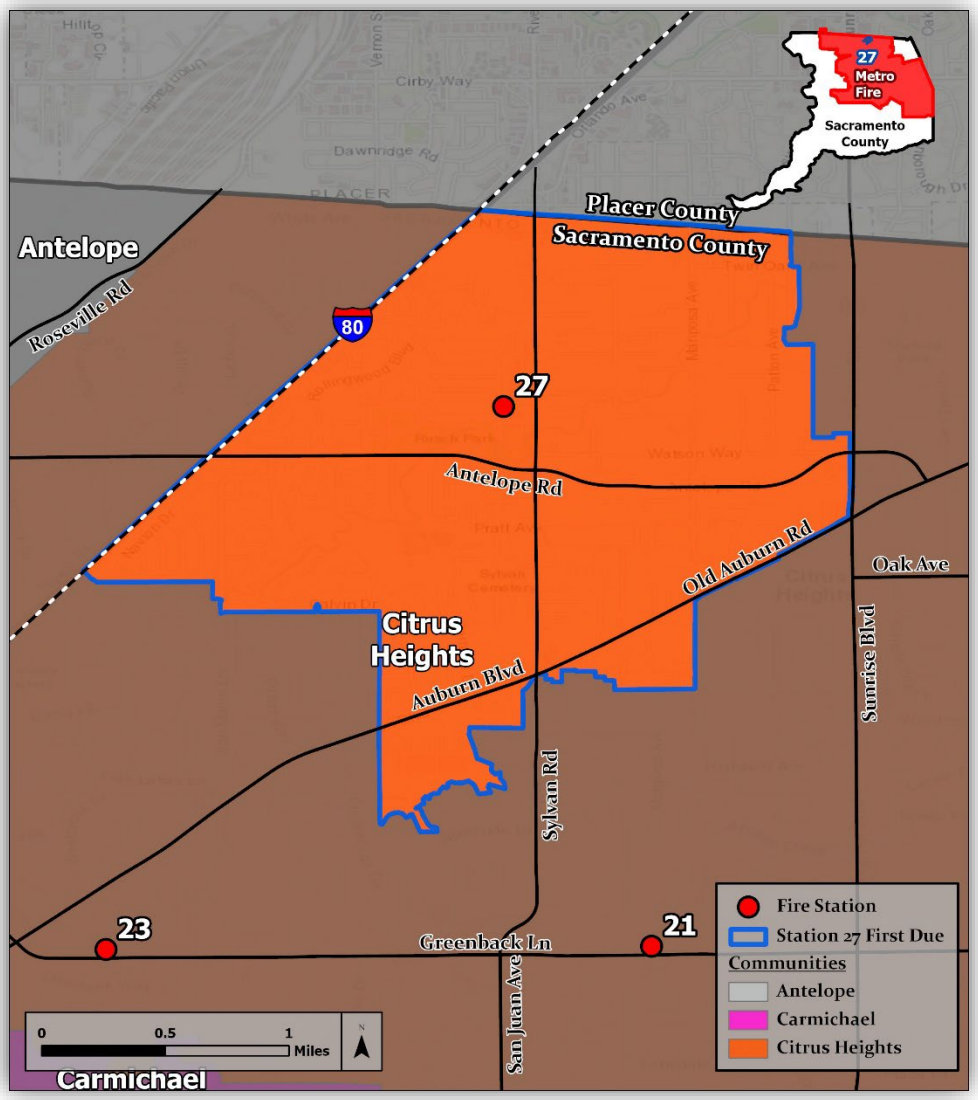
Total Staffing: 9



Station 27

Serving the community since 1960

Located at 7474 Grand Oaks Boulevard, Station 27 serves a population of 15,917 across a first due area of 3.1 square miles. Station 27 is primarily bordered by Stations 21, 23, 25 and 28, and shares a border to the north with the City of Roseville Fire Department. Station 27 serves the City of Citrus Heights.



METRO FIRE SACRAMENTO ENGINE 27 GRASS BATTALION 13

THE HEIGHTS

Address
7474 Grand Oaks Boulevard
Citrus Heights, CA 95621

Communities Served
City of Citrus Heights

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
3,698 SF / 0.30 Acres
2 Apparatus Bays

Capabilities
Station 27 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed and a pre-positioned In-Service Reserve Medic.

Unit Deployment & Staffing

Engine 27
1 Captain
1 Engineer
1 Firefighter

Engine 527
Cross-Staffed

ISRM
Pre-Positioned

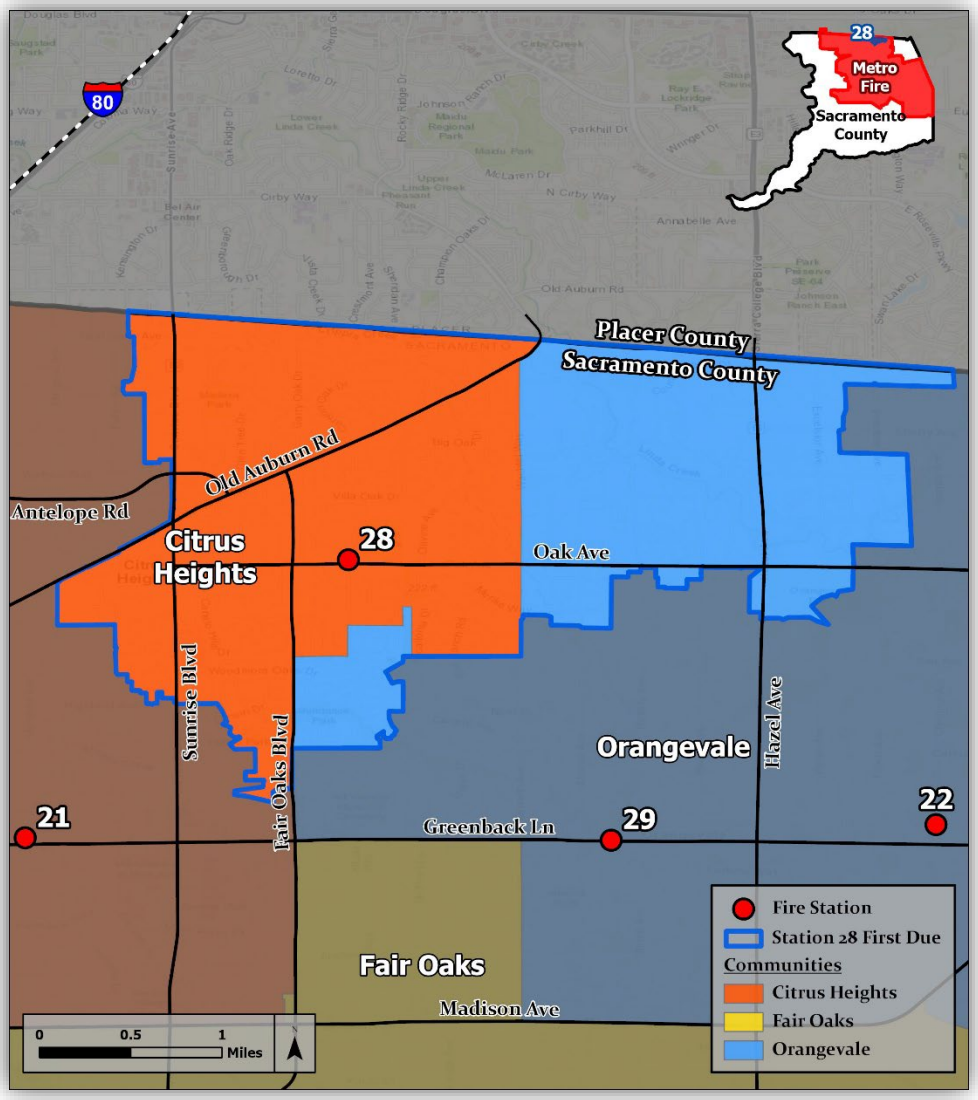
Total Staffing: 3



Station 28

Serving the community since 1979

Located at 8189 Oak Avenue, Station 28 serves a population 22,387 across a first due area of 5.6 square miles. Station 28 is primarily bordered by Stations 21, 27, 29 and 22, and shares a border to the east with the City of Folsom Fire Department and to the north with the City of Roseville Fire Department and South Placer Fire District. Station 28 serves the community of Orangevale and the City of Citrus Heights.



Address
8189 Oak Avenue
Citrus Heights, CA 95610

Communities Served
Orangevale
City of Citrus Heights

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
2,592 SF / 1.14 Acres
2 Apparatus Bays

Capabilities
Station 28 houses a Type I Engine Company as well as a Type V Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 28
1 Captain
1 Engineer
1 Firefighter

Engine 528
Cross-Staffed

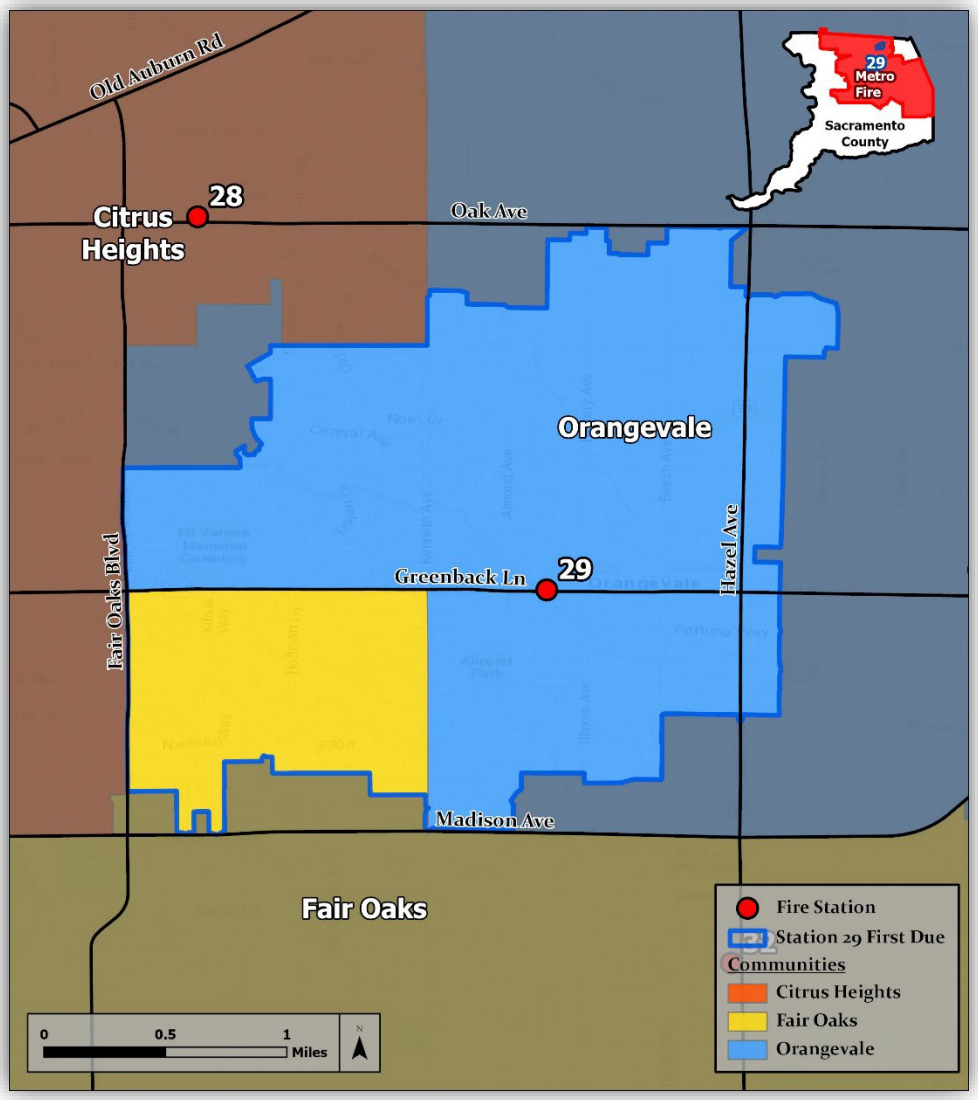
Total Staffing: 3



Station 29

Serving the community since 1964

Located at 8681 Greenback Lane, Station 29 serves a population of 16,379 across a first due area of 3.9 square miles. Station 29 is primarily bordered by Stations 21, 28, 22 and 32. Station 29 serves the communities of Fair Oaks and Orangevale.



Address
8681 Greenback Lane
Orangevale, CA 95662

Communities Served
Orangevale
Fair Oaks

Predecessor Agency
Citrus Heights Fire District

Station Size & Capacity
12,270 SF / 2.8 Acres
4 Apparatus Bays

Capabilities
Station 29 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine and an OES Type III Engine which are cross-staffed. Station 29 is also home to Battalion 13.

Unit Deployment & Staffing

Engine 29
1 Captain
1 Engineer
1 Firefighter

Medic 29
1 FF Paramedic
1 FF EMT/Paramedic

Engine 329
OES Engine 8433
Cross-Staffed

Battalion 13
1 Battalion Chief

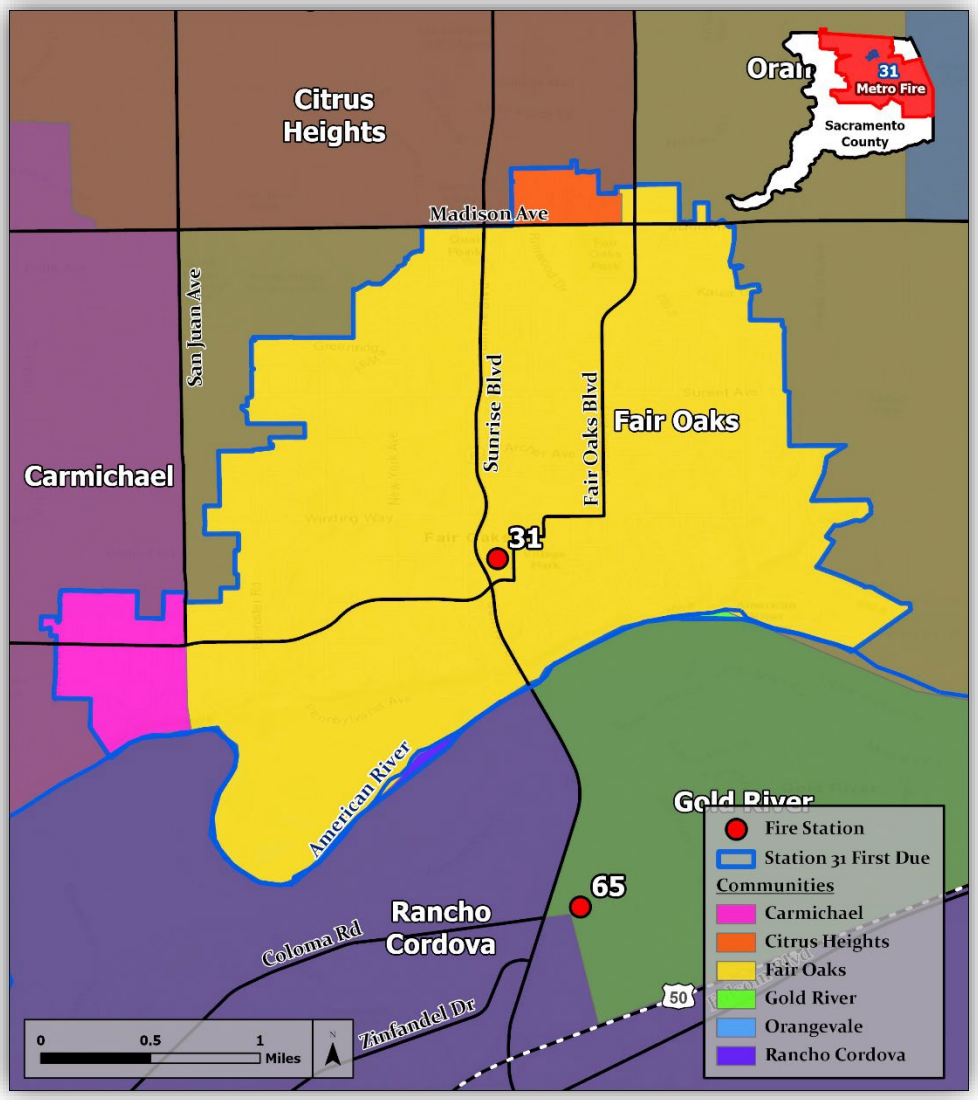
Total Staffing: 6



Station 31

Serving the community since 1949

Located at 7950 California Avenue, Station 31 serves a population of 16,704 across a first due area of 4.8 square miles. Station 31 is primarily bordered by Stations 108, 21, 32 and 66. Station 31 serves the communities of Carmichael and Fair Oaks.



Address
7950 California Avenue
Fair Oaks, CA 95628

Communities Served
Carmichael
Fair Oaks

Predecessor Agency
Fair Oaks Fire District

Station Size & Capacity
4,648 SF / 0.26 Acres
2 Apparatus Bays

Capabilities
Station 31 houses a Type I Engine Company as well as a Type V Engine and a Foam Unit which are cross-staffed.

Unit Deployment & Staffing

Engine 31
1 Captain
1 Engineer
1 Firefighter

Engine 531
Foam Unit
Cross-Staffed

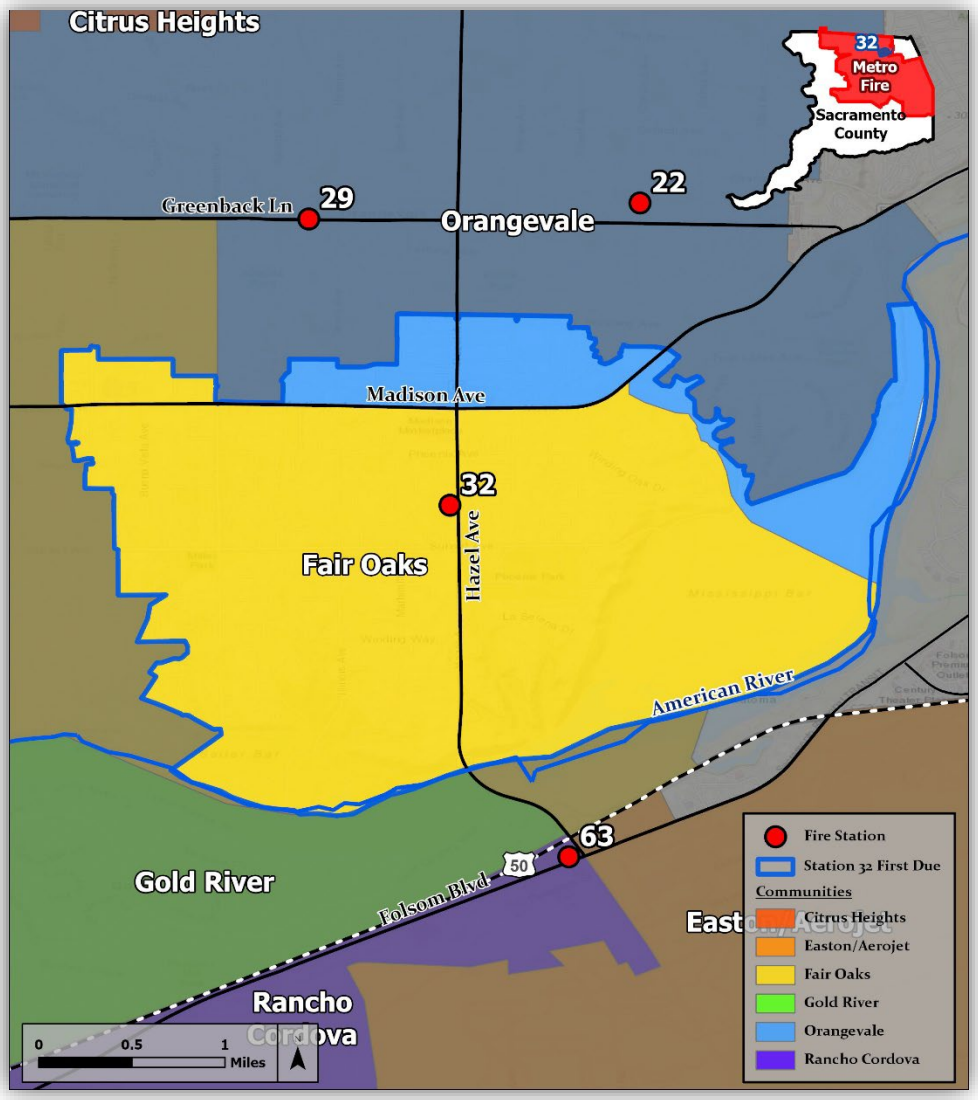
Total Staffing: 3



Station 32

Serving the community since 1958

Located at 8890 Roediger Lane, Station 32 serves a population of 17,241 across a first due area of 6.4 square miles. Station 32 is primarily bordered by Stations 29, 31, 65 and 63. Station 32 serves the communities of Orangevale and Fair Oaks.



Address
8890 Roediger Lane
Fair Oaks, CA 95628

Communities Served
Orangevale
Fair Oaks

Predecessor Agency
Fair Oaks Fire District

Station Size & Capacity
12,800 SF / 1.7 Acres
3 Apparatus Bays

Capabilities
Station 32 houses a Type I Engine Company and a Medic Unit as well as a Type III Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 32
1 Captain
1 Engineer
1 Firefighter

Engine 332
Cross-Staffed

Medic 32
1 FF Paramedic
1 FF EMT/Paramedic

Total Staffing: 5



Battalion 14

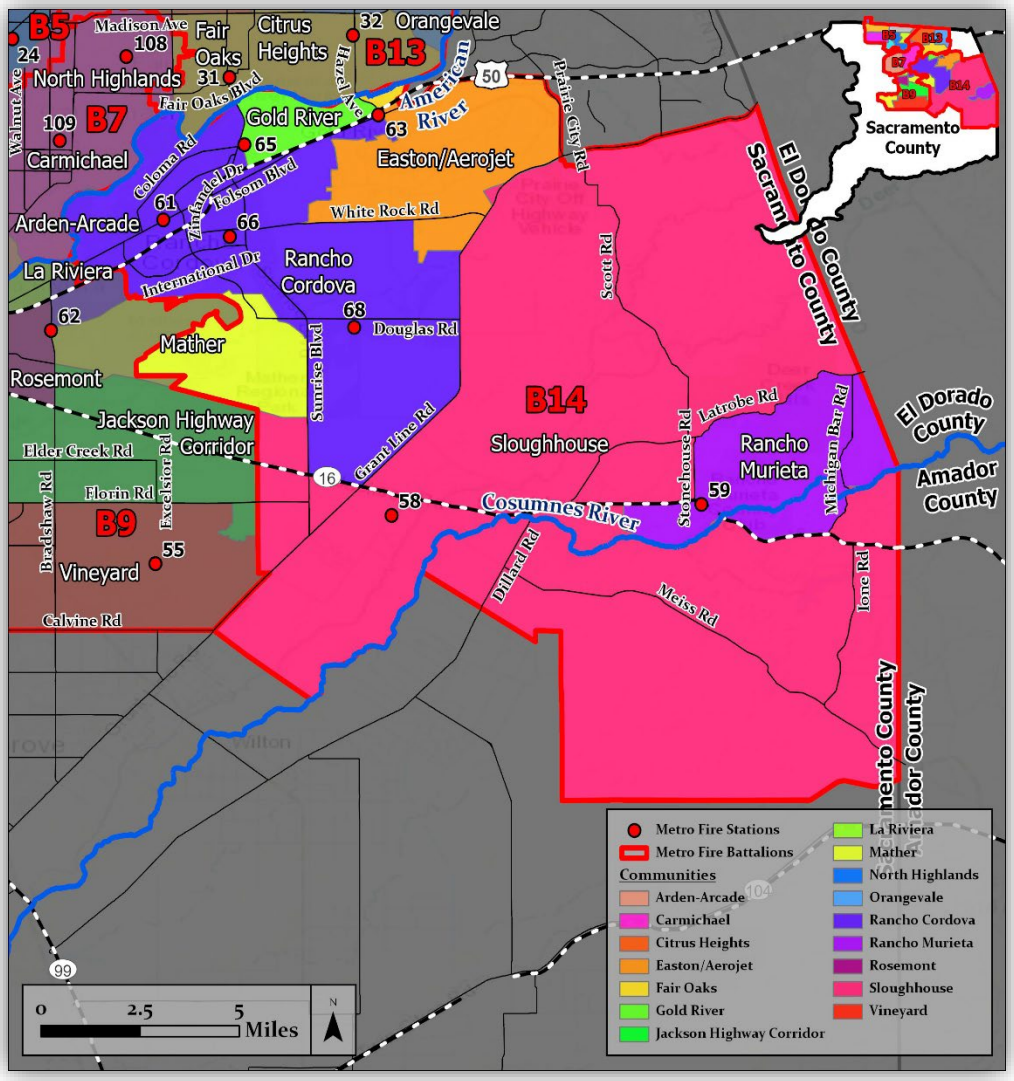
Housed at 3180 Kilgore Road in Station 66; located in the southeast of the Sacramento Metropolitan Fire District. It serves a total population of 93,578 across a first due area of 188.4 square miles.

Address
Station 66
3180 Kilgore Road
Rancho Cordova, CA 95670

Communities Served
Rancho Cordova
Mather
Sloughhouse
Easton
Gold River
Fair Oaks
Rancho Murieta

Resource Deployment
5 Type I Engines
1 Truck
5 Medic Units
1 Squad Unit
1 In-Service Reserve Medic
7 Type 3 Engines
3 Water Tenders
1 Rescue Boat
2 Dozers
1 Battalion Chief

Total Daily Staffing: 36



Stations in Battalion 14

Station 58
Engine 358
Water Tender
Dozers 1 & 2

Station 59
Engine 359
Medic 59
Medic 259
Water Tender

Station 61
Engine 61
Medic 661
Squad 61
Engine 361

Station 63
Engine 63
Engine 363
ISRM

Station 65
Engine 65
Truck 65
Medic 665
Engine 365
Boat 65

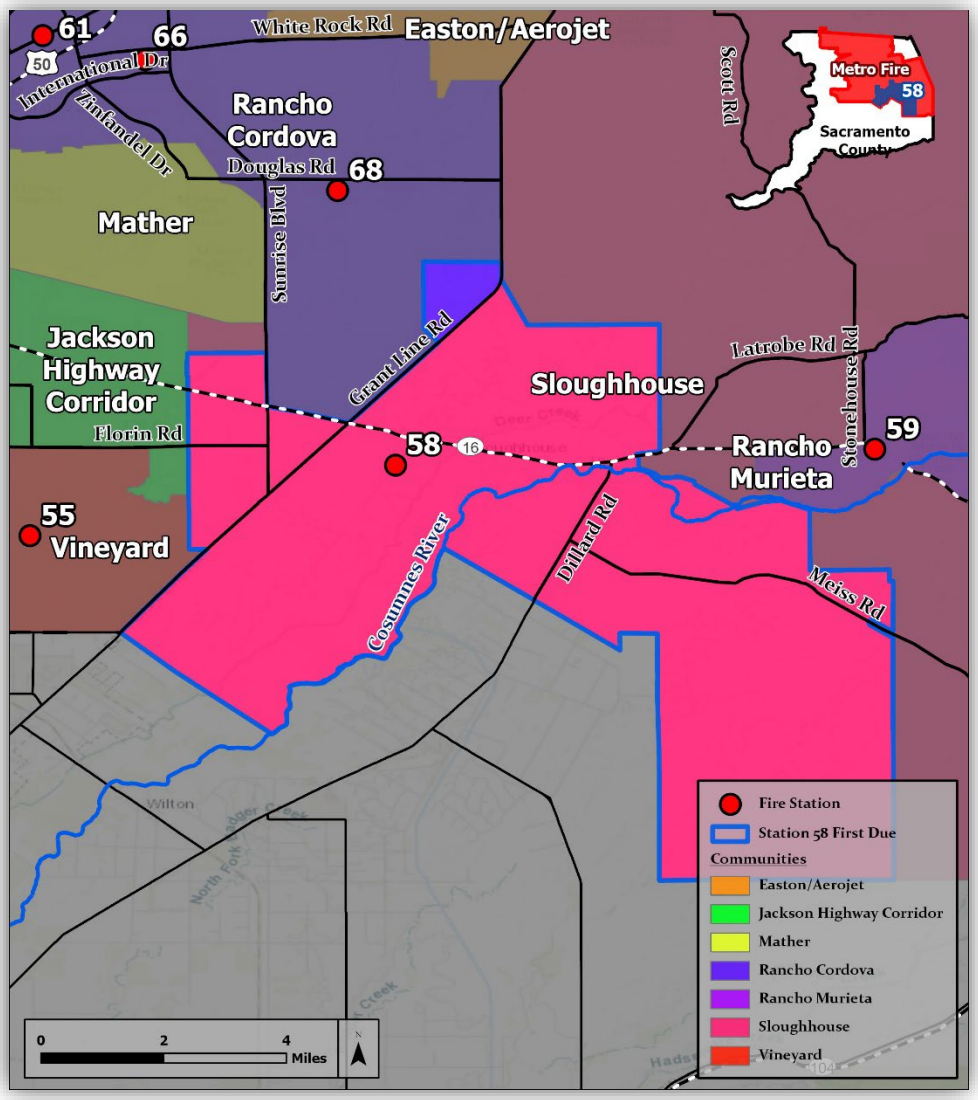
Station 66
Engine 66
Medic 6066
Engine 366
Water Tender
BC 14

Station 68
Engine 68
Engine 368

Station 58

Serving the community since 1994

Located at 7250 Sloughhouse Road, Station 58 serves a population of 905 across a first due area of 47 square miles. Station 58 is primarily bordered by Stations 59, 55 and 68, and shares a border to the south with the Wilton Fire Protection District and the Cosumnes CSD Fire Department. Station 58 serves the community of Sloughhouse and the City of Rancho Cordova.



Address
7250 Sloughhouse Road
Elk Grove, CA 95624

Communities Served
Sloughhouse
City of Rancho Cordova

Predecessor Agency
Sloughhouse Fire District

Station Size & Capacity
3,290 SF / 1.87 Acres
2 Apparatus Bays

Capabilities
Station 58 houses a Type III Engine Company as well as a Water Tender which is cross-staffed. Station 58 is also home of Metro Fire's Dozer Operations Program, with one seasonally staffed Dozer and one reserve Dozer.

Unit Deployment & Staffing

Engine 358
1 Captain
1 Engineer
1 Firefighter

Water Tender
Cross-Staffed

Dozer 1
1 FF/Engineer
(Seasonal)

Dozer 1
Reserve

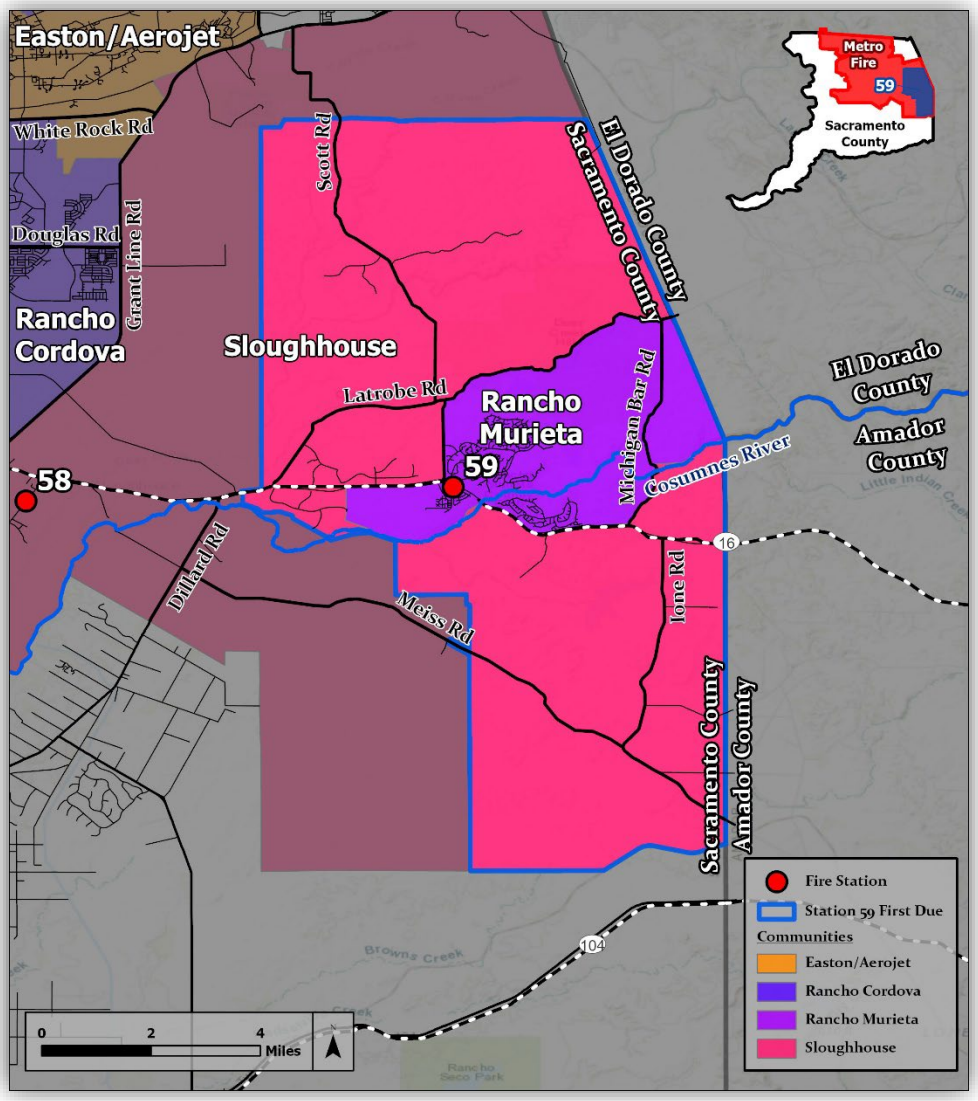
Total Staffing: 3



Station 59

Serving the community since 1984

Located at 7210 Murieta Drive, Station 59 serves a population of 6,411 across a first due area of 67.3 square miles. Station 59 is primarily bordered by Stations 58, 68 and 63, and shares a border to the east with the Latrobe Fire Protection District, Amador County Fire District and CalFIRE, as well as to the south with the Herald Fire Protection District and Wilton Fire Protection District. Station 59 serves the communities of Rancho Murieta and Sloughhouse.



Address
7210 Murieta Drive
Rancho Murieta, CA 95683

Communities Served
Rancho Murieta
Sloughhouse

Predecessor Agency
Sloughhouse Fire District

Station Size & Capacity
11,225 SF / 0.74 Acres
3 Apparatus Bays

Capabilities
Station 59 houses a Type III Engine Company and a Medic Unit as well as a Water Tender and additional Medic Unit which are cross-staffed.

Unit Deployment & Staffing

Engine 359
1 Captain
1 Engineer
1 Firefighter

Water Tender
Cross-Staffed

Medic 59
1 FF Paramedic
1 FF EMT/Paramedic

Medic 259
Cross-Staffed

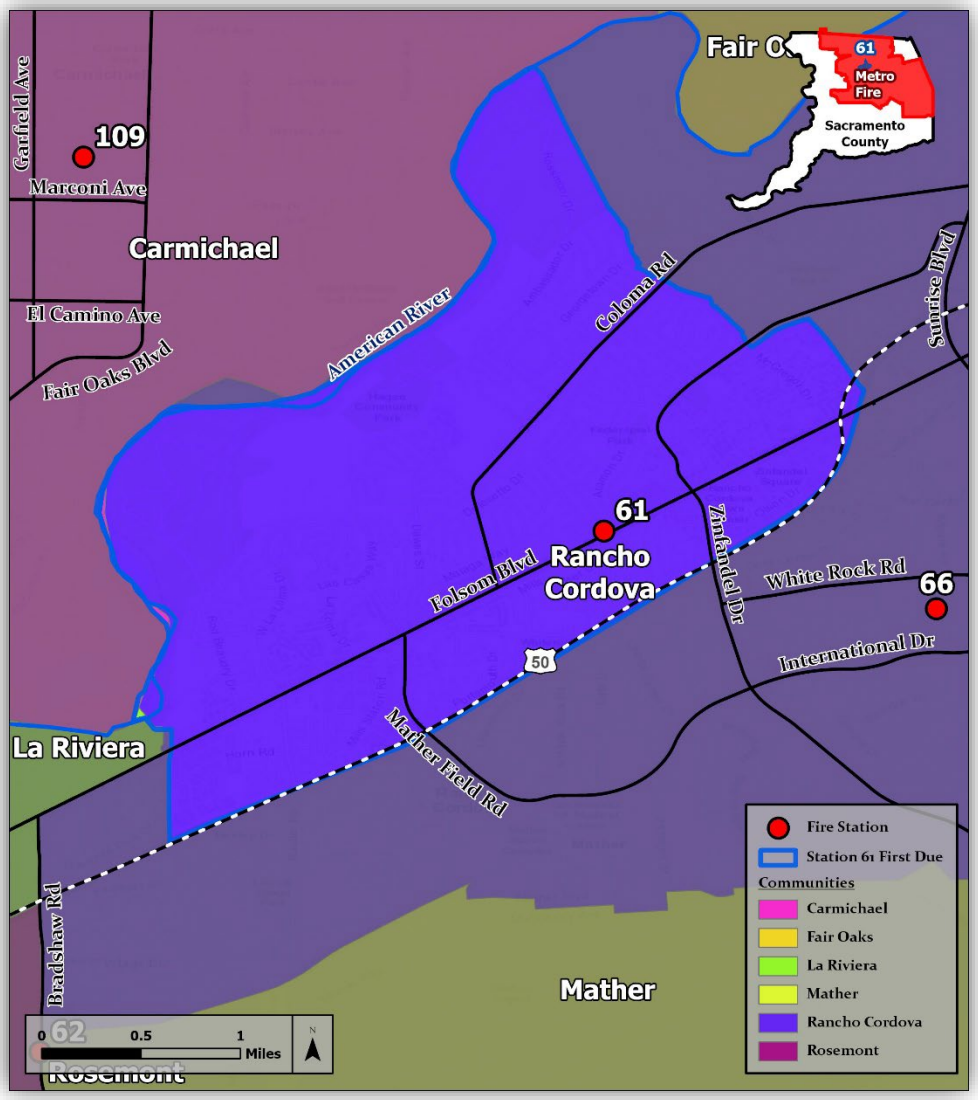
Total Staffing: 5



Station 61

Serving the community since 1956

Located at 10595 Folsom Boulevard, Station 61 serves a population of 27,681 across a first due area of 5.3 square miles. Station 61 is primarily bordered by Stations 62, 65, 66, 109 and 110. Station 61 serves the City of Rancho Cordova.



Address
10595 Folsom Boulevard
Rancho Cordova, CA 95670

Communities Served
Rancho Cordova

Predecessor Agency
Mills Fire District

Station Size & Capacity
9,000 SF / 0.7 Acres
3 Apparatus Bays

Capabilities
Station 61 houses a Type I Engine Company, a Medic Unit, a Squad Unit, as well as a Type III Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 61
1 Captain
1 Engineer
1 Firefighter

Engine 361
Cross-Staffed

Medic 61
1 Paramedic
1 EMT/Paramedic

Squad 61
2 FF Paramedics

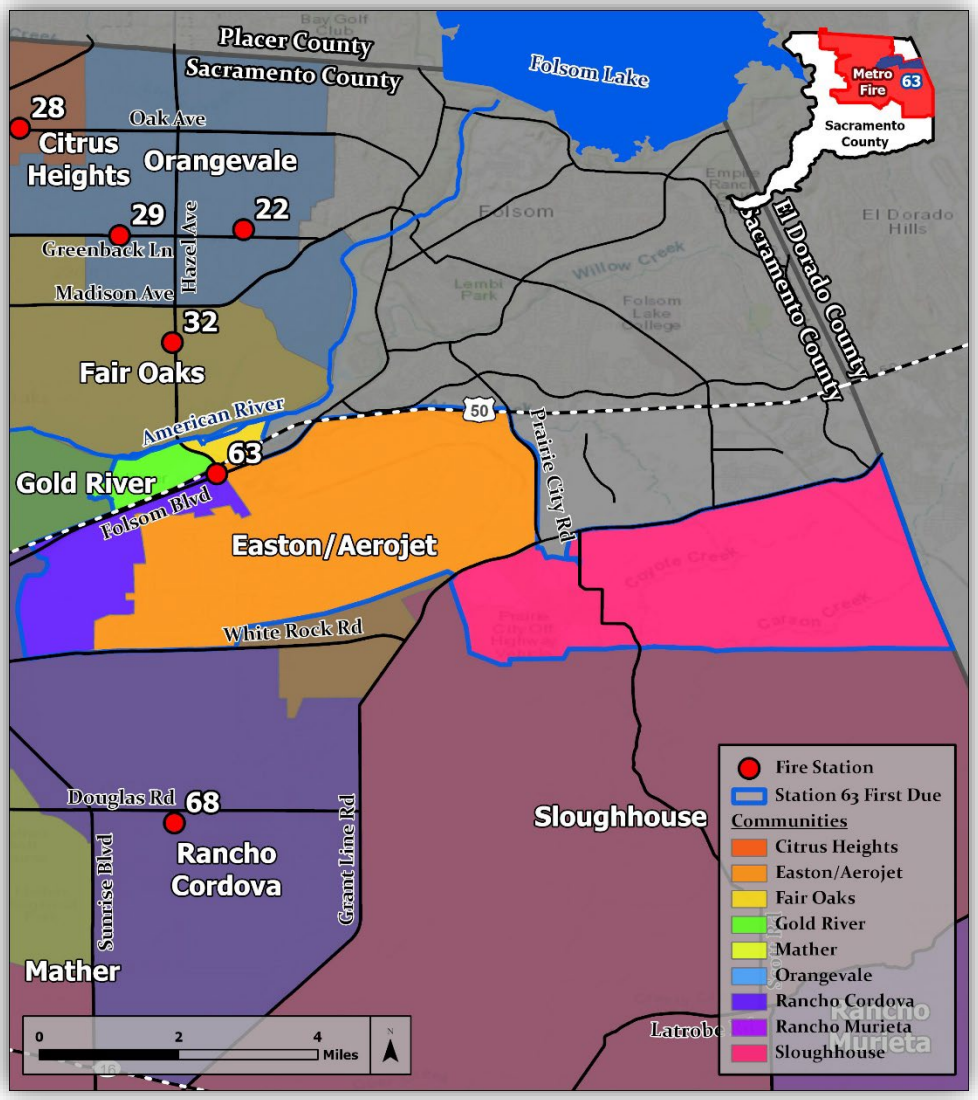
Total Staffing: 7



Station 63

Serving the community since 1964

Located at 12395 Folsom Boulevard, Station 63 serves a population of 2,601 across a first due area of 24.2 square miles. Station 63 is primarily bordered by Stations 59, 66, 65 and 32, and shares a border to the north and east with the City of Folsom Fire Department. Station 63 serves the communities of Easton, Sloughhouse, Rancho Cordova, Gold River and Fair Oaks.



Address
12395 Folsom Boulevard
Rancho Cordova, CA 95742

Communities Served
Rancho Cordova
Gold River
Fair Oaks
Easton
Sloughhouse

Predecessor Agency
Rancho Cordova Fire District

Station Size & Capacity
3,090 SF / 0.62 Acres
2 Apparatus Bays

Capabilities
Station 63 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed and a pre-positioned In-Serve Reserve Medic.

Unit Deployment & Staffing

Engine 63
1 Captain
1 Engineer
1 Firefighter

Engine 363
Cross-Staffed

ISRM
Pre-Positioned

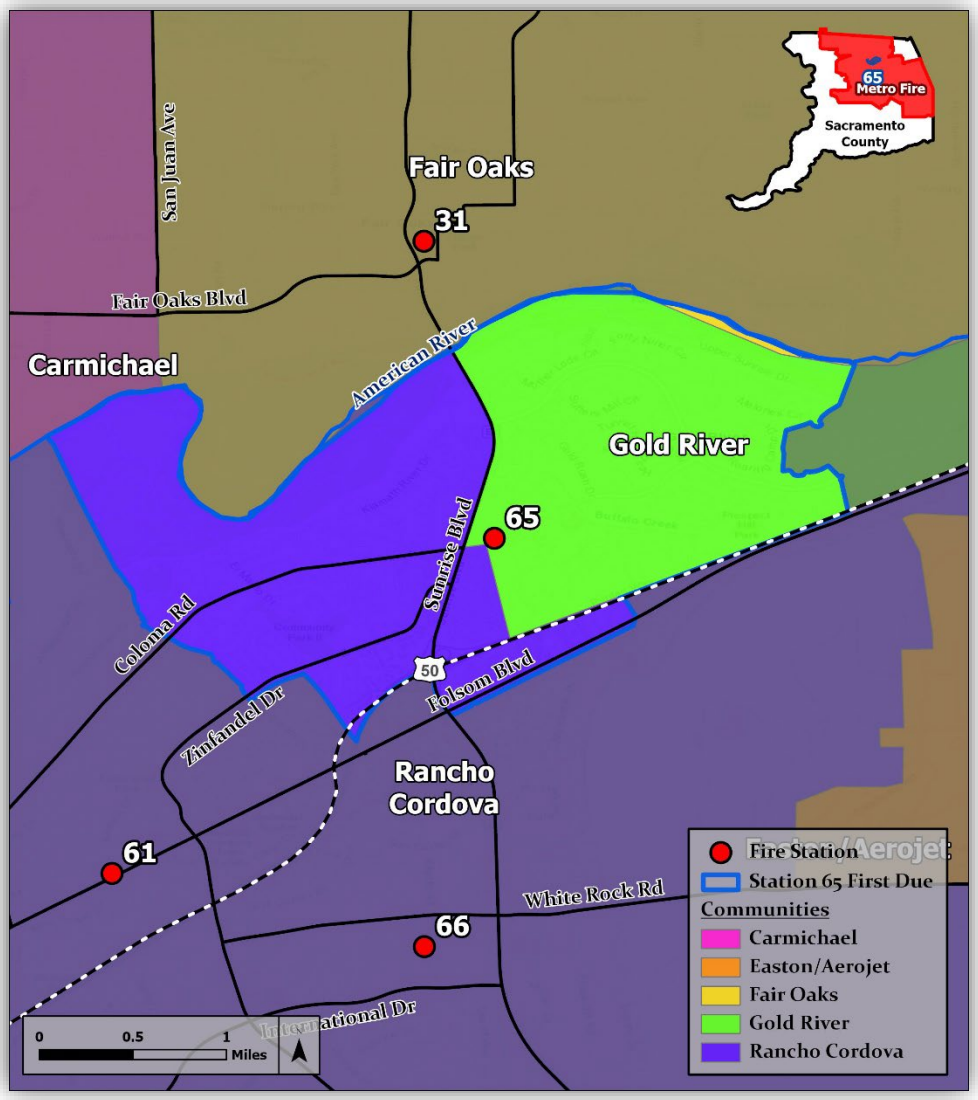
Total Staffing: 3



Station 65

Serving the community since 1983

Located at 11201 Coloma Road, Station 65 serves a population of 17,021 across a first due area of 4.4 square miles. Station 65 is primarily bordered by Stations 61, 66, 63 and 31. Station 65 serves the communities of Gold River and Rancho Cordova.



GUARDING THE GOLD
METRO FIRE ENGINE 65 MEDIC
GOLD RIVER • RANCHO CORDOVA

Address
11201 Coloma Road
Rancho Cordova, CA 95670

Communities Served
Gold River
Rancho Cordova

Predecessor Agency
Rancho Cordova Fire District

Station Size & Capacity
8,427 SF / 1.0 Acres
3 Apparatus Bays

Capabilities
Station 65 houses a Type I Engine Company, a Medic Unit, and a Truck Company as well as a Type III Engine and Water Rescue Boat which are cross-staffed.

Unit Deployment & Staffing

Engine 65
1 Captain
1 Engineer
1 Firefighter

Medic 65
1 FF Paramedic
1 FF EMT/Paramedic

Engine 365
Cross-Staffed

Truck 65
1 Captain
1 Engineer
2 Firefighters

Boat 65
Cross-Staffed

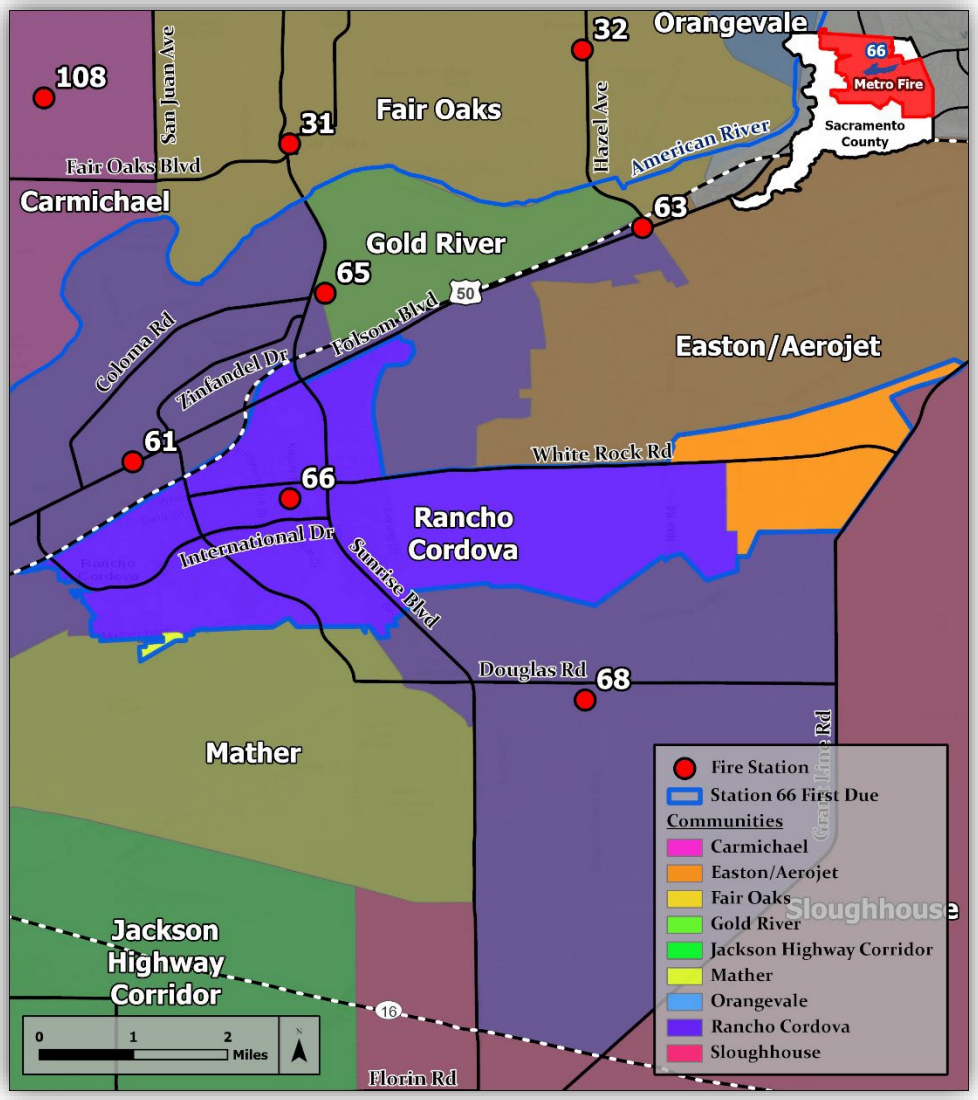
Total Staffing: 9



Station 66

Serving the community since 1989

Located at 3180 Kilgore Road, Station 66 serves a population of 15,970 across a first due area of 11 square miles. Station 66 is primarily bordered by Stations 61, 62, 63, 65 and 68. Station 66 serves the communities of Rancho Cordova and Easton.



Address
3180 Kilgore Road
Rancho Cordova, CA 95670

Communities Served
Rancho Cordova
Easton

Predecessor Agency
Rancho Cordova Fire District

Station Size & Capacity
8,200 SF /0.99 Acres
3 Apparatus Bays

Capabilities
Station 66 houses a Type I Engine Company and a Medic Unit, as well as a Type III Engine and a Water Tender which are cross-staffed. Station 66 is also home of Battalion 14.

Unit Deployment & Staffing

Engine 66
1 Captain
1 Engineer
1 Firefighter

Medic 66
1 FF Paramedic
1 FF EMT/Paramedic

Engine 366
Water Tender
Cross-Staffed

Battalion 14
1 Battalion Chief

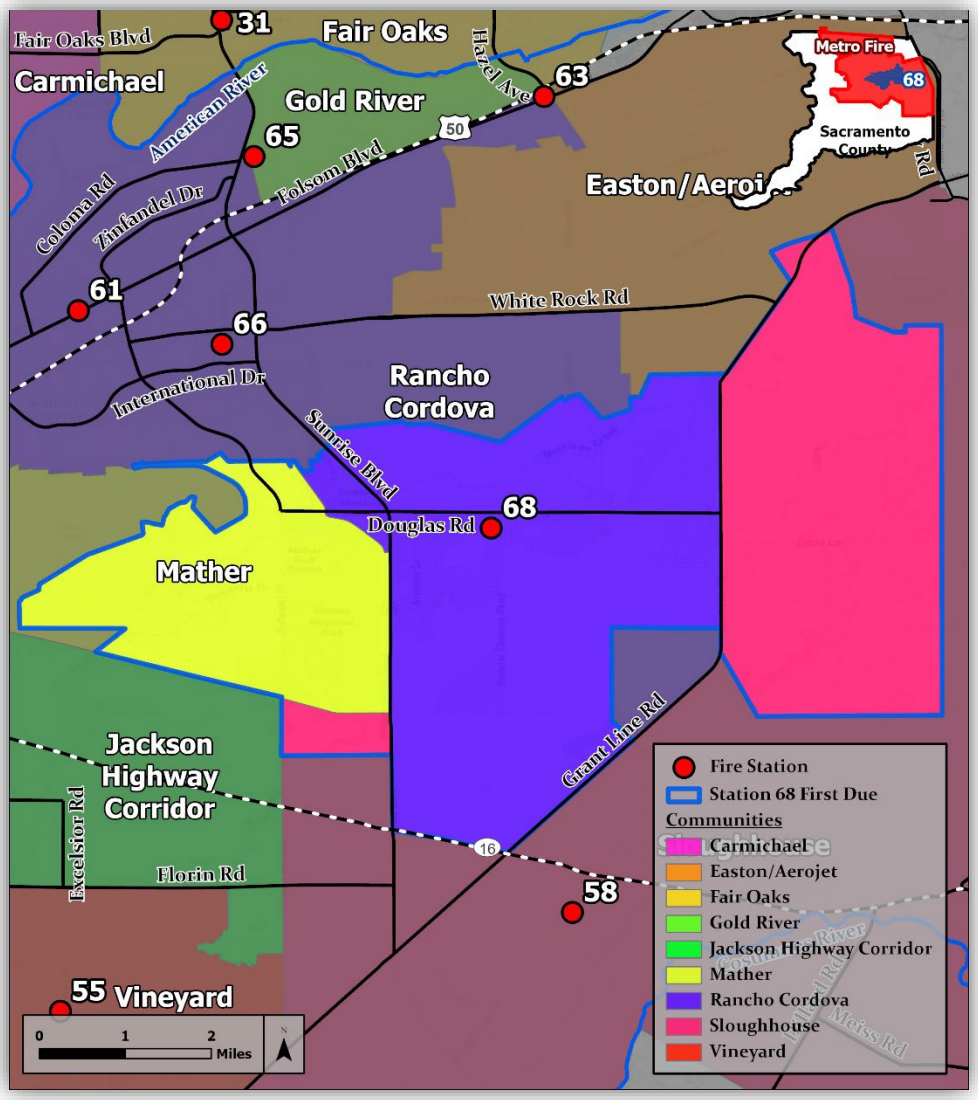
Total Staffing: 6



Station 68

Serving the community since 2008

Located at 12065 Cobble Brook Drive, Station 68 serves a population of 24,572 across a first due area of 29 square miles. Station 68 is primarily bordered by Stations 58, 59 and 66. Station 68 serves the communities of Rancho Cordova, Mather and Sloughhouse.



Address
12065 Cobble Brook Drive
Rancho Cordova, CA 95742

Communities Served
Rancho Cordova
Mather
Sloughhouse

Station Size & Capacity
9,191 SF /2.63 Acres
3 Apparatus Bays

Capabilities
Station 68 houses a Type I Engine Company as well as a Type III Engine which is cross-staffed.

Unit Deployment & Staffing

Engine 68
1 Captain
1 Engineer
1 Firefighter

Engine 368
Cross-Staffed

Total Staffing: 3



SECTION 2
Risk Assessment

- General Risk Assessment
- Risk Assessment – Battalions
- Findings

General Risk Assessment

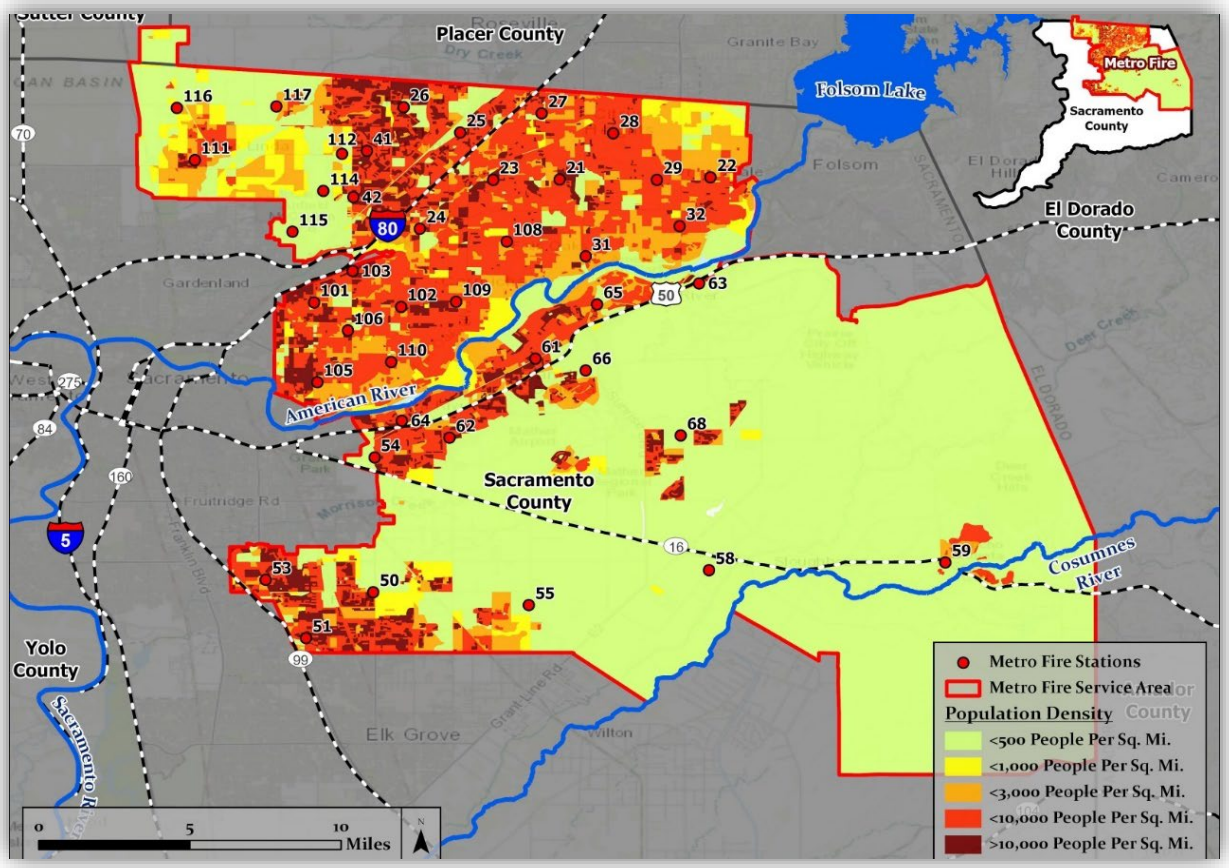
Metro Fire's jurisdiction is a diverse and dynamic area that includes major waterways, cultural resources, as well as critical infrastructure and key resource sectors for the region including agriculture and food, defense industrial base, energy, healthcare and public health, national monuments and icons, banking and finance, water, chemical facilities, commercial facilities, private and commercial airfields, railways, critical manufacturing, dams, emergency services, nuclear reactors, materials and waste, information technology, communications, postal and shipping, transportation systems, government facilities and education facilities.

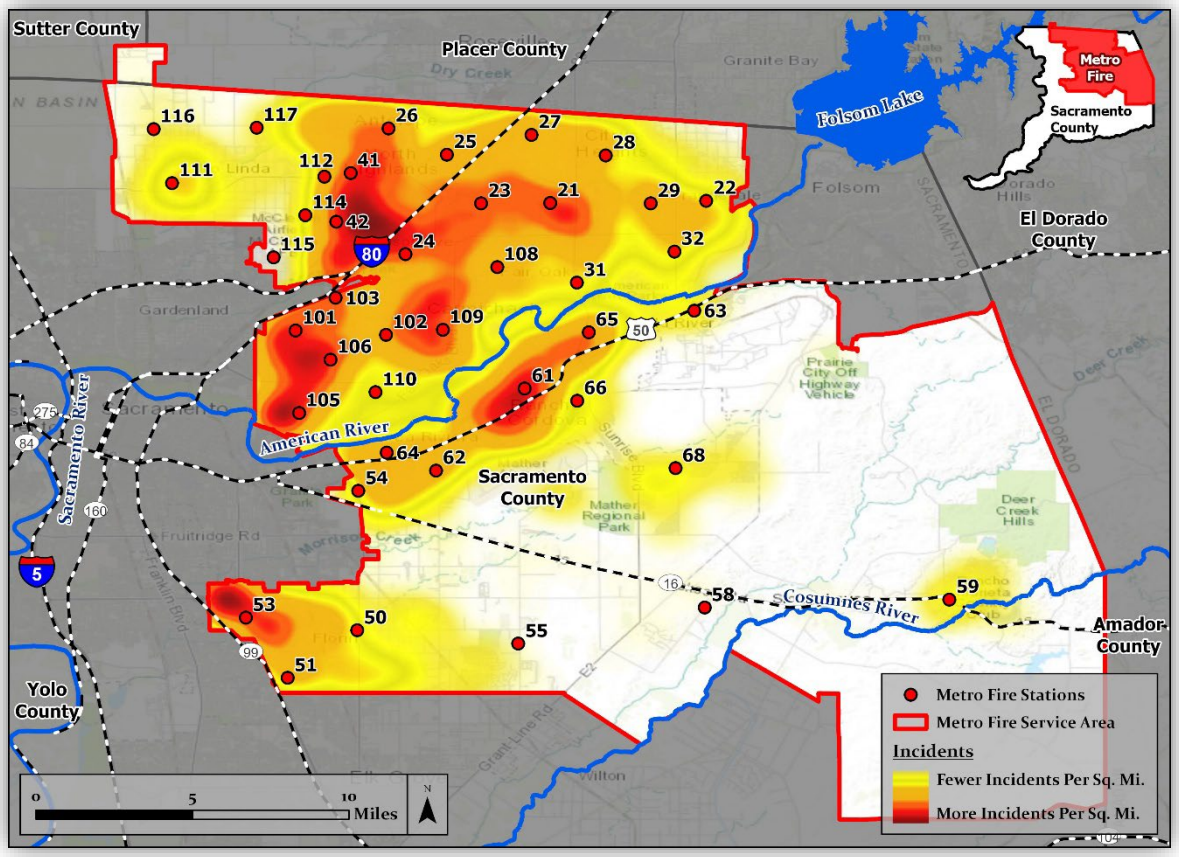
For the purposes of this study, Metro Fire continued to utilize data from the 2022 Community Risk Assessment (CRA), Sacramento County's Local Hazard Mitigation Plan (LHMP) Update (2021), Metro Fire's Fire Hazard Severity Zone Map (2025), USDA and US Forest Service's Fire Registry 2.0, incident data (National Fire Incident Reporting System (NFIRS) call type), and the information summarized in the first due risk assessments to evaluate risk as it relates to service level requirements. This risk assessment not only informs service level requirements, but the facility, apparatus, and staffing requirements that are essential for appropriately mitigating risks.

At-Risk Population

Population & Density

Total population and density have a significant impact on service levels. While the Metro Fire's overall population density is considered urban (1,000-3,000 people per square mile), density varies greatly throughout the District's service area and will be explored further in Section 5. A quick look at density across the service area clearly reveals a correlation between density and call volume.

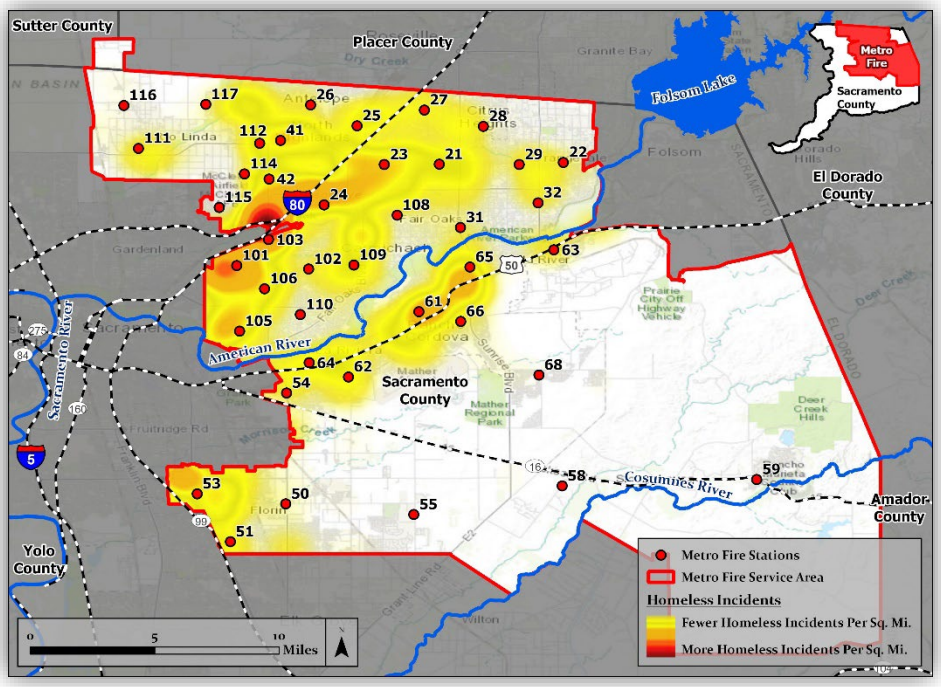




Unhoused Population

Sacramento County reported a 29% decrease in the number of people experiencing homelessness since 2022, though service demand from this population continues to be an issue. While call volume related to the unhoused population decreased by nearly 15% (6,970 total calls) in 2024, it represents 7% of the District's total call volume in 2024. The highest concentration of incidents continues to be along the I-80/ Capital City Freeway corridors, which were locations identified in the County's LHMP as having higher transient populations.

EMS incidents associated with this population decreased by 18% (3,639 total calls) and make up about 5% of total EMS call volume. While fire incidents related to this population decreased by over 17% since 2023 (850 total calls), these calls still make up over 28% of total fire call volume.



Demographic Indicators

Risk is often influenced by economic and social issues. Identifying the demographic indicators that increase risk in the population is essential in evaluating service levels.

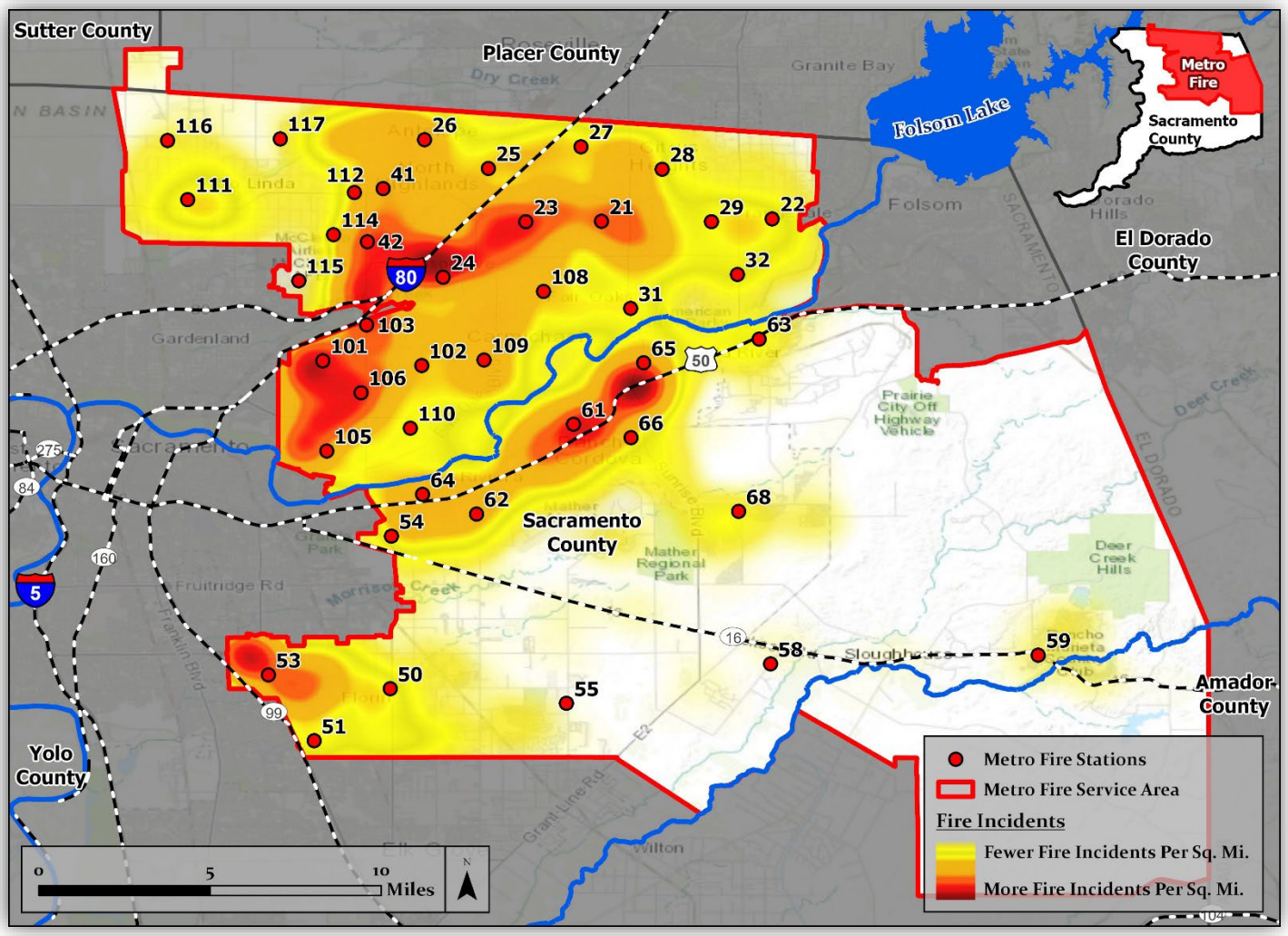
Some of the demographic indicators identified in the District's CRA include age (children and seniors), poverty rate, disability in the household, health insurance coverage, and language barriers. There were no material changes in demographic risk factors between 2023-2024.

39%	12%	26%	5%	6%
Children & Seniors (<18 / >65)	Households Living Below Poverty Line	Households with a Disability	Uninsured/ Medicaid	Language Barrier

Structural Risk

Fire Incident History

Metro Fire's CRA found that fire incidents are concentrated in the northwest and southwest quadrants of the District's service area. A review of 2024 incident data shows the same pattern, with fire incidents accounting for 10% of total responses provided. The total number of fire incident response decreased by 1% as compared to 2023.



Values at Risk

One of the primary considerations for assessing fire risk is reviewing the values at risk. The District's CRA revealed that 9% of surveyed individuals had experienced a fire in their residence and 26% of surveyed business respondents has experienced a fire in their business establishment.

The age and types of buildings in an area directly impact service level requirements. Older buildings that have no built-in fire protection systems present an inherently greater risk than modern buildings. Metro Fire's CRA determined that the vast majority of structures throughout the District's jurisdiction are single-family residential buildings that do not have fixed fire protection systems or equipment installed. There are over 273,000 housing units in Metro Fire's service area, with 78% being built more than 35 years ago, before modern building codes included robust provisions for fire protection. The CRA also found that 30% of business establishments do not have fire sprinkler systems.



224,299
Total Parcels



$102 Billion
Parcel Value



274,456
Housing Units

Critical Facilities

Sacramento County's Local Hazard Mitigation Plan (LHMP) classifies critical facilities by the following categories: essential service facilities, at-risk population facilities, and hazardous materials and solid waste facilities.

4,200+ **Essential Service Facilities**
Public safety, emergency response, emergency medical, designated emergency shelters, communications, public utility plant facilities and equipment, and government operations facilities

1,200+ **At-Risk Population Facilities**
Pre-schools, public and private primary and secondary schools, before and after school care centers, daycare centers, group homes, and assisted living residential or congregate care facilities

200+ **Hazardous Materials and Solid Waste Facilities**
Any facility that could, if adversely impacted, release hazardous materials or waste in sufficient amounts during a hazard event that would create harm to people, the environment and property

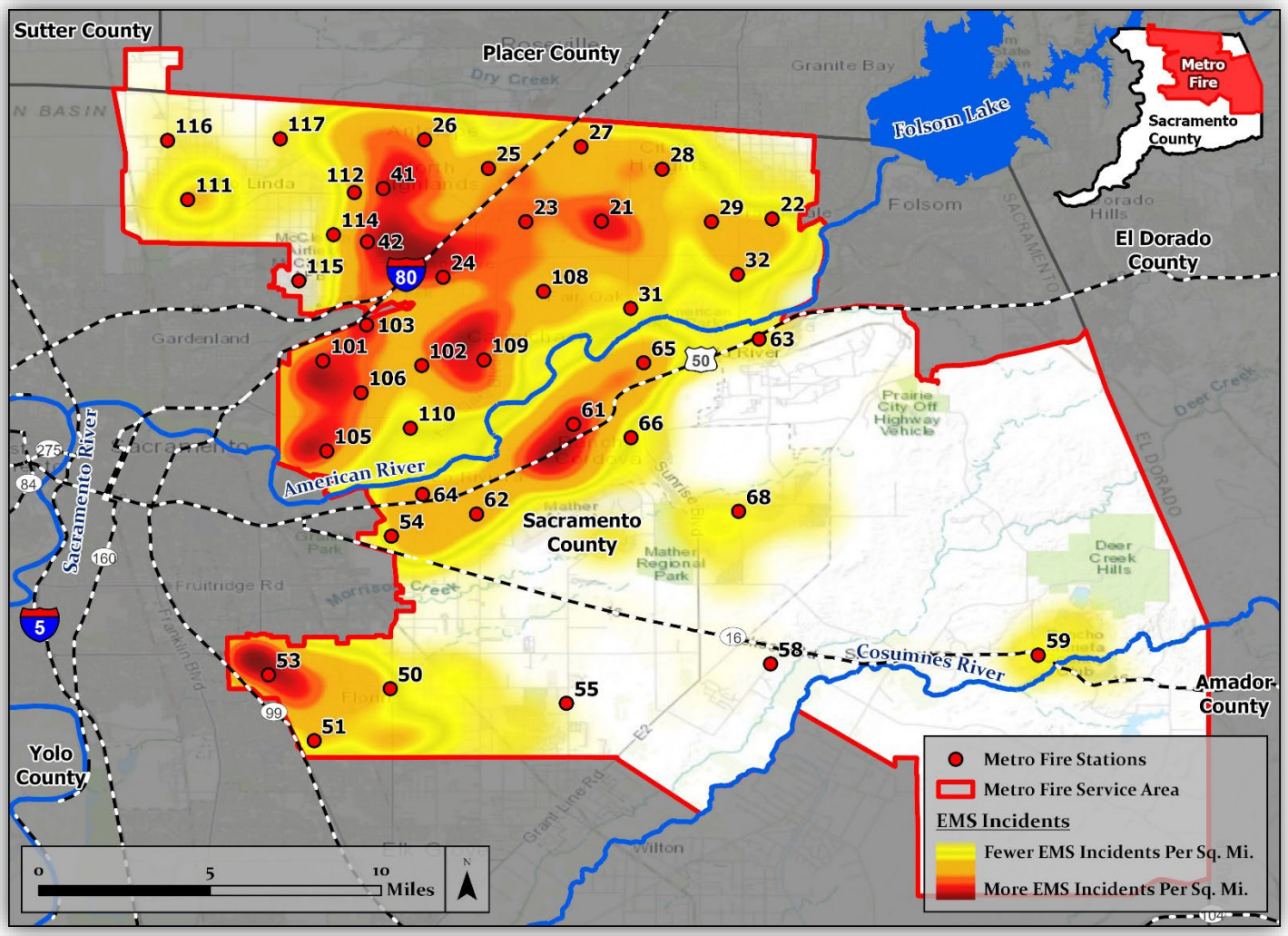
According to the County's LHMP, there are more than 4,200 critical facilities in Metro Fire's jurisdiction including over 2,850 Essential Service Facilities, more than 1,200 At-Risk Population Facilities, and over 200 Hazardous Materials and Solid Waste Facilities. Some of these critical facilities include twelve miles of mass transit/ light rail system, 45 miles of mainline freight railroad tracks, 30 miles of interstate highways, two airports, three hospitals, hazardous materials manufacturing and storage sites (including energetic materials development and testing), three flammable liquid bulk storage facilities, water and sewage treatment facilities, petroleum storage facilities, government administration offices (local, state and federal), critical data storage centers, utility lines (including water distribution pipelines), interstate high volume and high pressure underground pipelines, utility distribution hubs (transmitters, transformers, pumping stations), critical bridges, and water impoundments for public drinking water.

The protection of critical facilities throughout Metro Fire's service area is a consideration in determining appropriate levels of service in order to mitigate the associated risks.

Non-Structural Risk

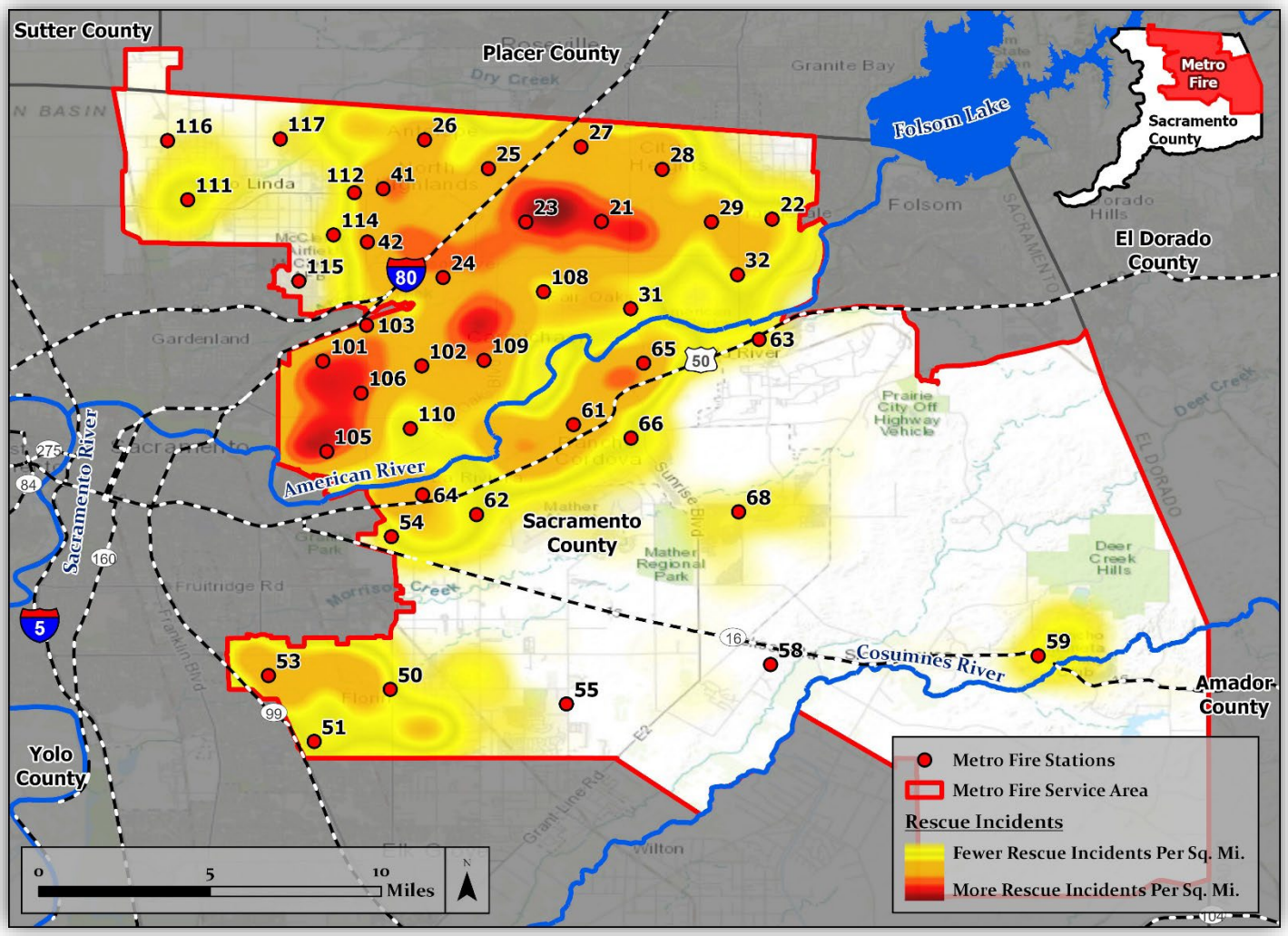
EMS Incident History

Metro Fire's CRA determined that EMS incident responses, like fire responses, are also clustered in the northwest and southwest quadrants of the District's service area. 2024 incident data is shown below and indicates that the distribution of EMS incidents remains largely unchanged since 2023. EMS incidents continue to account for the majority of Metro Fire's total call volume, representing approximately 84% of overall responses provided. Total EMS response increased around 1% as compared to 2023.



Technical Rescue Incident History

Technical Rescue incidents generally follow a similar trend, with the greatest concentration of incidents still clustered around the Greenback Lane corridor in Citrus Heights and the Folsom Boulevard corridor in Rancho Cordova. Technical Rescue incidents once again accounted for 4% of overall responses provided. Total Technical Rescue response stayed consistent with 2023.

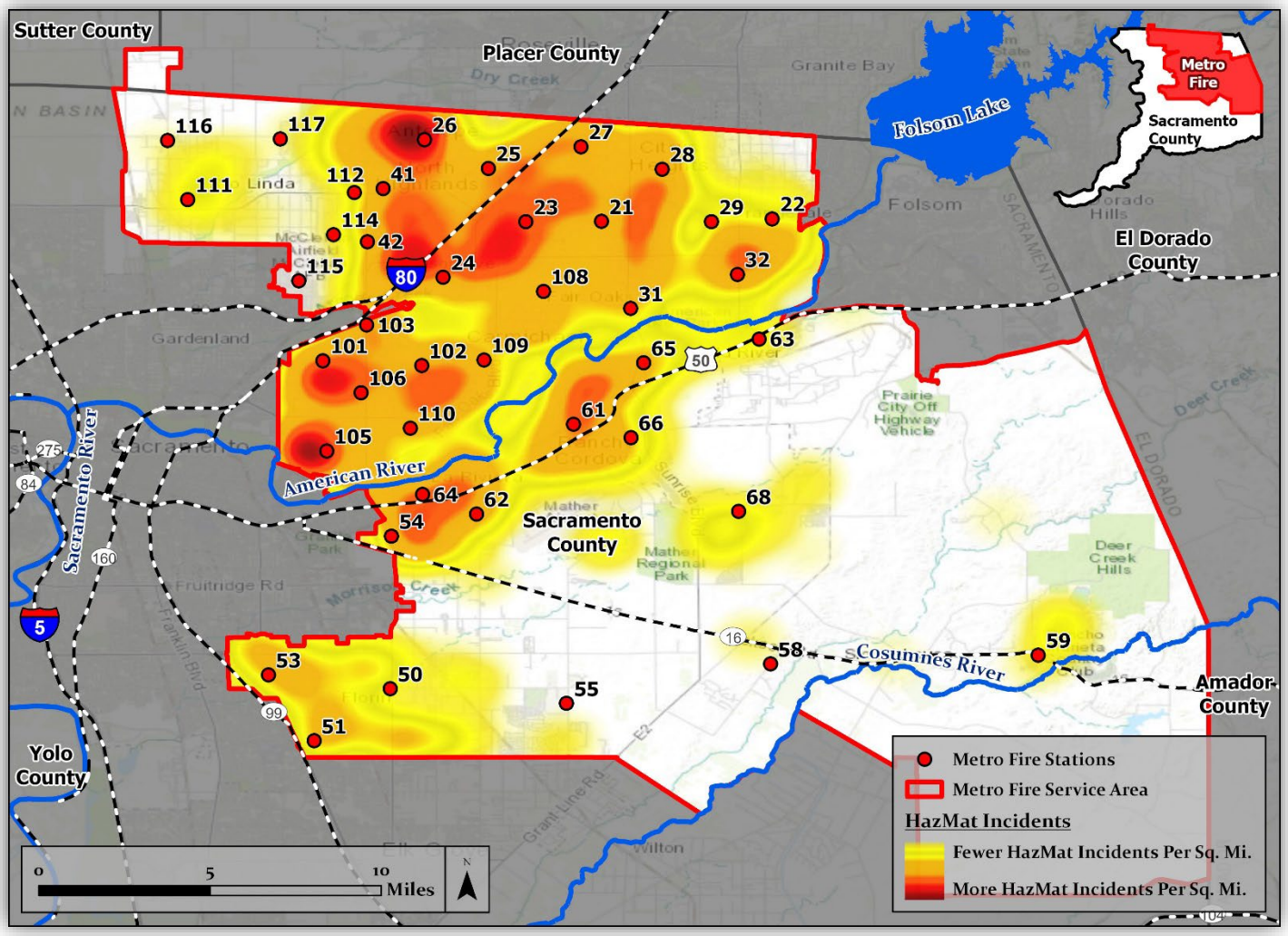


Hazardous Materials Incident History

Technological or man-made hazards include transportation and industrial hazards. Transportation hazards involve land, sea, and air transportation systems and include the infrastructure which support such systems. I-5, CA-99, and passenger/cargo aircraft operations at the Sacramento International Airport present a variety of hazards. Thousands of cars, trucks, and buses travel these highways daily, routinely causing traffic accidents that present challenges to fire and rescue service. Primary concerns for traffic related incidents are stabilizing the injured, rescuing entrapped persons, and preventing fire or further accidents from occurring. Major roadway construction resulting from aging infrastructure is also an ongoing issue that impedes access to freeways and highways throughout Metro Fire's jurisdiction.

Traffic incidents aren't the only transportation-related risk; hazardous materials that are frequently transported on California's freeways, bulk flammable liquids that are stored at the airport, underground flammable liquid and gas pipelines, and electrical transmission lines present further risks, all of which require highly specialized response capabilities.

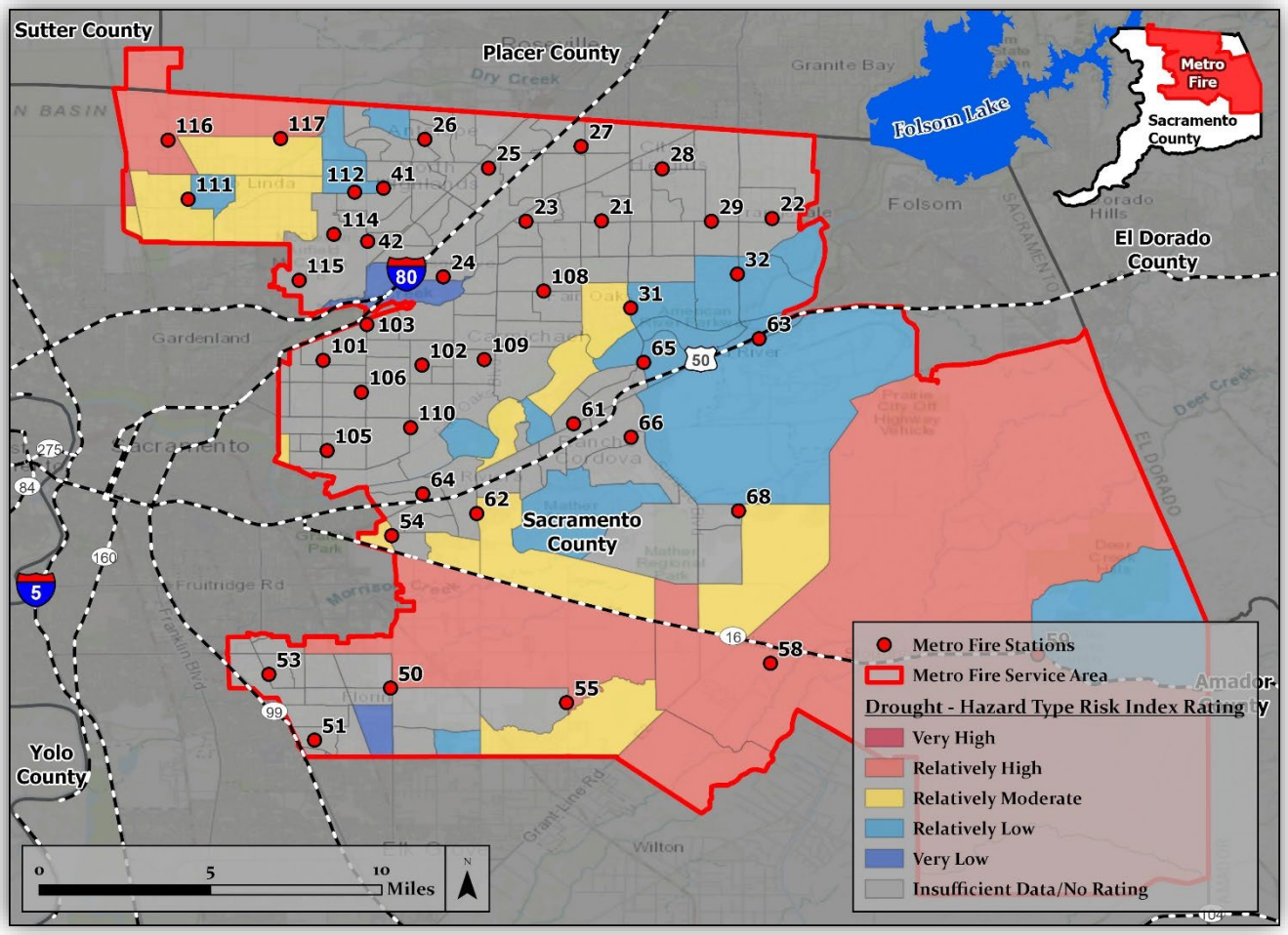
As was previously mentioned, the County's LHMP identified over 200 hazardous materials and solid waste facilities in Metro Fire's jurisdiction. HazMat incidents account for 1% of Metro Fire's overall responses and are clustered in the northwest quadrant of the District's service area. Total HazMat response remained consistent as compared to 2023.



Natural Hazards

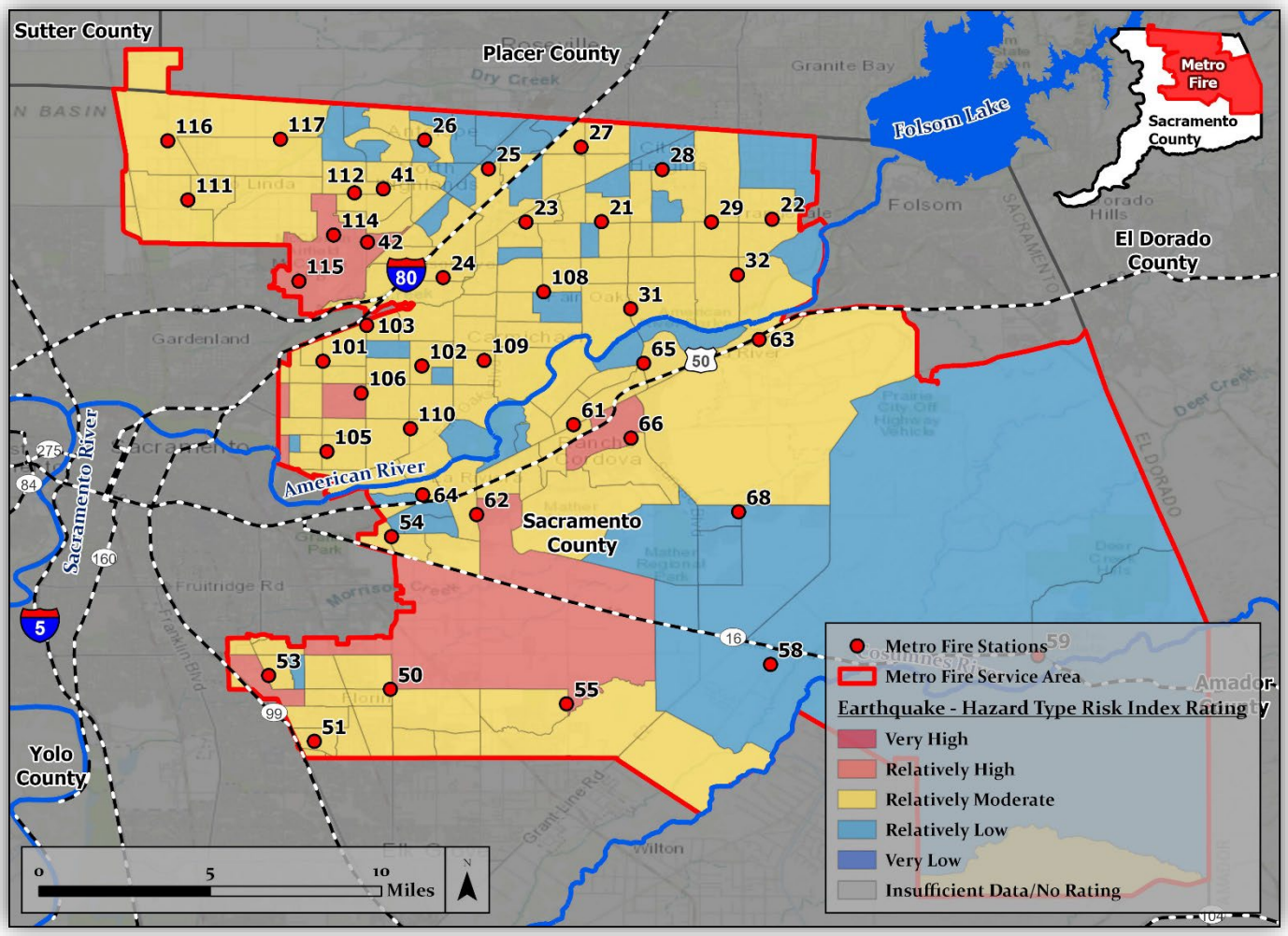
Drought

Metro Fire's CRA evaluated the risk of drought and found a large portion of the District's service area is rated at relatively moderate to very high. Elverta, Rio Linda, and Mather have a relatively moderate risk while Vineyard, Florin, and Rancho Cordova have a relatively high risk. Drought poses a high risk in Rancho Murieta and Sloughhouse.



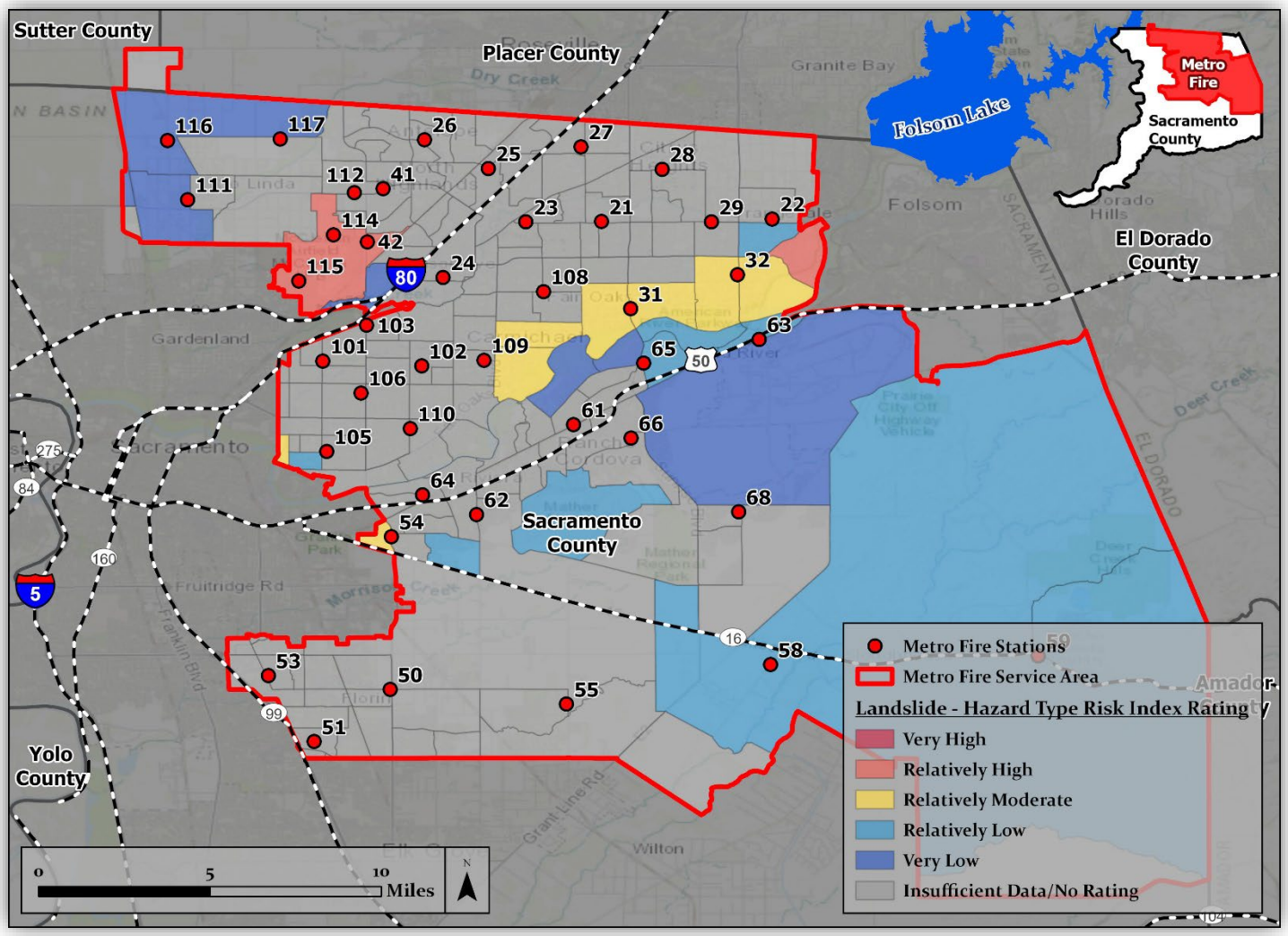
Earthquake

According to the CRA, the risk of earthquake to Metro Fire's service area is mostly relatively moderate, with a higher risk in the Vineyard and Florin areas.



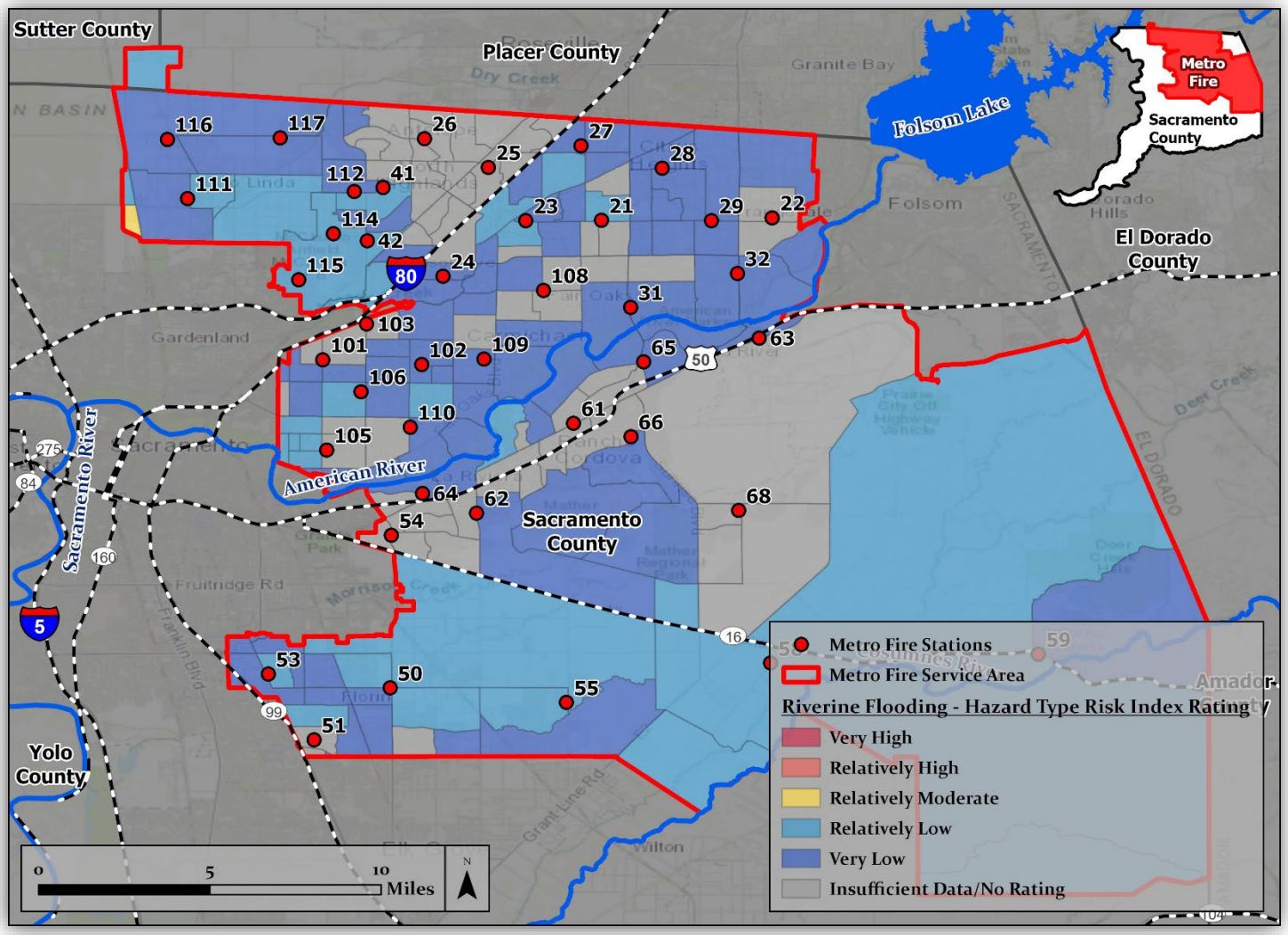
Landslide

The CRA determined that the risk of landslide is mostly very low. There are some areas where risk is relatively low including Carmichael, Fair Oaks, Gold River, Rancho Murieta, and Sloughhouse. Orangevale is the only area with a relatively moderate risk of landslide.



Flood

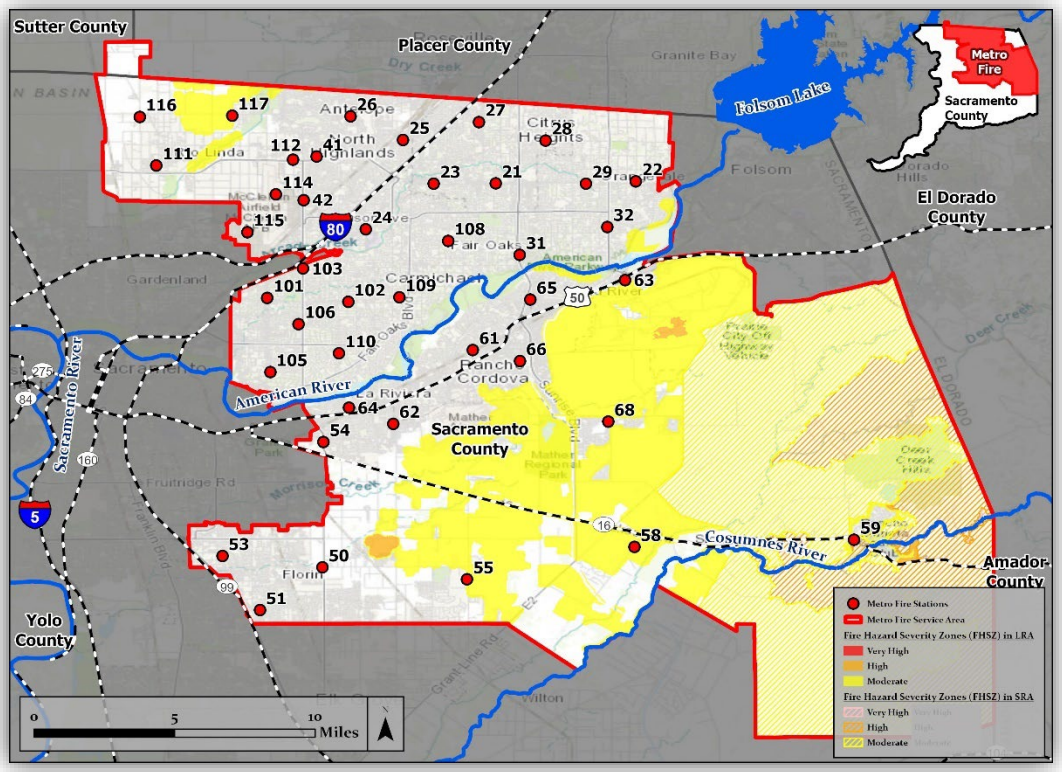
The American River essentially bisects Metro Fire's jurisdiction and presents the hazards of riverine flooding, steep topography, and vegetation along its banks; the Folsom dam is located just outside Metro Fire's area and controls the river's flow. The Cosumnes River, along with several creeks and canals, also run through Metro Fire's service area. Metro Fire's CRA found that the risk of flood varies throughout the District's service area, with nearly half having a relatively low risk and the other half a relatively moderate risk.



Special Hazards

Wildland Urban Interface

While the threat of wildfire is generally considered low District-wide, Metro Fire's 2025 Fire Hazard Severity Zone (FHSZ) Map, as recommended by the State Fire Marshal, indicates significant portions of the District's service area is designated as moderate fire hazard severity zone. Additional information from the Fireshed Registry delineates wildland urban interface (WUI) area. WUI is a general term that applies to development that is adjacent to, or in close proximity to, significant open space, where the natural forested landscape and urban-built environment meet or intermix. The WUI is defined within Metro Fire's jurisdiction as parcels that have abundant wildland fuels. More specifically, these are parcels with at least one-half acre of wildland vegetation, as mapped by CAL FIRE, and parcels within 1,000 feet of large areas of wildland vegetation. A significant portion of wildland area is found within the boundaries of Battalion 14, including a portion of State Responsibility Area (SRA).



While the majority of the risk from fires and other emergencies is concentrated in more populous communities throughout the District, the nature of the vegetation throughout the District poses a constant risk of WUI fires. As development continues to progress throughout the County and the District, especially in these interface areas, the risk and vulnerability to wildfires will likely increase.

Potential impacts from wildfire include loss of life and injuries; damage to structures and other improvements, natural and cultural resources, croplands, and loss of recreational opportunities. WUI fires can cause short-term and long-term disruption to the District. Fires can have devastating effects on watersheds through loss of vegetation and soil erosion, which may impact the District by changing runoff patterns, increasing sedimentation, reducing natural and reservoir water storage capacity, and degrading water quality. Fires can also affect air quality in the District; smoke and air pollution from WUI fires can be a severe health hazard.

Risk Assessment - Battalions

Metro Fire utilized the CRA, LHMP, and FHSZ Map to conduct a risk assessment by battalion and by first due response area. Some of the factors considered in compiling the battalion risk assessments include battalion call volume, population indicators, property risk indicators, values at risk, population density, and geographic and target hazards. Battalion and first due risk assessments are shown on the following pages.

Battalion 5

Battalion Risk Assessment

FIRST DUE RESPONSE AREAS

Station 24	Station 42	Station 115
Station 25	Station 111	Station 116
Station 26	Station 112	Station 117
Station 41	Station 114	

RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

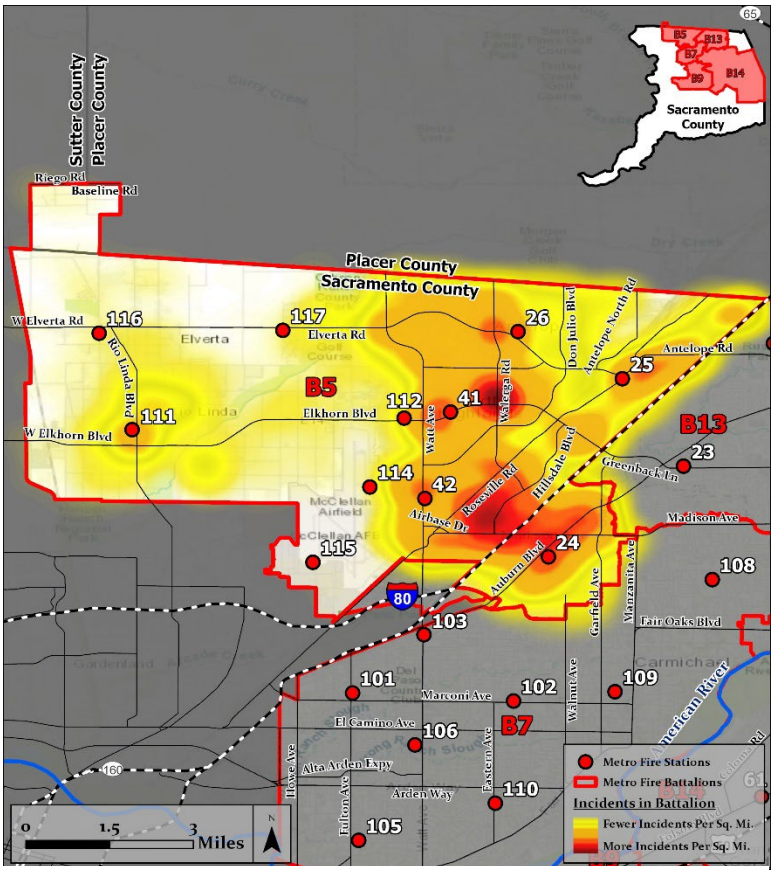
VALUES AT RISK

169,768	45.7 Sq.Mi.	$17,021,542,636
Population	Land Area	Property Value

Battalion 5 encompasses eleven first due response areas that serve the communities of North Highlands, Foothill Farms, Antelope, Citrus Heights, Rio Linda, Elverta, McClellan Park, and a portion of Placer County's Dry Creek area. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Arcade Creek, Cripple Creek, Steelhead Creek, and Magpie Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, McClellan Airport, and Rio Linda Airport that run throughout the area.

TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	882	-12%	Good Intent	2,380	+1%
Overpressure	9	+29%	False Call	743	+1%
EMS	15,863	+2%	Weather/Disaster	3	-86%
HazMat	220	-29%	Other Situation	8	+167%
Service Call	1,520	-5%			
			Total Calls	21,628	-



POPULATION RISK INDICATORS

3,718 Population Density (per sq. mi.)	36% Population Under 14 & Over 65	14% Households Below Poverty Line
26% Households with Disability	5% Uninsured/ Medicaid Population	34% Non-English Speaking Households

PROPERTY RISK INDICATORS

Total Parcels	46,944	Residential	92%
		Commercial/Indust	3%
		Other	5%
Total Housing Units	57,142	Rented	41%
		Owner-Occupied	59%
		Built 65+ Years Ago	16%

HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

Station 24

First Due Risk Assessment

VALUES AT RISK

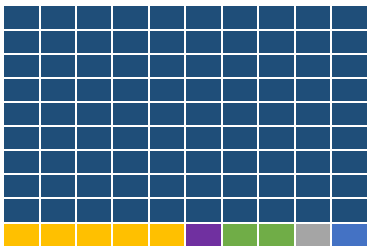
27,347	4.3 Sq.Mi.	$2,741,659,667
Population	Land Area	Property Value

Station 24 protects a first due area of North Highlands, Carmichael, Foothill Farms, and Arden-Arcade. Several commercial and transportation corridors, along with a higher prevalence of incidents involving homeless. Geographic hazards include waterways like the American River, Arcade Creek, and Magpie Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80.

POPULATION RISK INDICATORS

6,320	40%	19%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
24%	**6%**	**34%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,667
Residential	90%
Commercial	5%
Industrial	1%
Vacant	2%
Exempt	1%
Other	1%

Total Housing Units	10,617
63% Rented	37% Owner-Occupied
Units Built 35-64 Years Ago	71%
Units Built 65+ Years Ago	16%

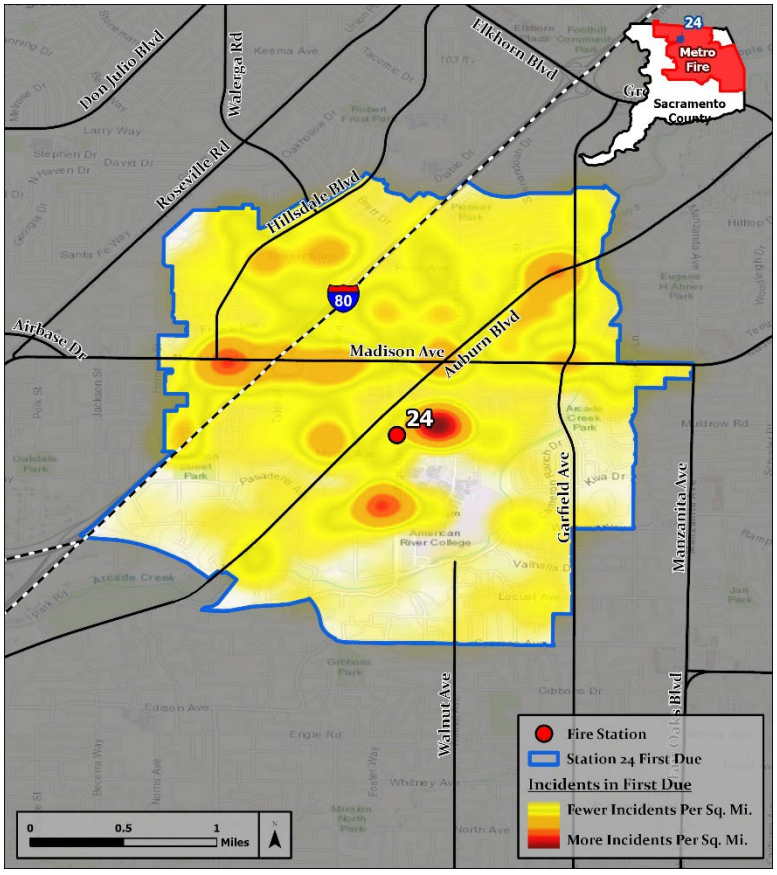


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	214	+16%	Good Intent	456	+3%
Overpressure	1	+100%	False Call	143	-5%
EMS	3,358	+1%	Weather/Disaster	1	-67%
HazMat	41	-48%	Other Situation	3	+300%
Service Call	291	-14%			
			Total Calls	4,508	-



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Low	Medium	Low	Medium-Low

Station 25

First Due Risk Assessment

VALUES AT RISK

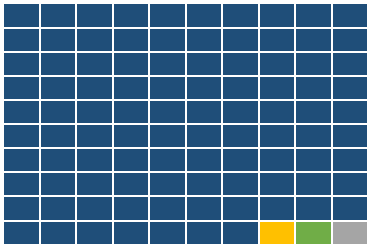
28,782	5.1 Sq.Mi.	$2,911,646,005
Population	Land Area	Property Value

Station 25 protects a first due area that encompasses portions of Citrus Heights, Antelope, and Foothill Farms. Wood shake roof are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Cripple Creek, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80 that run in this area.

POPULATION RISK INDICATORS

5,614 Population Density (per sq. mi.)	**37%** Population Under 14 & Over 65	**9%** Households Below Poverty Line
28% Households with Disability	**5%** Uninsured/ Medicaid Population	**32%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	9,022
Residential	97%
Commercial	1%
Industrial	0%
Vacant	1%
Exempt	1%
Other	0%

Total Housing Units	10,023
28% Rented	72% Owner-Occupied
Units Built 35-64 Years Ago	75%
Units Built 65+ Years Ago	3%



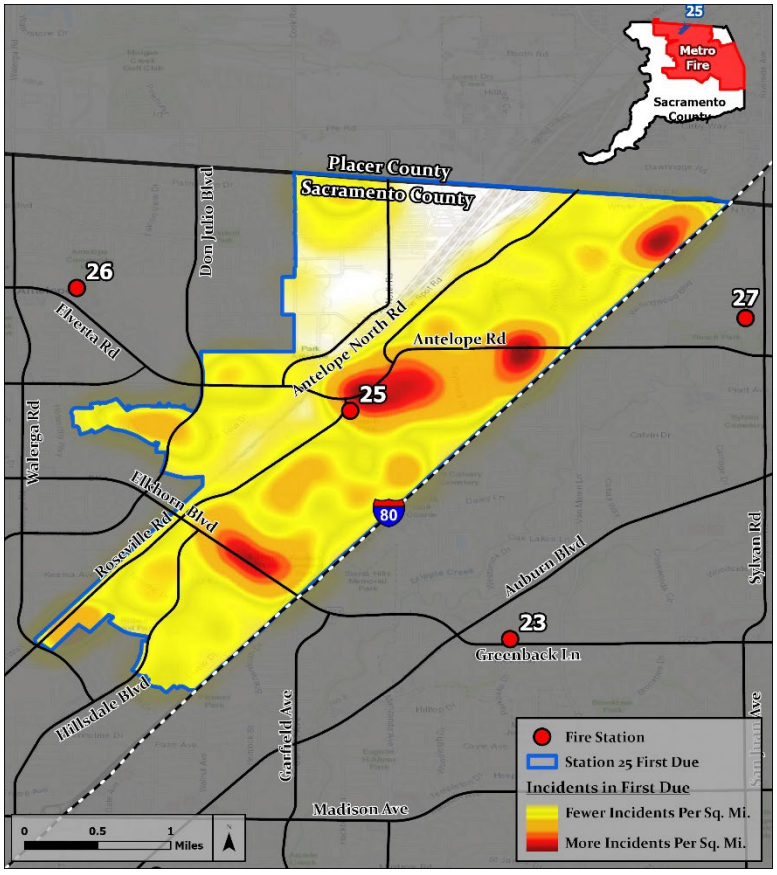
RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	128	-30%	Good Intent	391	-8%
Overpressure	1	-	False Call	90	-17%
EMS	2,568	-1%	Weather/Disaster	1	-67%
HazMat	32	+19%	Other Situation	0	-
Service Call	285	-15%			
			Total Calls	3,496	-5%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium	Medium-High	Low	Medium	Low	Medium-Low

Station 26

First Due Risk Assessment

VALUES AT RISK

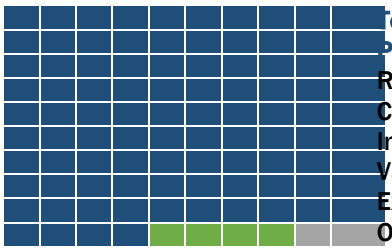
36,692	3.8 Sq.Mi.	$3,900,908,380
Population	Land Area	Property Value

Station 26 protects a first due area that encompasses a portion of Antelope. Wood shake roofs are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as Dry Creek and Sierra Creek. Target hazards include the Union Pacific Railroad and a natural gas pipeline, both which run throughout the area.

POPULATION RISK INDICATORS

9,439 Population Density (per sq. mi.)	**35%** Population Under 14 & Over 65	**10%** Households Below Poverty Line
23% Households with Disability	**4%** Uninsured/ Medicaid Population	**37%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	10,278
Residential	94%
Commercial	0%
Industrial	0%
Vacant	4%
Exempt	2%
Other	0%

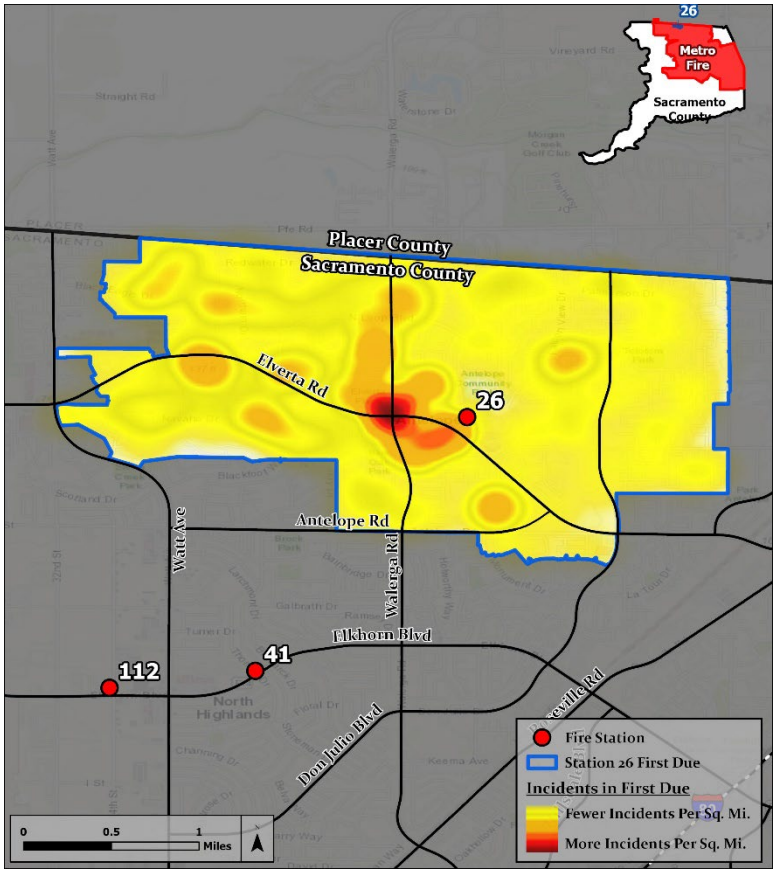
Total Housing Units	11,306
36% Rented	65% Owner-Occupied
Units Built 35-64 Years Ago	34%
Units Built 65+ Years Ago	4%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low			Low	
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	80	+29%	Good Intent	309	+13%
Overpressure	3	+200%	False Call	126	-16%
EMS	2,154	+1%	Weather/Disaster	0	-100%
HazMat	35	+21%	Other Situation	1	+100%
Service Call	198	+4%			
			Total Calls	2,906	+4%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium	Medium-High	Medium-Low	Medium	Low	Low

Station 41

First Due Risk Assessment

VALUES AT RISK

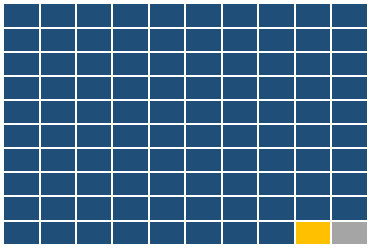
28,887	2.9 Sq.Mi.	$1,812,945,581
Population	Land Area	Property Value

Station 41 protects a first due area that encompasses portions of North Highlands and Foothill Farms. Wood shake roofs are more prevalent in this area with a high prevalence of incidents involving homeless. Geographic hazards include waterways such as Magpie Creek and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, and McClellan Airport that run in this area.

POPULATION RISK INDICATORS

10,083 Population Density (per sq. mi.)	29% Population Under 14 & Over 65	18% Households Below Poverty Line
29% Households with Disability	4% Uninsured/ Medicaid Population	36% Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,664
Residential	98%
Commercial	1%
Industrial	0%
Vacant	0%
Exempt	1%
Other	0%

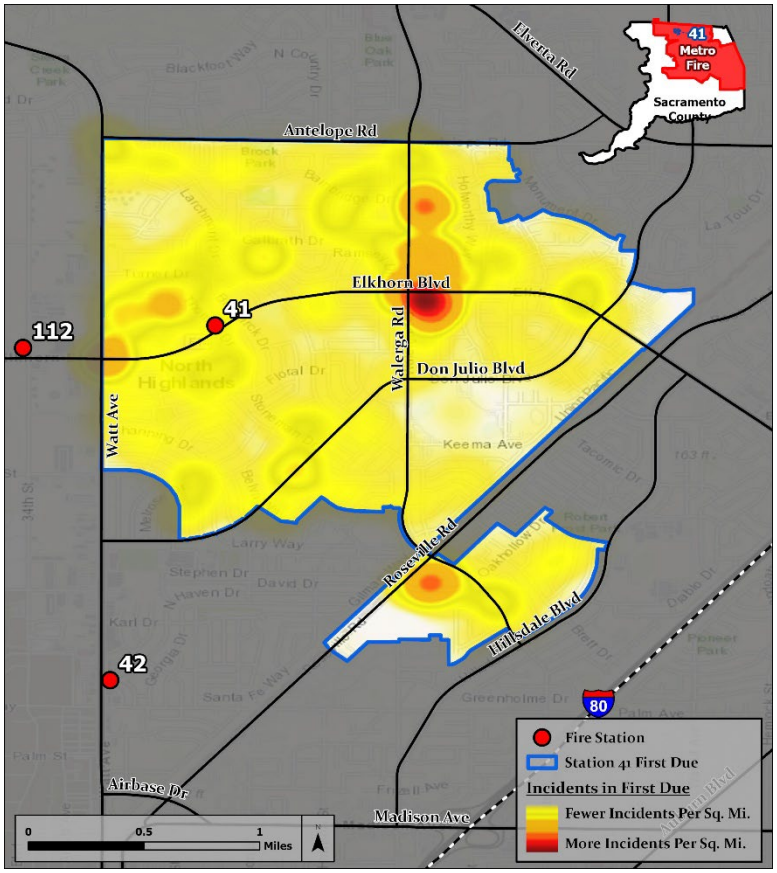
Total Housing Units	9,361
51% Rented	49% Owner-Occupied
Units Built 35-64 Years Ago	66%
Units Built 65+ Years Ago	23%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	98	-41%	Good Intent	395	+6%
Overpressure	0	-100%	False Call	113	+14%
EMS	2,749	+11%	Weather/Disaster	0	-500%
HazMat	30	-33%	Other Situation	0	-100%
Service Call	240	-7%			
			Total Calls	3,430	+6%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Medium-Low	Medium	Low	Medium-Low

Station 42

First Due Risk Assessment

VALUES AT RISK

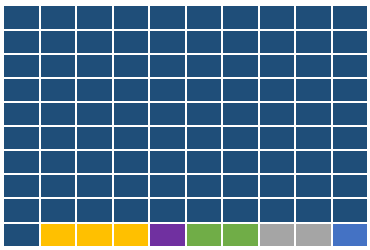
15,211	2 Sq.Mi.	$1,021,869,923
Population	Land Area	Property Value

Station 42 protects a first due area that encompasses portions of North Highlands and Foothill Farms. Wood shake roofs are more prevalent in this area with a high prevalence of incidents involving homeless. Geographic hazards include waterways such as Magpie Creek and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, Interstate 80, and McClellan Airport that run in this area.

POPULATION RISK INDICATORS

7,533 Population Density (per sq. mi.)	**39%** Population Under 14 & Over 65	**21%** Households Below Poverty Line
28% Households with Disability	**4%** Uninsured/ Medicaid Population	**37%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**3,305**
Residential	91%
Commercial	3%
Industrial	1%
Vacant	2%
Exempt	2%
Other	1%

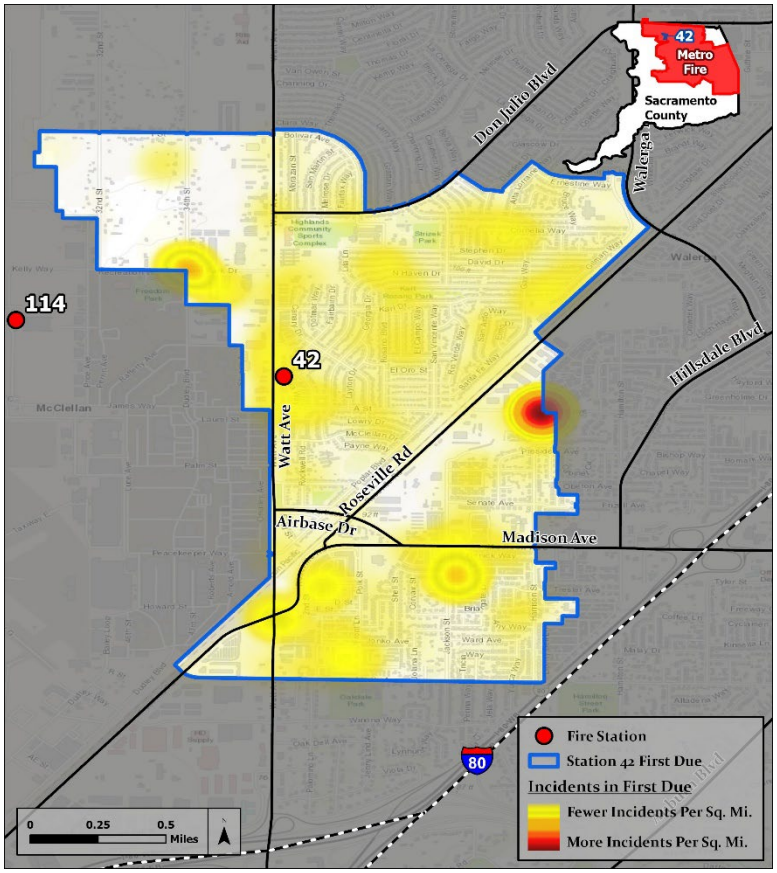
Total Housing Units	**5,030**
53% Rented	**47%** Owner-Occupied
Units Built 35-64 Years Ago	48%
Units Built 65+ Years Ago	41%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	86	-39%	Good Intent	317	-6%
Overpressure	1	-	False Call	80	-1%
EMS	1,893	-5%	Weather/Disaster	0	-100%
HazMat	20	-44%	Other Situation	3	+200%
Service Call	157	-4%			
			Total Calls	**2,750**	**-7%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium	Medium-Low	Medium	Low	Medium-Low

Station 111

First Due Risk Assessment

VALUES AT RISK

12,405	6.7 Sq.Mi.	$1,174,901,638
Population	Land Area	Property Value

Station 111 protects a first due area that encompasses a portion of Rio Linda and Elverta. Topography includes an agricultural products dealer and an asphalt plant, along with grass fires and mobile/RV homes in the area. Geographic hazards include waterways such as Dry Creek and Steelhead Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, and Rio Linda Airport run throughout the area.

POPULATION RISK INDICATORS

1,843	39%	16%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
29%	**5%**	**25%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	4,238
Residential	88%
Commercial	2%
Industrial	0%
Vacant	5%
Exempt	4%
Other	1%

Total Housing Units	4,032
27% Rented	73% Owner-Occupied
Units Built 35-64 Years Ago	49%
Units Built 65+ Years Ago	32%

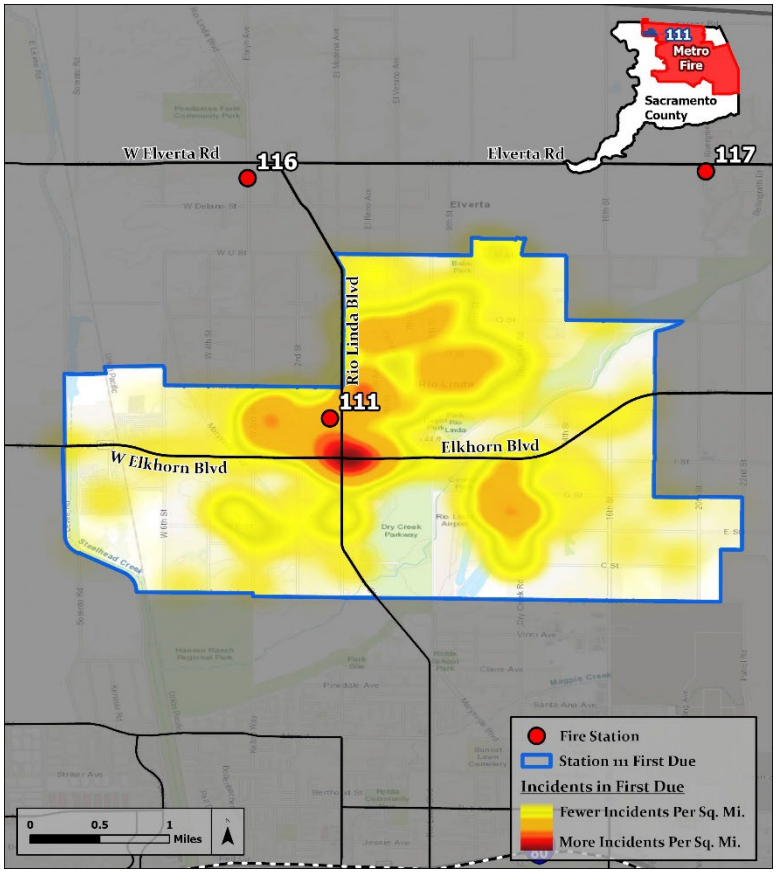


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	73	-16%	Good Intent	174	-3%
Overpressure	0	-	False Call	53	+66%
EMS	1,135	-8%	Weather/Disaster	1	-
HazMat	25	-19%	Other Situation	0	-
Service Call	144	35%			
			Total Calls	1,605	-4%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-High	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium

Station 112

First Due Risk Assessment

VALUES AT RISK

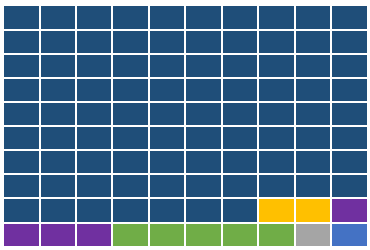
8,805	4 Sq.Mi.	$1,121,219,956
Population	Land Area	Property Value

Station 112 protects a first due area that encompasses portions of Rio Linda, Antelope, and North Highlands. Geographic hazards include waterways such as Dry Creek, Sierra Creek, Steelhead Creek, Magpie Creek, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline and fuel tank farm, McClellan Airport, Rio Linda Airport, and Interstate 80 run throughout this area.

POPULATION RISK INDICATORS

2,173 Population Density (per sq. mi.)	**38%** Population Under 14 & Over 65	**11%** Households Below Poverty Line
23% Households with Disability	**3%** Uninsured/ Medicaid Population	**35%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**2,713**
Residential	87%
Commercial	2%
Industrial	4%
Vacant	5%
Exempt	1%
Other	1%

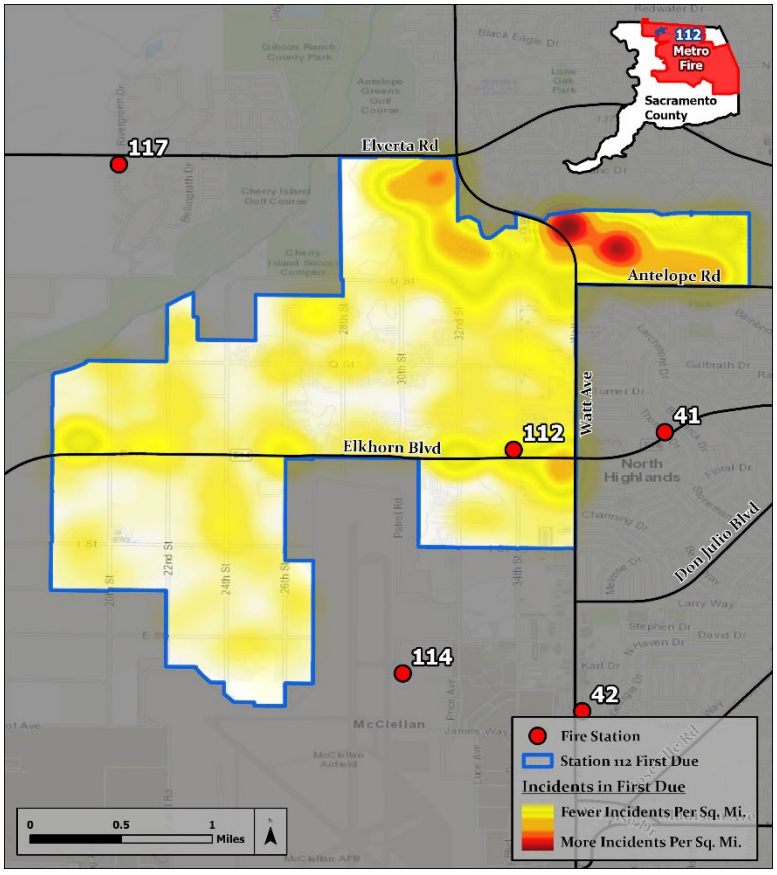
Total Housing Units	**2,868**
33% Rented	**67%** Owner-Occupied
Units Built 35-64 Years Ago	67%
Units Built 65+ Years Ago	15%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	84	+5%	Good Intent	136	-9%
Overpressure	0	-100%	False Call	44	+22%
EMS	789	+6%	Weather/Disaster	0	-100%
HazMat	12	-29%	Other Situation	0	-100%
Service Call	62	-23%			
			Total Calls	**1,106**	**+2%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Medium	Low	Medium

Station 114

First Due Risk Assessment

VALUES AT RISK

993	2.9 Sq.Mi.	$330,072,029
Population	Land Area	Property Value

Station 114 protects a first due area that encompasses a portion of McClellan Park, an EPA superfund site with adjacent transportation corridors as well as military and aviation legacy structures. Geographic hazards include waterways such as Magpie Creek. Target hazards include the McClellan Airport, McClellan Nuclear research Center, Interstate 80, the Union Pacific Railroad, and a natural gas pipeline.

POPULATION RISK INDICATORS

340	40%	45%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
20%	**2%**	**0%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	236
Residential	3%
Commercial	13%
Industrial	52%
Vacant	11%
Exempt	15%
Other	6%

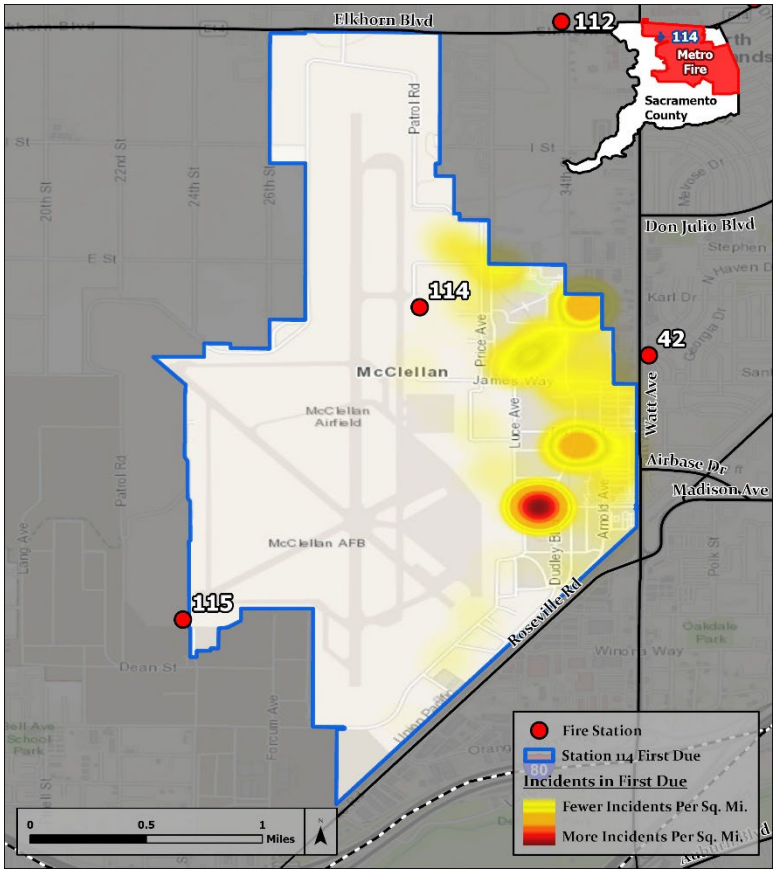
Total Housing Units	321
2% Rented	98% Owner-Occupied
Units Built 35-64 Years Ago	32%
Units Built 65+ Years Ago	29%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	20	+11%	Good Intent	58	+45%
Overpressure	0	-100%	False Call	61	-14%
EMS	314	+24%	Weather/Disaster	0	-
HazMat	10	-9%	Other Situation	0	-
Service Call	28	+56%			
			Total Calls	491	+19%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium-Low	Medium	Medium-Low	Medium	Low	Medium-Low

Station 115

First Due Risk Assessment

VALUES AT RISK

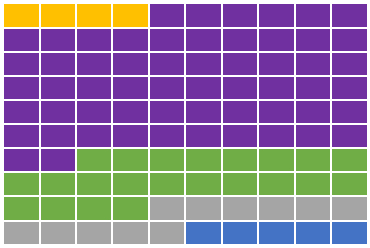
-	1.1 Sq.Mi.	$825,164,709
Population	Land Area	Property Value

Station 115 protects a first due area that encompasses a portion of McClellan Park. This is an EPA superfund site with adjacent transportation corridors as well as military and aviation legacy structures. Geographic hazards include waterways such as Magpie Creek. Target hazards include the McClellan Airport, Interstate 80, the Union Pacific Railroad, and a natural gas pipeline run throughout this area.

POPULATION RISK INDICATORS

-	-	-
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
-	-	-
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	83
Residential	0%
Commercial	4%
Industrial	58%
Vacant	22%
Exempt	11%
Other	5%

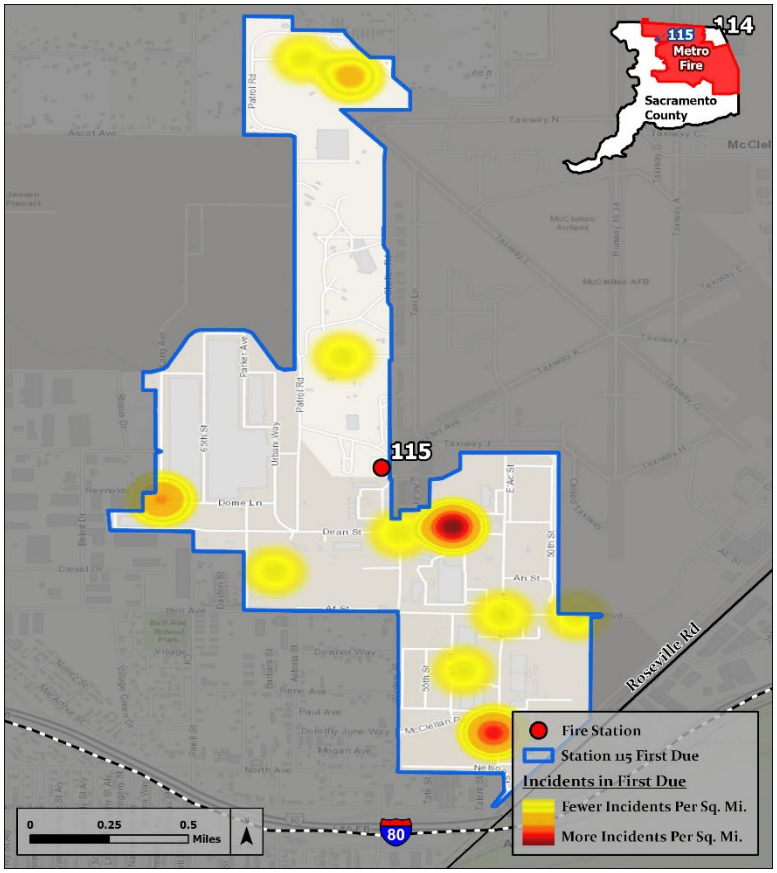
Total Housing Units	0
-	-
Rented	Owner-Occupied
Units Built 35-64 Years Ago	-
Units Built 65+ Years Ago	-

RISK MATRIX

Probability					
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
		Impact			

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	0	-100%	Good Intent	7	-
Overpressure	0	-	False Call	6	-100%
EMS	7	-22%	Weather/Disaster	0	-
HazMat	0	-	Other Situation	0	-
Service Call	1	-50%			
			Total Calls	21	-9%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium-Low	Medium	Medium-Low	Medium	Low	Medium-Low

Station 116

First Due Risk Assessment

VALUES AT RISK

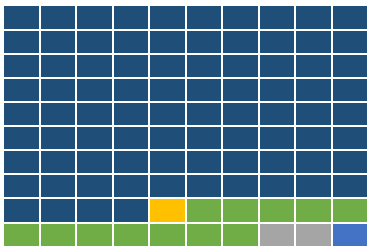
3,684	6.4 Sq.Mi.	$368,717,715
Population	Land Area	Property Value

Station 116 protects a first due area that encompasses Elverta, Rio Linda, and Placer Vineyards. First-due hazards include an agricultural products dealer and an asphalt plant, along with multiple outbuildings. Geographic hazards include waterways such as Steelhead Creek and Dry Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, and Rio Linda Airport run throughout the area.

POPULATION RISK INDICATORS

573	38%	8%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
24%	**4%**	**22%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	1,298
Residential	84%
Commercial	1%
Industrial	0%
Vacant	12%
Exempt	2%
Other	1%

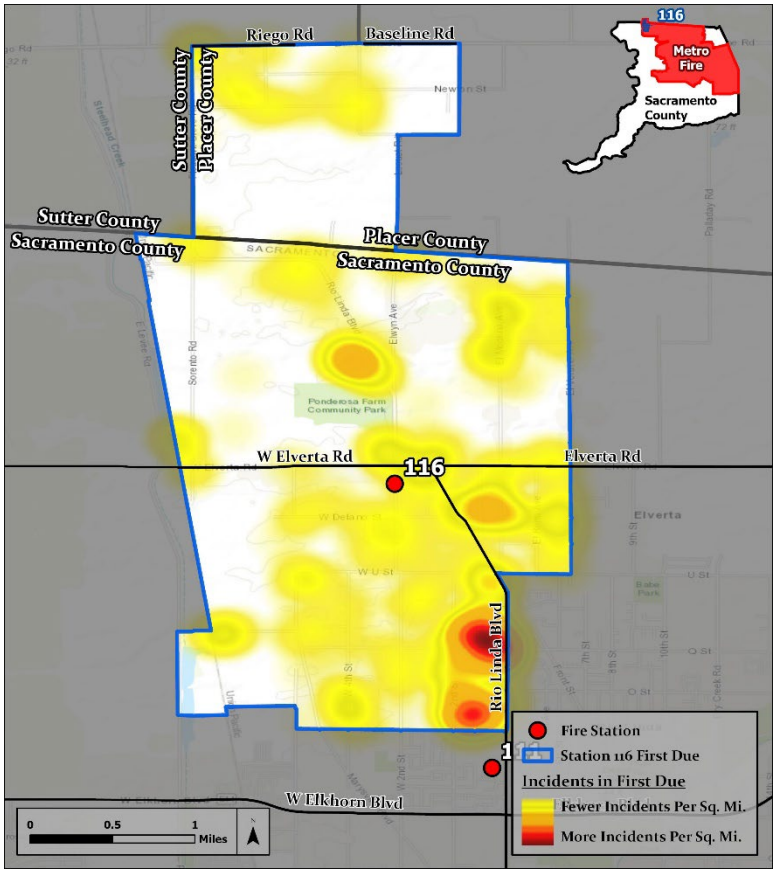
Total Housing Units	1,268
18% Rented	82% Owner-Occupied
Units Built 35-64 Years Ago	48%
Units Built 65+ Years Ago	28%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	25	-	Good Intent	55	+31%
Overpressure	0	-	False Call	5	-58%
EMS	339	+9%	Weather/Disaster	0	-
HazMat	10	-47%	Other Situation	0	-
Service Call	37	+9%			
			Total Calls	**471**	**+7%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Low	Medium-Low	Medium	Medium	Low	Medium

Station 117

First Due Risk Assessment

VALUES AT RISK

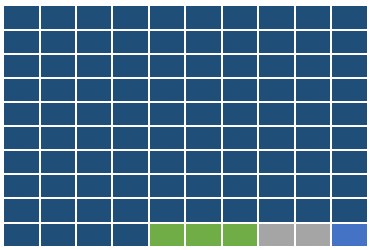
7,342	6.2 Sq.Mi.	$812,437,033
Population	Land Area	Property Value

Station 117 protects a first due area that encompasses Elverta, but also a portion of Rio Linda and Antelope. Wood shake roofs are more prevalent in this area along with lots of multiple outbuildings and grass fires. Geographic hazards include waterways such as Steelhead Creek, Dry Creek, and Sierra Creek. Target hazards include the Union Pacific Railroad, McClellan Airport, Rio Linda Airport, and a natural gas pipeline.

POPULATION RISK INDICATORS

1,182	37%	7%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
26%	**4%**	**31%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	2,441
Residential	94%
Commercial	0%
Industrial	0%
Vacant	3%
Exempt	2%
Other	1%

Total Housing Units	2,336
22% Rented	78% Owner-Occupied
Units Built 35-64 Years Ago	57%
Units Built 65+ Years Ago	11%

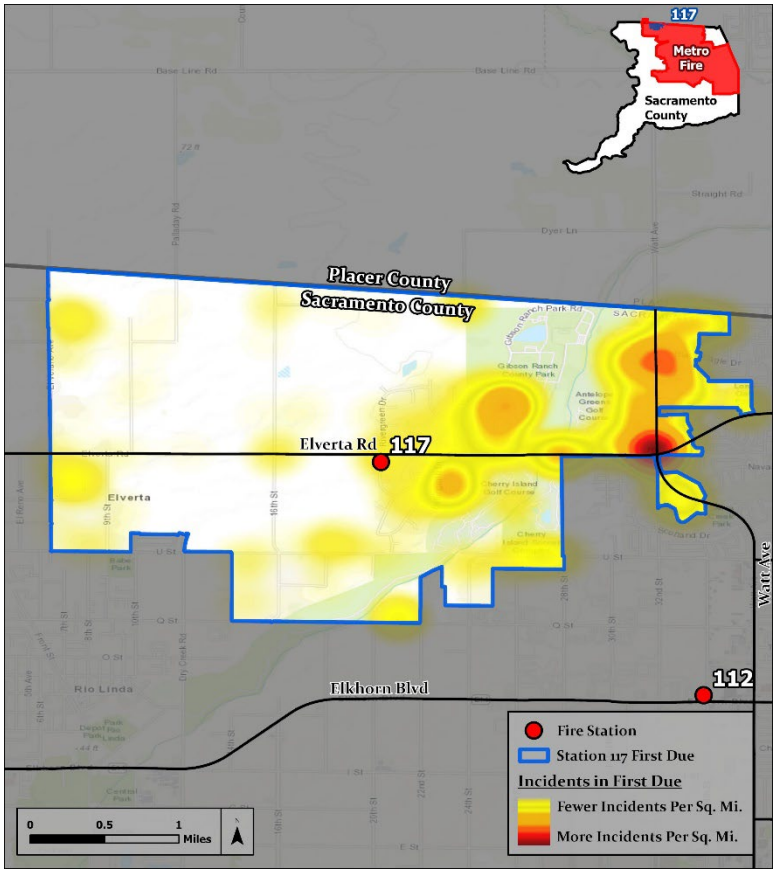


RISK MATRIX

Probability	Impact				
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	74	+48%	Good Intent	82	-
Overpressure	3	-	False Call	22	-33%
EMS	557	-4%	Weather/Disaster	0	-100%
HazMat	5	-67%	Other Situation	1	-
Service Call	77	-6%			
			Total Calls	821	-3%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Low	Medium-Low	Medium	Medium	Low	Medium

Battalion 7

Battalion Risk Assessment

FIRST DUE RESPONSE AREAS

Station 101	Station 106
Station 102	Station 108
Station 103	Station 109
Station 105	Station 110

VALUES AT RISK

162,558	30.2 Sq.Mi.	$23,076,095,893
Population	Land Area	Property Value

Battalion 7 encompasses eight first due response areas that serve the communities of Arden-Arcade, Carmichael, and Fair Oaks. There is a high prevalence of incidents involving homeless along with numerous multi-family apartment/condo complexes, and several commercial corridors. Geographic hazards include waterways such as the American River, and Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and the Capital City Freeway.

POPULATION RISK INDICATORS

5,360 Population Density (per sq. mi.)	41% Population Under 14 & Over 65	14% Households Below Poverty Line
24% Households with Disability	6% Uninsured/ Medicaid Population	24% Non-English Speaking Households

PROPERTY RISK INDICATORS

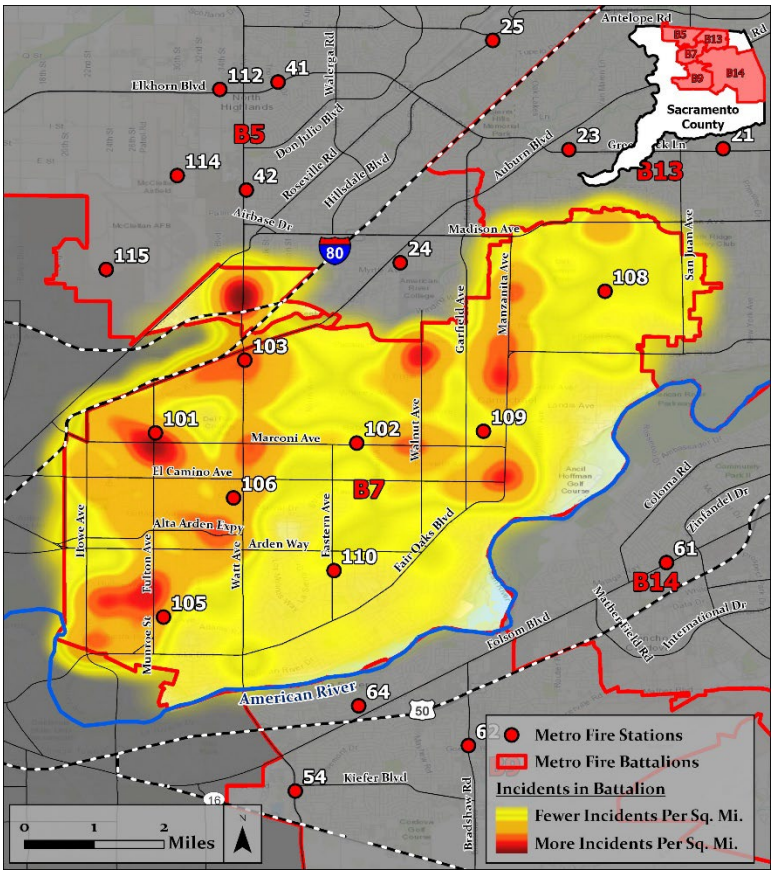
Total Parcels	43,814	Residential	92%
		Commercial/Indust	4%
		Other	4%
Total Housing Units	68,231	Rented	51%
		Owner-Occupied	49%
		Built 65+ Years Ago	33%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	696	+9%	Good Intent	3,203	-4%
Overpressure	16	+100%	False Call	1,123	+6%
EMS	17,720	+1%	Weather/Disaster	29	+71%
HazMat	264	-22%	Other Situation	5	+25%
Service Call	2,169	-4%			
			Total Calls	25,225	-



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

Station 101

First Due Risk Assessment

VALUES AT RISK

21,369	2.8 Sq.Mi.	$1,967,882,303
Population	Land Area	Property Value

Station 101 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

RISK MATRIX

Probability					
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
		Impact			

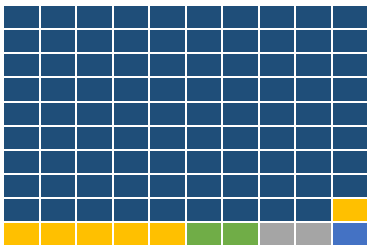
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	144	+25%	Good Intent	528	-5%
Overpressure	1	-	False Call	104	-
EMS	2,263	+2%	Weather/Disaster	9	+800%
HazMat	25	-47%	Other Situation	0	-
Service Call	284	-11%			
			Total Calls	3,358	-

POPULATION RISK INDICATORS

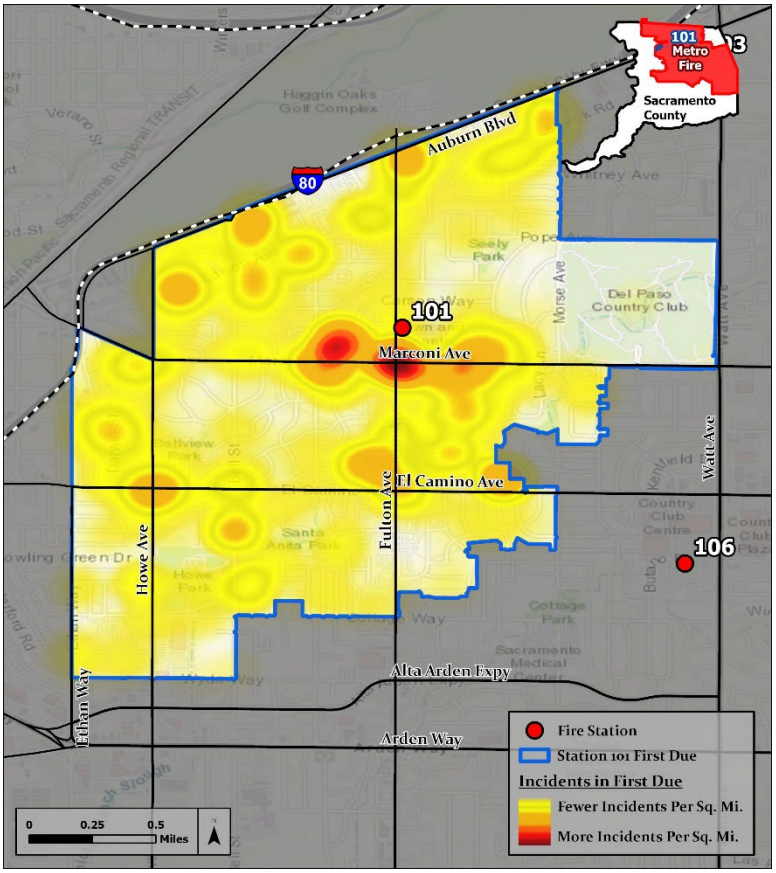
7,757	39%	21%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
26%	**6%**	**19%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,993
Residential	89%
Commercial	6%
Industrial	0%
Vacant	2%
Exempt	2%
Other	1%

Total Housing Units	8,624
70% Rented	30% Owner-Occupied
Units Built 35-64 Years Ago	45%
Units Built 65+ Years Ago	49%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Station 102

First Due Risk Assessment

VALUES AT RISK

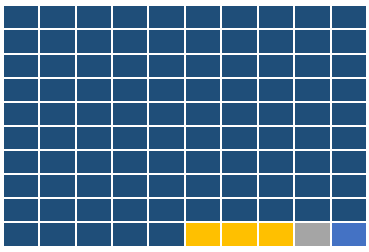
17,084	2.8 Sq.Mi.	$1,952,255,573
Population	Land Area	Property Value

Station 102's first due area encompasses Arden-Arcade and Carmichael. Numerous multi-family apartments and condo complexes in the area with several commercial corridors. Geographic hazards include waterways such as Arcade Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and the Capital City Freeway that run throughout the area.

POPULATION RISK INDICATORS

6,173	41%	14%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
21%	**6%**	**25%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	4,604
Residential	95%
Commercial	3%
Industrial	0%
Vacant	0%
Exempt	1%
Other	1%

Total Housing Units	7,033
43% Rented	57% Owner-Occupied
Units Built 35-64 Years Ago	51%
Units Built 65+ Years Ago	38%

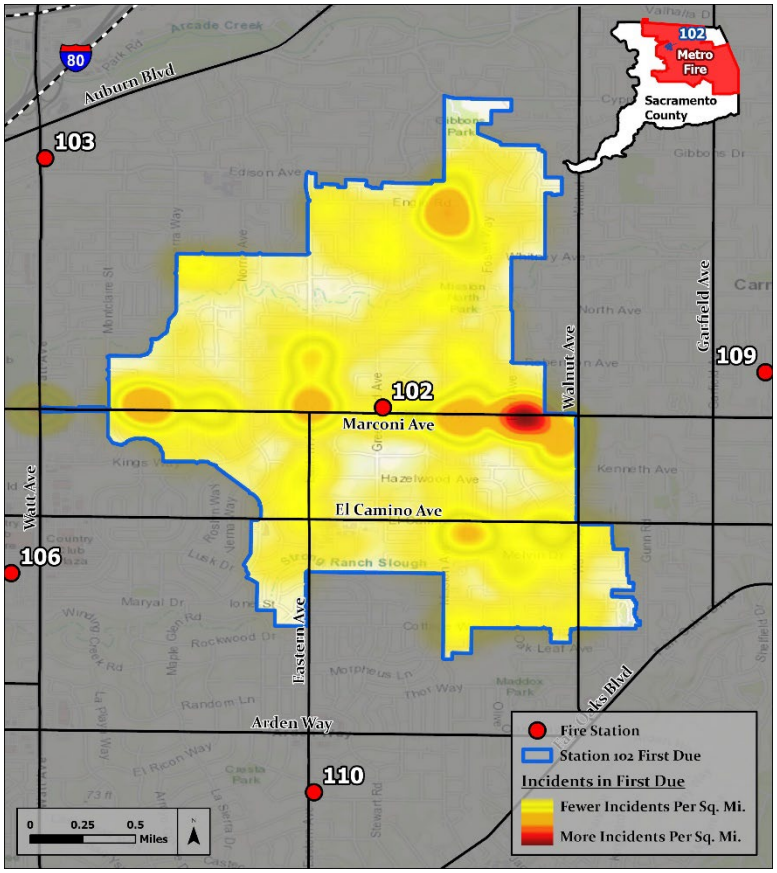


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	31	+15%	Good Intent	194	-32%
Overpressure	3	-	False Call	79	+3%
EMS	1,606	+4%	Weather/Disaster	5	+150%
HazMat	23	-32%	Other Situation	0	-
Service Call	145	-14%			
			Total Calls	2,086	-2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Station 103

First Due Risk Assessment

VALUES AT RISK

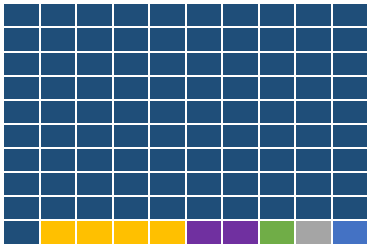
13,849	2.8 Sq.Mi.	$1,707,323,494
Population	Land Area	Property Value

Station 103 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

POPULATION RISK INDICATORS

4,874	39%	14%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
22%	**6%**	**31%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,648
Residential	91%
Commercial	4%
Industrial	2%
Vacant	1%
Exempt	1%
Other	1%

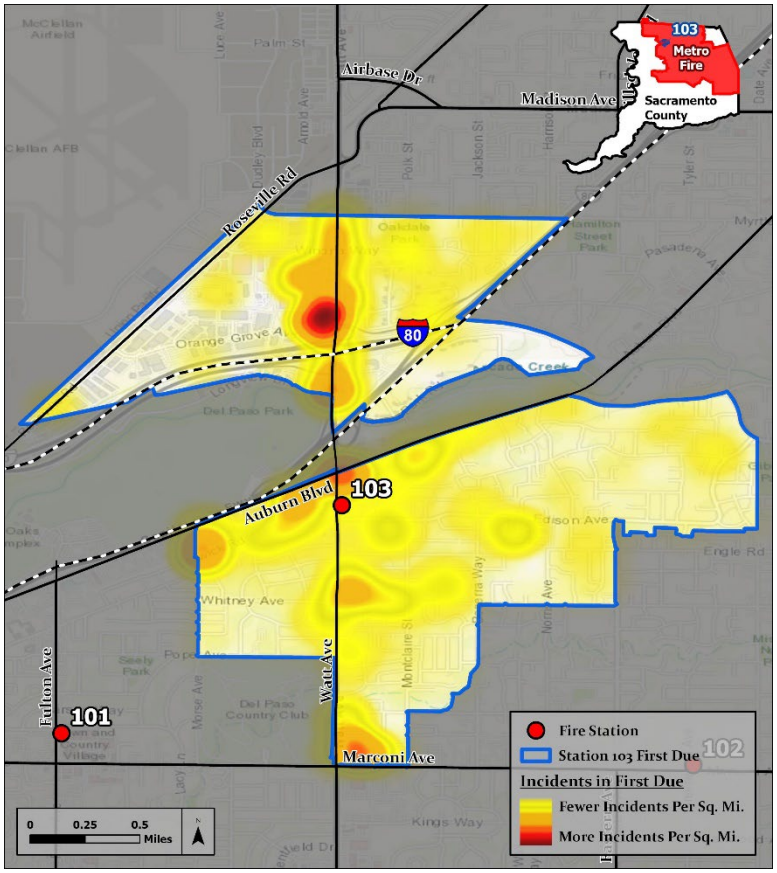
Total Housing Units	5,381
54% Rented	46% Owner-Occupied
Units Built 35-64 Years Ago	59%
Units Built 65+ Years Ago	37%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	153	+9%	Good Intent	505	+8%
Overpressure	1	-	False Call	151	+12%
EMS	2,485	+4%	Weather/Disaster	4	+100%
HazMat	27	-34%	Other Situation	2	-
Service Call	237	+3%			
			Total Calls	3,565	+5%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Station 105

First Due Risk Assessment

VALUES AT RISK

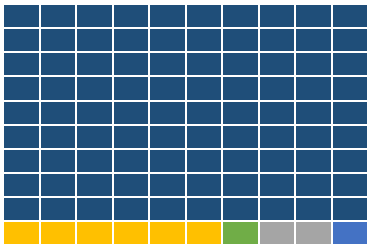
29,573	4.1 Sq.Mi.	$4,556,793,557
Population	Land Area	Property Value

Station 105 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

POPULATION RISK INDICATORS

7,155	35%	17%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
24%	**5%**	**27%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,534
Residential	90%
Commercial	6%
Industrial	0%
Vacant	1%
Exempt	2%
Other	1%

Total Housing Units	13,891
70% Rented	30% Owner-Occupied
Units Built 35-64 Years Ago	61%
Units Built 65+ Years Ago	23%



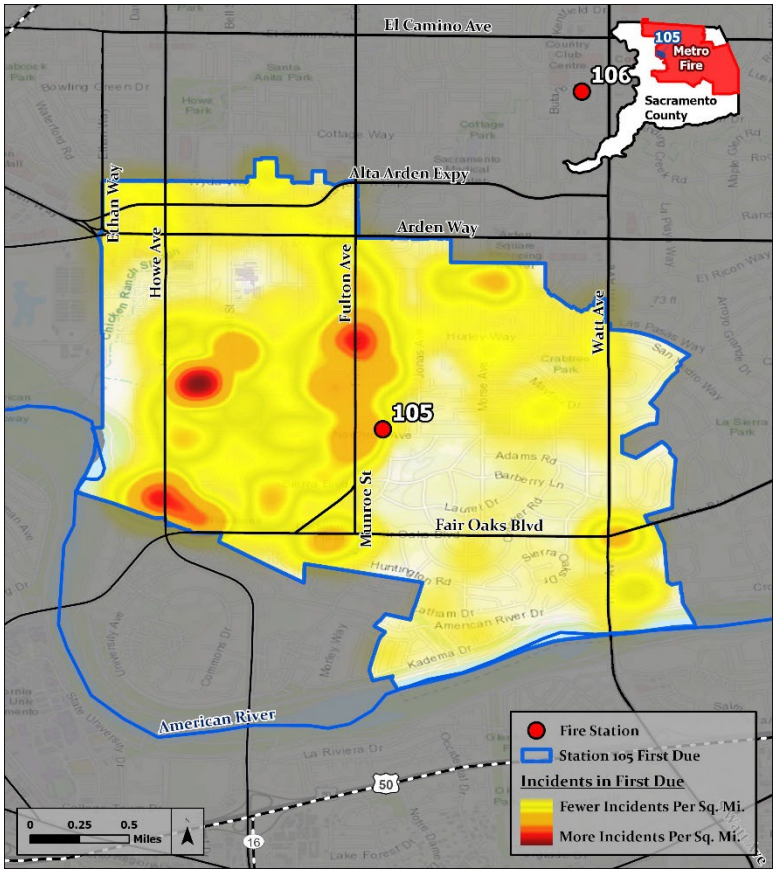
RISK MATRIX

Probability		None	Limited	Substantial	High
	High				
	Moderate				
	Low				
	Very Low				

Impact

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	135	-5%	Good Intent	549	-12%
Overpressure	2	-	False Call	169	-9%
EMS	2,682	-6%	Weather/Disaster	1	-
HazMat	48	-32%	Other Situation	1	-
Service Call	353	+9%			
			Total Calls	3,940	-6%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Station 106

First Due Risk Assessment

VALUES AT RISK

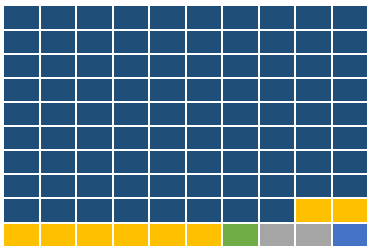
12,535	2.2 Sq.Mi.	$1,986,943,506
Population	Land Area	Property Value

Station 106 protects a first due area that encompasses a portion of Arden-Arcade. There is a higher prevalence of incidents involving homeless, plus multiple commercial corridors in this area. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, natural gas pipeline, and the Capital City Freeway that run throughout the area.

POPULATION RISK INDICATORS

5,650	41%	20%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
27%	**5%**	**27%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,111
Residential	88%
Commercial	8%
Industrial	0%
Vacant	1%
Exempt	2%
Other	1%

Total Housing Units	5,208
59% Rented	41% Owner-Occupied
Units Built 35-64 Years Ago	45%
Units Built 65+ Years Ago	46%

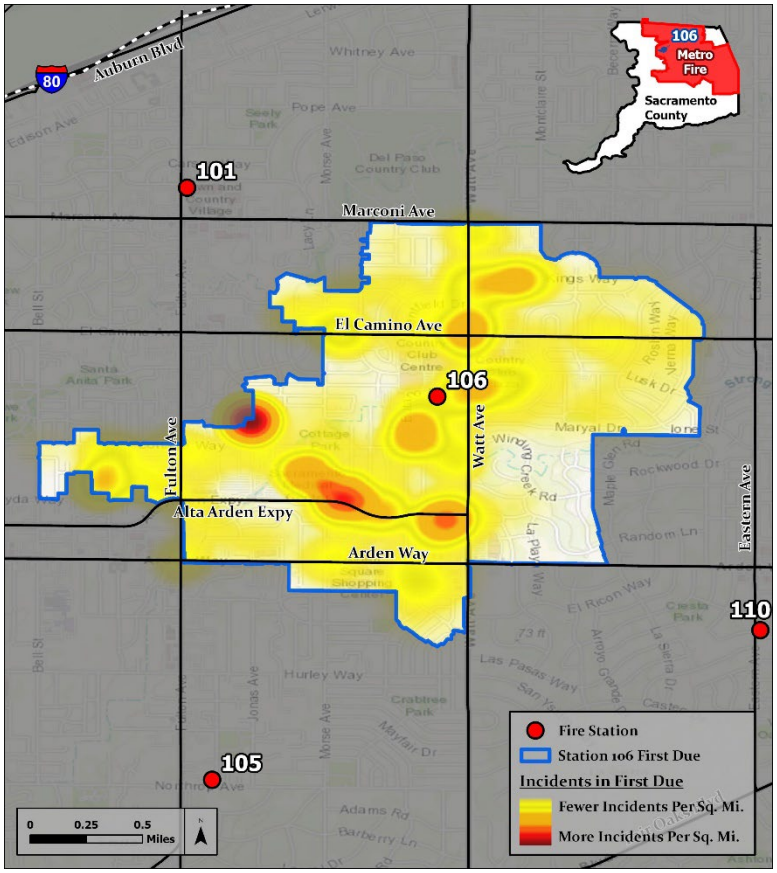


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	62	+27%	Good Intent	386	-1%
Overpressure	1	-50%	False Call	162	+46%
EMS	1,716	+5%	Weather/Disaster	0	-100%
HazMat	21	+50%	Other Situation	2	-
Service Call	210	-10%			
			Total Calls	2,560	+5%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Station 108

First Due Risk Assessment

VALUES AT RISK

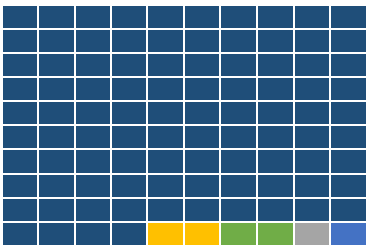
25,950	4.7 Sq.Mi.	$3,205,174,107
Population	Land Area	Property Value

Station 108 protects a first due area that encompasses portions of Carmichael and Fair Oaks. Wood shake roofs are more prevalent in this area and enhance the structural fire risk. Geographic hazards include waterways such as the American River, and Arcade Creek. Target hazards include a natural gas pipeline and the Nimbus Dam.

POPULATION RISK INDICATORS

5,562	42%	7%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
28%	**6%**	**20%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	8,084
Residential	94%
Commercial	2%
Industrial	0%
Vacant	2%
Exempt	1%
Other	1%

Total Housing Units	10,848
37% Rented	63% Owner-Occupied
Units Built 35-64 Years Ago	63%
Units Built 65+ Years Ago	25%

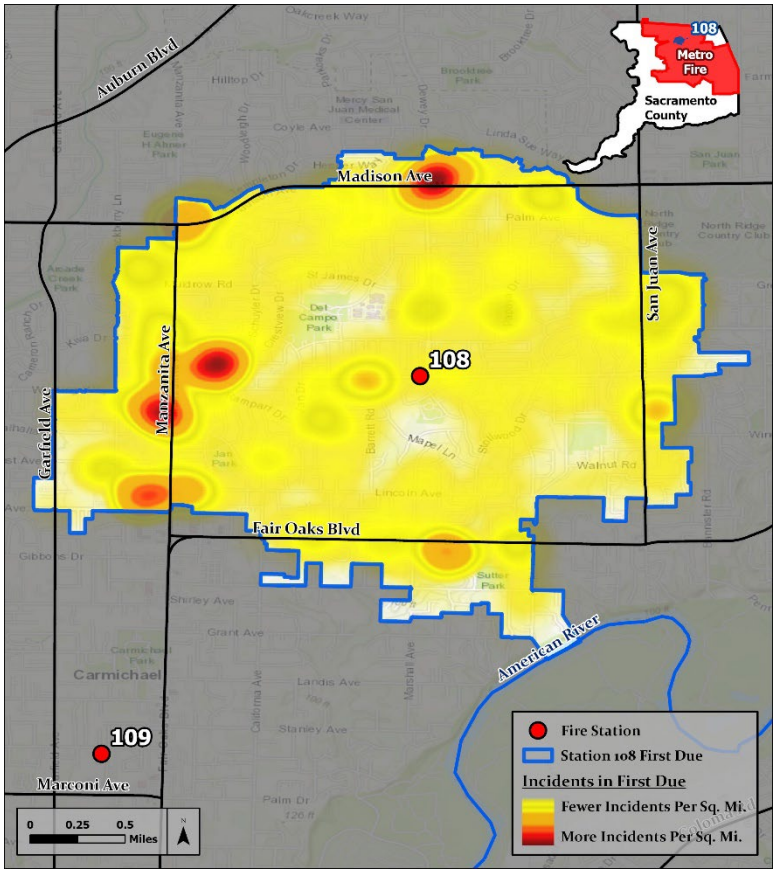


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	66	-1%	Good Intent	374	+8%
Overpressure	4	+300%	False Call	186	+14%
EMS	2,578	+3%	Weather/Disaster	4	-20%
HazMat	40	-7%	Other Situation	0	-100%
Service Call	320	-9%			
			Total Calls	3,572	+3%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

Station 109

First Due Risk Assessment

VALUES AT RISK

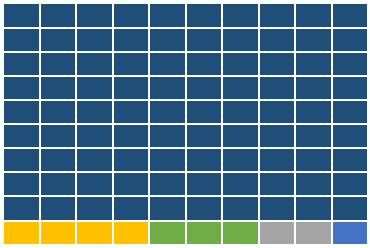
25,763	5.5 Sq.Mi.	$3,625,840,531
Population	Land Area	Property Value

Station 109 protects a first due area that encompasses a portion of Carmichael. There are numerous multi-family apartment/condo complexes, and several commercial corridors in this area. Geographic hazards include waterways such as the American River and Arcade Creek. Target hazards include a natural gas pipeline that runs throughout the area.

POPULATION RISK INDICATORS

4,707 Population Density (per sq. mi.)	**42%** Population Under 14 & Over 65	**13%** Households Below Poverty Line
24% Households with Disability	**6%** Uninsured/ Medicaid Population	**20%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**7,166**
Residential	90%
Commercial	4%
Industrial	0%
Vacant	3%
Exempt	2%
Other	1%

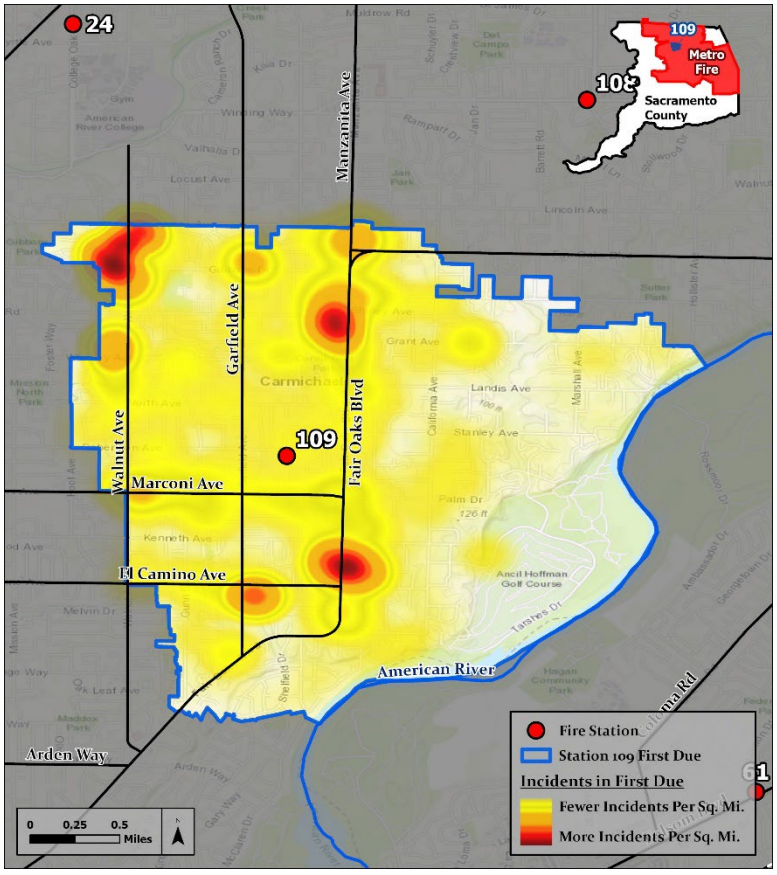
Total Housing Units	**10,500**
48% Rented	**52%** Owner-Occupied
Units Built 35-64 Years Ago	63%
Units Built 65+ Years Ago	21%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	86	+21%	Good Intent	473	+1%
Overpressure	1	-	False Call	158	-2%
EMS	3,407	-2%	Weather/Disaster	3	-
HazMat	48	-8%	Other Situation	0	-100%
Service Call	454	-3%			
			Total Calls	**4,630**	**-2%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Low	Medium	Medium-Low	Low	Medium	Medium-Low	Medium

Station 110

First Due Risk Assessment

VALUES AT RISK

16,463	5.4 Sq.Mi.	$4,073,882,822
Population	Land Area	Property Value

Station 110 protects a first due area that encompasses Carmichael and Arden-Arcade. Geographic hazards include waterways such as the American River and Arcade Creek. Target hazards include the Sacramento County Regional Sanitation District facility and the William B. Pond recreation area.

RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

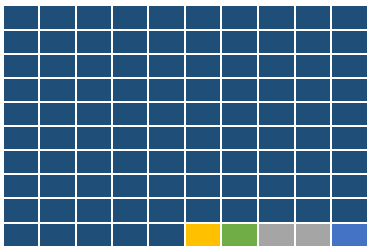
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	19	-30%	Good Intent	194	-1%
Overpressure	3	+200%	False Call	114	-5%
EMS	983	+4%	Weather/Disaster	3	-
HazMat	32	-11%	Other Situation	0	-
Service Call	166	-			
			Total Calls	1,514	+1%

POPULATION RISK INDICATORS

3,062 Population Density (per sq. mi.)	48% Population Under 14 & Over 65	6% Households Below Poverty Line
21% Households with Disability	6% Uninsured/ Medicaid Population	25% Non-English Speaking Households

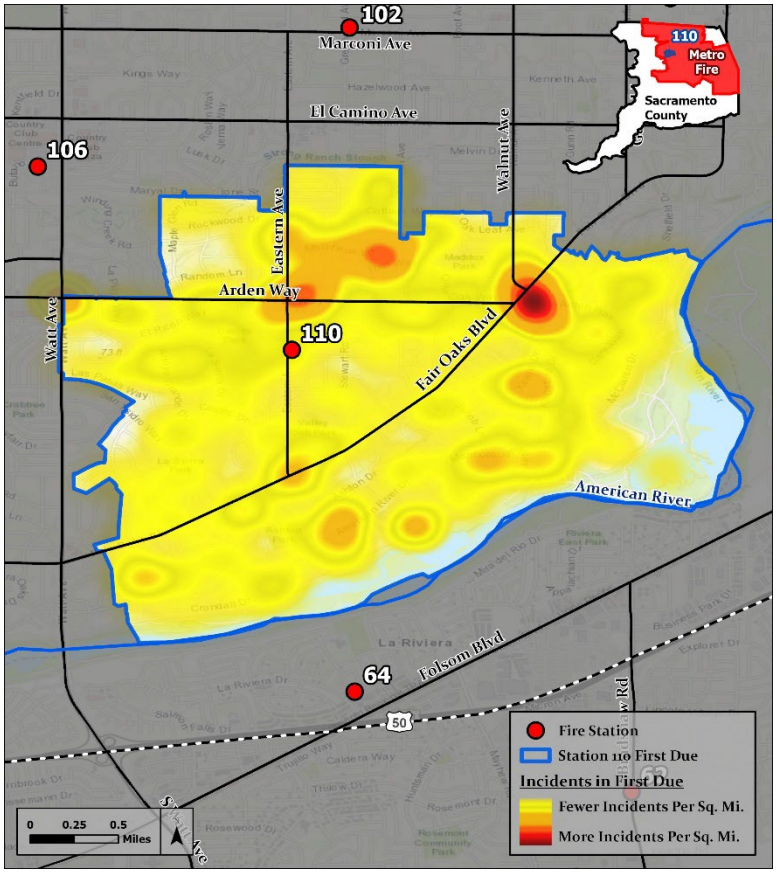
PROPERTY RISK INDICATORS



Total Parcels	6,674
Residential	94%
Commercial	1%
Industrial	0%
Vacant	1%
Exempt	2%
Other	1%

Total Housing Units	6,752
15% Rented	85% Owner-Occupied
Units Built 35-64 Years Ago	48%
Units Built 65+ Years Ago	44%





HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-Low	Low	Medium-High	Medium-High	Low	Medium-High	Low	Medium

Battalion 9

Battalion Risk Assessment

FIRST DUE RESPONSE AREAS

Station 50
Station 51
Station 53
Station 54
Station 55
Station 62
Station 64

VALUES AT RISK

146,202	56 Sq.Mi.	$16,801,081,892
Population	Land Area	Property Value

Battalion 9 encompasses seven first due response areas that serve the communities of Florin, Vineyard, Rosemont, Rancho Cordova, Mather, La Riviera, and Jackson Hwy Corridor. Geographic hazards include waterways such as the American River, Morrison Creek, Buffalo Creek, Laguna Creek, and a canal system. Target hazards include the Union Pacific Railroad, Kinder-Morgan Tank Farm, a natural gas pipeline, Hwy 50, Mather Airport, light rail system, a petroleum pipeline, and a water treatment facility.

POPULATION RISK INDICATORS

2,602 Population Density (per sq. mi.)	38% Population Under 14 & Over 65	14% Households Below Poverty Line
28% Households with Disability	5% Uninsured/ Medicaid Population	43% Non-English Speaking Households

PROPERTY RISK INDICATORS

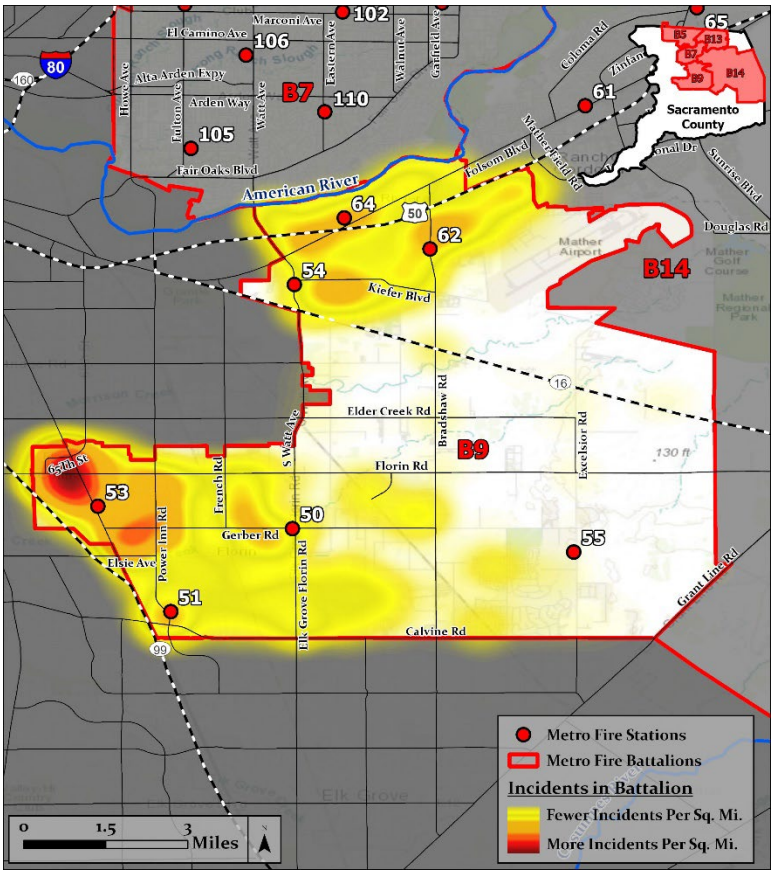
Total Parcels	42,678	Residential	90%
		Commercial/Indust	2%
		Other	8%
Total Housing Units	48,256	Rented	39%
		Owner-Occupied	61%
		Built 65+ Years Ago	5%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	602	+21%	Good Intent	1,620	+4%
Overpressure	3	-	False Call	622	+8%
EMS	11,783	+1%	Weather/Disaster	3	-50%
HazMat	134	-24%	Other Situation	2	-33%
Service Call	987	-5%			
			Total Calls	15,756	+2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium	Medium	Low	Medium-Low

Station 50

First Due Risk Assessment

VALUES AT RISK

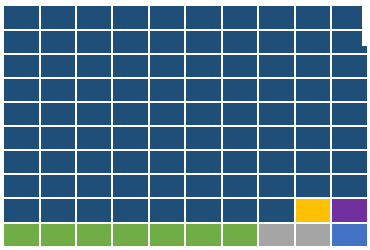
36,372	8.9 Sq.Mi.	$4,169,800,498
Population	Land Area	Property Value

Station 50 protects a first due area that encompasses portions of Vineyard, Florin, and Jackson Highway Community. Large clusters of mobile homes with light to heavy industrial including new residential construction growth in the area. Geographic hazards include waterways such as Laguna Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and a water treatment facility.

POPULATION RISK INDICATORS

4,078 Population Density (per sq. mi.)	**37%** Population Under 14 & Over 65	**12%** Households Below Poverty Line
24% Households with Disability	**6%** Uninsured/ Medicaid Population	**49%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	11,156
Residential	88%
Commercial	1%
Industrial	1%
Vacant	7%
Exempt	2%
Other	1%

Total Housing Units	11,122
29% Rented	71% Owner-Occupied
Units Built 35-64 Years Ago	45%
Units Built 65+ Years Ago	4%

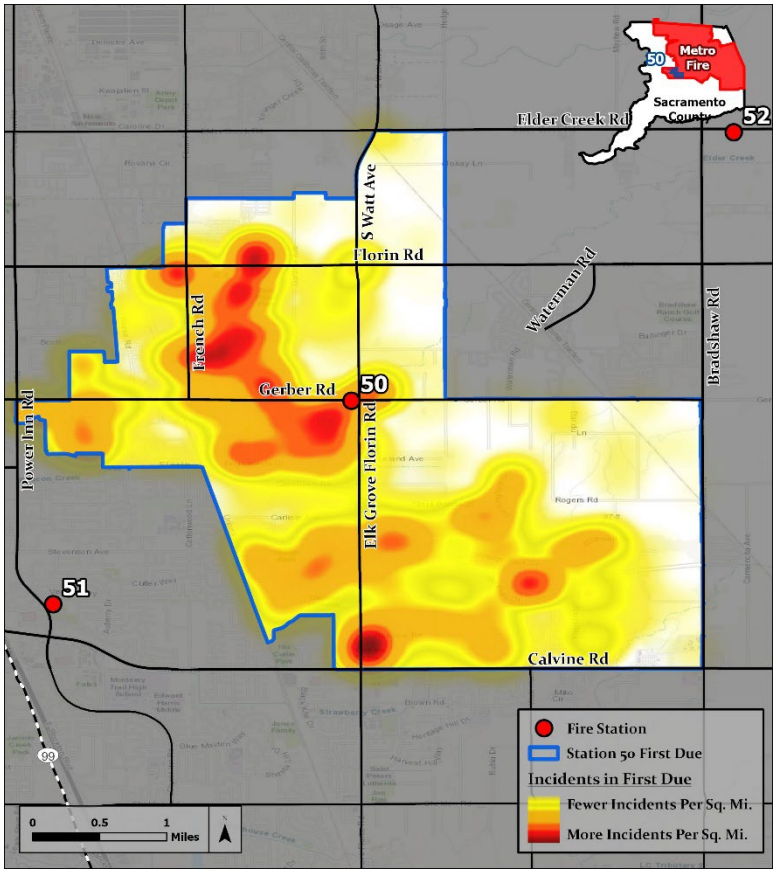


RISK MATRIX

Probability					
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
		Impact			

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	103	+26%	Good Intent	232	+7%
Overpressure	1	-	False Call	142	+15%
EMS	2,502	-3%	Weather/Disaster	1	-
HazMat	28	-42%	Other Situation	0	-
Service Call	253	-3%			
			Total Calls	3,262	-2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium-Low

Station 51

First Due Risk Assessment

VALUES AT RISK

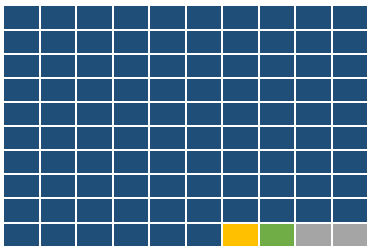
18,952	2.5 Sq.Mi.	$1,825,508,089
Population	Land Area	Property Value

Station 51 protects a first due area that encompasses portions of Vineyard and Florin. Large clusters of mobile homes with light to heavy industrial including new residential construction growth in the area. Geographic hazards include waterways such as Laguna Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and a water treatment facility that run throughout the area.

POPULATION RISK INDICATORS

7,589	38%	12%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
31%	**5%**	**54%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	5,100
Residential	96%
Commercial	1%
Industrial	0%
Vacant	1%
Exempt	2%
Other	0%

Total Housing Units	5,522
32% Rented	69% Owner-Occupied
Units Built 35-64 Years Ago	50%
Units Built 65+ Years Ago	1%

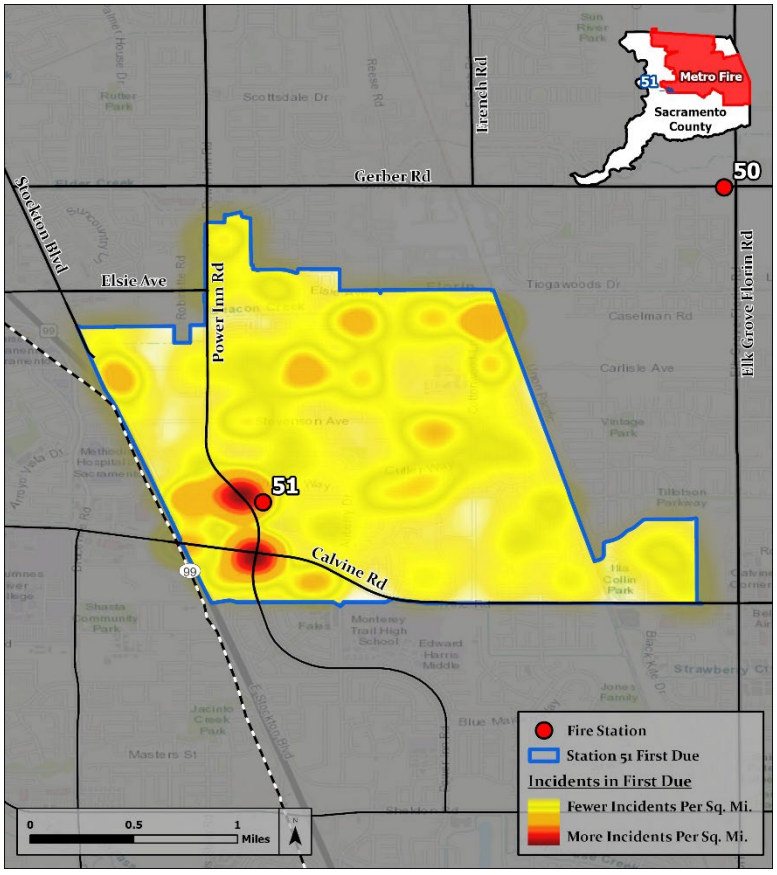


RISK MATRIX

Probability					
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High
		Impact			

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	62	15%	Good Intent	200	+8%
Overpressure	0	-	False Call	56	+12%
EMS	1,150	-7%	Weather/Disaster	0	-100%
HazMat	15	-	Other Situation	0	-100%
Service Call	86	-29%			
			Total Calls	1,569	-6%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-High	Low	Medium-High	Medium	Medium-Low	Medium-High	Low	Medium-Low

Station 53

First Due Risk Assessment

VALUES AT RISK

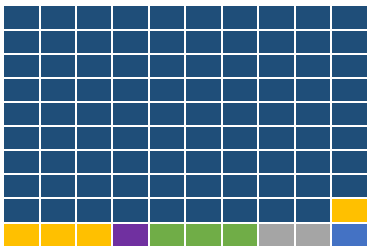
28,682	4 Sq.Mi.	$2,170,132,390
Population	Land Area	Property Value

Station 53 protects a first due area that encompasses a portion of Florin. There are large clusters of mobile homes with several commercial corridors including light to heavy industrial. Geographic hazards include waterways such as canals that run in the area. Target hazards include the Union Pacific Railroad and a natural gas pipeline.

POPULATION RISK INDICATORS

7,217 Population Density (per sq. mi.)	**42%** Population Under 14 & Over 65	**25%** Households Below Poverty Line
33% Households with Disability	**5%** Uninsured/ Medicaid Population	**55%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**6,266**
Residential	89%
Commercial	4%
Industrial	1%
Vacant	3%
Exempt	2%
Other	1%

Total Housing Units	**8,989**
52% Rented	**48%** Owner-Occupied
Units Built 35-64 Years Ago	70%
Units Built 65+ Years Ago	10%

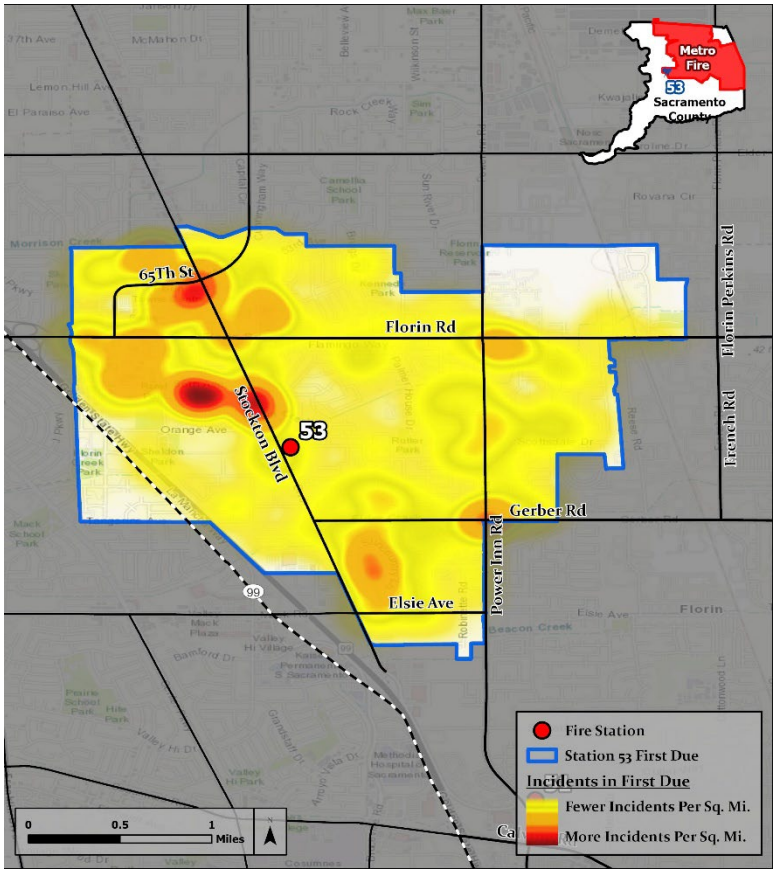
RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	268	+24%	Good Intent	611	+6%
Overpressure	0	-	False Call	136	-10%
EMS	3,704	+9%	Weather/Disaster	0	-100%
HazMat	31	-26%	Other Situation	1	-
Service Call	305	-3%			
			Total Calls	**5,056**	**+8%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-High	Medium-High	Low	Medium-High	Medium	Medium-Low	Medium-High	Low	Medium-Low

Station 54

First Due Risk Assessment

VALUES AT RISK

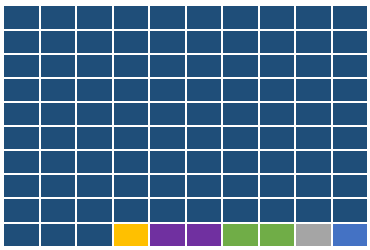
13,307	3.9 Sq.Mi.	$1,425,573,581
Population	Land Area	Property Value

Station 54 protects a first due area that encompasses a portion of Rosemont and Jackson Highway Community. It is mostly single-family homes with a few commercial corridors. No geographic hazards in this area, but target hazards include Highway 50, a natural gas pipeline, a petroleum pipeline, and the light rail system that run throughout the area.

POPULATION RISK INDICATORS

3,399 Population Density (per sq. mi.)	**36%** Population Under 14 & Over 65	**17%** Households Below Poverty Line
34% Households with Disability	**3%** Uninsured/ Medicaid Population	**27%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,822
Residential	93%
Commercial	1%
Industrial	2%
Vacant	2%
Exempt	1%
Other	1%

Total Housing Units	5,307
50% Rented	50% Owner-Occupied
Units Built 35-64 Years Ago	74%
Units Built 65+ Years Ago	9%

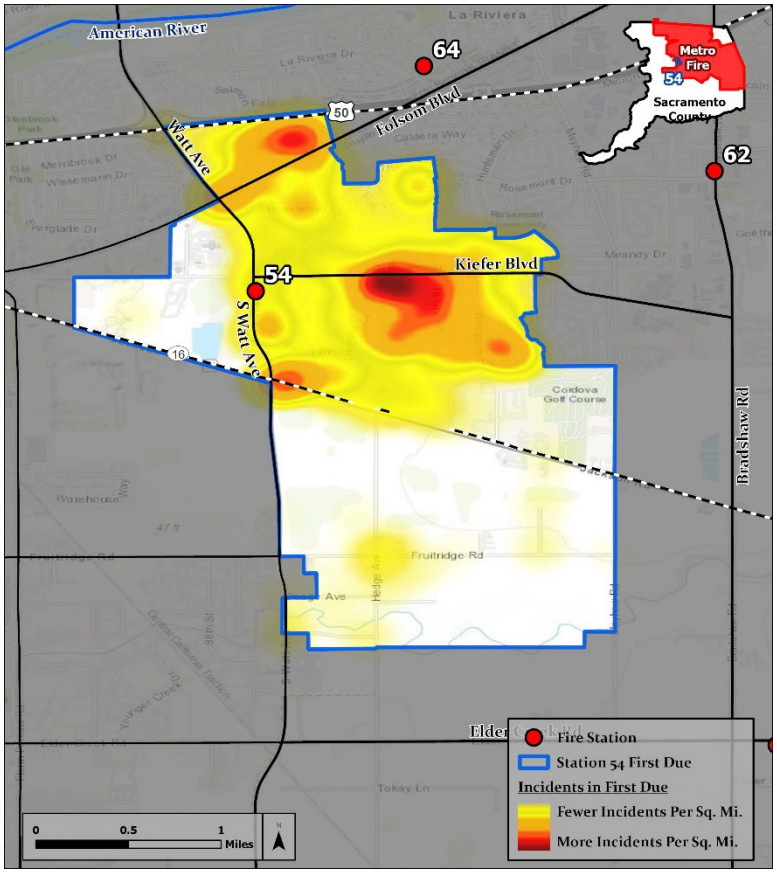


RISK MATRIX

Probability	Impact: None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	38	-12%	Good Intent	163	+3%
Overpressure	0	-	False Call	63	+37%
EMS	1,034	-4%	Weather/Disaster	0	-100%
HazMat	18	+29%	Other Situation	1	-
Service Call	99	-1%			
			Total Calls	1,416	-2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

Station 55

First Due Risk Assessment

VALUES AT RISK

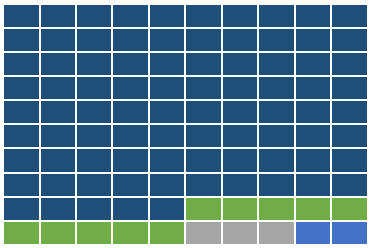
8,816	10.2 Sq.Mi.	$1,736,738,580
Population	Land Area	Property Value

Station 55 protects a first due area that encompasses a portion of Vineyard and Jackson Highway Community. This is a new residential construction growth area. Geographic hazards include waterways such as Linda Creek. Target hazards include the Union Pacific Railroad and a water treatment facility that run throughout the area.

POPULATION RISK INDICATORS

864	38%	1%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
26%	**4%**	**41%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,278
Residential	85%
Commercial	0%
Industrial	0%
Vacant	10%
Exempt	3%
Other	2%

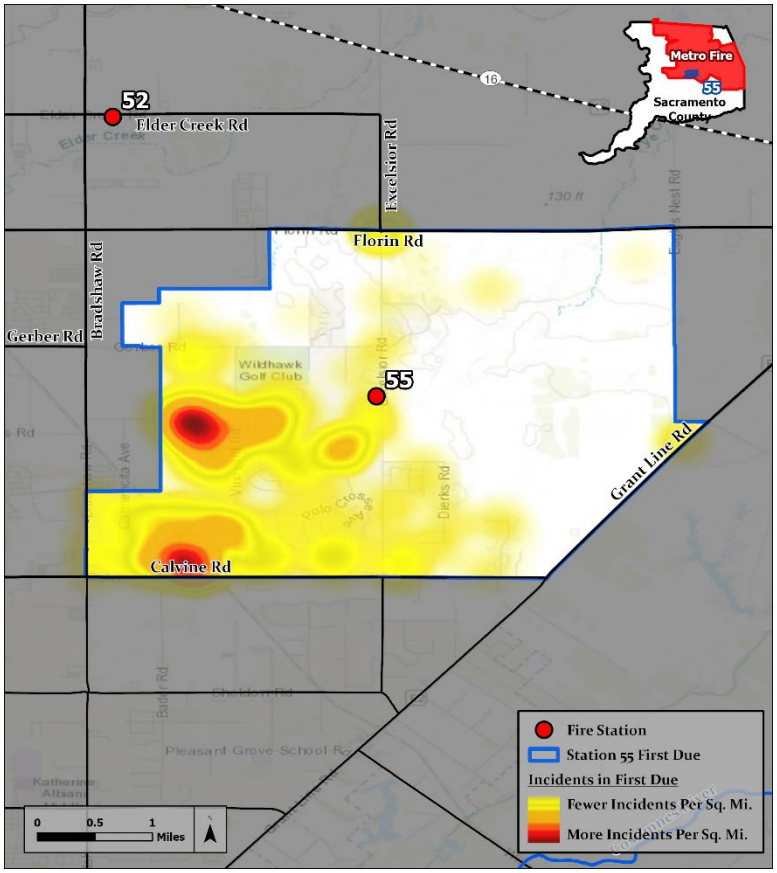
Total Housing Units	2,581
8% Rented	92% Owner-Occupied
Units Built 35-64 Years Ago	9%
Units Built 65+ Years Ago	3%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	11	+10%	Good Intent	41	+14%
Overpressure	0	-	False Call	20	+43%
EMS	364	+4%	Weather/Disaster	0	-
HazMat	4	-67%	Other Situation	0	-100%
Service Call	21	-19%			
			Total Calls	461	+3%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium	Medium	Low	Medium-Low

Station 62

First Due Risk Assessment

VALUES AT RISK

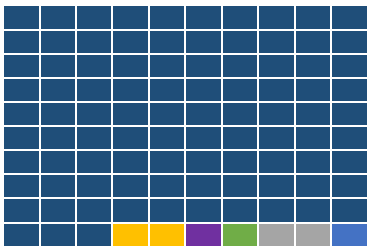
21,049	5.5 Sq.Mi.	$2,989,066,478
Population	Land Area	Property Value

Station 62 protects a first due area that encompasses portions of Rancho Cordova, Mather, La Riviera, Rosemont, and Jackson Highway Community. Geographic hazards include waterways such as American River, Morrison Creek, and Buffalo Creek. Target hazards include Hwy 50, a light rail system, Mather Airport, a natural gas pipeline, and a petroleum terminal and pipeline.

POPULATION RISK INDICATORS

3,803 Population Density (per sq. mi.)	**38%** Population Under 14 & Over 65	**12%** Households Below Poverty Line
29% Households with Disability	**4%** Uninsured/ Medicaid Population	**28%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,646
Residential	93%
Commercial	2%
Industrial	1%
Vacant	1%
Exempt	2%
Other	1%

Total Housing Units	7,375
41% Rented	59% Owner-Occupied
Units Built 35-64 Years Ago	82%
Units Built 65+ Years Ago	2%

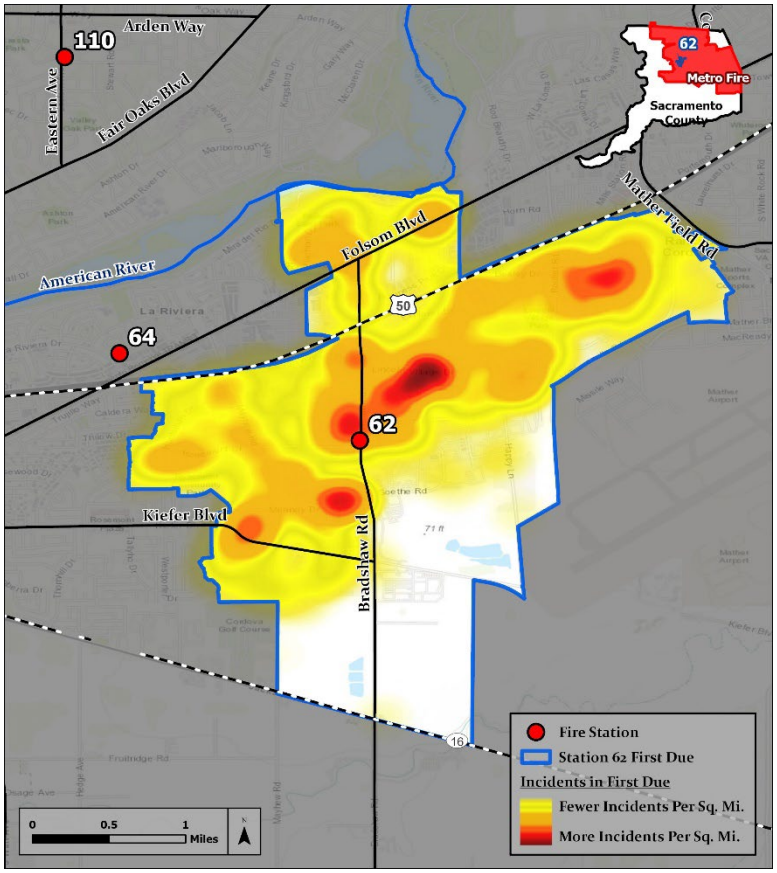


RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	70	+32%	Good Intent	216	-14%
Overpressure	2	-	False Call	149	+4%
EMS	2,110	+6%	Weather/Disaster	2	+100%
HazMat	23	-18%	Other Situation	0	-
Service Call	128	-2%			
			Total Calls	2,700	+4%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

Station 64

First Due Risk Assessment

VALUES AT RISK

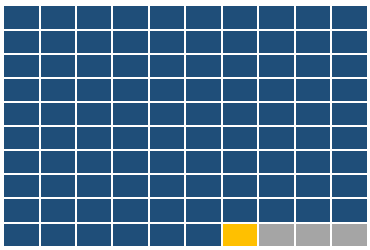
11,453	1.7 Sq.Mi.	$1,178,005,520
Population	Land Area	Property Value

Station 64 protects a first due area that encompasses portions of La Riviera and Rosemont. Mostly single-family homes with few commercial corridors with light industrial. Geographic hazards include the American River. Target hazards include a natural gas pipeline, Hwy 50, a light rail system, and a petroleum pipeline that run throughout the area.

POPULATION RISK INDICATORS

6,528 Population Density (per sq. mi.)	**35%** Population Under 14 & Over 65	**9%** Households Below Poverty Line
20% Households with Disability	**3%** Uninsured/ Medicaid Population	**25%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**3,503**
Residential	96%
Commercial	1%
Industrial	0%
Vacant	0%
Exempt	3%
Other	0%

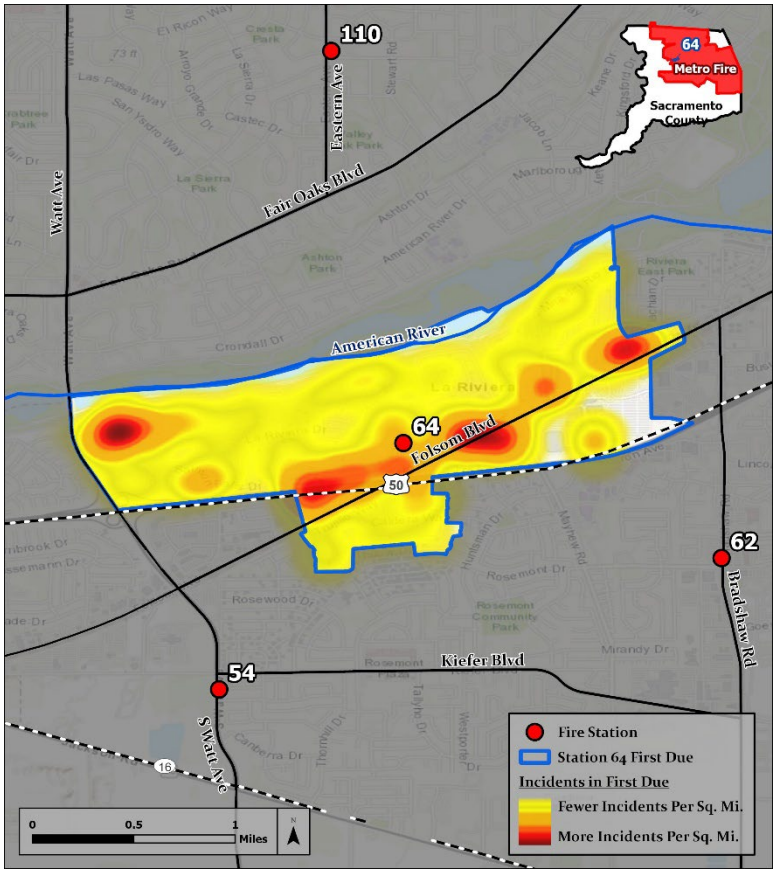
Total Housing Units	**4,842**
44% Rented	**56%** Owner-Occupied
Units Built 35-64 Years Ago	92%
Units Built 65+ Years Ago	2%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	50	+35%	Good Intent	157	+9%
Overpressure	0	-	False Call	56	+12%
EMS	919	-8%	Weather/Disaster	0	-100%
HazMat	15	-17%	Other Situation	0	-
Service Call	95	+6%			
			Total Calls	**1,292**	**-3%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Low	Medium	Low	Medium-Low

Battalion 13

Battalion Risk Assessment

FIRST DUE RESPONSE AREAS

Station 21	Station 28
Station 22	Station 29
Station 23	Station 31
Station 27	Station 32

VALUES AT RISK

156,606	37.4 Sq.Mi.	$21,102,693,086
Population	Land Area	Property Value

Battalion 13 encompasses eight first due response areas that serve the communities of Orangevale, Fair Oaks, Citrus Heights, and Carmichael. There are numerous multi-family apartment/condo complexes along with several commercial corridors. Geographic hazards include waterways such as the American River, Arcade Creek, Cripple Creek, Linda Creek, and Lake Natoma. Target hazards include the Union Pacific Railroad, natural gas pipeline, Interstate 80, Nimbus Dam, Fair Oaks Bluffs, and Folsom Dam.

POPULATION RISK INDICATORS

4,186 Population Density (per sq. mi.)	39% Population Under 14 & Over 65	9% Households Below Poverty Line
26% Households with Disability	5% Uninsured/ Medicaid Population	17% Non-English Speaking Households

PROPERTY RISK INDICATORS

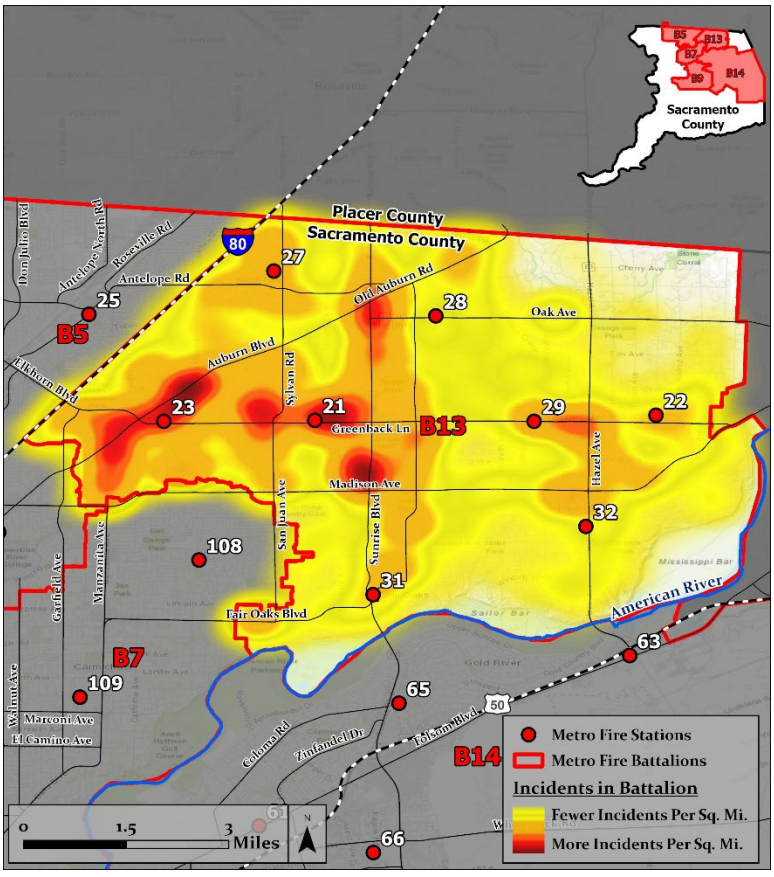
Total Parcels	50,074	Residential	93%
		Commercial/Indust	2%
		Other	5%
Total Housing Units	64,779	Rented	38%
		Owner-Occupied	62%
		Built 65+ Years Ago	15%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	400	-16%	Good Intent	2,009	-1%
Overpressure	11	+120%	False Call	802	+2%
EMS	14,575	-	Weather/Disaster	26	+136%
HazMat	260	-6%	Other Situation	6	+500%
Service Call	1,932	-1%			
			Total Calls	20,021	-



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium	Medium-Low	Medium-Low

Station 21

First Due Risk Assessment

VALUES AT RISK

25,420	4 Sq.Mi.	$2,982,823,677
Population	Land Area	Property Value

Station 21 protects a first due area of Citrus Heights, Fair Oaks, and Carmichael. There are numerous multi-family complexes and several commercial corridors. The most significant target hazard in this area is Sunrise Mall.

RISK MATRIX

Probability		None	Limited	Substantial	High
	High				
	Moderate				
	Low				
	Very Low				

Impact

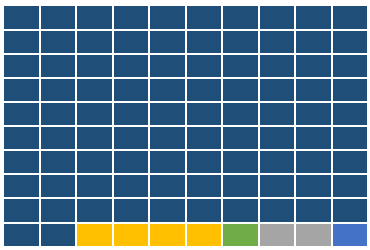
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	90000	+3%	Good Intent	428	+1%
Overpressure	0	-	False Call	176	+2%
EMS	2,758	+8%	Weather/Disaster	4	+100%
HazMat	35	-13%	Other Situation	2	-
Service Call	350	+4%			
			Total Calls	3,843	+6%

POPULATION RISK INDICATORS

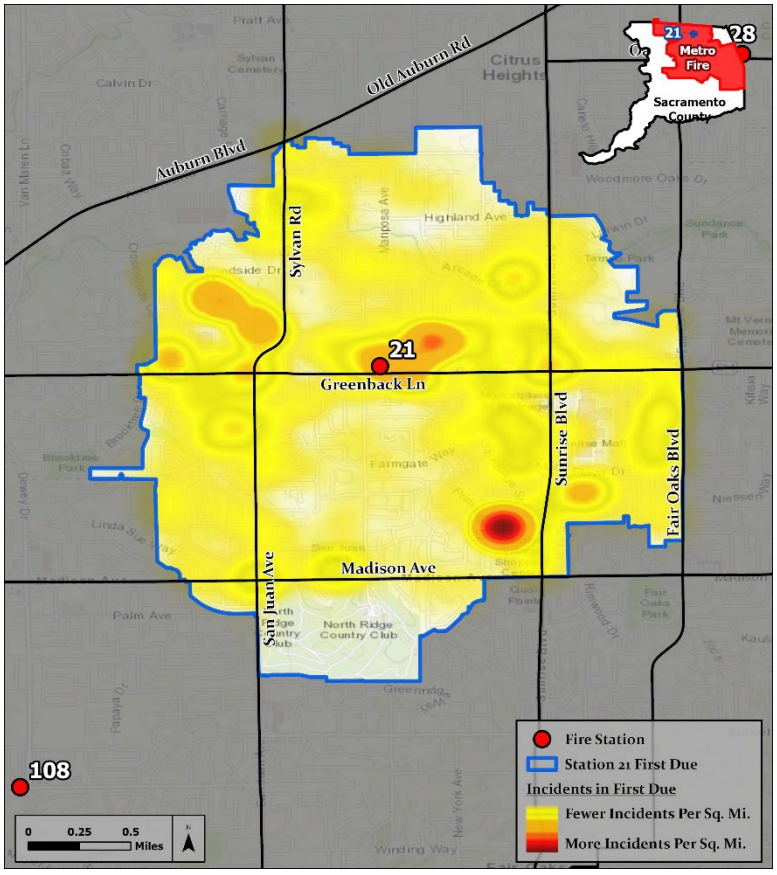
6,308	37%	11%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
28%	**5%**	**19%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	5,854
Residential	92%
Commercial	4%
Industrial	0%
Vacant	1%
Exempt	2%
Other	1%

Total Housing Units	10,826
57% Rented	43% Owner-Occupied
Units Built 35-64 Years Ago	70%
Units Built 65+ Years Ago	11%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

Station 22

First Due Risk Assessment

VALUES AT RISK

14,200	5 Sq.Mi.	$2,033,442,552
Population	Land Area	Property Value

Station 22 protects a first due area that encompasses Orangevale; it is surrounded by several commercial corridors. The geographic hazards include waterways such as Linda Creek and Lake Natoma. Target hazards include a natural gas pipeline and the Nimbus Dam that run throughout the area.

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

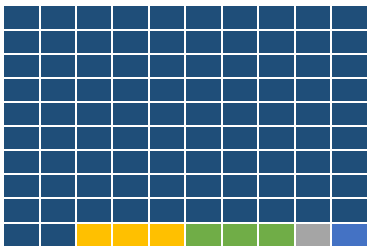
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	24	-11%	Good Intent	130	+7%
Overpressure	0	-100%	False Call	71	+9%
EMS	977	-1%	Weather/Disaster	1	-
HazMat	17	-19%	Other Situation	3	+200%
Service Call	115	-3%			
			Total Calls	1,338	-

POPULATION RISK INDICATORS

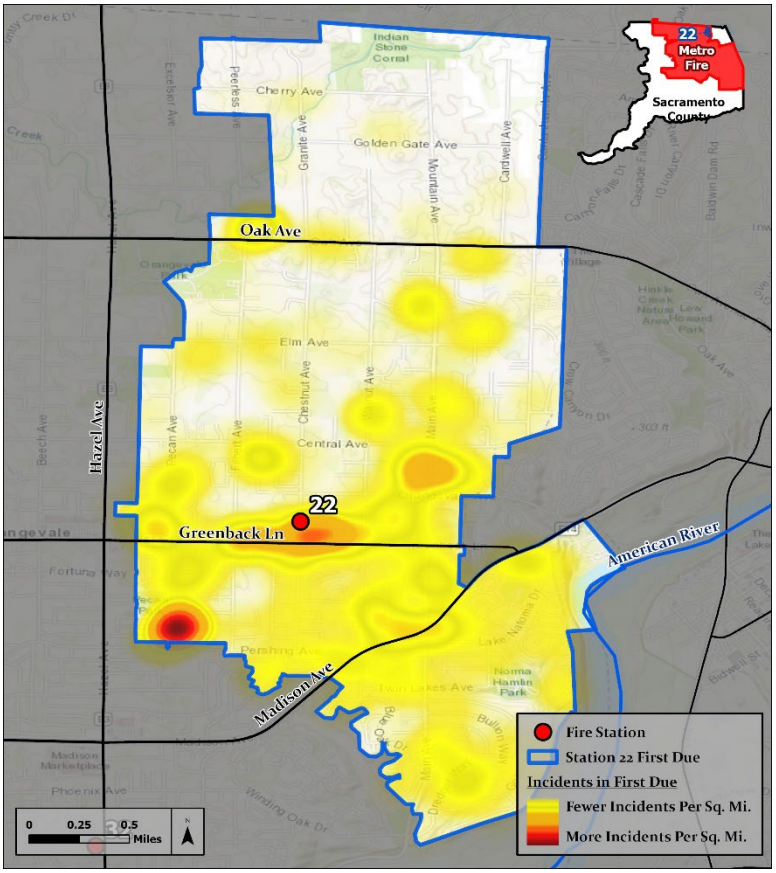
2,787	37%	11%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
24%	**4%**	**12%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	4,507
Residential	92%
Commercial	3%
Industrial	0%
Vacant	3%
Exempt	1%
Other	1%

Total Housing Units	5,693
31% Rented	69% Owner-Occupied
Units Built 35-64 Years Ago	67%
Units Built 65+ Years Ago	18%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium-Low

Station 23

First Due Risk Assessment

VALUES AT RISK

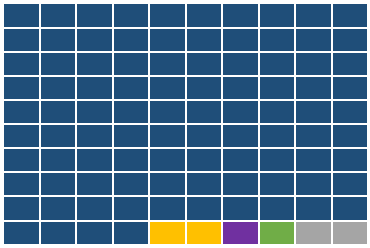
28,365	4.3 Sq.Mi.	$3,181,240,004
Population	Land Area	Property Value

Station 23 protects a first due area of Citrus Heights, Foothill Farms, and Carmichael. There's numerous multi-family complexes and several commercial corridors, such as Sunrise Mall, as well as homeless encampments in the area. Geographic hazards include waterways such as the American River, Arcade Creek, and Cripple Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80.

POPULATION RISK INDICATORS

6,536	40%	9%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
28%	**5%**	**21%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	8,691
Residential	94%
Commercial	2%
Industrial	1%
Vacant	1%
Exempt	2%
Other	0%

Total Housing Units	12,526
40% Rented	60% Owner-Occupied
Units Built 35-64 Years Ago	73%
Units Built 65+ Years Ago	14%

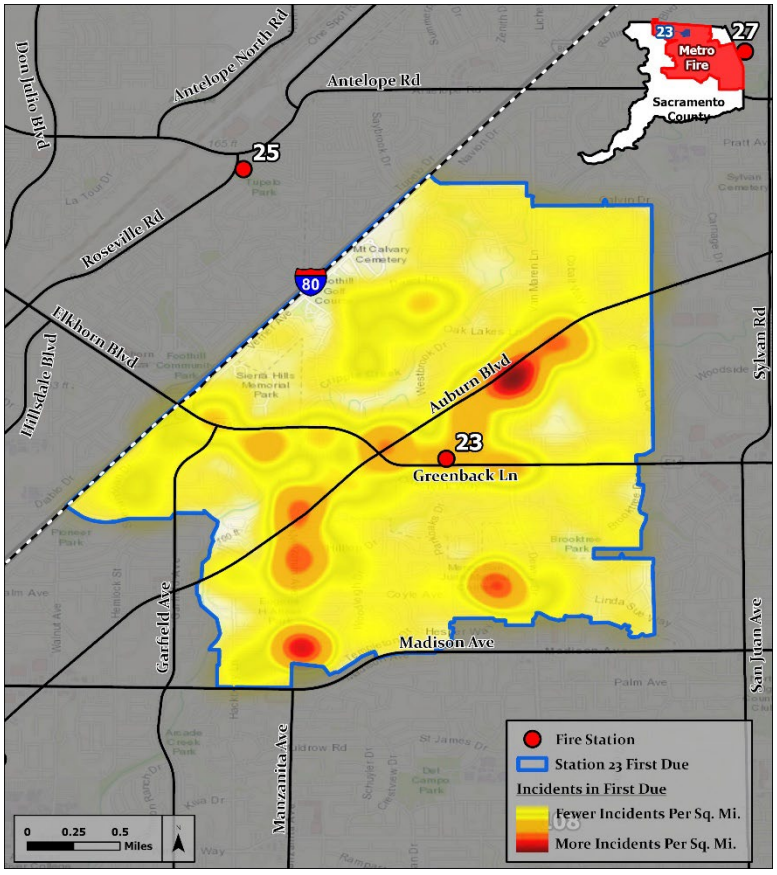
RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	99	-39%	Good Intent	478	-8%
Overpressure	4	+300%	False Call	134	-6%
EMS	3,022	-5%	Weather/Disaster	8	-
HazMat	50	+19%	Other Situation	0	-
Service Call	473	+4%			
			Total Calls	4,268	-5%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

Station 27

First Due Risk Assessment

VALUES AT RISK

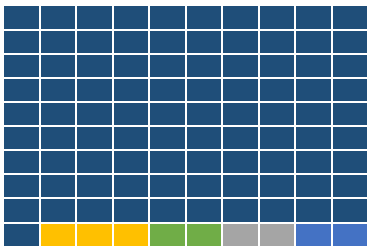
15,917	3.1 Sq.Mi.	$1,591,430,631
Population	Land Area	Property Value

Station 27 protects a first due area that encompasses a portion of Citrus Heights. There's numerous multi-family apartment/condo complexes and several commercial corridors in the area. Geographic hazards include waterways such as Arcade Creek and Cripple Creek. Target hazards include the Union Pacific Railroad, a natural gas pipeline, and Interstate 80 that run throughout the area.

POPULATION RISK INDICATORS

5,063 Population Density (per sq. mi.)	**36%** Population Under 14 & Over 65	**9%** Households Below Poverty Line
29% Households with Disability	**4%** Uninsured/ Medicaid Population	**19%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**4,856**
Residential	91%
Commercial	3%
Industrial	0%
Vacant	2%
Exempt	2%
Other	2%

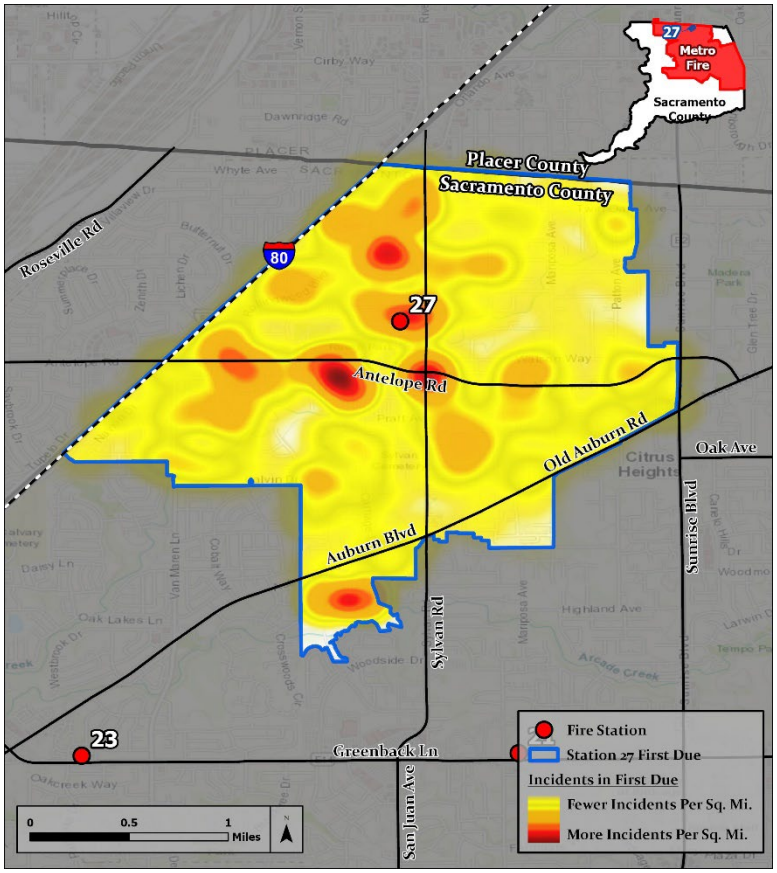
Total Housing Units	**6,237**
42% Rented	**58%** Owner-Occupied
Units Built 35-64 Years Ago	60%
Units Built 65+ Years Ago	28%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	36	-12%	Good Intent	229	+22%
Overpressure	2	-	False Call	52	-4%
EMS	1,406	+4%	Weather/Disaster	4	+300%
HazMat	37	+16%	Other Situation	0	-
Service Call	203	-9%			
			Total Calls	**1,969**	**+4%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

Station 28

First Due Risk Assessment

VALUES AT RISK

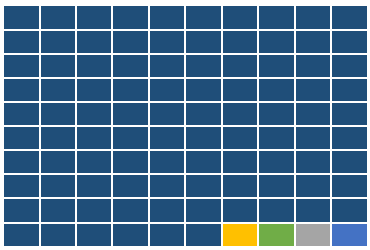
22,387	5.6 Sq.Mi.	$2,903,090,395
Population	Land Area	Property Value

Station 28 protects a first due area that encompasses portions of Citrus Heights and Orangevale. With several commercial and transportation corridors in the area, including the Sunrise Mall. Geographic hazards include waterways such as Arcade Creek, Cripple Creek, and Linda Creek. Target hazards include a natural gas pipeline that runs throughout the area.

POPULATION RISK INDICATORS

3,973	40%	5%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
27%	**6%**	**17%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	7,567
Residential	96%
Commercial	1%
Industrial	0%
Vacant	1%
Exempt	1%
Other	1%

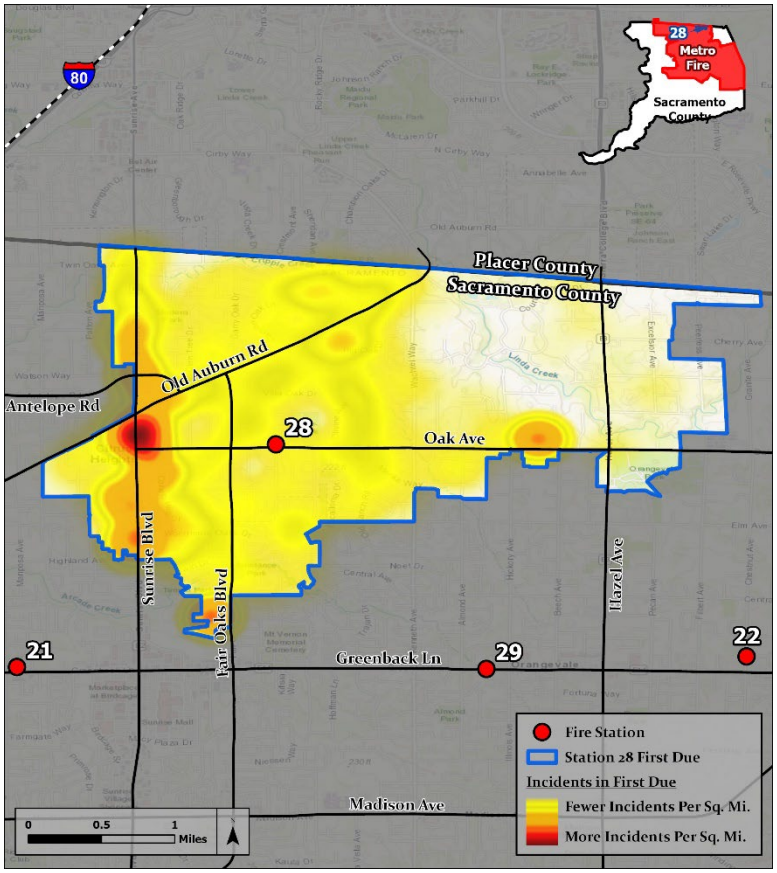
Total Housing Units	8,620
34% Rented	66% Owner-Occupied
Units Built 35-64 Years Ago	79%
Units Built 65+ Years Ago	8%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	67	+20%	Good Intent	273	-
Overpressure	0	-	False Call	107	+32%
EMS	2,058	-2%	Weather/Disaster	6	+50%
HazMat	28	+22%	Other Situation	0	-
Service Call	249	-20%			
			Total Calls	2,788	-2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Low	Medium	Low	Medium-Low

Station 29

First Due Risk Assessment

VALUES AT RISK

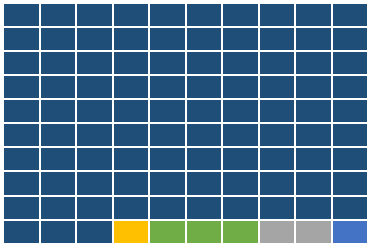
16,379	3.9 Sq.Mi.	$2,575,658,370
Population	Land Area	Property Value

Station 29 protects a first due area that encompasses a portion of Orangevale and Fair Oaks. Wood shake roofs are more prevalent in this area, as well as several commercial corridors. Geographic hazards include waterways such as the American River, Linda Creek, and Lake Natoma. Target hazards include a natural gas pipeline and two dams; Nimbus Dam and Folsom Dam that run throughout the area.

POPULATION RISK INDICATORS

4,164 Population Density (per sq. mi.)	**40%** Population Under 14 & Over 65	**9%** Households Below Poverty Line
24% Households with Disability	**6%** Uninsured/ Medicaid Population	**12%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**6,108**
Residential	93%
Commercial	1%
Industrial	0%
Vacant	3%
Exempt	2%
Other	1%

Total Housing Units 6,377

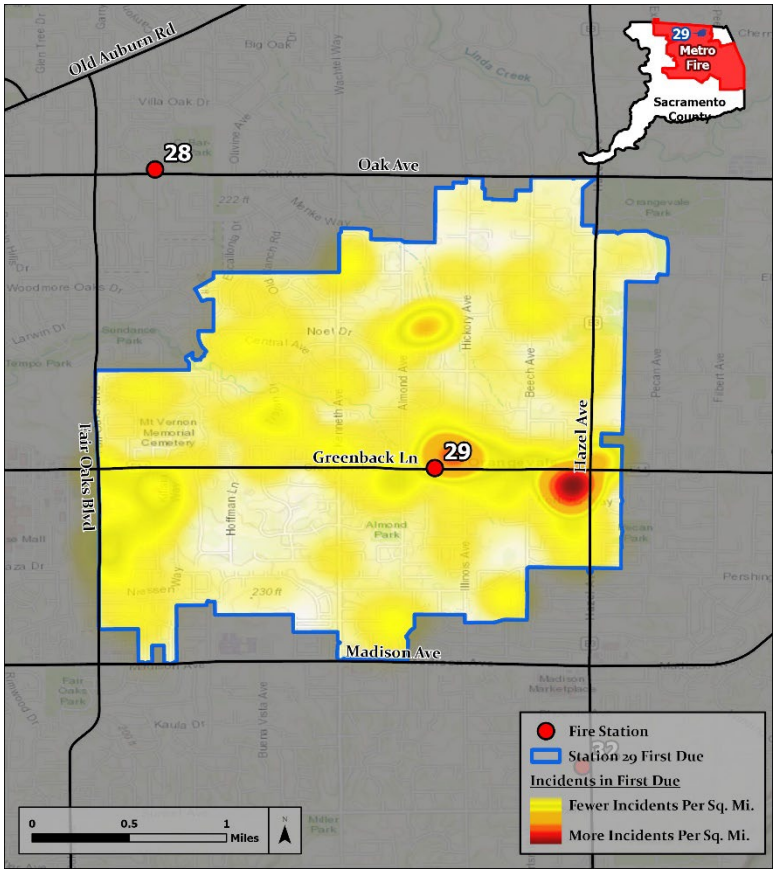
24% Rented	**76%** Owner-Occupied
Units Built 35-64 Years Ago	64%
Units Built 65+ Years Ago	16%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	27	-23%	Good Intent	150	-24%
Overpressure	3	+200%	False Call	81	+31%
EMS	1,461	-3%	Weather/Disaster	1	-
HazMat	15	-25%	Other Situation	1	-
Service Call	210	+30%			
			Total Calls	**1,949**	**-2%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Low	Medium-Low	Medium-Low	Medium-Low	Low	Medium-Low	Medium	Medium-Low

Station 31

First Due Risk Assessment

VALUES AT RISK

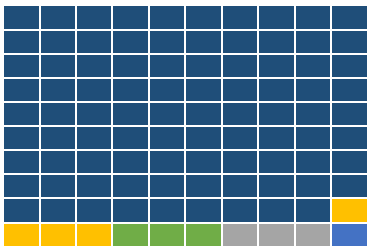
16,704	4.8 Sq.Mi.	$2,854,734,142
Population	Land Area	Property Value

Station 31 protects a first due area that encompasses portions of Fair Oaks, Carmichael, and Citrus Heights. Wood shake roofs and densely wooded areas are more prevalent in this area and enhance the structural fire risk. Geographic hazards include the American River and the Fair Oaks Bluffs. Target hazards include historic Old Fair Oaks Village.

POPULATION RISK INDICATORS

3,465 Population Density (per sq. mi.)	**41%** Population Under 14 & Over 65	**10%** Households Below Poverty Line
20% Households with Disability	**6%** Uninsured/ Medicaid Population	**15%** Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**5,725**
Residential	89%
Commercial	4%
Industrial	0%
Vacant	3%
Exempt	3%
Other	1%

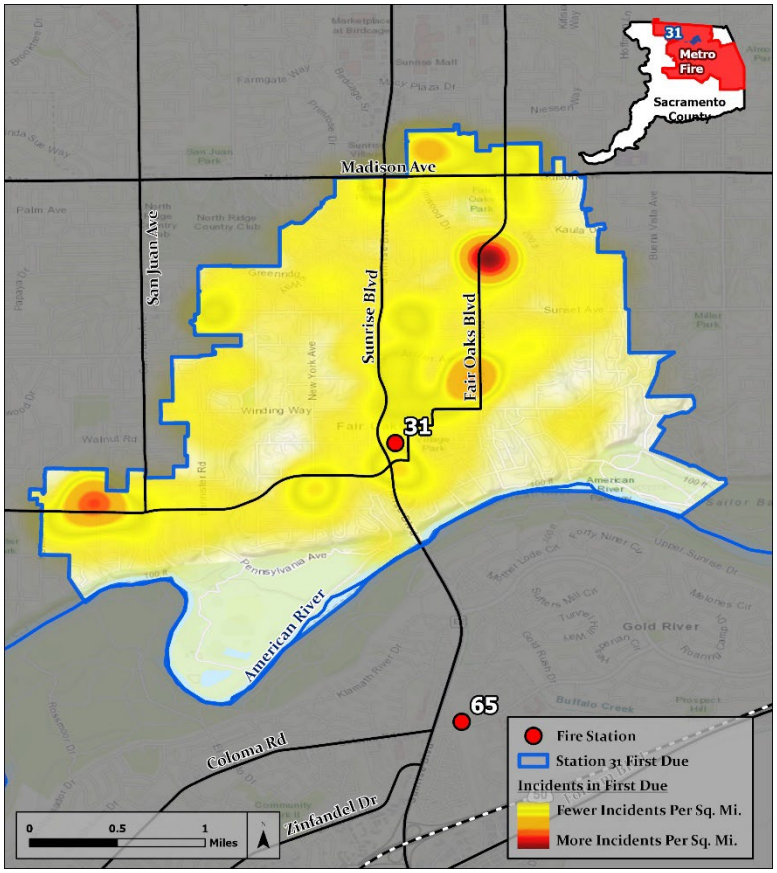
Total Housing Units	**7,458**
39% Rented	**61%** Owner-Occupied
Units Built 35-64 Years Ago	63%
Units Built 65+ Years Ago	21%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	34	-13%	Good Intent	175	+18%
Overpressure	2	-	False Call	93	-15%
EMS	1,604	+5%	Weather/Disaster	0	-
HazMat	42	-9%	Other Situation	0	-
Service Call	157	-14%			
			Total Calls	**2,107**	**+2%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low

Station 32

First Due Risk Assessment

VALUES AT RISK

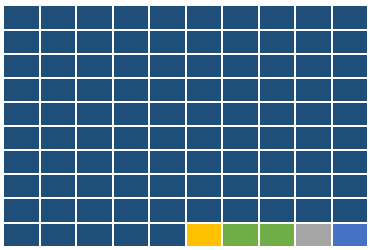
17,241	6.4 Sq.Mi.	$2,980,273,315
Population	Land Area	Property Value

Station 32 protects a first due area that encompasses a portion of Orangevale and Fair Oaks. Wood shake roofs and densely wooded areas are more prevalent in this area. Several commercial corridors are also found in this area. Geographic hazards include the American River, Linda Creek, Lake Natoma, Fair Oaks Bluffs, and a significant wildland urban interface (WUI) area.

POPULATION RISK INDICATORS

2,686	43%	5%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
20%	**6%**	**14%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,358
Residential	95%
Commercial	1%
Industrial	0%
Vacant	2%
Exempt	1%
Other	1%

Total Housing Units	7,092
25% Rented	76% Owner-Occupied
Units Built 35-64 Years Ago	65%
Units Built 65+ Years Ago	12%

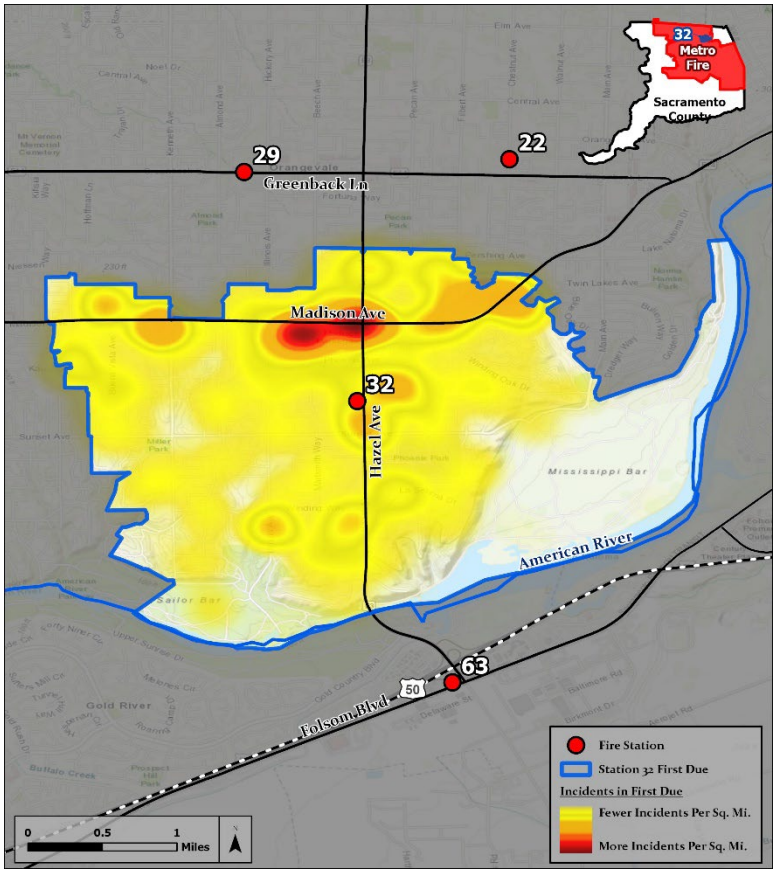


RISK MATRIX

Probability	Impact				
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	23	-21%	Good Intent	146	-7%
Overpressure	0	-100%	False Call	88	-10%
EMS	1,289	-5%	Weather/Disaster	2	-33%
HazMat	36	-31%	Other Situation	0	-
Service Call	175	+16%			
			Total Calls	1,759	-5%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium	Medium-Low	Medium-Low

Battalion 14

Battalion Risk Assessment

FIRST DUE RESPONSE AREAS

Station 58
Station 59
Station 61
Station 63
Station 65
Station 66
Station 68

VALUES AT RISK

95,115	188.4 Sq.Mi.	$17,954,831,847
Population	Land Area	Property Value

Battalion 14 encompasses seven first due response areas that serve the communities of Rancho Cordova, Mather, Sloughhouse, Easton, Gold River, Fair Oaks, and Rancho Murieta. Geographic hazards include the American River, Buffalo Creek, Lake Natoma, Morrison Creek, Cosumnes River, Deer Creek, and the Folsom South Canal system. Target hazards include the Union Pacific Railroad, Aerojet property, natural gas pipeline, Hwy 50, Hwy 16, light rail system, Nimbus Dam, a water treatment facility, Mather Airport, and other general aviation.

POPULATION RISK INDICATORS

505	40%	8%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
25%	**4%**	**30%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS

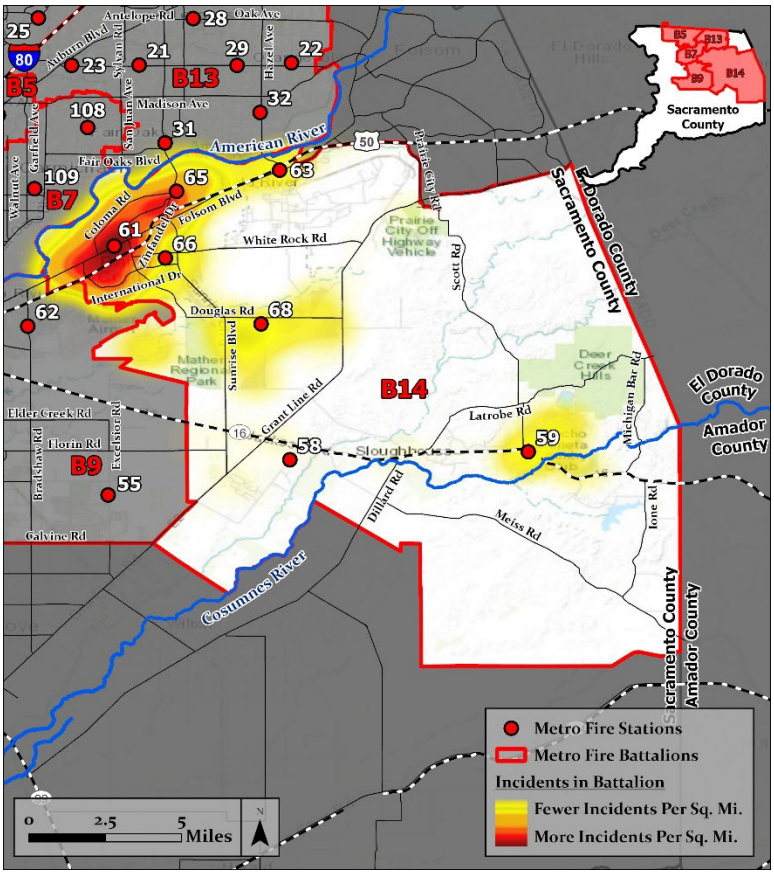
Total Parcels	32,605	Residential	82%
		Commercial/Indust	4%
		Other	14%
Total Housing Units	36,131	Rented	34%
		Owner-Occupied	67%
		Built 65+ Years Ago	12%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN BATTALION

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	387	-	Good Intent	1,301	-
Overpressure	3	-25%	False Call	654	+9%
EMS	9,446	+3%	Weather/Disaster	13	+86%
HazMat	103	-30%	Other Situation	1	-
Service Call	973	+2%			
			Total Calls	12,881	+2%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Low	Medium-Low	Medium-Low	Medium-High	Medium	Medium-Low	Medium-Low

Station 58

First Due Risk Assessment

VALUES AT RISK

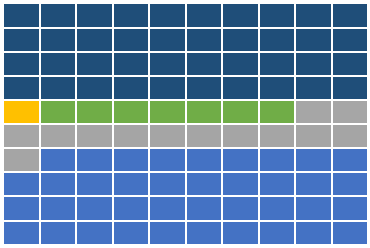
905	47 Sq.Mi.	$333,071,438
Population	Land Area	Property Value

Station 58 protects a first due area that encompasses a portion of Sloughhouse and Rancho Cordova. Large lots with outbuildings and agricultural structures with a higher prevalence of fireplaces as a heat source, as well as several historic buildings. Geographic hazards include waterways such as Cosumnes River and Deer Creek, as well as Hwy 16.

POPULATION RISK INDICATORS

19	45%	6%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
24%	**15%**	**32%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	487
Residential	40%
Commercial	1%
Industrial	0%
Vacant	7%
Exempt	13%
Other	39%

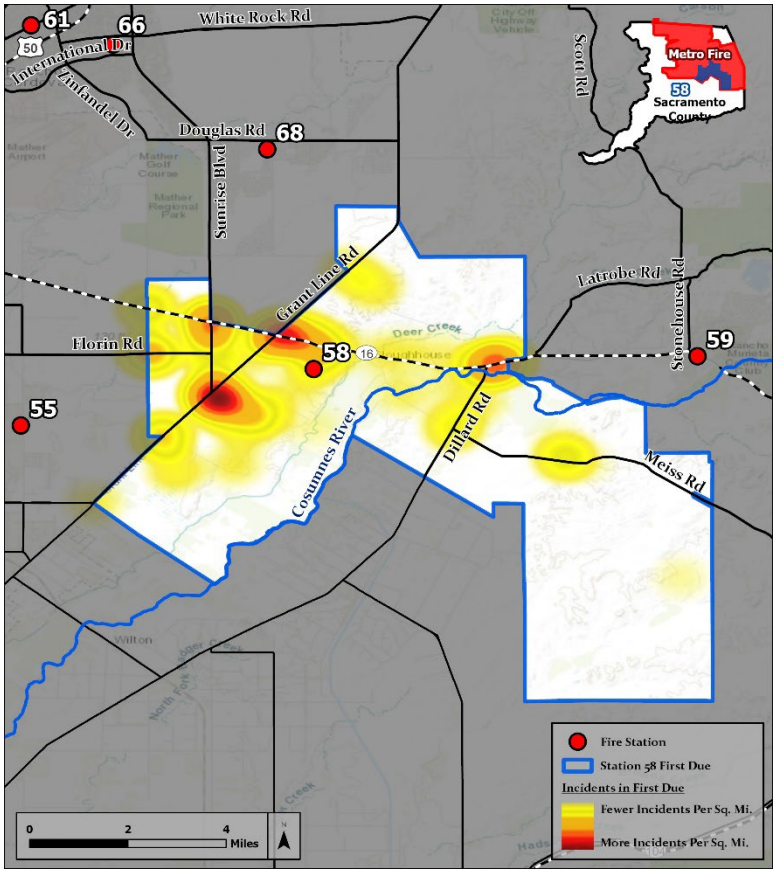
Total Housing Units	363
14% Rented	86% Owner-Occupied
Units Built 35-64 Years Ago	66%
Units Built 65+ Years Ago	13%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	26	-	Good Intent	36	-
Overpressure	0	-	False Call	6	+50%
EMS	112	+67%	Weather/Disaster	1	-
HazMat	3	-25%	Other Situation	1	-
Service Call	7	-13%			
			Total Calls	192	+32%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Low	Medium-Low	Low	Low	Low	High	Medium	Medium-Low	Medium

Station 59

First Due Risk Assessment

VALUES AT RISK

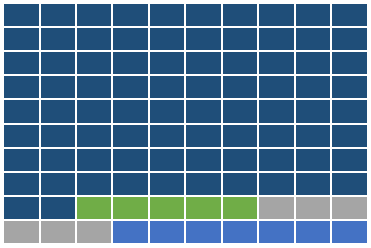
6,411	67.3 Sq.Mi.	$1,570,277,747
Population	Land Area	Property Value

Station 59 protects a first due area that encompasses a portion of Rancho Murieta and Sloughhouse. Geographic hazards include waterways such as the Cosumnes River. Target hazards include a water treatment facility, the Rancho Murieta Airport, and general aviation flight path that runs throughout the area.

POPULATION RISK INDICATORS

95	50%	3%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
21%	**5%**	**6%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	3,362
Residential	82%
Commercial	0%
Industrial	0%
Vacant	5%
Exempt	6%
Other	7%

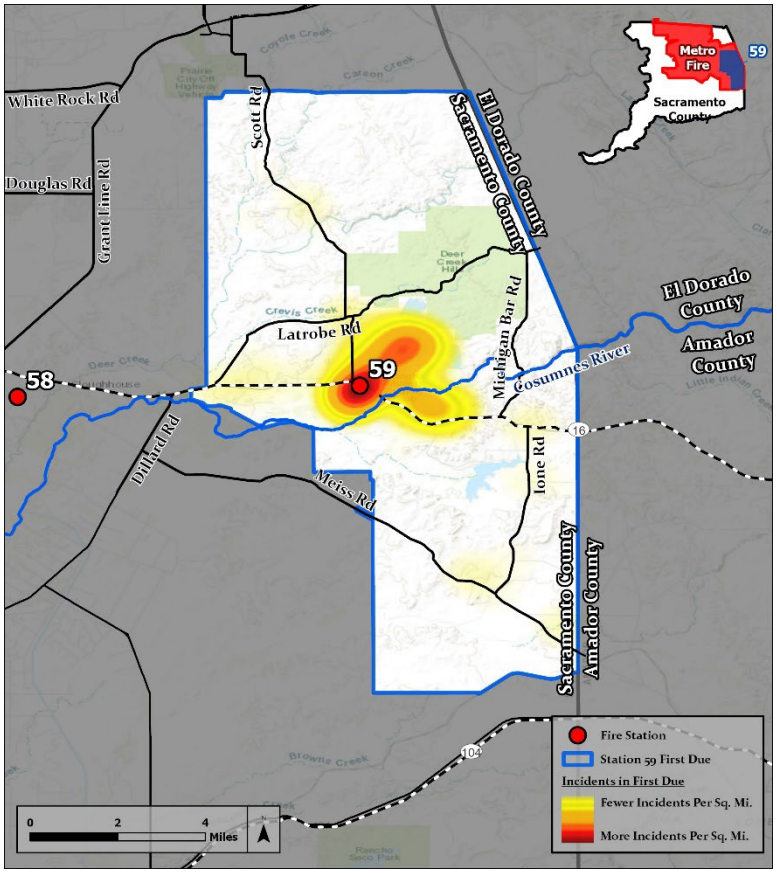
Total Housing Units	2,792
9% Rented	92% Owner-Occupied
Units Built 35-64 Years Ago	55%
Units Built 65+ Years Ago	0%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low				
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	16	-6%	Good Intent	41	+3%
Overpressure	0	-100%	False Call	36	+20%
EMS	558	+5%	Weather/Disaster	0	-100%
HazMat	4	-73%	Other Situation	0	-
Service Call	71	-15%			
			Total Calls	726	+1%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium-Low	Medium-Low	Medium-Low	Medium-Low	Medium-Low	High	Medium	Medium-Low	Medium

Station 61

First Due Risk Assessment

VALUES AT RISK

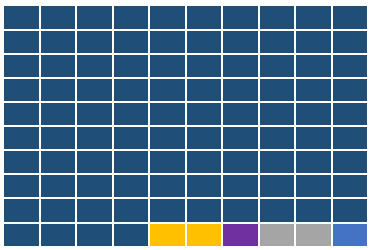
27,681	5.3 Sq.Mi.	$2,516,939,556
Population	Land Area	Property Value

Station 61 protects a first due area that encompasses a portion of Rancho Cordova. Geographic hazards include waterways like the American River, Buffalo Creek, and a canal system. Target hazards include the Union Pacific Railroad, a natural gas pipeline, the Mather airport, Hwy 50, a natural gas pipeline, petroleum terminal and pipeline, light rail system, and controlled air space.

POPULATION RISK INDICATORS

5,212	39%	12%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
31%	**4%**	**34%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	6,692
Residential	94%
Commercial	2%
Industrial	1%
Vacant	0%
Exempt	2%
Other	1%

Total Housing Units	10,062
45% Rented	55% Owner-Occupied
Units Built 35-64 Years Ago	62%
Units Built 65+ Years Ago	31%

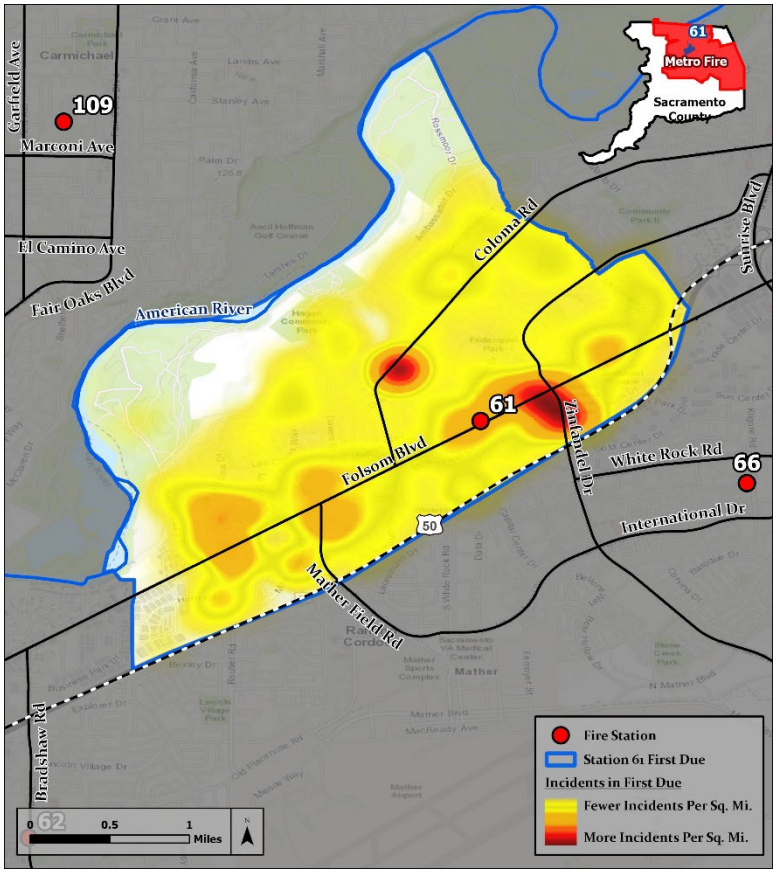
RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	120	-19%	Good Intent	353	-24%
Overpressure	1	-	False Call	150	-11%
EMS	3,435	+3%	Weather/Disaster	5	+400%
HazMat	30	-40%	Other Situation	0	-
Service Call	296	-22%			
			Total Calls	4,390	-3%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

Station 63

First Due Risk Assessment

VALUES AT RISK

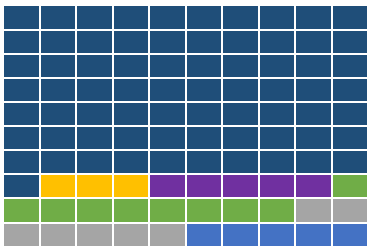
2,601	24.2 Sq.Mi.	$1,203,201,369
Population	Land Area	Property Value

Station 63 protects a first due area of Rancho Cordova, Gold River, Fair Oaks, Easton/Aerojet, and Sloughhouse. Geographic hazards include waterways like American River, Buffalo Creek, and Folsom South Canal. Target hazards include Union Pacific Railroad, Aerojet property, natural gas pipeline, Hwy 50, light rail system, petroleum terminal/pipeline, water treatment facility, and the Nimbus Dam.

POPULATION RISK INDICATORS

107	44%	5%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
12%	**5%**	**28%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	**944**
Residential	71%
Commercial	3%
Industrial	5%
Vacant	9%
Exempt	7%
Other	5%

Total Housing Units 1,155

14%	87%
Rented	Owner-Occupied

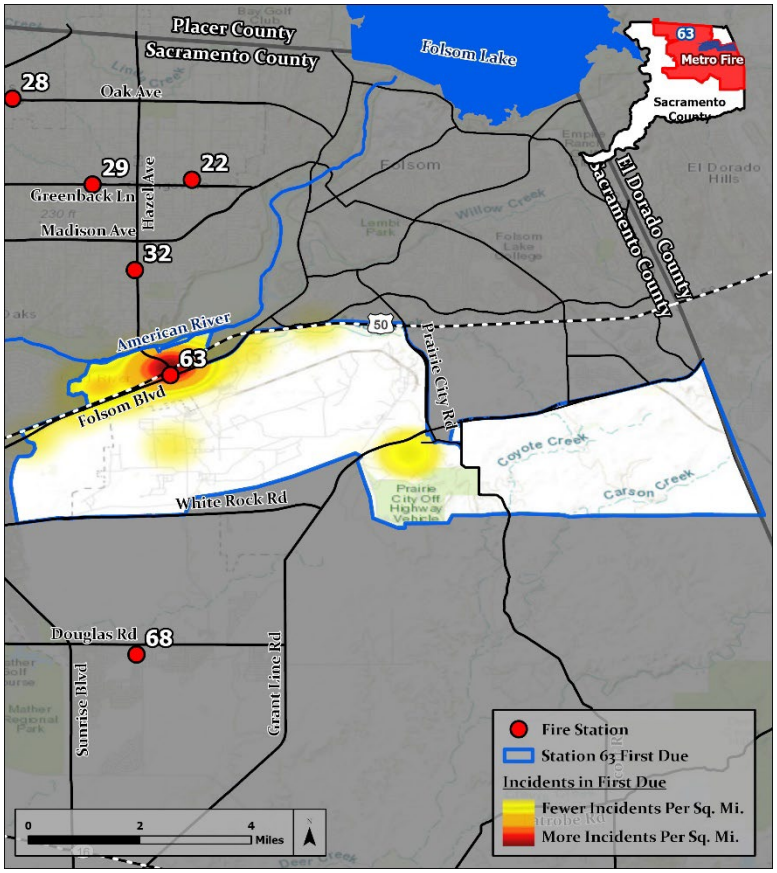
Units Built 35-64 Years Ago	42%
Units Built 65+ Years Ago	7%

RISK MATRIX

Probability	Impact: None	Impact: Limited	Impact: Substantial	Impact: High
High				
Moderate				
Low			Station 63	
Very Low				

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	19	+6%	Good Intent	69	+11%
Overpressure	0	-	False Call	57	+30%
EMS	312	-24%	Weather/Disaster	0	-100%
HazMat	5	-44%	Other Situation	0	-
Service Call	32	-38%			
			Total Calls	**494**	**-17%**



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

Station 65

First Due Risk Assessment

VALUES AT RISK

17,068	4.4 Sq.Mi.	$2,887,646,510
Population	Land Area	Property Value

Station 65 protects a first due area that encompasses portions of Rancho Cordova and Gold River. Geographic hazards include waterways such as the American River. Target hazards include the Union Pacific Railroad, light rail system, and Hwy 50.

RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

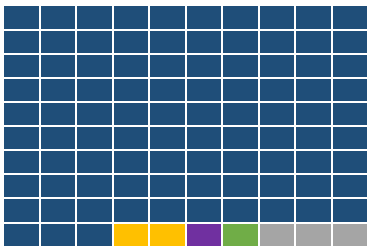
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	83	+36%	Good Intent	371	+24%
Overpressure	0	-	False Call	146	+21%
EMS	1,949	-	Weather/Disaster	2	-
HazMat	19	+6%	Other Situation	0	-
Service Call	347	+51%			
			Total Calls	2,917	+9%

POPULATION RISK INDICATORS

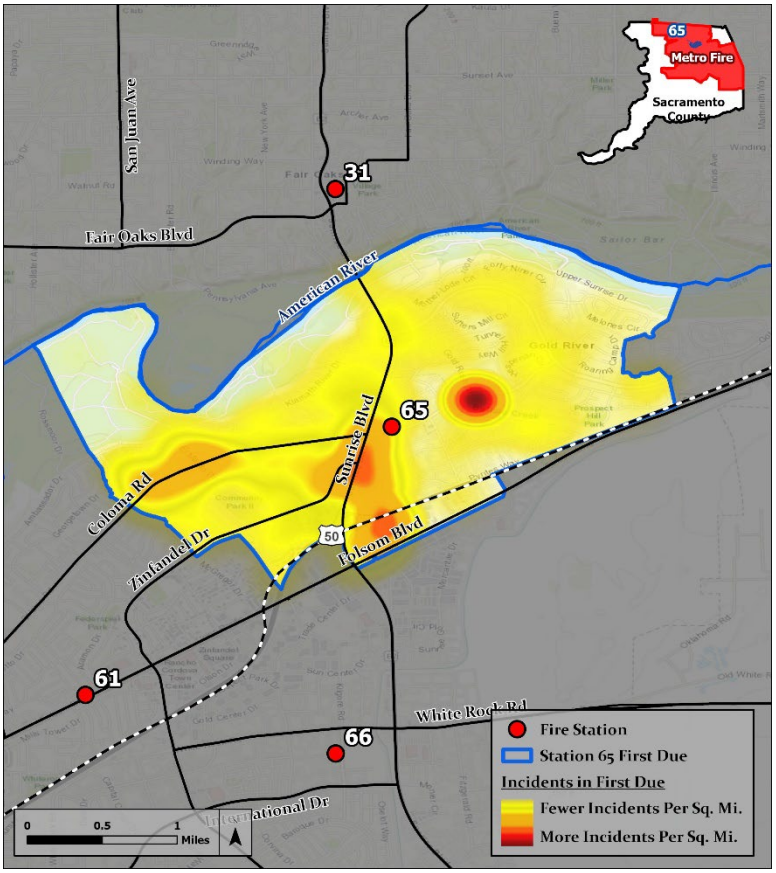
3,895 Population Density (per sq. mi.)	44% Population Under 14 & Over 65	8% Households Below Poverty Line
27% Households with Disability	4% Uninsured/ Medicaid Population	28% Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	5,896
Residential	93%
Commercial	2%
Industrial	1%
Vacant	1%
Exempt	3%
Other	0%

Total Housing Units	7,422
31% Rented	70% Owner-Occupied
Units Built 35-64 Years Ago	67%
Units Built 65+ Years Ago	8%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

Station 66

First Due Risk Assessment

VALUES AT RISK

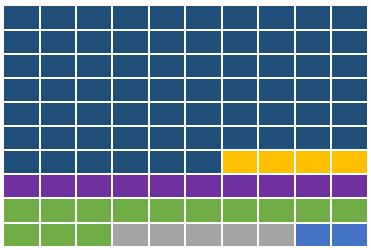
15,970	11 Sq.Mi.	$4,687,414,435
Population	Land Area	Property Value

Station 66 protects a first due area that encompasses a portion of Rancho Cordova. And Easton/Aerojet. Geographic hazards include waterways like the American River, Buffalo Creek, and a canal system. Target hazards include the Union Pacific Railroad, a natural gas pipeline, the Mather Airport, Hwy 50, a natural gas pipeline, petroleum terminal and pipeline, light rail system, and air traffic control run throughout the area.

POPULATION RISK INDICATORS

1,457	34%	7%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
25%	**3%**	**34%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

PROPERTY RISK INDICATORS



Total Parcels	4,745
Residential	66%
Commercial	4%
Industrial	10%
Vacant	13%
Exempt	5%
Other	2%

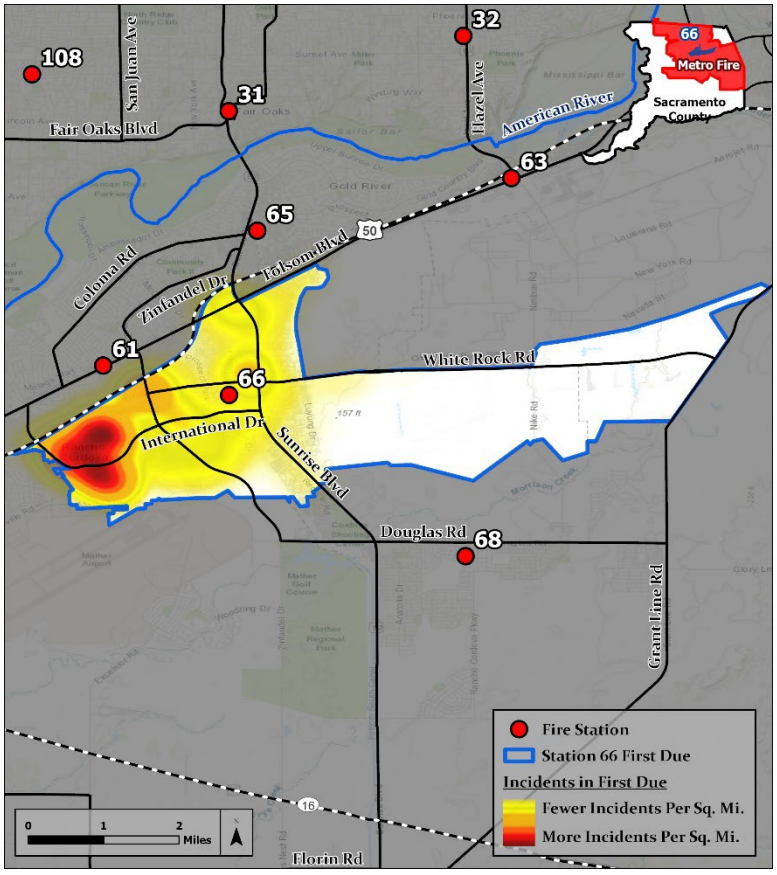
Total Housing Units	6,253
57% Rented	43% Owner-Occupied
Units Built 35-64 Years Ago	35%
Units Built 65+ Years Ago	2%

RISK MATRIX

Probability	Impact				
	High				
	Moderate				
	Low				
	Very Low				
		None	Limited	Substantial	High

TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	86	+5%	Good Intent	310	+5%
Overpressure	1	-	False Call	191	+18%
EMS	2,015	+3%	Weather/Disaster	3	+200%
HazMat	20	-38%	Other Situation	0	-
Service Call	156	+12%			
			Total Calls	2,782	+4%



HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

Station 68

First Due Risk Assessment

VALUES AT RISK

24,572	29 Sq.Mi.	$4,642,932,382
Population	Land Area	Property Value

Station 68 protects a first due area that encompasses portions of Rancho Cordova, Sloughhouse, and Mather. Geographic hazards include waterways such as Buffalo Creek and a canal system. The only significant target hazard in this area is the south side of the Aerojet property.

RISK MATRIX

Probability	None	Limited	Substantial	High
High				
Moderate				
Low				
Very Low				

Impact

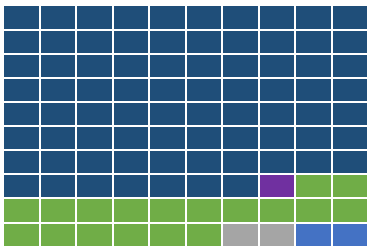
TOTAL CALLS IN FIRST DUE

NFIRS Call Type	Total Calls		NFIRS Call Type	Total Calls	
Fire	37	+3%	Good Intent	121	+14%
Overpressure	1	-	False Call	68	-
EMS	1,065	+13%	Weather/Disaster	2	-
HazMat	22	+16%	Other Situation	0	-
Service Call	64	+10%			
			Total Calls	1,380	+12%

POPULATION RISK INDICATORS

845	40%	4%
Population Density (per sq. mi.)	Population Under 14 & Over 65	Households Below Poverty Line
19%	**4%**	**31%**
Households with Disability	Uninsured/ Medicaid Population	Non-English Speaking Households

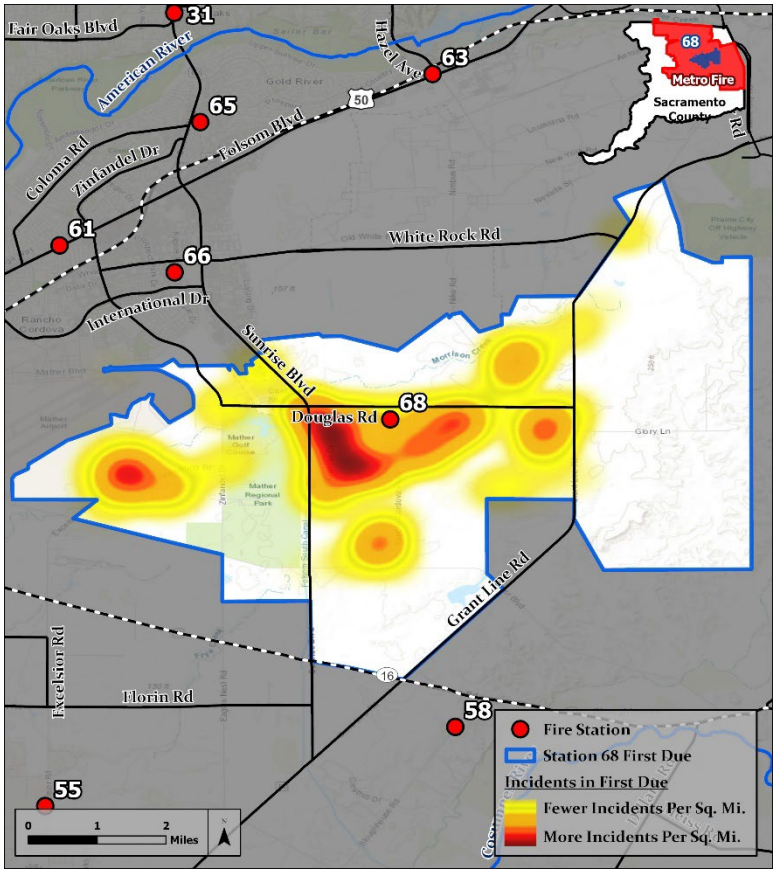
PROPERTY RISK INDICATORS



Total Parcels	10,479
Residential	77%
Commercial	0%
Industrial	1%
Vacant	18%
Exempt	2%
Other	2%

Total Housing Units	8,069
10% Rented	90% Owner-Occupied
Units Built 35-64 Years Ago	3%
Units Built 65+ Years Ago	1%





HAZARD RISK ASSESSMENT

Structure Fire	Grass Fire	WUI Fire	Medical Aid	HazMat	Drought	Earthquake	Landslide	Flooding
Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium	Low	Medium-Low

Findings

Findings

Metro Fire's risk assessment revealed the following findings:

- Call volume remains highest in densely populated areas; one first due area has a population density that exceeds 10,000 and another will likely surpass 10,000 soon.
- Incidents related to the unhoused population decreased by nearly 15% as compared to 2023 and represent 7% of the total call volume for 2024. EMS calls for this population decreased by 18%. Fire calls related to this population decreased by 17%, but still make up over 28% of the total fire call volume.
- Total EMS response made up 84% of the total call volume for 2024 and increased by 1% from 2023.
- Values at risk increased nearly 15% to more than $102 billion as compared to 2023 and roughly 1,000 dwelling units were added over the last year.
- There were no material changes in overall call volume, however fire responses decreased by 1% as compared to 2023. Call volume remained constant in Battalions 5,7, and 13. Battalions 9 and 14 each saw 2% growth in their respective call volume as compared to 2023. This is likely due the population growth associated with urban sprawl in the Vineyard area of Battalion 9 and the Rancho Cordova area of Battalion 14. These growth impacts are consistent with District projections and are further covered in Section 5.

SECTION 3
Risk Categories & Critical Task Capabilities

- Risk Categories
- Critical Task Capabilities
- Findings

Risk Categories

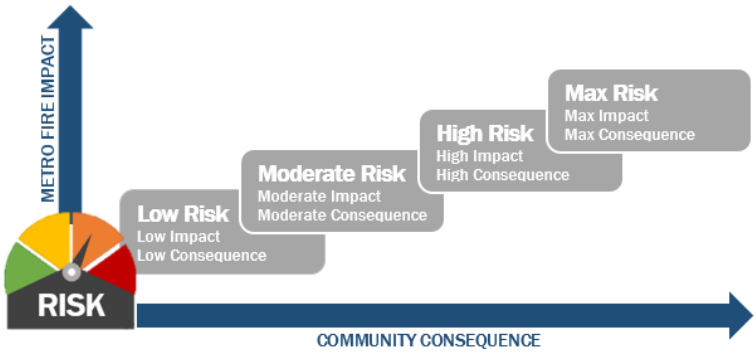
Risk Class

As an agency that provides all-hazard response, Metro Fire is responsible for ensuring that appropriate resources are deployed to each incident in consideration of each incident's particular needs, which can vary greatly. Incidents to which Metro Fire responds are generally grouped into the following classes:



Risk Category

Incident types are further classified by a risk category that describes level of risk (Low, Moderate, High, and Maximum) based on factors such as probability of occurrence, consequence of the incident on the community, and impact to Metro Fire's ability to meet operational needs while safeguarding response personnel. Within the risk categories, incident types requiring similar tasks and personnel in order to appropriately mitigate are divided into sub-groups that can be utilized in evaluating response performance.



Generally, lower acuity and non-emergent incidents require less resources and are categorized as lower risk incidents; these incidents are of lower consequence to the community and have a smaller impact to Metro Fire. Conversely, higher acuity and emergent incidents require more resources and are categorized as higher risk; these incidents are of higher consequence to the community and have a larger impact to Metro Fire.

Critical Task Capabilities

Critical Task Analysis

A major component in properly classifying incident types is conducting a critical task analysis for each incident type. This analysis identifies the necessary tasks to be completed for each incident type. Tasks range from establishing command to salvage and overhaul; from deploying primary attack lines to forcible entry; from vehicle stabilization to atmospheric monitoring. It is the responsibility of the first arriving unit to begin working through the critical tasks when they arrive on-scene.

Effective Response Force (ERF)

Effective response force (ERF) describes the number of resources and personnel needed to satisfy all critical tasks on different incident types in order to maximize positive outcomes. Staffing levels, available resources, personnel safety, and industry standards all inform the determination of the ERF needed to provide adequate response. While ERF is outlined in the District's standard operating guidelines, certain incidents may require personnel to perform additional tasks or fill other roles after their initial assignment.

Fire Suppression

Low Risk

Low-risk fire incidents include alarm runs, minor in-flight emergencies, and other small fires (dumpster, fence tree, vehicle) that require the assignment of only one or two apparatus. Critical tasks for low-risk fire incidents include establishing command, scene safety, and extinguishment or other mitigation. ERF for low-risk fire incidents is no more than 8 personnel.

Fire - Low Risk							
Low 1		Low 2		Low 3		Low 4	
Code	Description	Code	Description	Code	Description	Code	Description
DUMP	DUMPSTER FIRE	AC1	MINOR IN FLIGHT EMER	VFC	COMM VEHICLE FIRE	OT2	OTHER LEVEL TWO
FEN	FENCE FIRE						
FWD	FIRE WATCH DETECTOR						
IAC	INTERNAL ALARM COMM						
IAR	INTERNAL ALARM RESD						
IB	ILLEGAL BURN						
OT1	OTHER LEVEL ONE						
S1	OUTBUILDING FIRE						
TRA	TRASH FIRE						
TRANS	TRANSFORMER						
TREE	TREE FIRE						
VF	VEHICLE FIRE						
VFP	VEHICLE FIRE-PKG LOT						
WD	WIRES DOWN						
FC	ILLEGAL FIRE CRACKER						
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Scene Safety/Command Investigate/Mitigate Extinguishment		Scene Safety/Command Designated Staging Areas Communications Monitor Aircraft Frequency		Scene Safety/Command Investigate/Mitigate Water Supply/Extinguishment		Scene Safety/Command Investigate/Mitigate Water Supply/Extinguishment	
Effective Response Force							
3-4 Personnel		4 Personnel		7 Personnel		8 Personnel	
1 Engine or Truck		1 ARFF Unit 1 Battalion Chief		2 Engines 1 Battalion Chief		1 Engine 1 Truck 1 Battalion Chief	

Fire Suppression

Moderate Risk

Moderate-risk fire incidents include most structure fires (residential and commercial) and incidents involving vehicles into residential structures where multiple apparatus are required. In addition to establishing command and scene safety, some of the critical tasks for moderate fire incidents include primary attack/handlines, establishing and maintaining water supply, forcible entry/search, ventilation, and patient care, if needed. ERF for moderate-risk fire incidents ranges from 11 to 14 personnel and requires 4-5 apparatus.

Fire – Moderate Risk					
Moderate 1		**Moderate 2**		**Moderate 3**	
Code	**Description**	**Code**	**Description**	**Code**	**Description**
CS1	COMMERCIAL STRUCTURE	VRS	VEH INTO HOUSE	CS2	COMMERCIAL STRUCTURE
				S2	STRUCTURE FIRE
Critical Task Analysis		**Critical Task Analysis**		**Critical Task Analysis**	
Scene Safety/Command		Scene Safety/Command		Scene Safety/Command	
Initial Attack/Hose Lines		Initial Attack/Hose Lines		Initial Attack/Hose Lines	
Forcible Entry/Search		Forcible Entry/Search		Forcible Entry/Search	
Ventilation		Ventilation		Ventilation	
Water Supply		Water Supply		Water Supply	
Utilities		Utilities		Utilities	
Patient Care		Patient Care		Patient Care	
Salvage/Overhaul		Salvage/Overhaul		Salvage/Overhaul	
Effective Response Force					
11 Personnel		13 Personnel		14 Personnel	
2 Engines		2 Engines		3 Engines	
1 Truck		1 Truck		1 Truck	
1 Battalion Chief		1 Medic		1 Battalion Chief	
		1 Battalion Chief			

Fire Suppression

High Risk

High-risk fire incidents include vehicles into commercial structures, aircraft accidents, explosions, and larger structure or grass fires requiring an increased amount of resources. Critical tasks added to the workload for high-risk fire incidents include back-up attack/handlines, back-up water supply and egress. Critical tasks for High 3 incidents also include foam application and specialized tasks related to aircraft fire and rescue. ERF for high-risk fire incidents ranges from 16 to 27 personnel and requires 6-12 apparatus.

Fire - High Risk					
High 1		**High 2**		**High 3**	
Code	**Description**	**Code**	**Description**	**Code**	**Description**
VCS	VEH INTO COMM BLDG	GS	GRASS/STRUCTURE	AC3	AIRCRAFT ACCIDENT
		S3	STRUCTURE FIRE		
		7C1	BURNS/EXPLOSION		
		7C1E	BURNS/EXPLOSION		
		7C1F	BURNS/EXPLOSION		
		7C1W	BURNS/EXPLOSION		
Critical Task Analysis		**Critical Task Analysis**		**Critical Task Analysis**	
Scene Safety/Command		Scene Safety/Command		Scene Safety/Command	
Initial Attack/Hose Lines		Initial Attack/Hose Lines		Initial Attack/Hose Lines	
Forcible Entry/Search		Forcible Entry/Search		Maintain Rescue Corridors	
Egress/Ventilation		Egress/Ventilation		Monitor Aircraft Frequencies	
Back-up Attack/Hose Lines		Back-up Attack/Hose Lines		Water Supply	
Water Supply		Water Supply		Attack Line Deployment	
Back-up Water Supply		RIC		Foam Application	
Patient Care		Patient Care		Aircraft Entry	
Salvage/Overhaul		Salvage/Overhaul		Aircraft Engine Shutdown	
				Air Crew Extrication	
				Patient Care	
				Notifications	
Effective Response Force					
16 Personnel		24 Personnel		27 Personnel	
3 Engines		4 Engines		2 ARFF Units	
1 Truck		2 Trucks		(Off airport - 2 Engines)	
1 Medic		1 Medic		1 Truck	
1 Battalion Chief		2 Battalion Chief		2 Medics	
				1 Water Tender	
				1 Foam Unit	
				1 Helicopter	
				1 EMS Shift Captain	
				1 Public Information Officer	
				1 Battalion Chief	
				1 Shift Commander	

Fire Suppression

Maximum Risk

Maximum-risk fire incidents include large and complex commercial structure fires as well as larger explosions that require the maximum level of resources. Critical tasks unique to maximum-risk fire incidents include staging, standpipe/sprinklers, and Level I or Level II RIC. ERF for maximum fire risk incidents is 32-33 personnel and requires 11-14 apparatus.

Fire – Maximum Risk			
Max 1		**Max 2**	
Code	**Description**	**Code**	**Description**
CS3	COMMERCIAL STRUCTURE	EXP	EXPLOSION
Critical Task Analysis		**Critical Task Analysis**	
Scene Safety/ Command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Water Supply Back-up Attack/Hose Lines Secondary Water Supply Standpipe/Sprinklers Level I or II RIC Utilities Staging ALS/BLS Patient Care Salvage/Overhaul		Scene Safety/ Command Initial Attack/Hose Lines Forcible Entry/Search Egress/Ventilation Water Supply Back-up Attack/Hose Lines Secondary Water Supply Standpipe/Sprinklers Level I or II RIC Utilities Staging ALS/BLS Patient Care Salvage/Overhaul Notifications	
Effective Response Force			
32 Personnel		33 Personnel	
5 Engines 3 Trucks 1 Medic 2 Battalion Chiefs		4 Engines 2 Trucks 1 Rescue Unit 2 Medics 1 EMS Shift Captain 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander	

Emergency Medical Services

Low Risk

All EMS incidents are classified as low-risk incidents due to the limited number of resources that are required for response. Critical tasks include scene safety, patient care, documentation and transport. ERF for low-risk EMS incidents is 2-5 personnel and required 1-2 apparatus.

Metro Fire utilizes a Medical Priority Dispatch System (MPDS) to dispatch appropriate resources to a call. There are two major components to the system. First, dispatchers use a series of questions to determine the appropriate protocols. These protocols are often referred to as cards and are numbered 1 through 41. See Protocol table below for details.

Medical Priority Dispatch System - Protocols							
1	ABDOMINAL PAIN/PROBLEMS	11	CHOKING	21	HEMORRHAGE/LACERATIONS	31	UNCONSCIOUS/FAINTING (NEAR)
2	ALLERGIES/ENVENOMATIONS	12	CONVULSTIONS/SEIZURES	22	INACCESSIBLE INCIDENT/ENTRAPMENTS	32	UNKNOWN PROBLEM
3	ANIMALS BITES/ATTACKS	13	DIABETIC PROBLEMS	23	OVERDOSE/POISONING	37	INTER-FACILITY TRANSFER
4	ASSAULT/SEXUAL ASSAULT/STUN GUN	14	DROWNING/DIVING	24	PREGNANCY/CHILDBIRTH/MISCARRIAGE	39	ACTIVE ASSAILANT
5	BACK PAIN	15	ELECTROCUTION/LIGHTNING	25	PSYCHIATRIC/ABNORMAL BEHAVIOR	41	CALLER IN CRISIS
6	BREATHING PROBLEMS	16	EYE PROBLEMS/INJURY	26	SICK PERSON		
7	BURNS/EXPLOSION	17	FALLS	27	STAB/GUNSHOT/PENETRATING TRAUMA		
8	CARBON MONOXIDE/INHALATION/HAZMAT	18	HEADACHE	28	STROKE (CVA)/TRANSIENT ISCHEMIC		
9	CARDIAC OR RESPIRATORY ARREST/DEATH	19	HEART PROBLEMS	29	TRAFFIC/TRANSPORTATION INCIDENTS		
10	CHEST PAIN	20	HEAT/COLD EXPOSURE	30	TRAUMATIC INJURY		

Once the protocol is ascertained, the dispatcher must determine the response priority. These priorities are classified as Omega (O), Alpha (A), Bravo (B), Charlie (C), Delta (D), and Echo (E), with Alpha being the least severe and Echo being the most severe. There are over 1,000 EMS dispatch codes in the CAD system.

Type	Capability	Response Time
(A) Alpha	Basic Life Support (BLS)	Non-emergent
(B) Bravo	Basic Life Support (BLS)	Emergent
(C) Charlie	Advanced Life Support (ALS)	Emergent
(D) Delta	Advanced Life Support (ALS)	Emergent
(E) Echo	Advanced Life Support (ALS)	Emergent
(O) Omega	Basic Life Support (BLS)	Staging

The EMS Low 1 incidents are non-emergent incidents generally made by request only with a single-unit response. EMS Low 2 incidents are Omega and Alpha calls (non-emergent), while EMS Low 3 incidents are Bravo calls (emergent). While ERF for EMS Low 2 and 3 incidents is a single first responder unit, transport may be requested on-scene if necessary. EMS Low 4 incidents are Charlie, Delta, and Echo calls, which are deemed emergent and require a first responder unit as well as a transporting medic unit.

Medical - Low Risk							
Low 1		Low 2		Low 3		Low 4	
Code	Description	Card	Priority	Card	Priority	Code	Description
COVID	COVID TESTING	All	Alpha (A)	All	Bravo (B)	All	Charlie (C)
MIH	MIH REQUEST	All	Omega (O)			All	Delta (D)
SD	SPECIAL DUTY					All	Echo (E)
Critical Task Analysis		Critical Task Analysis		Critical Task Analysis		Critical Task Analysis	
Assessment		Incident Command/Scene Safety		Incident Command/Scene Safety		Incident Command/Scene Safety	
Patient Care		Assessment		Assessment		Assessment	
Follow-Up		Patient Care		Patient Care		Patient Care	
						Transport	
Effective Response Force		Effective Response Force		Effective Response Force		Effective Response Force	
2 Personnel		2-4 Personnel		2-4 Personnel		4-6 Personnel	
1 Medic/1 MIH Unit		1 First Responder (Engine/Truck/Squad)		1 First Responder (Engine/Truck/Squad)		1 First Responder	

Technical Rescue

Low Risk

Low-risk technical rescue incidents range from lockouts to animal rescues, to elevator rescues and other inaccessible incidents/entrapments that require response by only one or two apparatus. Critical tasks for low-risk rescue incidents generally include establishing command/scene safety, investigation/mitigation, and patient care. ERF for low-risk rescue incidents is no more than 7 personnel.

Rescue - Low Risk					
Low 1		**Low 2**		**Low 3**	
Code	**Description**	**Code**	**Description**	**Code**	**Description**
22A	INACCESS/OTHER ENTRAPMENTS	22D1	INACCESS/OTHER ENTRAPMENTS	ELV	ELEVATOR RESCUE
22B	INACCESS/OTHER ENTRAPMENTS			FL	Flooding
AN	ANIMAL RESCUE				
LAW	LAW ENF ASSIST				
LO	LOCK OUT				
PA	PUBLIC ASSISTANCE				
Critical Task Analysis		**Critical Task Analysis**		**Critical Task Analysis**	
Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS		Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS		Incident Command/Scene Safety Investigation/Mitigation BLS Patient Care vs. ALS Salvage and Overhaul	
Effective Response Force					
3 Personnel		5 Personnel		7 Personnel	
1 Engine or Truck		1 Engine or Truck 1 Medic		1 Engine 1 Truck	

Technical Rescue

Moderate Risk

Moderate-risk technical rescue incidents include most vehicle accidents and extrications, major in-flight emergencies, water rescues, and other rescue incidents requiring an increased level of resources. Critical tasks added to the workload for moderate-risk rescue incidents may include vehicle stabilization, downstream/upstream protection, and other tasks related to aircraft rescues. ERF for moderate-risk technical rescue incidents ranges from 10-13 personnel and requires 4-5 apparatus.

Rescue - Moderate Risk	
Moderate 1	**Moderate 2**
Code **Description** VAE VEH ACC W/EXT VAR VEH ACC -ROLLOVER WR1 OUT OF WATER WR2 IN THE WATER	**Code** **Description** AC2 MAJOR IN FLIGHT EMER
Critical Task Analysis	**Critical Task Analysis**
Incident Command/Scene Safety Incident and Vehicle Stabilization Identifying Victim/s and Locations Victim/s Profile Downstream/Upstream Protection Provide Victim/s Egress Lines Deployed BLS Patient Care vs. ALS	Incident Command/Scene Safety Designated Staging Areas Monitor Aircraft Frequency Water Supply Attack Line Deployment Maintain Rescue Corridor Foam Application Aircraft Entry Aircraft Engine Shutdown Air Crew Extrication Patient Care Notifications
Effective Response Force	
10 Personnel	13 Personnel
1 Engine 1 Truck or Rescue Boat 1 Medic 1 Battalion Chief	2 ARFF Units (Off airport - 2 Engines) 1 Truck 1 Medic 1 Battalion Chief

Technical Rescue

High Risk

High-risk technical rescue incidents include special and technical rescues, including confined space and swift water rescues that require a significant amount of resources. Critical tasks unique to high-risk technical rescue incidents include implementing site control/scene management, recognizing/identifying hazards, increasing survivability profile, lock out/tag out utilities, patient care, and may include atmospheric monitoring. ERF for high-risk technical rescue incidents is 20-22 personnel and requires 7-10 apparatus.

Rescue - High Risk		
High 1	**High 2**	**High 3**
Code **Description** WR3 SWIFT WATER RESCUE	**Code** **Description** SPR SPECIAL RESCUE TCR TECHNICAL RESCUE	**Code** **Description** CSP CONFINED SPACE RESCU
Critical Task Analysis	**Critical Task Analysis**	**Critical Task Analysis**
Establish Command/Scene Safety Implement Scene Control/Management Identifying Victim/s and Locations Recognize/Identify Hazards Increase Survivability Profile Downstream/Upstream Protection Provide Victim/s Egress ALS/BLS Patient Care	Establish Command/Scene Safety Implement Scene Control/Management Initiate Contact w/ Victim/s Recognize/Identify Hazards Increase Survivability Profile Lock out Tag out Utilities Safety Briefings ALS/BLS Patient Care	Establish Command/Scene Safety Implement Scene Control/Management Initiate Contact w/ Victim/s Recognize/Identify Hazards Atmospheric monitoring Increase Survivability Profile Lock out Tag out Utilities Safety Briefings ALS/BLS Patient Care
Effective Response Force		
20 Personnel	21 Personnel	22 Personnel
2 Engines 2 Rescue Boats 1 Medic 1 Copter 1 Battalion Chief	1 Engine 1 Truck 2 Rescue Units 1 Medic 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander	1 Engine 1 Truck 2 Rescue Units 1 Medic 1 EMS Shift Captain 1 Public Information Officer 2 Battalion Chiefs 1 Shift Commander

Hazardous Materials

Low Risk

Low-risk HazMat incidents include carbon monoxide alarm runs, outdoor gas leaks, and HazMat Level 1 and 2 incidents that require response by only one or two apparatus. Critical tasks for low-risk HazMat incidents include establishing command/scene safety and investigation/mitigation. HazMat Level 2 calls also may require isolating/denying entry, establishing control zones, product identification, and evacuation or rescue if needed. ERF for low-risk HazMat incidents is no more than 8 personnel.

HazMat - Low Risk			
Low 1		**Low 2**	
Code	**Description**	**Code**	**Description**
801	CO DETECTOR ALARM	HM2	HAZ MAT LEVEL 2
802	CO DETECTOR ALARM		
FGO	FLAM GAS LEAK OUTSIDE		
HM1	HAZ MAT LEVEL 1		
Critical Task Analysis		**Critical Task Analysis**	
Scene Safety/Command		Scene Safety/Command	
Investigate/Mitigate		Initial Size-up	
Water Supply		Establish Action Plan	
Attack Line		Isolate and Deny Entry	
Securing Utilities		Establish Control Zones	
Evacuations		Identify Product	
Patient Care		Notifications	
Notifications		Rescue Victims	
		Evacuations	
		Safety Officer	
		Mitigation	
		Decontamination	
Effective Response Force			
3-4 Personnel		8 Personnel	
1 Engine or Truck		1 Engine or Truck 1 HazMat Unit 1 Battalion Chief	

Hazardous Materials

Moderate Risk

Moderate-risk HazMat incidents include indoor gas leaks, rail car incidents, and tanker fires. Moderate-risk HazMat incidents require increased resources to perform additional critical tasks that may include primary attack/handlines, establishing water supply, securing of utilities, evacuations, egress/ventilation, patient care, and back-up water supply and attack. ERF for moderate-risk HazMat incidents ranges from 11-21 personnel and requires 4-9 apparatus.

HazMat - Moderate Risk					
Moderate 1		**Moderate 2**		**Moderate 3**	
Code	**Description**	**Code**	**Description**	**Code**	**Description**
FGI	FLAM GAS ODOR INSIDE	RC	RAIL CAR	VFT	TANKER FIRE
Critical Task Analysis		**Critical Task Analysis**		**Critical Task Analysis**	
Scene Safety/Command Primary Attack/Handlines Water Supply Securing of Utilities Egress/Ventilation Evacuations Patient Care		Scene Safety/Command Primary Attack/Handlines Back-up Attack/Handlines Water Supply Back-up Water Supply Evacuations Access/Egress Notifications Patient Care		Scene Safety/Command Primary Attack/Handlines Back-up Attack/Handlines Water Supply Back-up Water Supply Access/Egress Evacuations Notifications Patient Care	
Effective Response Force					
11 Personnel		14 Personnel		21 Personnel	
2 Engines 1 Truck 1 Battalion Chief		2 Engines 1 Truck 1 Foam Unit 1 Battalion Chief		3 Engines 1 Truck 1 Foam Unit 1 Medic 1 Public Information Officer 1 Battalion Chief 1 Shift Commander	

Hazardous Materials

High Risk

High-risk HazMat incidents include liquid spills and HazMat Level 3 incidents which require a significant amount of assigned resources. Critical tasks added to the workload for high-risk HazMat incidents include initial size-up, establishing action plan, rescue victims, notifications, and decontamination. ERF for high-risk HazMat incidents is 14-25 personnel and requires 6-9 apparatus.

HazMat - High Risk			
High 1		**High 2**	
Code	**Description**	**Code**	**Description**
HM3	HAZ MAT LEVEL 3	LQ	LIQUID SPILL
Critical Task Analysis		**Critical Task Analysis**	
Scene Safety/Command		Scene Safety/Command	
Initial Size-up		Initial Size-up	
Establish Action Plan		Establish Action Plan	
Isolate and Deny Entry		Isolate and Deny Entry	
Establish Control Zones		Establish Control Zones	
Rescue Victims		Rescue Victims	
Evacuations		Evacuations	
Identify Product		Identify Product	
Notifications		Notifications	
Safety Officer		Safety Officer	
Mitigation		Mitigation	
Decontamination		Decontamination	
Effective Response Force			
14 Personnel		25 Personnel	
2 HazMat Units		3 Engines	
1 Decontamination Unit		1 Truck	
1 EMS Shift Captain		1 Foam Unit	
1 Public Information Officer		1 HazMat Unit	
1 Shift Commander		1 Water Tender	
		1 Battalion Chief	
		1 Shift Commander	

Exclusions

Grass Fire

Grass fires continue to be excluded from the risk categories and analysis due to the complex nature of grass fire response. Since response to a grass/vegetation fire is determined by many dynamic factors that differ throughout the district, there is no uniform standard with regard to critical tasks and ERF. The geographic location of the incident, specific risks of the incident area, and factors such as weather, time of year, and fuel type will ultimately determine the unique resource deployment on an incident-by-incident basis.

Since the District does not have a pre-determined standard for grass/wildland response, these incident types were excluded from the risk categories. The District will strategize how to best measure performance on grass/wildland fire incidents for evaluation in future years.

Multi-Casualty Incidents

Multi-casualty incidents (MCIs) were also excluded from this study as MCIs are inherently complex and difficult to group into risk categories, especially since most MCIs are not originally dispatched as MCIs. If the first responders on scene determine the criteria of an MCI are met, the determination is made and additional resources are requested on an incident-by-incident basis. Metro Fire defines an MCI as an incident that meets any of the following:

- Four (4) patients that meet critical trauma criteria
- Five (5) or more immediate/delayed patients
- Eleven (11) or more minor patients
- Any incident that overwhelms on-scene resources

MCIs generally require more emergency medical resources than are available during routine incident response. The nature of an MCI also ranges widely, from large vehicle accidents to hazardous material exposures, natural disasters, and terrorist attacks, all requiring unique resources and apparatus. Because of this, it is not feasible to standardize critical task capabilities and ERF. The District will strategize how to best measure performance on MCIs for evaluation in future years.

Findings

Findings

A review of Metro Fire's risk categories and critical task capabilities revealed the following findings:

- While there were no material changes to dispatch codes or MPDS protocols in 2024, there have since been advancements in mental health response at the time of assembling this report (2025). These pertain specifically to the 25 and 41 run cards (psychiatric/abnormal behavior and caller in crisis, respectfully) to ensure the safety of responding crew members due to the complex nature of these calls. Additionally, call dispatchers have been trained to transfer these call types (and others, where applicable) to the 988 Suicide and Crisis Lifeline.

SECTION 4
Standards, Goals & Objectives

- Response Standards
- Response Goals
- Service Level Objectives
- Findings

Response Standards

Response Standard Considerations

Response standards determine the appropriate level of service to be provided to the community by the District. Service level can be described as the expected response time and the resources required to perform the critical tasks necessary to effectively mitigate the incident. Service levels can vary based on population, density, land use, incident history, identified risks and special hazards.

Adopted Standards

Per the findings and recommendations of the 2024 Standards of Cover and 2024 Response Standards and Service Level Objectives, Metro Fire's Board of Directors adopted the following response standards in order to differentiate levels of service to be provided based on population densities and perceived risk:

Metropolitan	Dense Urban	Urban
Population density greater than 10,000 people per square mile	Populations density between 500-1,000 people per square mile	Populations density between 500-1,000 people per square mile

Suburban	Rural
Population density greater than 10,000 people per square mile	Population density less than 500 people per square mile

These new standards were recommended for adoption in the 2024 Standards of Cover study and are based on revised recommendations from National Fire Protection Association (NFPA) and other recognized industry best practices.

Response Goals

Response Goal Considerations

While it would seem appropriate to set a goal to measure average performance, average performance only reflects a goal of 50%. Using this methodology, the goal would be to ensure adequate response is achieved at least half of the time. It is evident that application of a 50% goal is not appropriate for emergency response performance. NFPA recognizes that emergency response performance must be held to a higher standard and recommends that a 90th percentile goal is applied.

Adopted Response Goal

Metro Fire's current adopted response goal is a 90th percentile goal. This goal reflects that adequate response should be achieved 90% of the time.

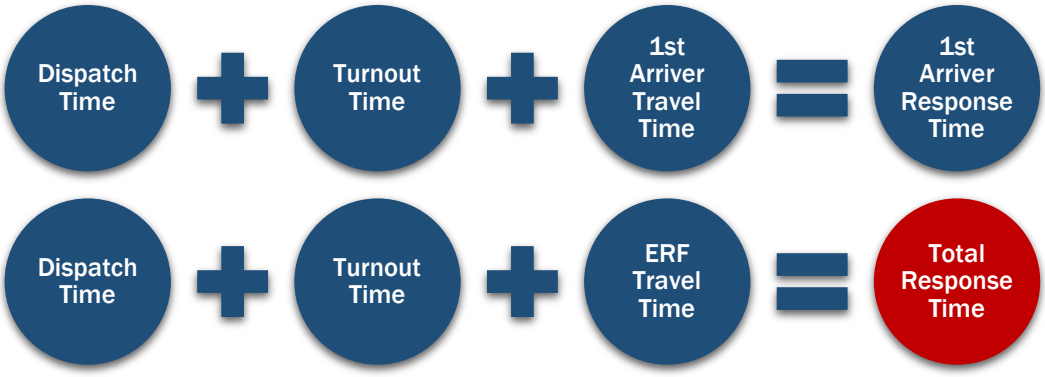
Service Level Objectives

Service Level Objective Considerations

As previously defined, service level is described as the expected response time and the resources required to perform the critical tasks necessary to effectively mitigate the incident. As such, considerations for setting service level objectives primarily revolve around response time considerations and risk considerations.

Response Time

Response time is measured as the length of time from when a call is dispatched to when personnel arrive on scene. Response time is measured to include both the first arriving unit as well as when effective response force (ERF) is achieved, and includes dispatch time (time from alarm to notification), turnout time (time from notification to enroute), and travel time (time from enroute to on scene).



When setting service level objectives, there are two geographic considerations with regard to the location of resources in relation to response time: distribution and concentration.

Distribution

The Commission on Fire Accreditation International (CFAI) defines distribution as the "geographic location of all first-due resources for initial intervention, generally measured from fixed response points, such as fire stations, and expressed as a measure of time." Distribution describes the spacing of community-based response units to stop routine emergencies and ensure coverage of the service area, with a focus on the length of travel times for the first-due units within their first-due response areas. The industry standard for first-due travel times is found in NFPA 1710 and established as 240 seconds (four minutes).

There are two key factors that affect travel times: distance and population density. Large response areas will inherently see longer travel times on their outer edges for obvious reasons. Densely populated areas tend to have higher service demands, which leads to stations being clustered more closely together. As such, their response areas are smaller and faster travel times are expected.

Ideally, first-due resources are centrally located on or near arterial roads to maximize response area and reduce response times. Additional consideration should be given to natural and manmade impediments which have an effect on response time such as roads, bodies of water, etc.

Concentration

Concentration describes the clustering of fire stations in close enough proximity to ensure the availability of adequate resources to provide timely ERF as it relates to the completion of critical tasks necessary to mitigate the incident. While distribution is concerned with how long it takes the first-due resource to arrive on scene, concentration refers to how long it takes to get the balance of the necessary resources on scene. For fires, NFPA 1710 sets the standard at 480 seconds (eight minutes) for the travel time of the first full compliment.

Concentration is subject to the same issues facing distribution. Rural areas generally have spacious response areas. The resources needed to achieve an ERF are typically forced to travel a significant distance, resulting in longer travel times. Conversely, incidents occurring in more densely populated areas can achieve ERF quicker.

Risk

As previously described in Section 3, different types of incidents pose varying levels of risk and ERF needs, which should be considered when setting service level objectives. NFPA 1710 recommends that service level objectives are set for each major service component (fire suppression, EMS, and special operations) with consideration given to level of risk.

Adopted Service Level Objectives

In conjunction with the adoption of new response standard in 2024, Metro Fire's Board of Directors also adopted new service level objectives for each of the four response standards (rural, suburban, urban, dense urban) and for each risk type. The new objectives incorporate NFPA best practice recommendations with additional consideration given to level of risk.

Response Time

Metro Fire's adopted response time objectives are shown in the table below. Response time objectives for a metropolitan response standard have been added for all risk categories and is consistent with response time objectives for urban/dense urban response.

Risk Class/ Category		ERF	Dispatch Time	Turnout Time	First Arriver Travel Time			ERF Travel Time			Total Response Time		
					Metro/ Dense/ Urban	Suburban	Rural	Metro/ Dense/ Urban	Suburban	Rural	Metro/ Dense/ Urban	Suburban	Rural
Fire	Low 1	3	01:00	02:00	04:00	10:00	14:00	-	-	-	07:00	13:00	17:00
	Low 2	4	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Low 3	7	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Low 4	8	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 1	11	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 2	13	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 3	14	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	High 1	16	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	High 2	24	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	High 3	27	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	Max 1	32	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	Max 2	33	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
EMS	Low 1	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Low 2	2-4	01:00	02:00	04:00	10:00	14:00	-	-	-	07:00	13:00	17:00
	Low 3	2-4	01:00	02:00	04:00	10:00	14:00	-	-	-	07:00	13:00	17:00
	Low 4	5	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
Rescue	Low 1	3	01:00	02:00	04:00	10:00	14:00	-	-	-	07:00	13:00	17:00
	Low 2	5	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Low 3	7	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 1	10	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 2	13	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	High 1	20	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	High 2	21	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	High 3	22	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
HazMat	Low 1	3	01:00	02:00	04:00	10:00	14:00	-	-	-	07:00	13:00	17:00
	Low 2	8	01:00	02:00	04:00	10:00	14:00	8:00	15:00	20:00	11:00	18:00	23:00
	Mod 1	11	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 2	14	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	Mod 3	21	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30
	High 1	14	01:00	02:00	04:00	10:00	14:00	08:00	15:00	20:00	11:00	18:00	23:00
	High 2	25	01:00	02:00	04:00	10:00	14:00	10:10	19:10	25:30	13:10	22:10	28:30

Benchmark Performance Statements

Keeping in mind that each risk class and subcategory has a different ERF, individual benchmark performance statements were also adopted for each risk class and category according to applicable response standards.

Fire Response

Fire Low 1

For 90% of all Fire Low 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gallons per minute (gpm) pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. ERF will be staffed with a minimum of 3 personnel. Total response time will be 07:00 in metropolitan, dense urban, and urban areas; 13:00 in suburban areas; and 17:00 in rural areas.

Fire Low 2

For 90% of all Fire Low 2 responses, travel for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 4 personnel and be capable of monitoring aircraft communications. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire Low 3

For 90% of all Fire Low 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 7 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire Low 4

For 90% of all Fire Low 4 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and extinguishment. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 8 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire Moderate 1

For 90% of all Fire Moderate 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 11 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire Moderate 2

For 90% of all Fire Moderate 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and providing patient care as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 13 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire Moderate 3

For 90% of all Fire Moderate 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Fire High 1

For 90% of all Fire High 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and providing patient care as needed. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 16 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Fire High 2

For 90% of all Fire High 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm as needed. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 24 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Fire High 3

For 90% of all Fire High 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and gaining direct access to the aircraft. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 27 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Fire Max 1

For 90% of all Fire Max 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and establishing standpipe connection as appropriate. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 32 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Fire Max 2

For 90% of all Fire Max 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, and conducting evacuations as needed. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 33 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

EMS Response

EMS Low 1

EMS Low 1 incidents are primarily Mobile Integrated Health (MIH) program and special duty calls which, by nature, are not emergent and do not require emergency response, but rather are requested as needed. While no benchmark performance statement is recommended for adoption at this time, a future recommendation may be considered for appropriate benchmark performance measurement as the MIH program grows.

EMS Low 2

For 90% of all EMS Low 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, patient assessment, patient treatment/stabilization, and requesting transport if necessary. Total response time will be 07:00 in metropolitan, dense urban, and urban areas; 13:00 in suburban areas; and 17:00 in rural areas.

EMS Low 3

For 90% of all EMS Low 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, patient assessment, patient treatment/stabilization, and requesting transport if necessary. Total response time will be 07:00 in metropolitan, dense urban, and urban areas; 13:00 in suburban areas; and 17:00 in rural areas.

EMS Low 4

For 90% of all EMS Low 4 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, requesting additional resources if necessary, and providing ALS patient care as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 5 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Technical Rescue Response

Rescue Low 1

For 90% of all Rescue Low 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation as needed. ERF will be staffed with a minimum of 3 personnel. Total response time will be 07:00 in metropolitan, dense urban, and urban areas; 13:00 in suburban areas; and 17:00 in rural areas.

Rescue Low 2

For 90% of all Rescue Low 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 5 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Rescue Low 3

For 90% of all Rescue Low 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene safety, investigation, requesting additional resources if necessary, providing BLS/ALS patient care, and mitigation. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 7 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Rescue Moderate 1

For 90% of all Rescue Moderate 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene safety, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, providing BLS/ALS patient care, and conducting evacuations as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 10 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Rescue Moderate 2

For 90% of all Rescue Moderate 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, gaining access to aircraft, deploying fire attack lines capable of flowing 150 gpm, and performing rescues as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 13 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

Rescue High 1

For 90% of all Rescue High 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, identifying victim profile and location, recognizing/identifying hazards, requesting additional resources if necessary, and performing shore-based rescues. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 17 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Rescue High 2

For 90% of all Rescue High 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, site control and scene management, hazard recognition, increasing survivability profile, and requesting addidtional resources if necessary. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 21 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Rescue High 3

For 90% of all Rescue High 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up, site control and scene management, hazard recognition, increasing survivability profile, and requesting addidtional resources if necessary. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 22 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Hazardous Materials Response

HazMat Low 1

For 90% of all HazMat Low 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up and safety, investigation, requesting additional resources if necessary, and mitigation if possible. ERF will be staffed with a minimum of 3 personnel. Total response time will be 07:00 in metropolitan, dense urban, and urban areas; 13:00 in suburban areas; and 17:00 in rural areas.

HazMat Low 2

For 90% of all HazMat Low 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of establishing incident command, scene size-up and safety, investigation, requesting additional resources if necessary, isolating and denying entry, evacuations, and performing first responder mitigation tactics if possible. Travel for the arrival of ERF will be 8:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 8 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

HazMat Moderate 1

For 90% of all HazMat Moderate 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, isolating and denying entry, securing utilities, and conducting evacuations or rescues as needed. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 11 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

HazMat Moderate 2

For 90% of all HazMat Moderate 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, requesting additional resources if necessary, scene safety, isolating and denying entry, product identification if possible, determining immediate threats to life, and rescuing victims if possible. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

HazMat Moderate 3

For 90% of all HazMat Moderate 3 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, requesting additional resources if necessary, scene safety, isolating and denying entry, product identification if possible, determining immediate threats to life, deploying fire attack lines capable of flowing 150 gpm, and rescuing victims if possible. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 21 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

HazMat High 1

For 90% of all HazMat High 1 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban, and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit should already have arrived on a HazMat Low 2 response. Additional companies on HazMat High 1 incidents should be able to conduct robust offensive HazMat mitigation operations. Travel time for the arrival of ERF will be 08:00 in metropolitan, dense urban, and urban areas; 15:00 in suburban areas; and 20:00 in rural areas. ERF will be staffed with a minimum of 14 personnel. Total response time will be 11:00 in metropolitan, dense urban, and urban areas; 18:00 in suburban areas; and 23:00 in rural areas.

HazMat High 2

For 90% of all HazMat High 2 responses, travel time for the first arriving unit will be 04:00 in metropolitan, dense urban and urban areas; 10:00 in suburban areas; and 14:00 in rural areas. The first arriving unit will be capable of providing 700 gallons of water and 1500 gpm pumping capacity, establishing incident command, scene size-up, arrival report, requesting additional resources if necessary, deploying fire attack lines capable of flowing 150 gpm, isolating and denying entry, product identification if possible, performing first responder mitigation tactics if possible, and conducting evacuations or rescues as needed. Travel time for the arrival of ERF will be 10:10 in metropolitan, dense urban, and urban areas; 19:10 in suburban areas; and 25:30 in rural areas. ERF will be staffed with a minimum of 25 personnel. Total response time will be 13:10 in metropolitan, dense urban, and urban areas; 22:10 in suburban areas; and 28:30 in rural areas.

Findings

Findings

A review of Metro Fire's existing standards, goals and objectives revealed the following findings:

- Per the adopted 2024 Standards of Cover and 2024 Response Standards and Service Level Objectives, there is now an official response standard for metropolitan areas, which exceed a population density of 10,000.
- Benchmark performance statements now include dispatch, turnout, and travel time targets.
- There is no performance standard by which to measure EMS Low 1 response; however, a benchmark performance statement for this risk class may be evaluated as the MIH program continues to expand.
- The EMS Low 2 and EMS Low 3 benchmark performance statements were updated to more properly reflect operational deployment, as these call types are dispatched as a single unit response and ERF is only required if transport is ultimately requested on scene.
- Need to separate grass/wildland fire response from structural response for better data management and deployment analysis.

SECTION 5
Service Delivery Analysis

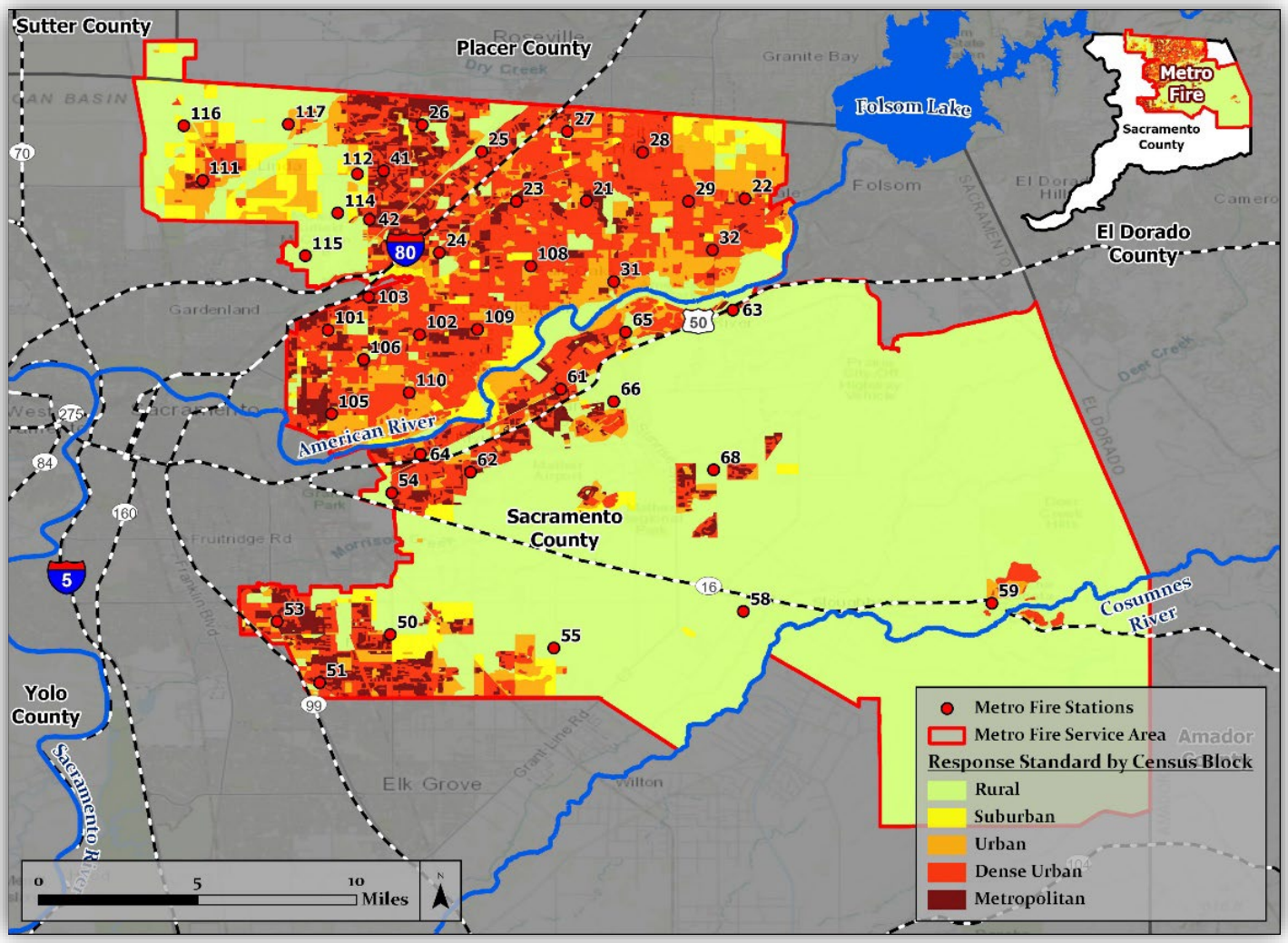
- Deployment Study & Gap Analysis
- Service Planning
- Growth Analysis
- Findings

Deployment Study & Gap Analysis

Response Standard Analysis

The first step in analyzing the District's deployment of resources is to determine which response standard is applicable to each first due since each response standard has its own service level objectives.

The table below shows the response standard for each census block in Metro Fire's jurisdiction based solely on population density. A review of densities alone shows that 65% of the District's service area is considered Rural, 4% Suburban, 6% Urban, 19% Dense Urban, and 5% Metropolitan.



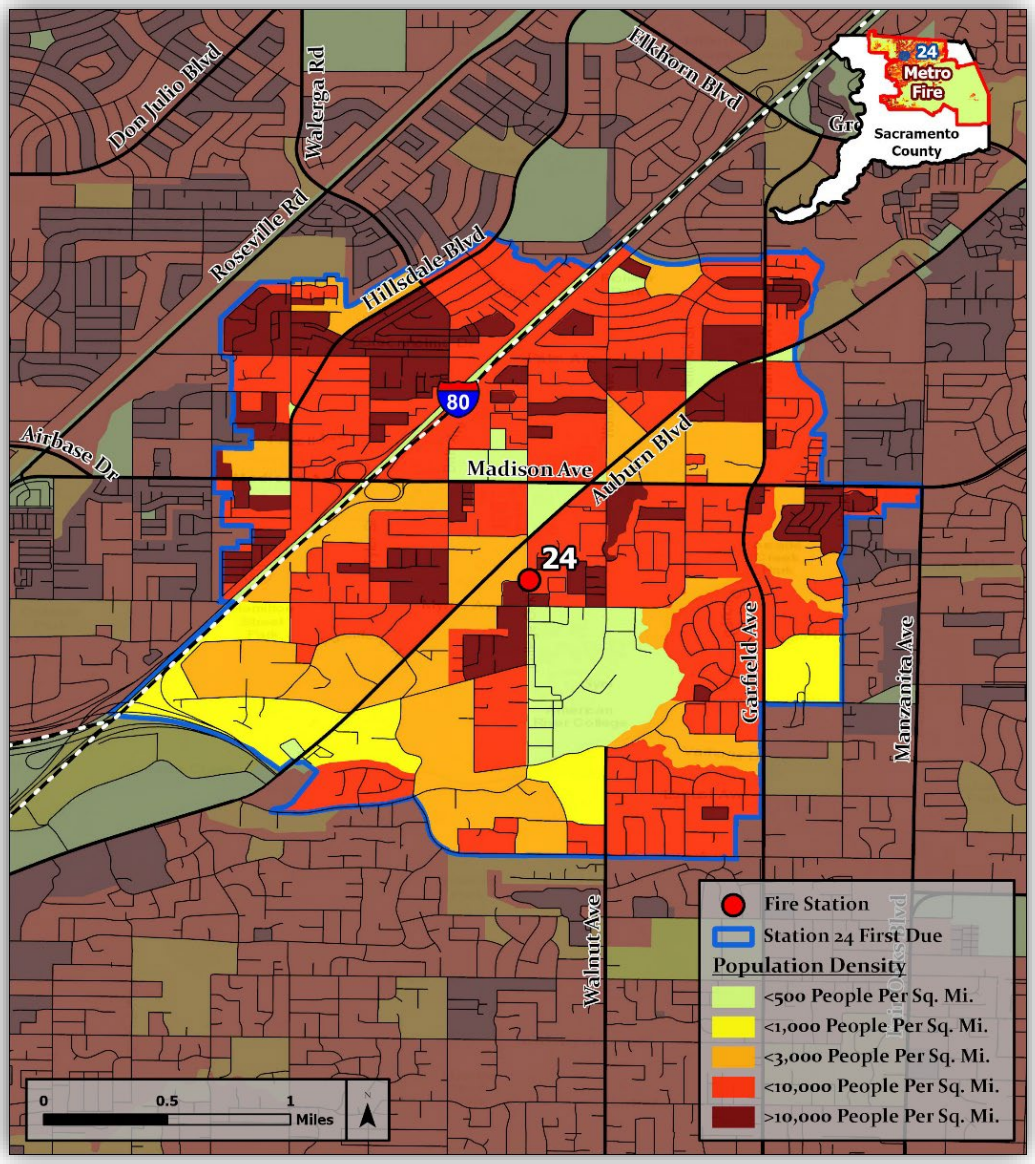
While population density is the primary baseline for making a response standard determination, additional factors that must be considered include total population, land use, and risk assessment. The evaluation of these collective factors is known as a Response Standard Analysis.

Each first-due response area was evaluated and a response standard determination was made based on the factors described above. The following pages will show the response standard determination for each of Metro Fire's first-due response areas.

BATTALION 5

Station 24

Response Standard Analysis

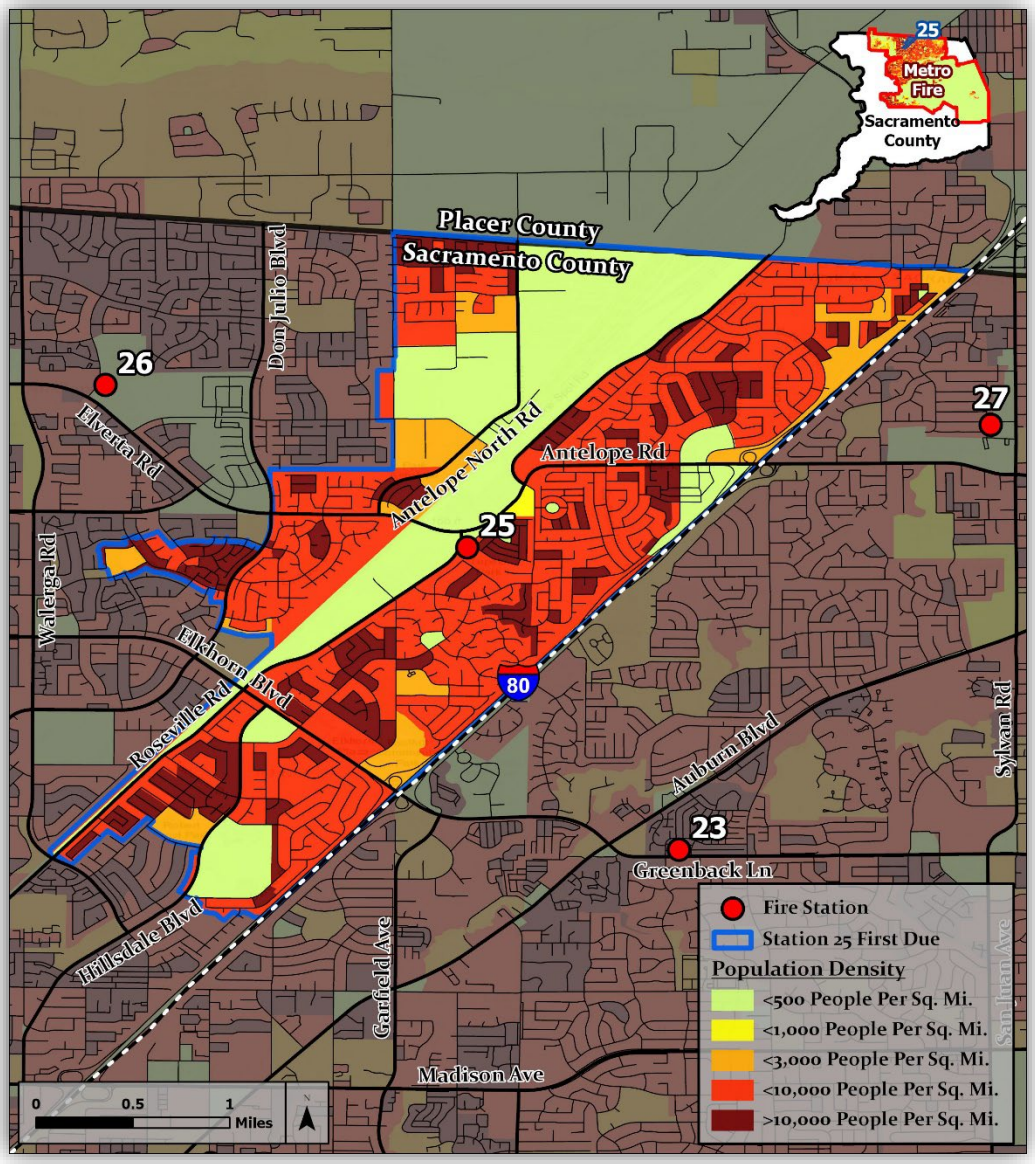


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	31	0.4
Suburban	<1,000	10:00	256	0.3
Urban	<3,000	04:00	1,340	0.7
Dense Urban	<10,000		13,037	2.2
Metropolitan	>10,000		12,683	0.7
TOTAL	6,320	04:00	27,347	4.3

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 25

Response Standard Analysis

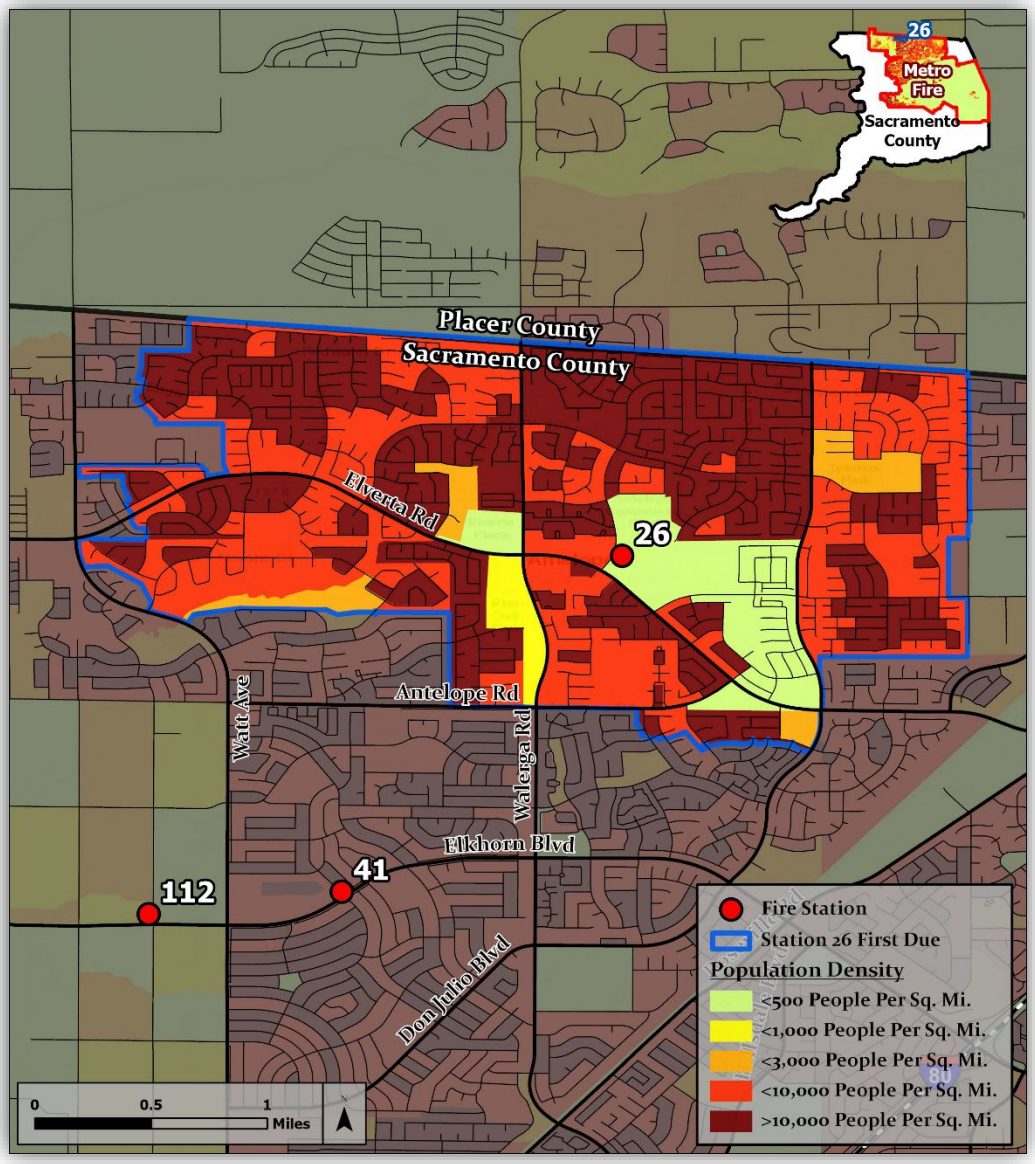


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	98	1.4
Suburban	<1,000	10:00	12	0
Urban	<3,000	04:00	446	0.3
Dense Urban	<10,000		17,326	2.5
Metropolitan	>10,000		10,900	0.9
TOTAL	5,614	04:00	28,782	5.1

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 26

Response Standard Analysis

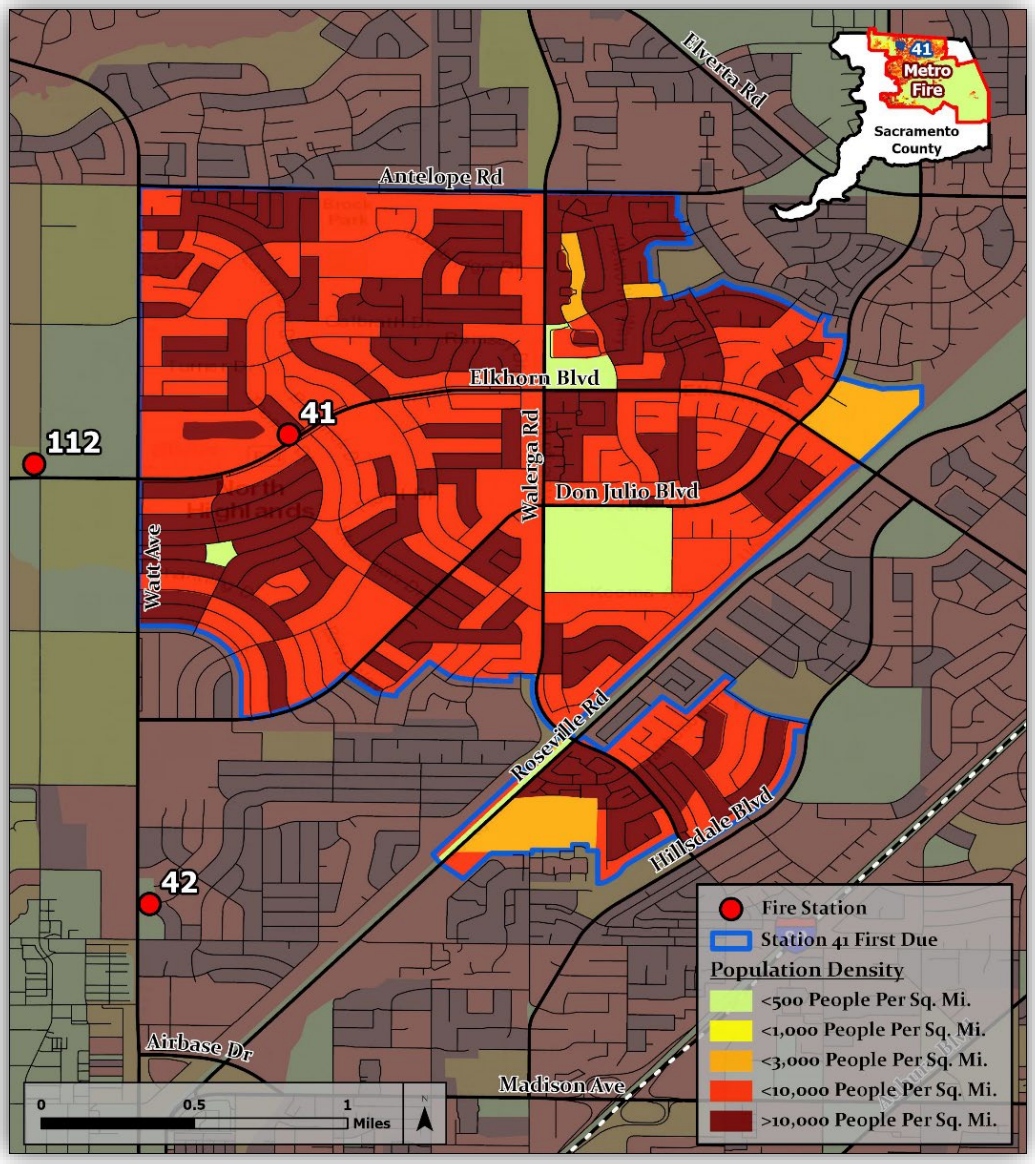


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	147	0.5
Suburban	<1,000	10:00	74	0.1
Urban	<3,000	04:00	189	0.1
Dense Urban	<10,000		11,112	1.4
Metropolitan	>10,000		25,171	1.7
TOTAL	9,523	04:00	36,692	3.8

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 41

Response Standard Analysis

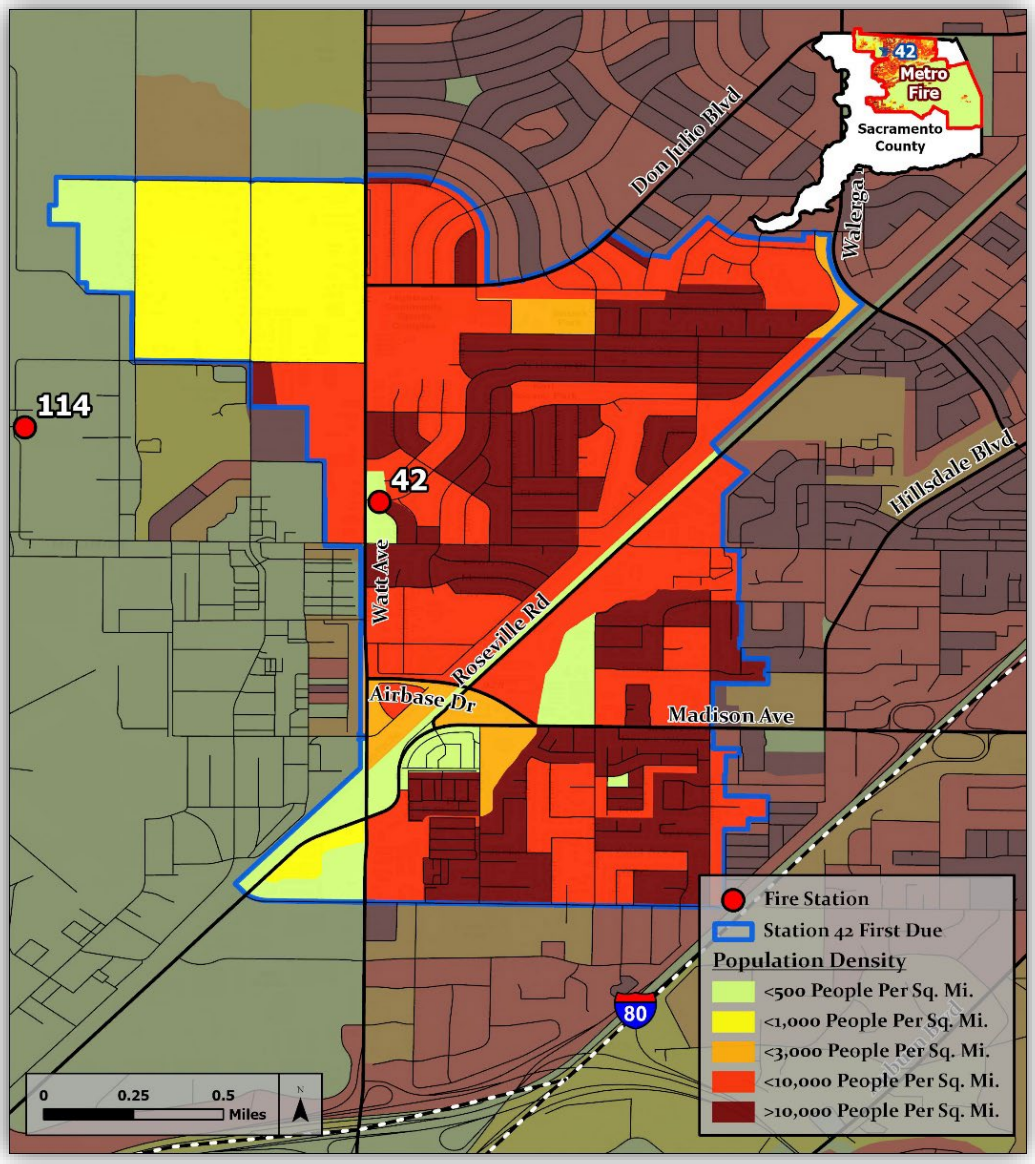


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	170	0.1
Dense Urban	<10,000		10,552	1.5
Metropolitan	>10,000		18,165	1.2
TOTAL	10,083	04:00	28,887	2.9

Response Standard Determination
Metropolitan 04:00 Travel Time

Station 42

Response Standard Analysis

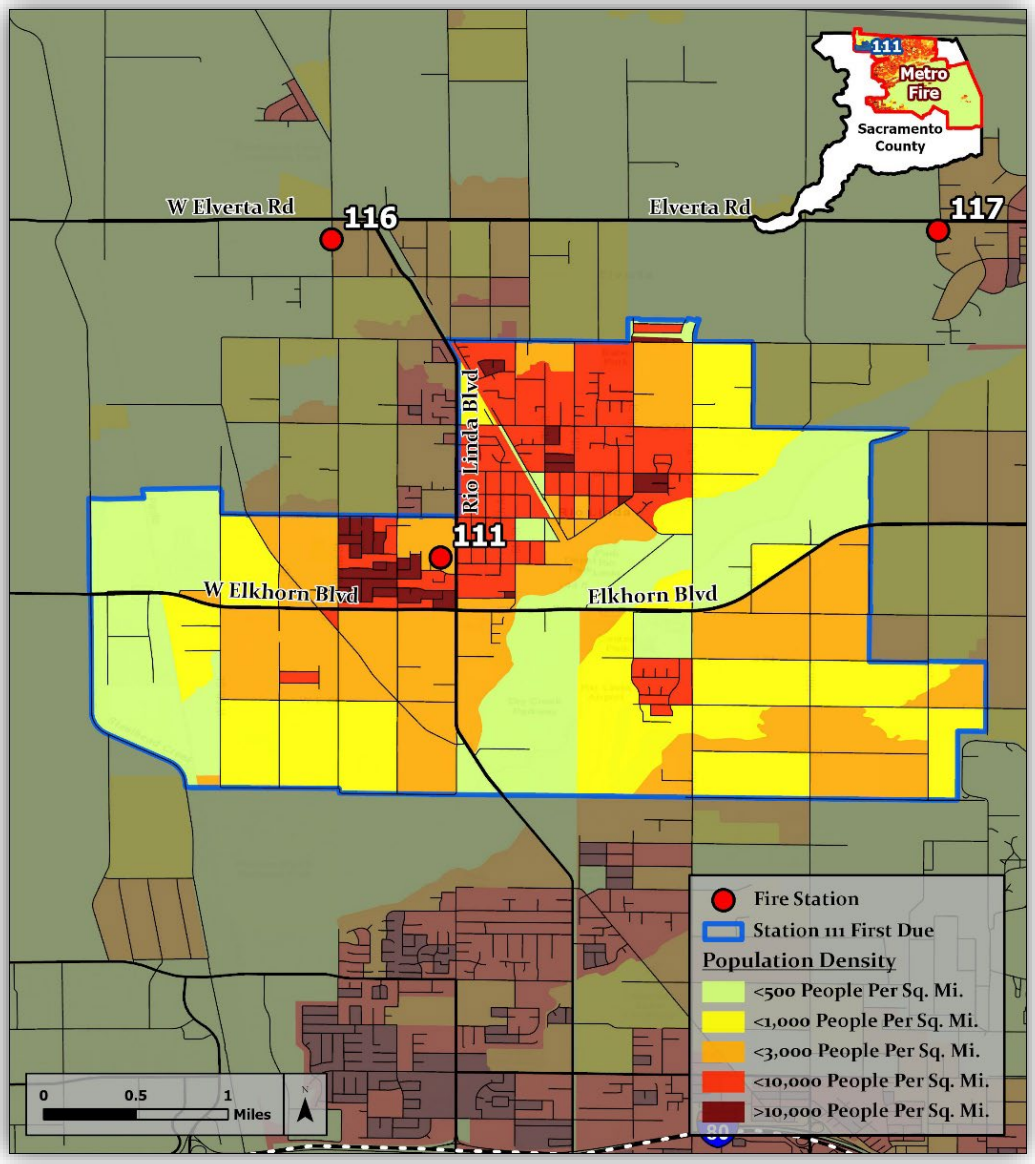


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	18	0.2
Suburban	<1,000	10:00	239	0.3
Urban	<3,000	04:00	123	0.1
Dense Urban	<10,000		5,247	0.9
Metropolitan	>10,000		9,584	0.6
TOTAL	7,533	04:00	15,211	2

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 111

Response Standard Analysis

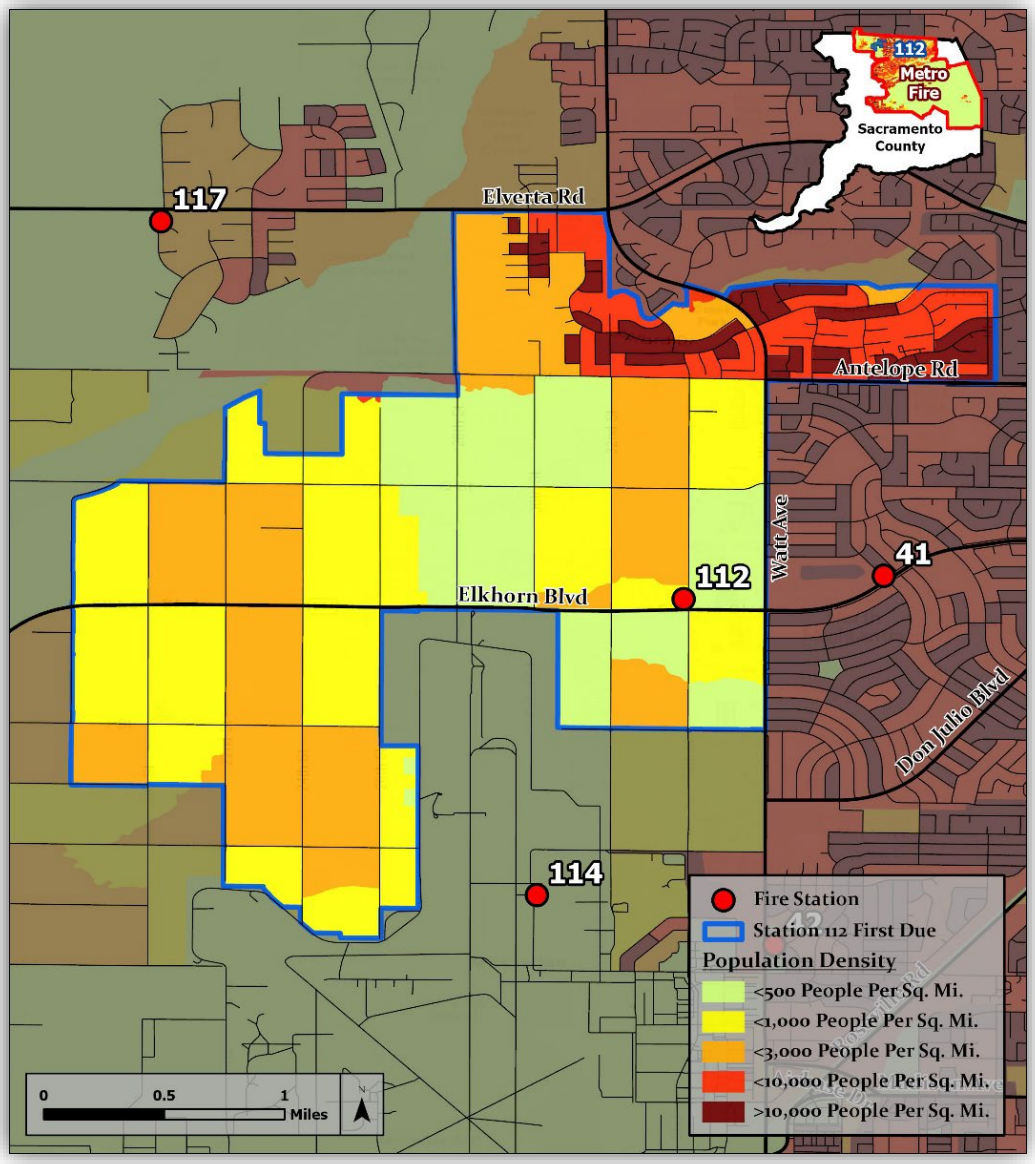


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	250	1.8
Suburban	<1,000	10:00	1,320	1.8
Urban	<3,000	04:00	3,029	2
Dense Urban	<10,000		5,877	1.1
Metropolitan	>10,000		1,930	0.2
TOTAL	1,843	04:00	12,405	6.7

Response Standard Determination
Urban 04:00 Travel Time

Station 112

Response Standard Analysis

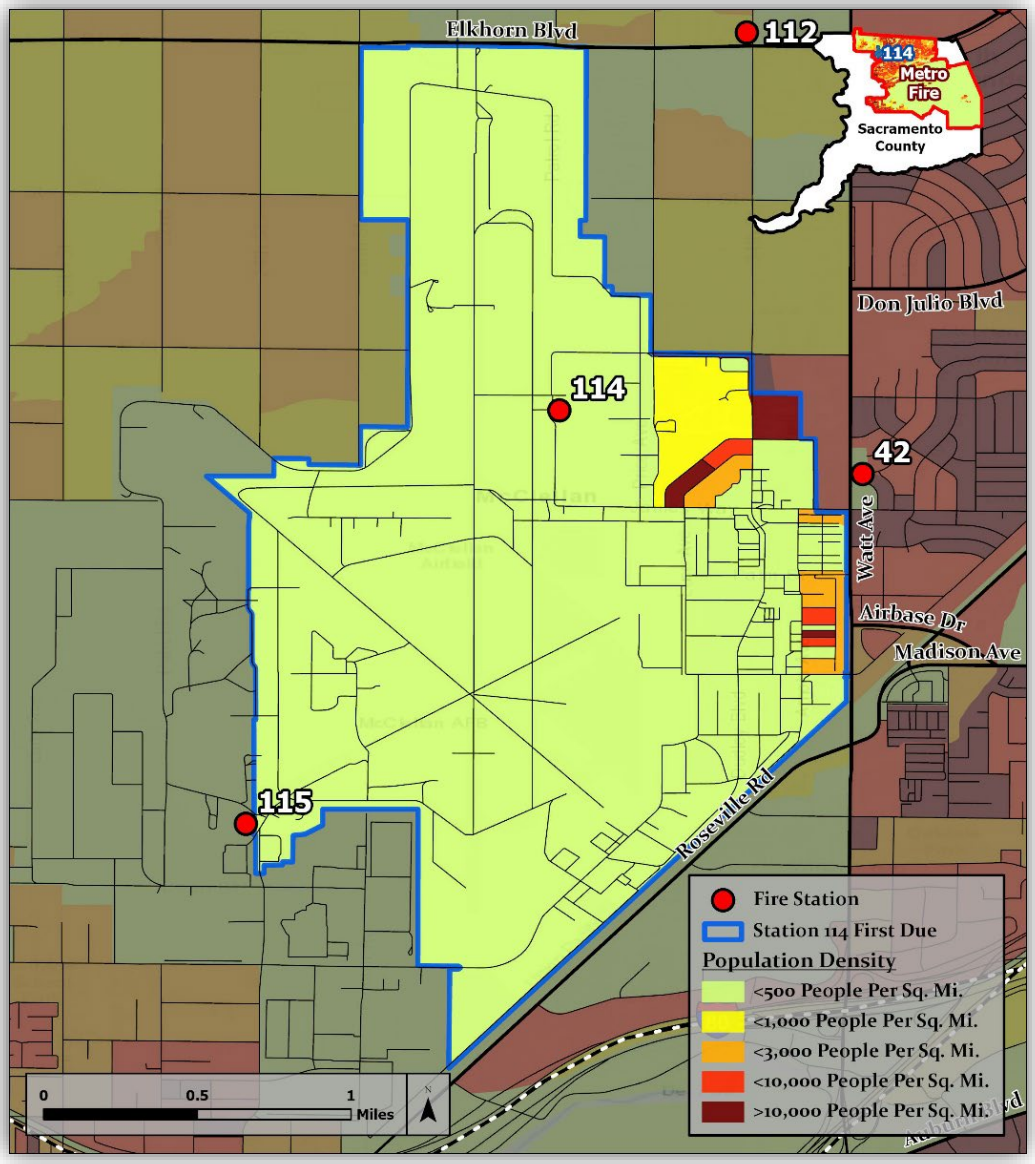


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	285	0.8
Suburban	<1,000	10:00	1,054	1.3
Urban	<3,000	04:00	1,992	1.3
Dense Urban	<10,000		2,422	0.3
Metropolitan	>10,000		3,052	0.2
TOTAL	2,173	04:00	8,805	4.1

Response Standard Determination
Urban 04:00 Travel Time

Station 114

Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	37	2.7
Suburban	<1,000	10:00	71	0.1
Urban	<3,000	04:00	88	0
Dense Urban	<10,000		144	0
Metropolitan	>10,000		653	0
TOTAL	341	04:00	993	2.9

Response Standard Determination

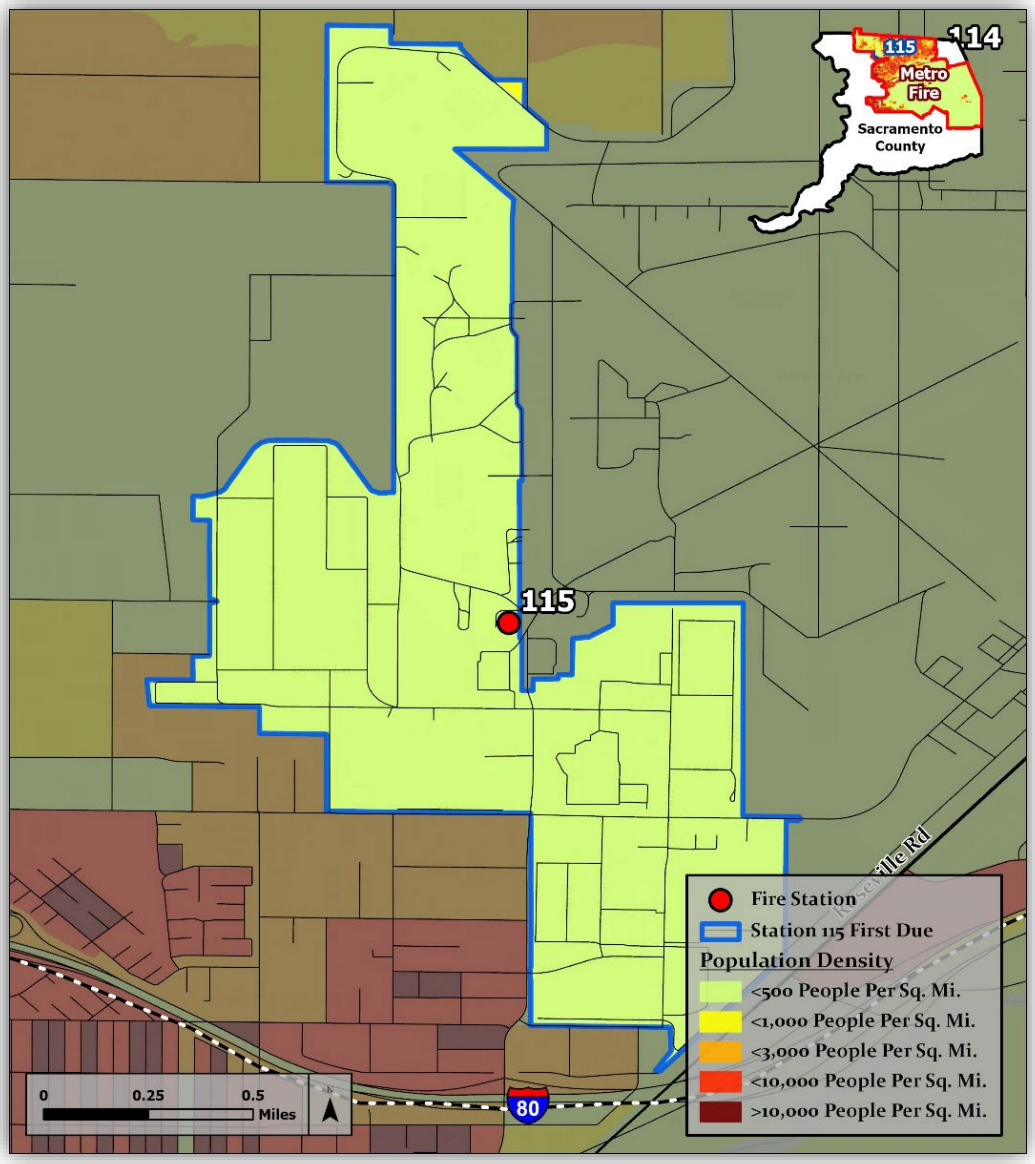
Dense Urban

04:00* Travel Time

**00:90 for runway response (NFPA 403)*

Station 115

Response Standard Analysis



Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	1.1
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	0	0
Dense Urban	<10,000		0	0
Metropolitan	>10,000		0	0
TOTAL	0	04:00	0	1.1

Response Standard Determination

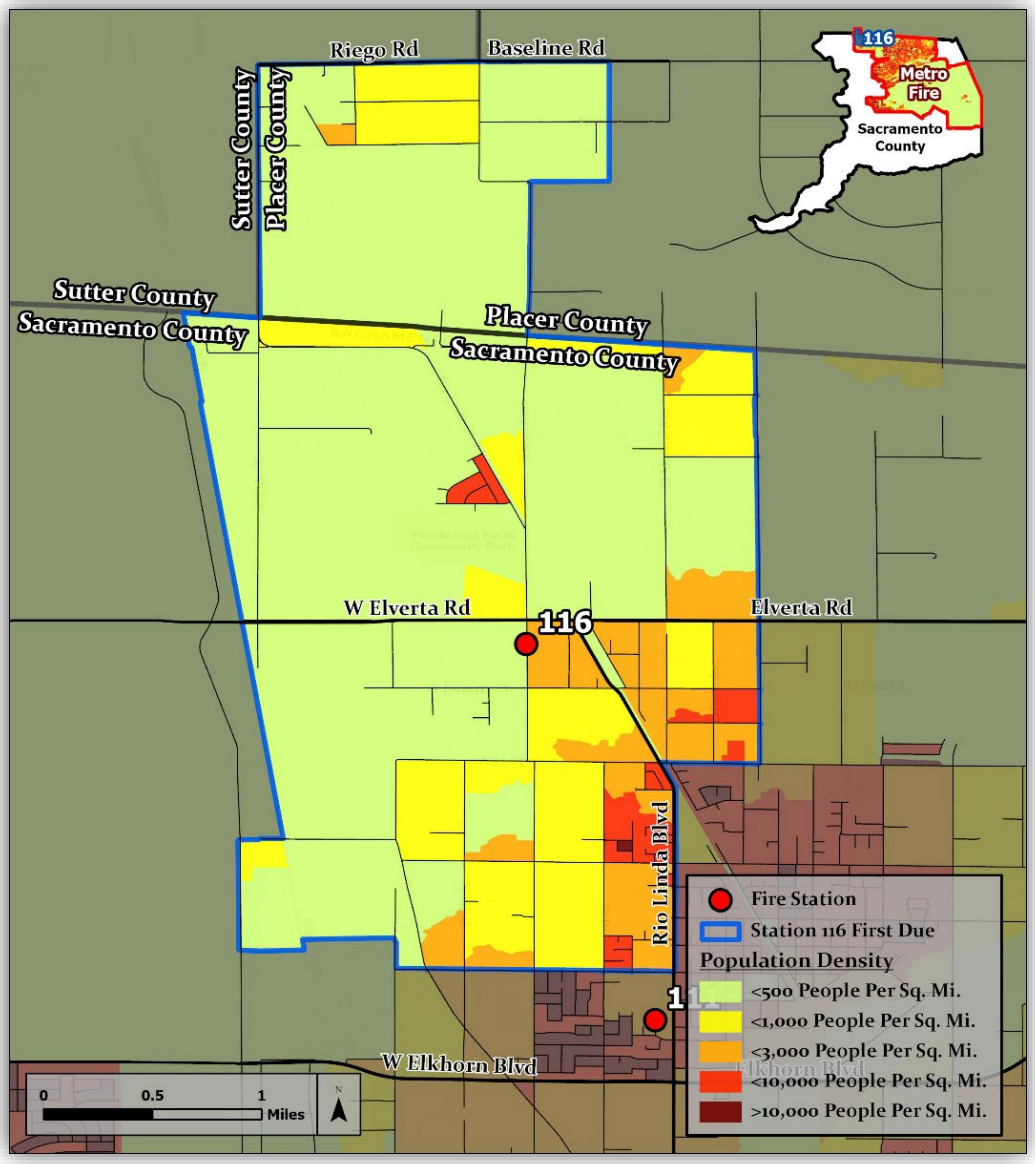
Dense Urban

04:00* Travel Time

**00:90 for runway response (NFPA 403)*

Station 116

Response Standard Analysis

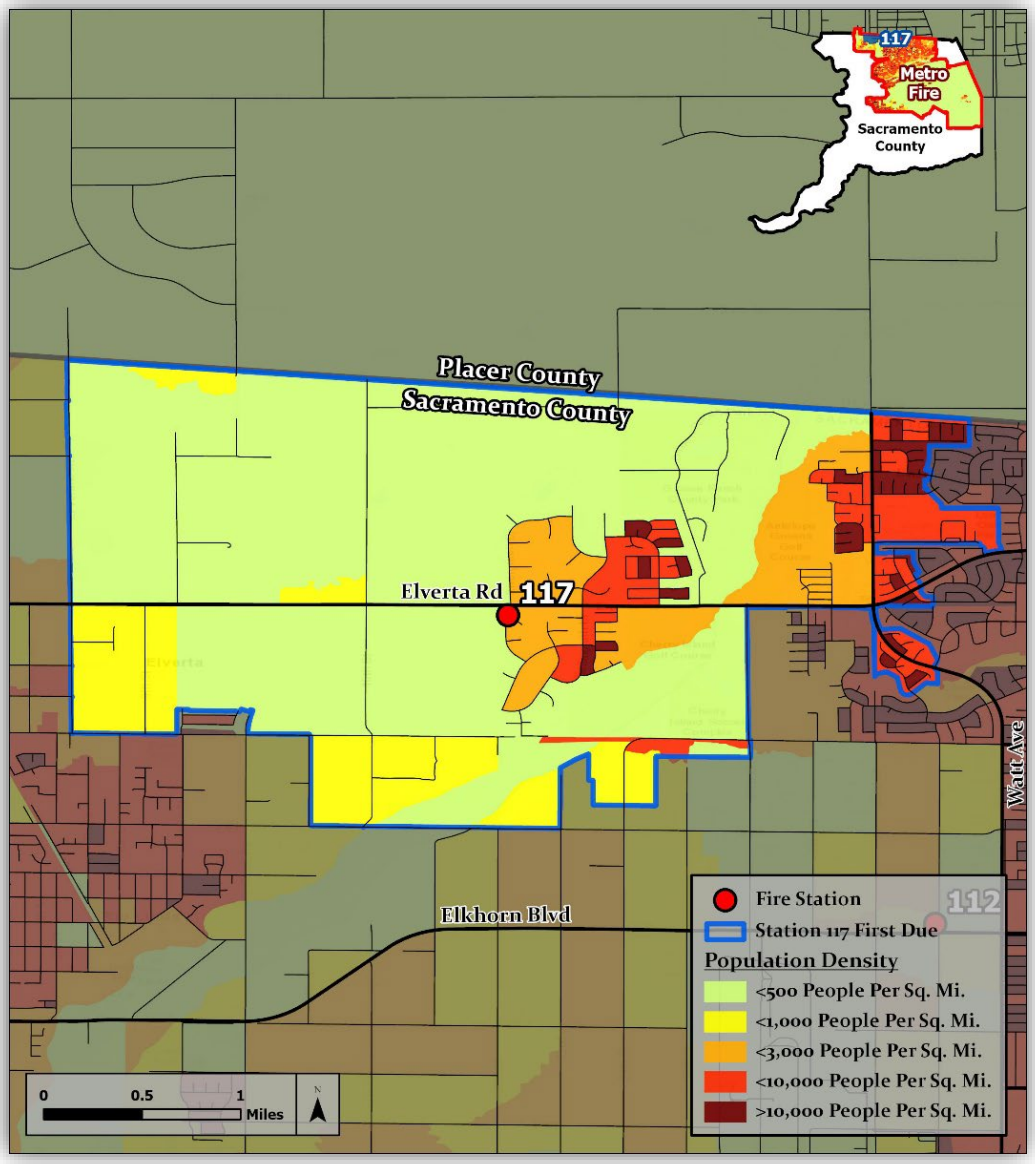


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	959	4.5
Suburban	<1,000	10:00	714	1.1
Urban	<3,000	04:00	835	0.5
Dense Urban	<10,000		1,137	0.3
Metropolitan	>10,000		39	0
TOTAL	573	10:00	3,684	6.4

Response Standard Determination
Suburban 10:00 Travel Time

Station 117

Response Standard Analysis



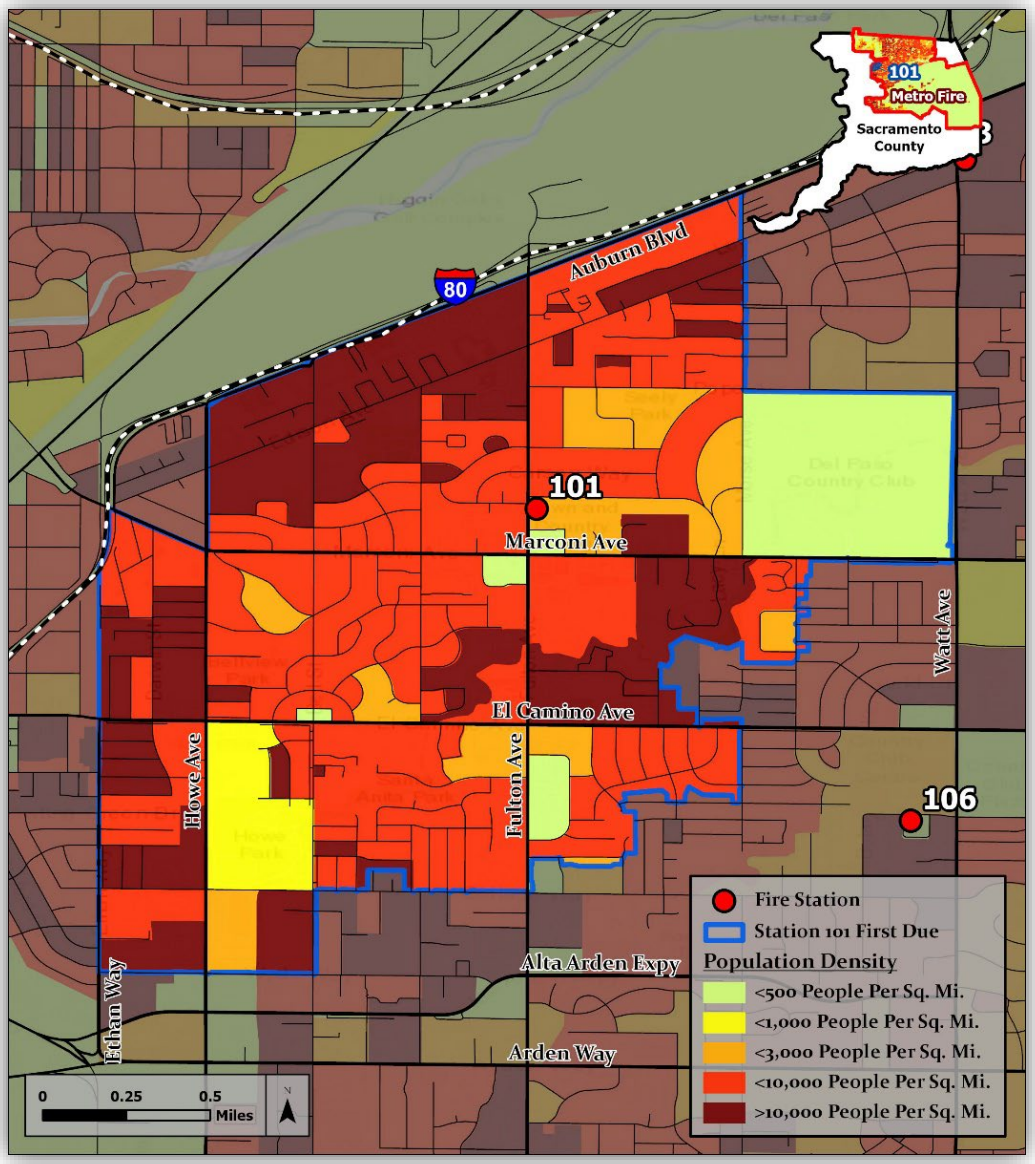
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1,070	4.2
Suburban	<1,000	10:00	598	0.8
Urban	<3,000	04:00	970	0.6
Dense Urban	<10,000		2,625	0.5
Metropolitan	>10,000		2,023	0.2
TOTAL	1,173	04:00	7,286	6.2

Response Standard Determination
Urban 04:00 Travel Time

BATTALION 7

Station 101

Response Standard Analysis

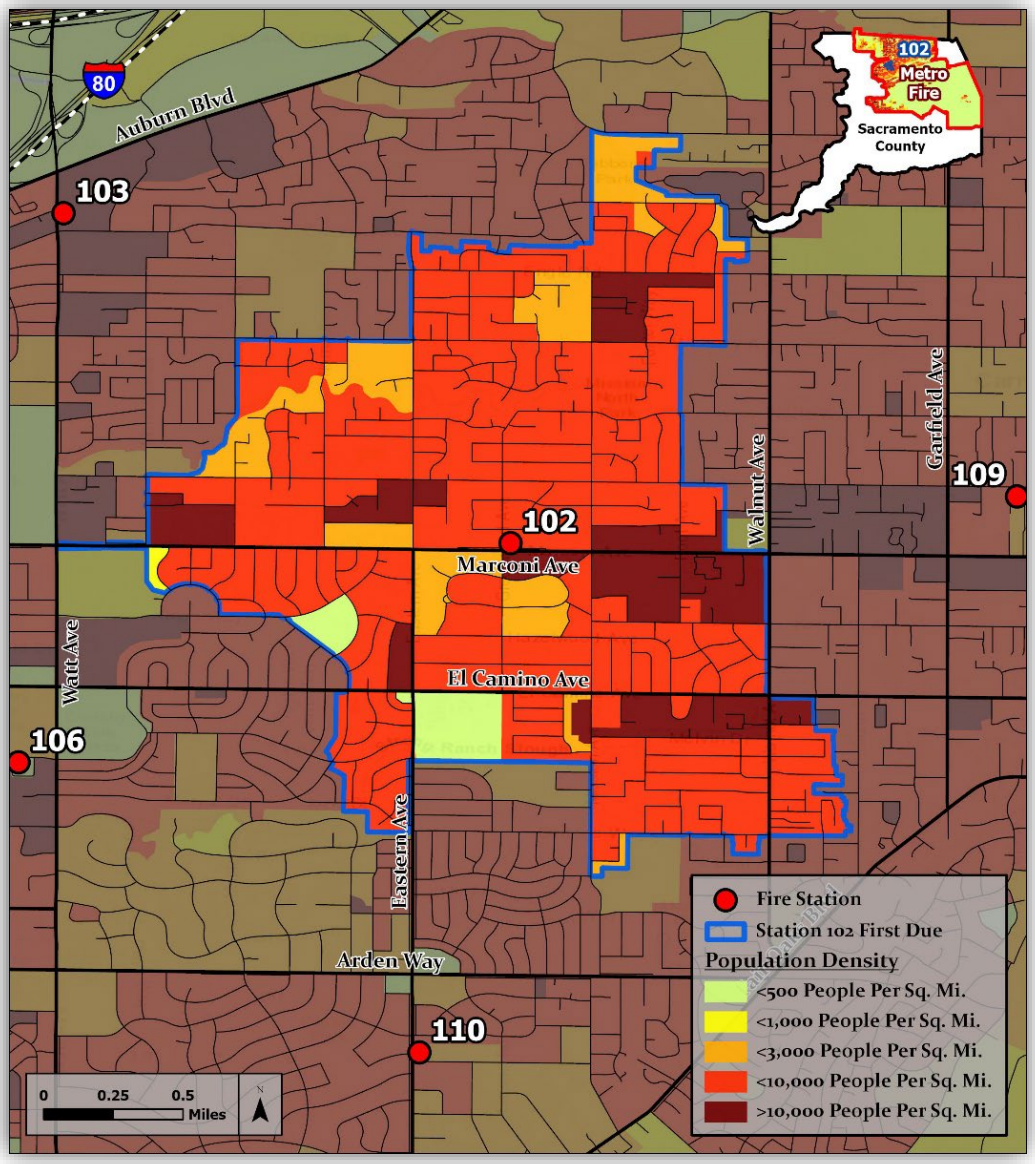


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.3
Suburban	<1,000	10:00	72	0.1
Urban	<3,000	04:00	231	0.1
Dense Urban	<10,000		8,133	1.4
Metropolitan	>10,000		12,905	0.8
TOTAL	7,747	04:00	21,341	2.8

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 102

Response Standard Analysis

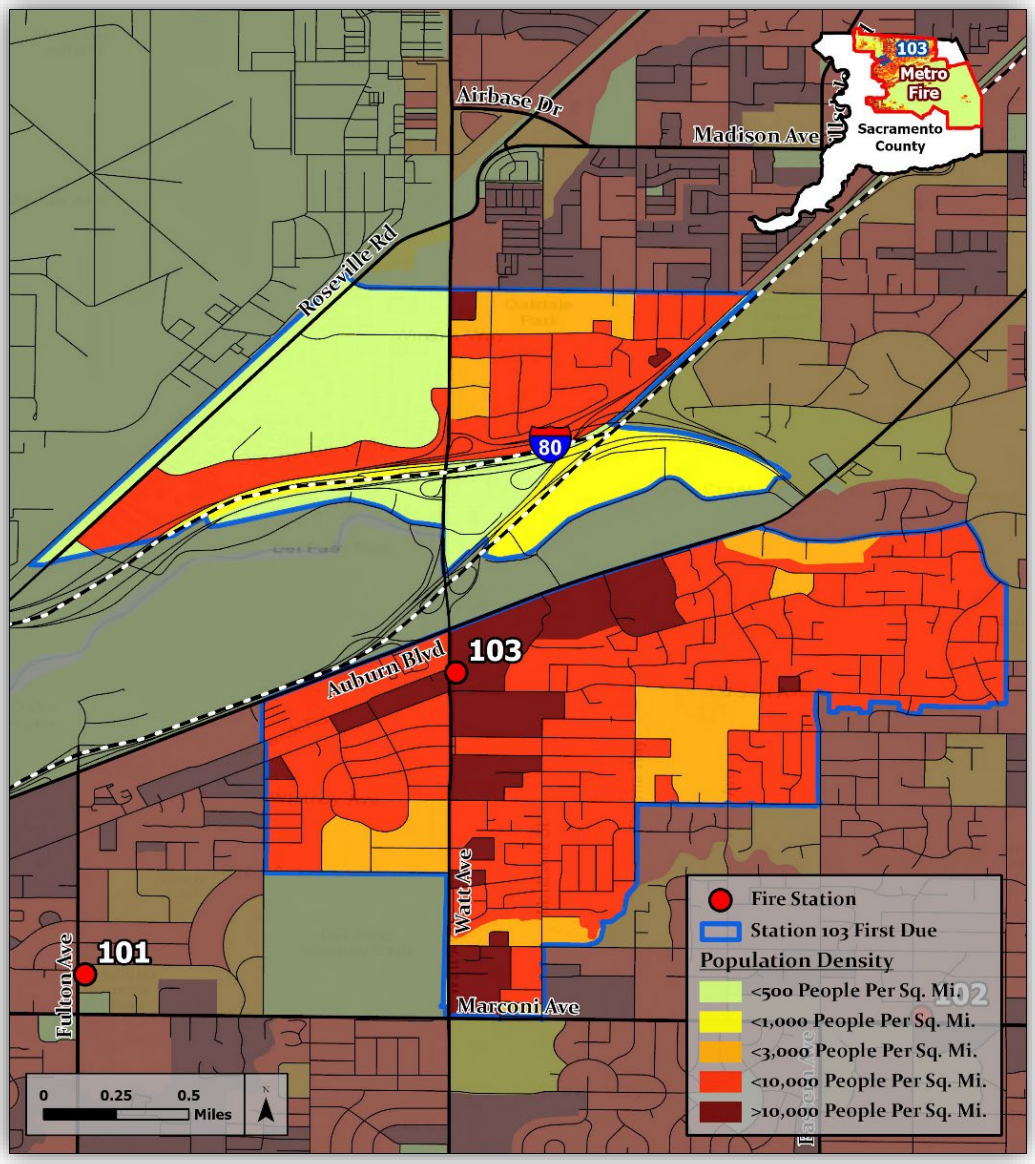


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	7	0
Urban	<3,000	04:00	209	0.1
Dense Urban	<10,000		10,676	2.2
Metropolitan	>10,000		6,192	0.4
TOTAL	6,173	04:00	17,084	2.8

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 103

Response Standard Analysis

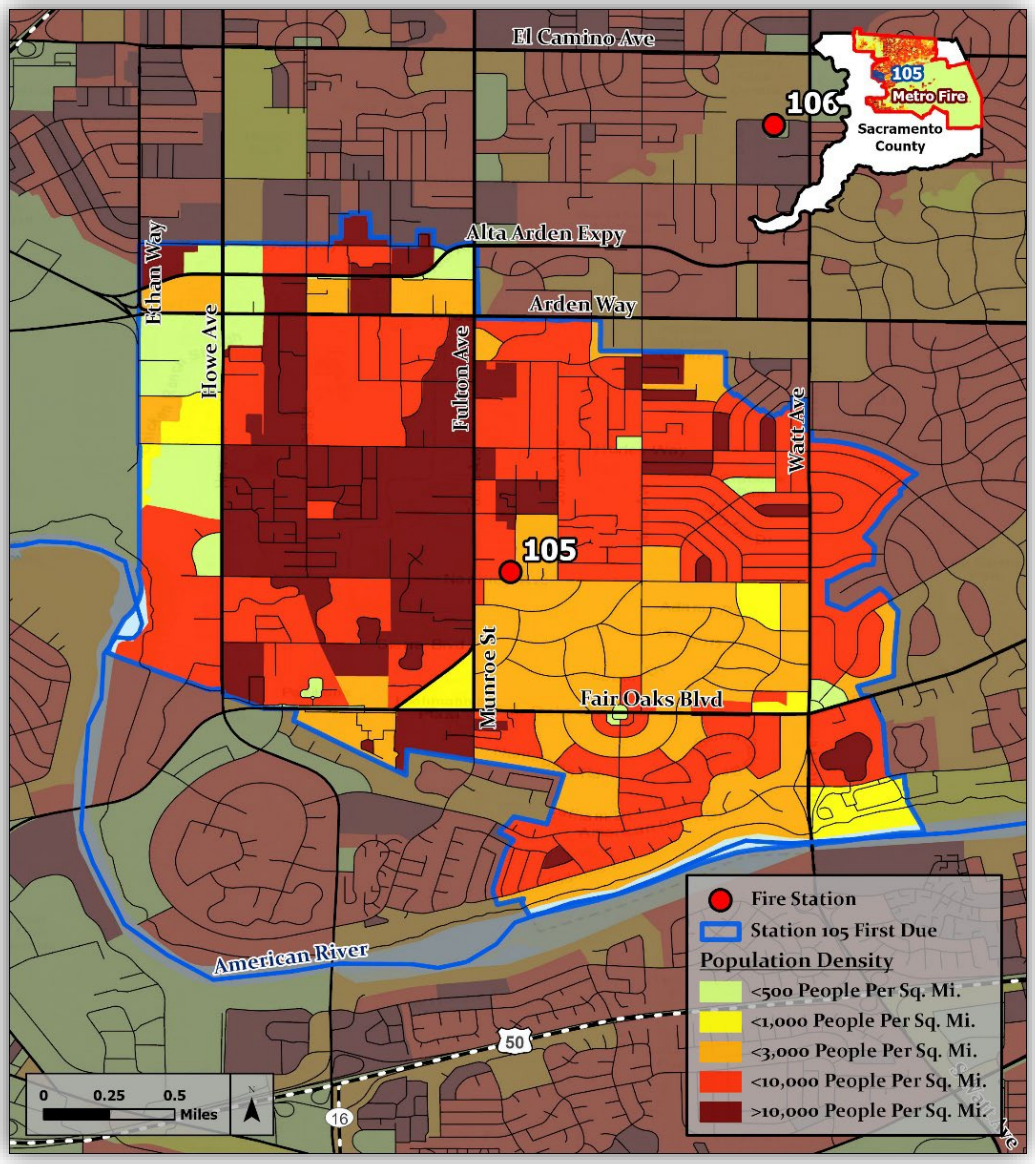


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	27	0.5
Suburban	<1,000	10:00	120	0.2
Urban	<3,000	04:00	344	0.2
Dense Urban	<10,000		8,746	1.7
Metropolitan	>10,000		4,612	0.3
TOTAL	4,874	04:00	13,849	2.8

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 105

Response Standard Analysis

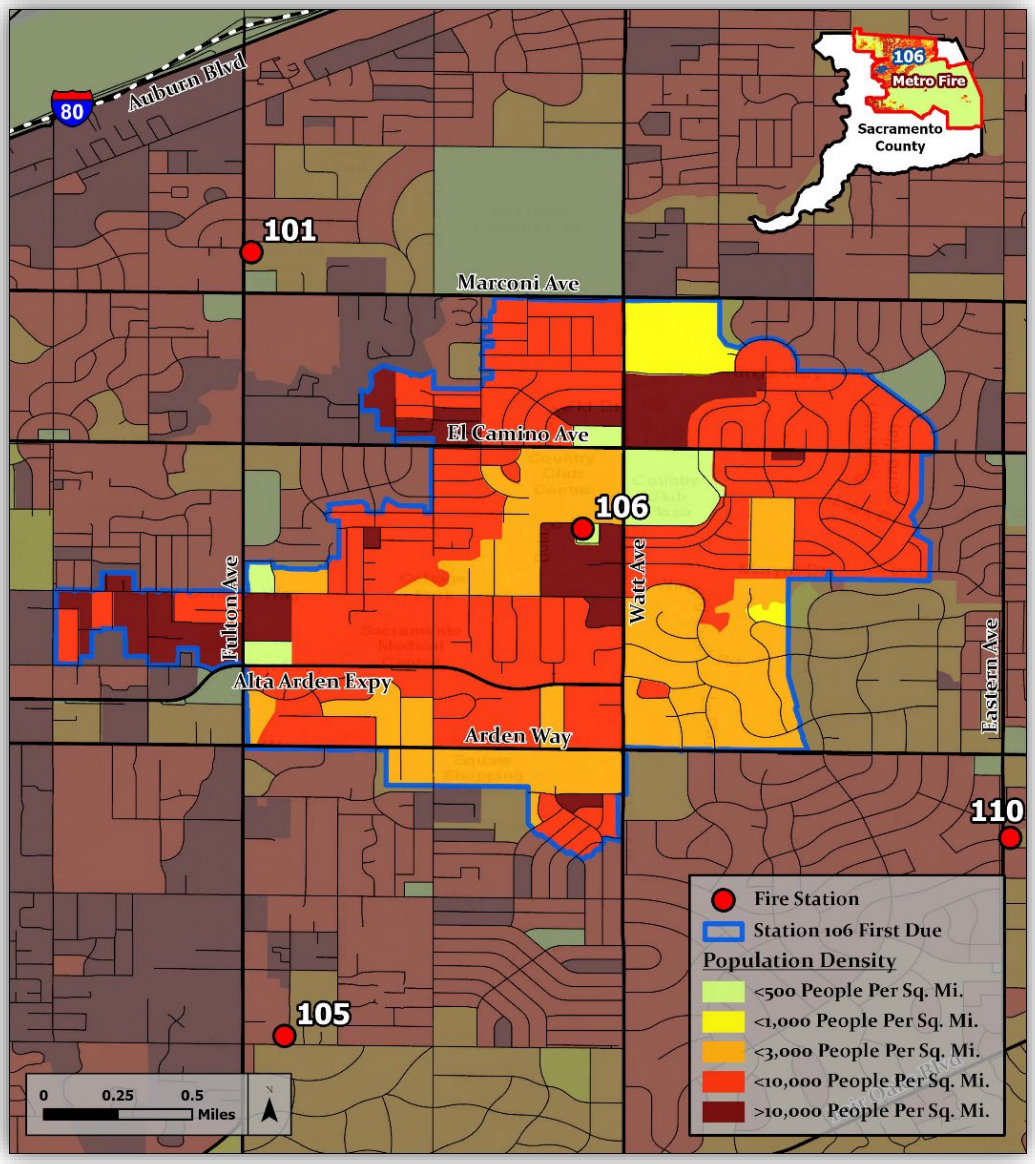


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1	0.3
Suburban	<1,000	10:00	117	0.2
Urban	<3,000	04:00	1,398	0.8
Dense Urban	<10,000		11,014	1.9
Metropolitan	>10,000		17,043	0.9
TOTAL	7,155	04:00	29,573	4.1

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 106

Response Standard Analysis

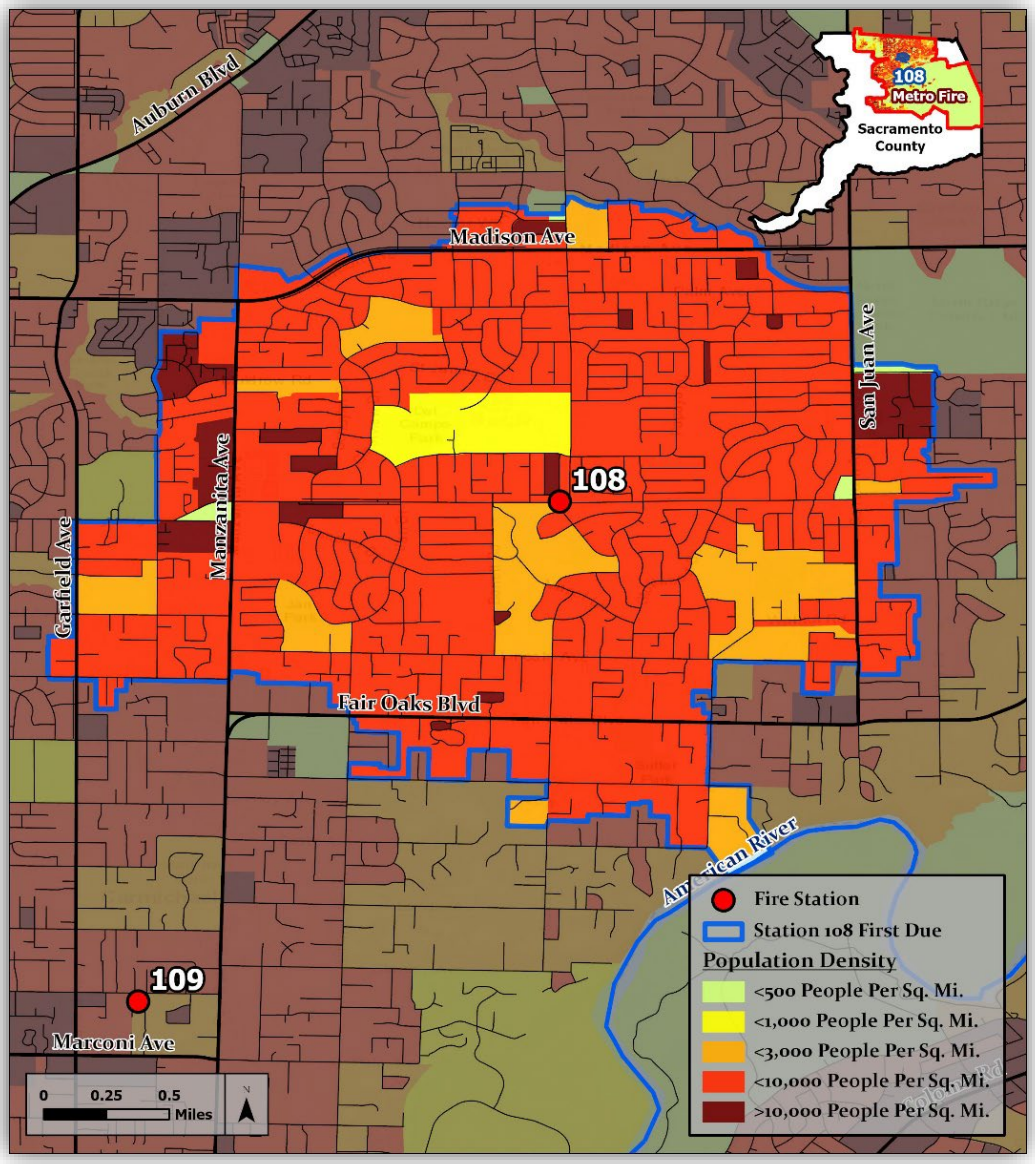


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	51	0.1
Urban	<3,000	04:00	648	0.4
Dense Urban	<10,000		7,442	1.3
Metropolitan	>10,000		4,394	0.3
TOTAL	5,650	04:00	12,535	2.2

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 108

Response Standard Analysis

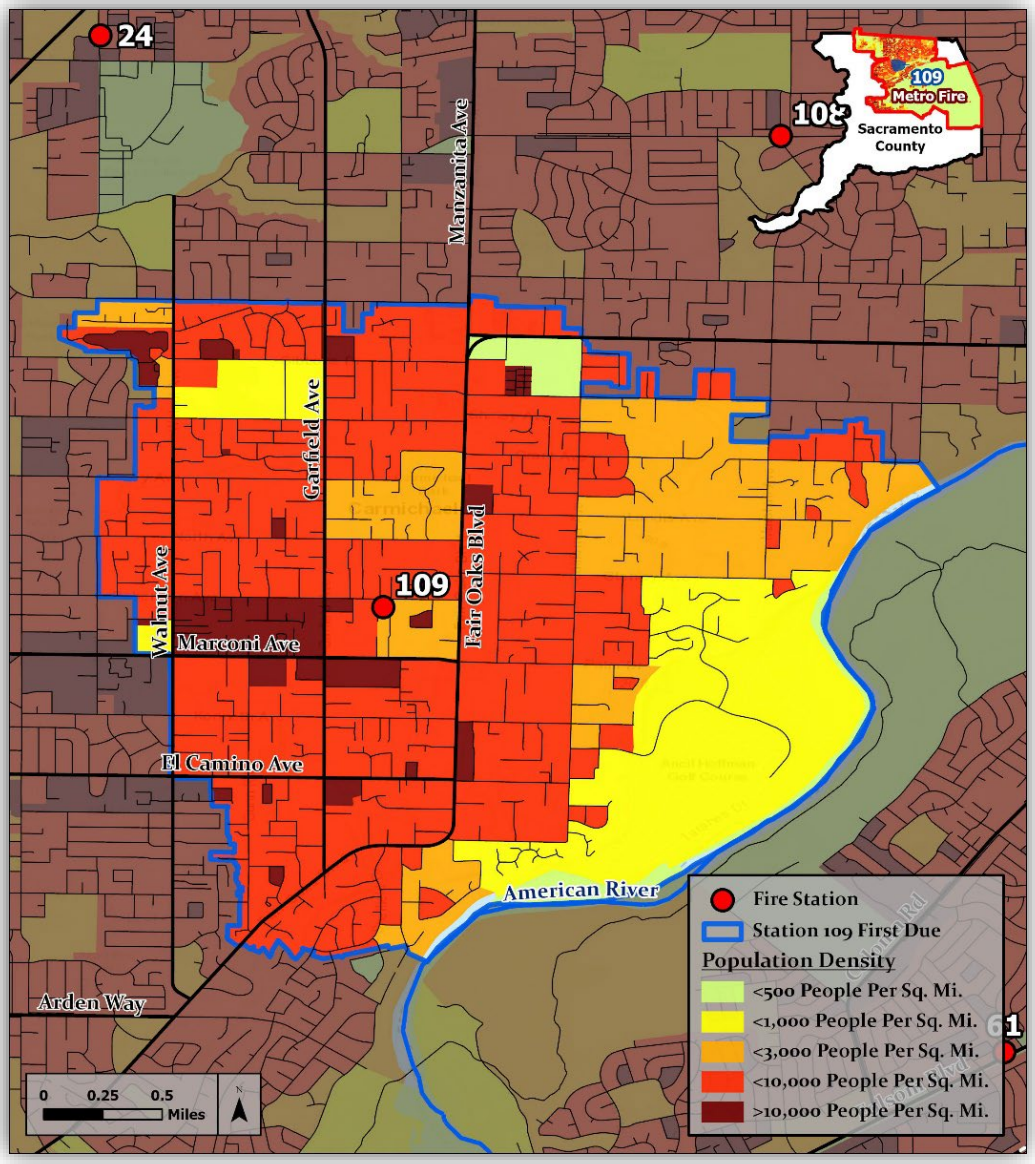


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	3	0
Suburban	<1,000	10:00	99	0.1
Urban	<3,000	04:00	936	0.4
Dense Urban	<10,000		21,342	3.8
Metropolitan	>10,000		3,570	0.2
TOTAL	5,562	04:00	25,950	4.7

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 109

Response Standard Analysis

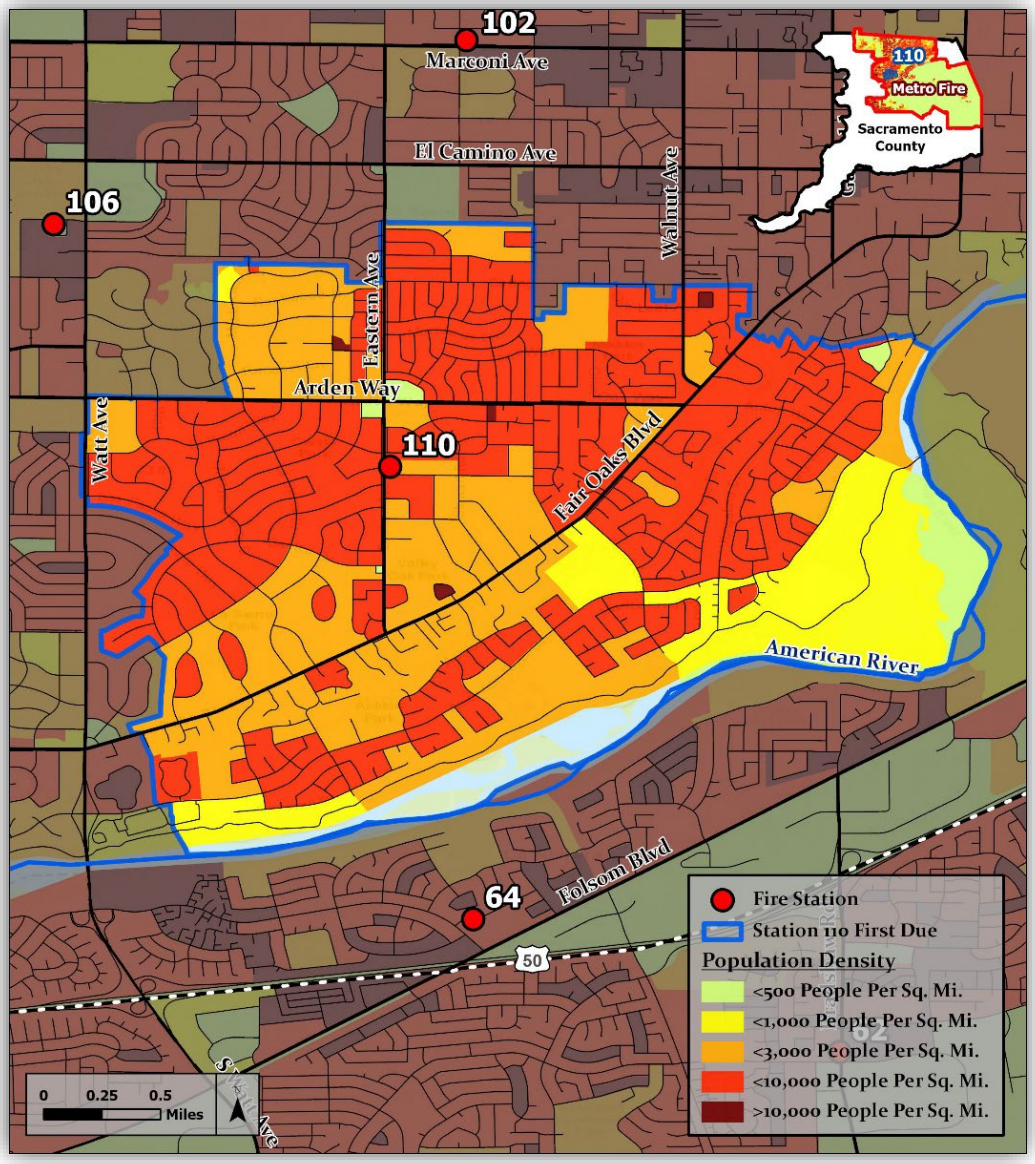


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	19	0.2
Suburban	<1,000	10:00	752	1
Urban	<3,000	04:00	1,344	0.6
Dense Urban	<10,000		18,397	3.4
Metropolitan	>10,000		5,251	0.3
TOTAL	4,707	04:00	25,763	5.5

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 110

Response Standard Analysis



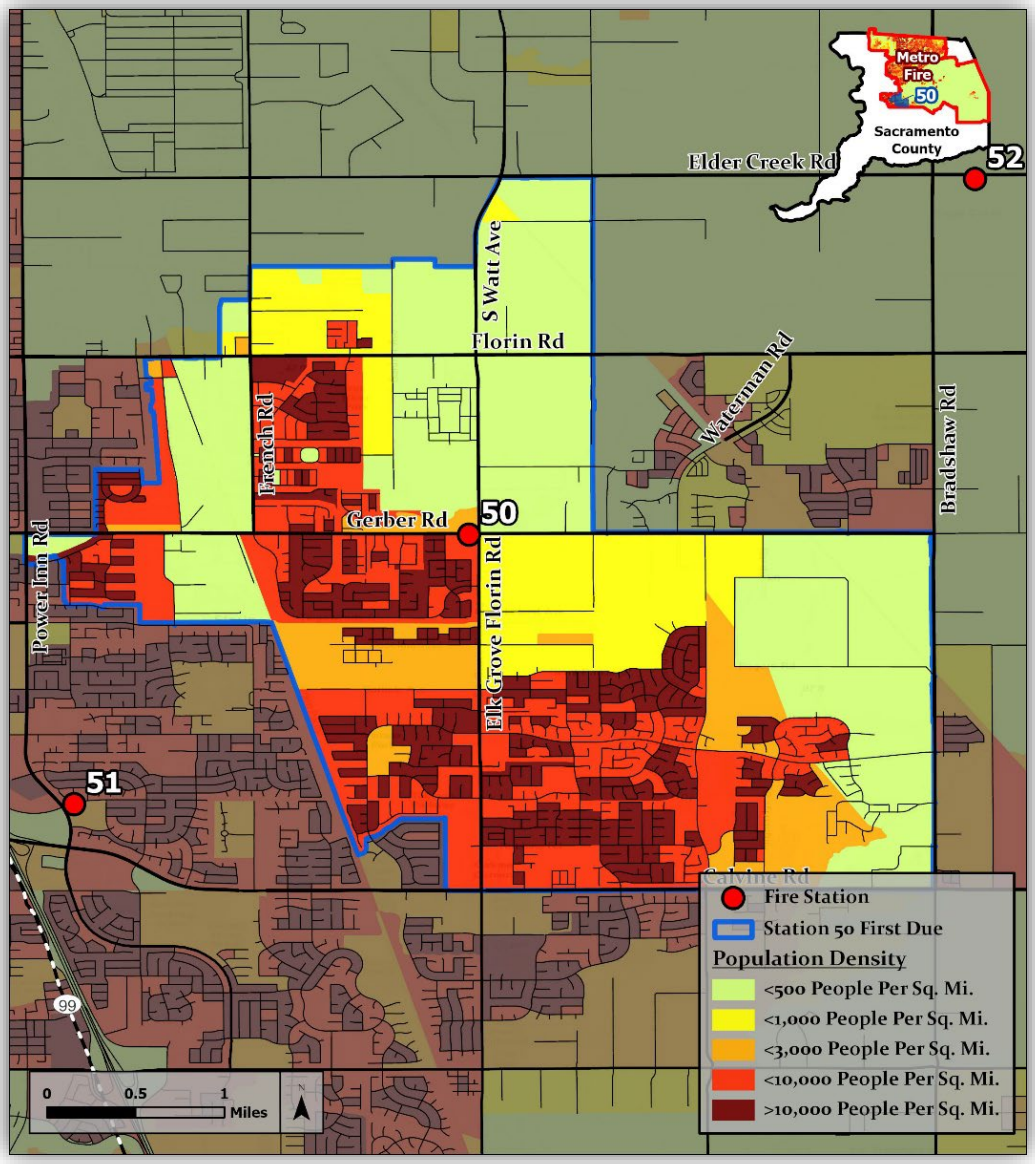
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	0	0.1
Suburban	<1,000	10:00	484	0.6
Urban	<3,000	04:00	2,273	1.4
Dense Urban	<10,000		13,570	3.3
Metropolitan	>10,000		136	0
TOTAL	3,062	04:00	16,463	5.4

Response Standard Determination
Dense Urban 04:00 Travel Time

BATTALION 9

Station 50

Response Standard Analysis

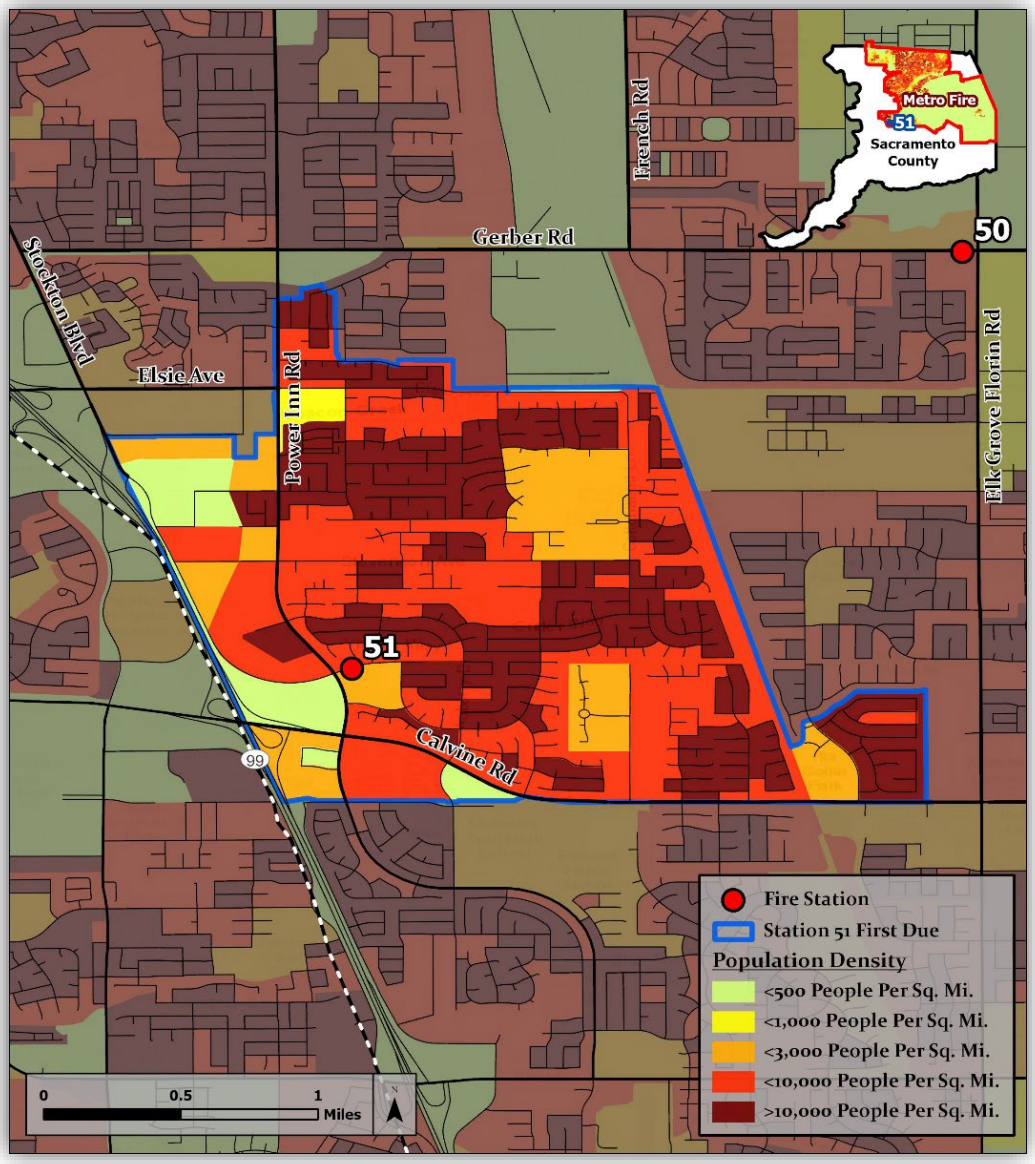


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	909	3.4
Suburban	<1,000	10:00	985	1.2
Urban	<3,000	04:00	1,161	0.8
Dense Urban	<10,000		13,394	2
Metropolitan	>10,000		19,920	1.5
TOTAL	4,078	04:00	36,372	8.9

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 51

Response Standard Analysis

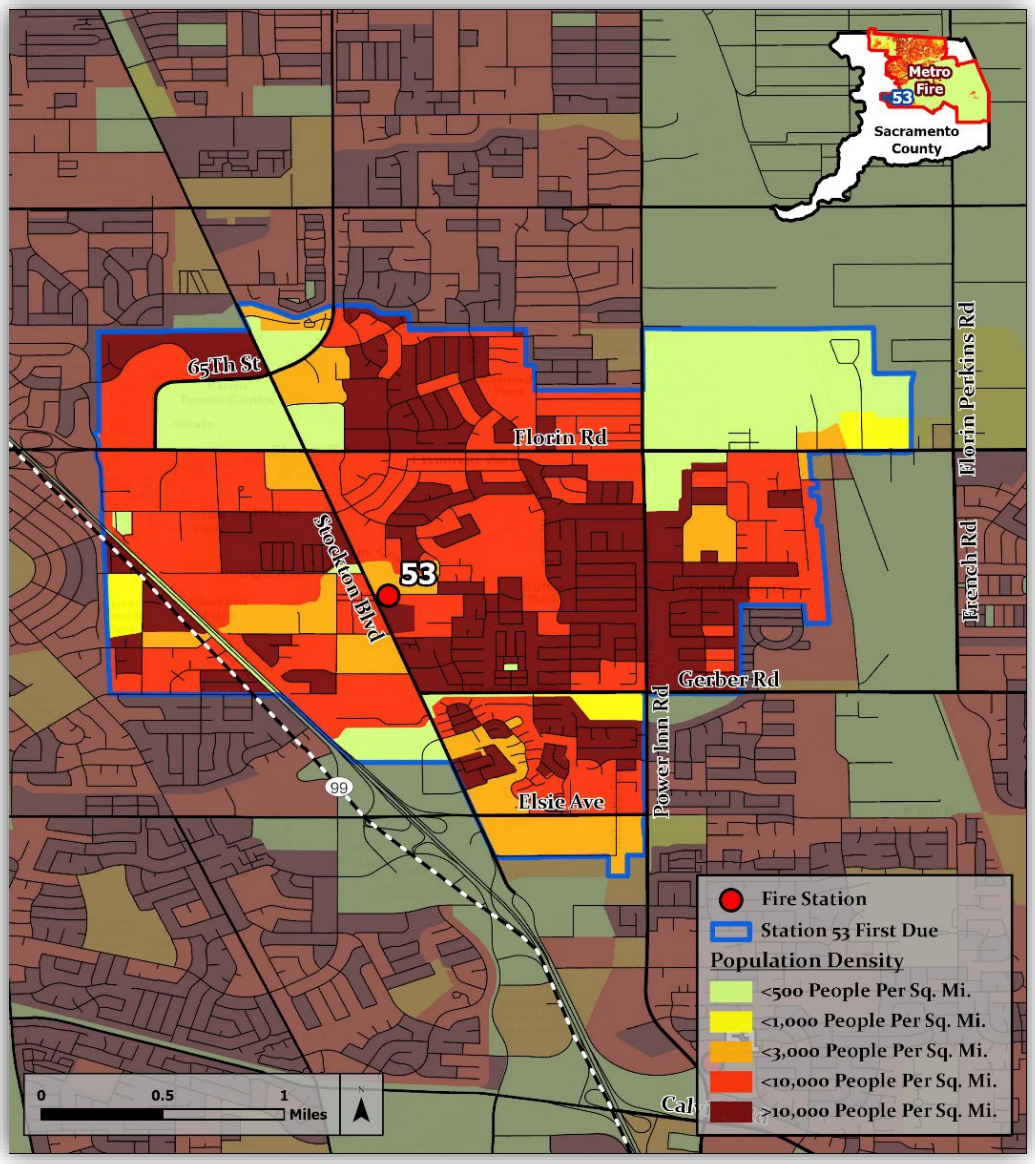


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	23	0.2
Suburban	<1,000	10:00	15	0
Urban	<3,000	04:00	315	0.2
Dense Urban	<10,000		7,338	1.2
Metropolitan	>10,000		11,261	0.9
TOTAL	7,589	04:00	18,952	2.5

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 53

Response Standard Analysis

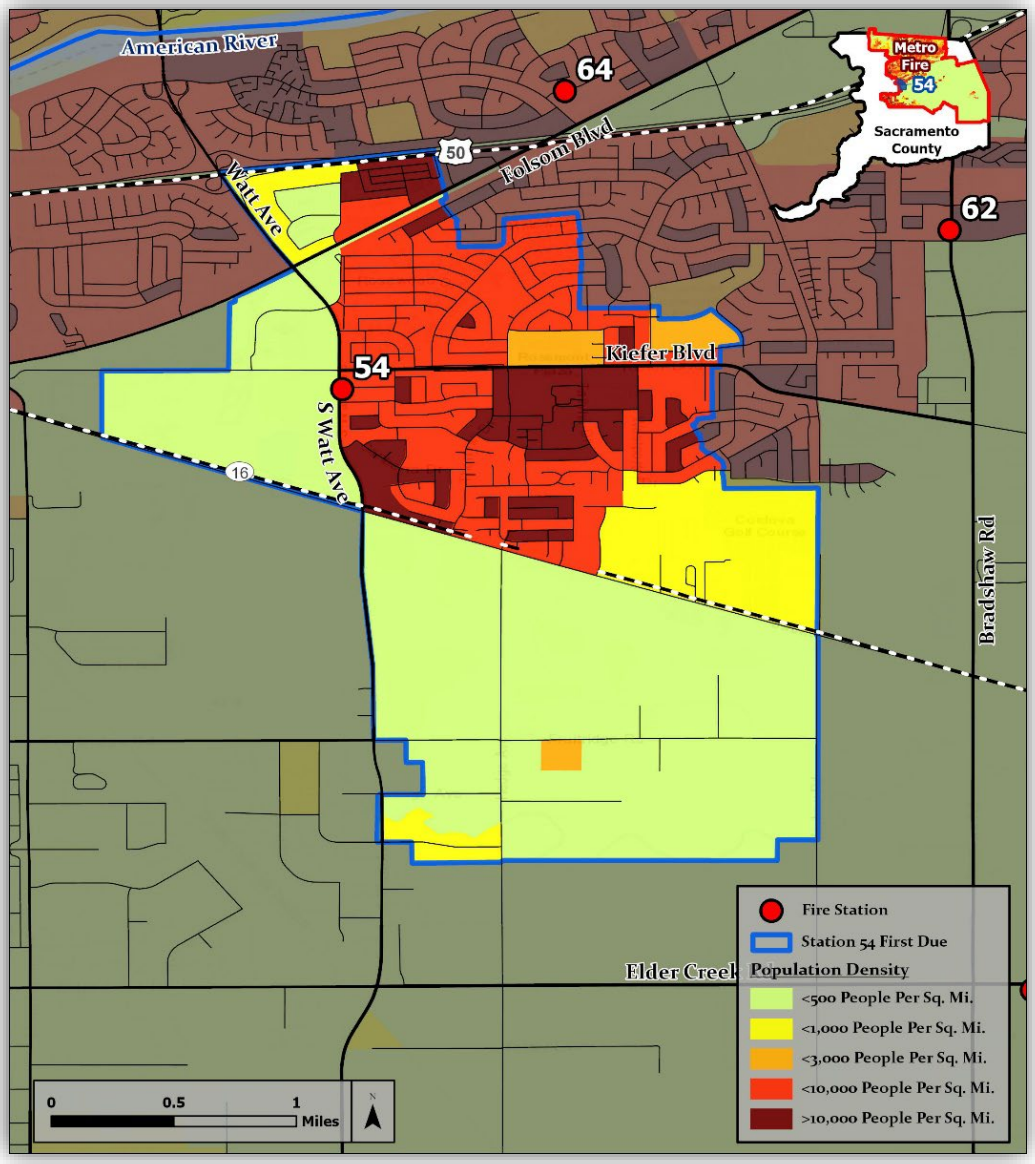


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	148	0.7
Suburban	<1,000	10:00	59	0.1
Urban	<3,000	04:00	475	0.3
Dense Urban	<10,000		9,843	1.7
Metropolitan	>10,000		18,140	1.3
TOTAL	7,214	04:00	28,665	4

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 54

Response Standard Analysis

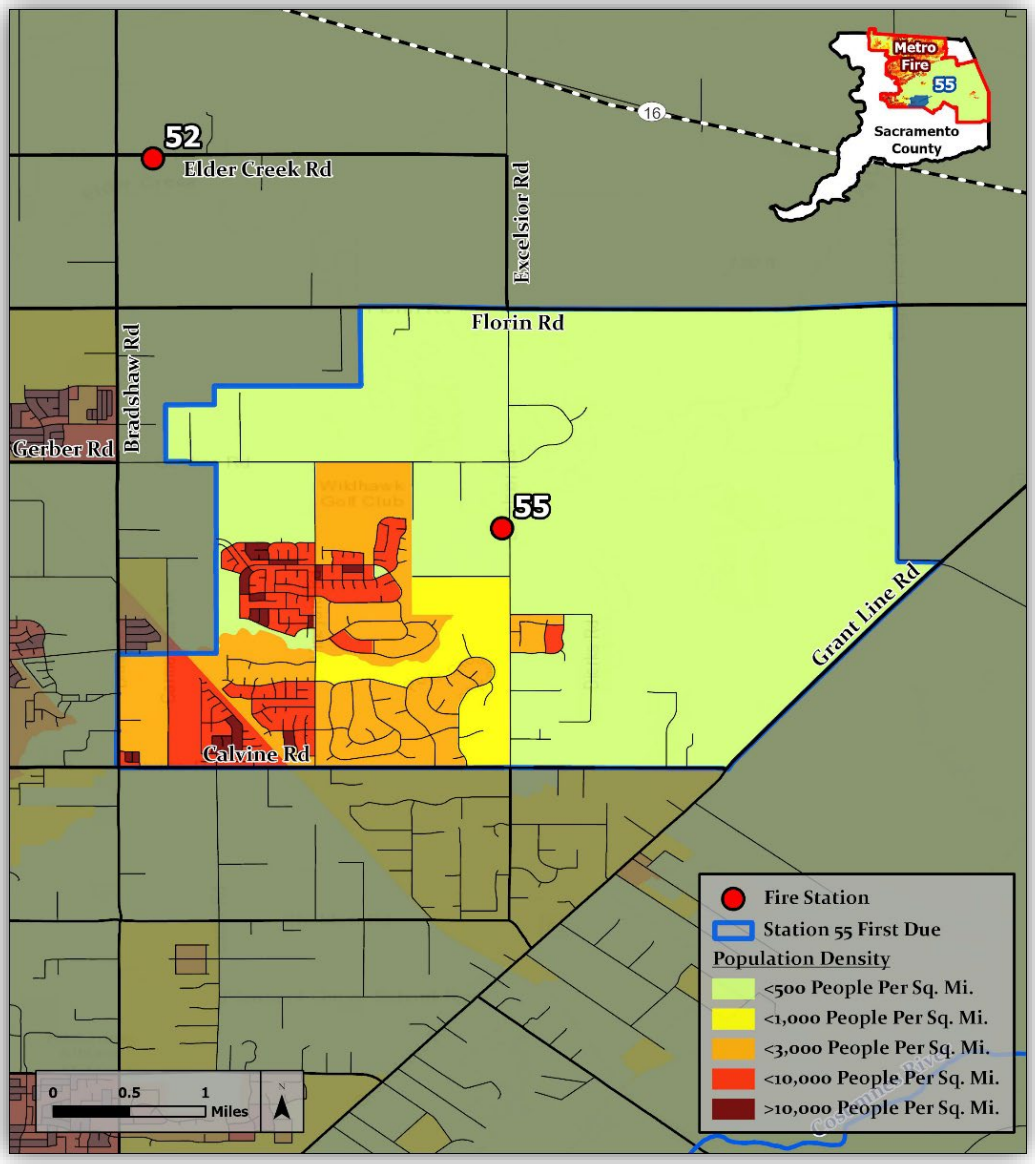


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	122	2.1
Suburban	<1,000	10:00	292	0.5
Urban	<3,000	04:00	105	0.1
Dense Urban	<10,000		6,778	1
Metropolitan	>10,000		6,010	0.4
TOTAL	3,399	04:00	13,307	3.9

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 55

Response Standard Analysis

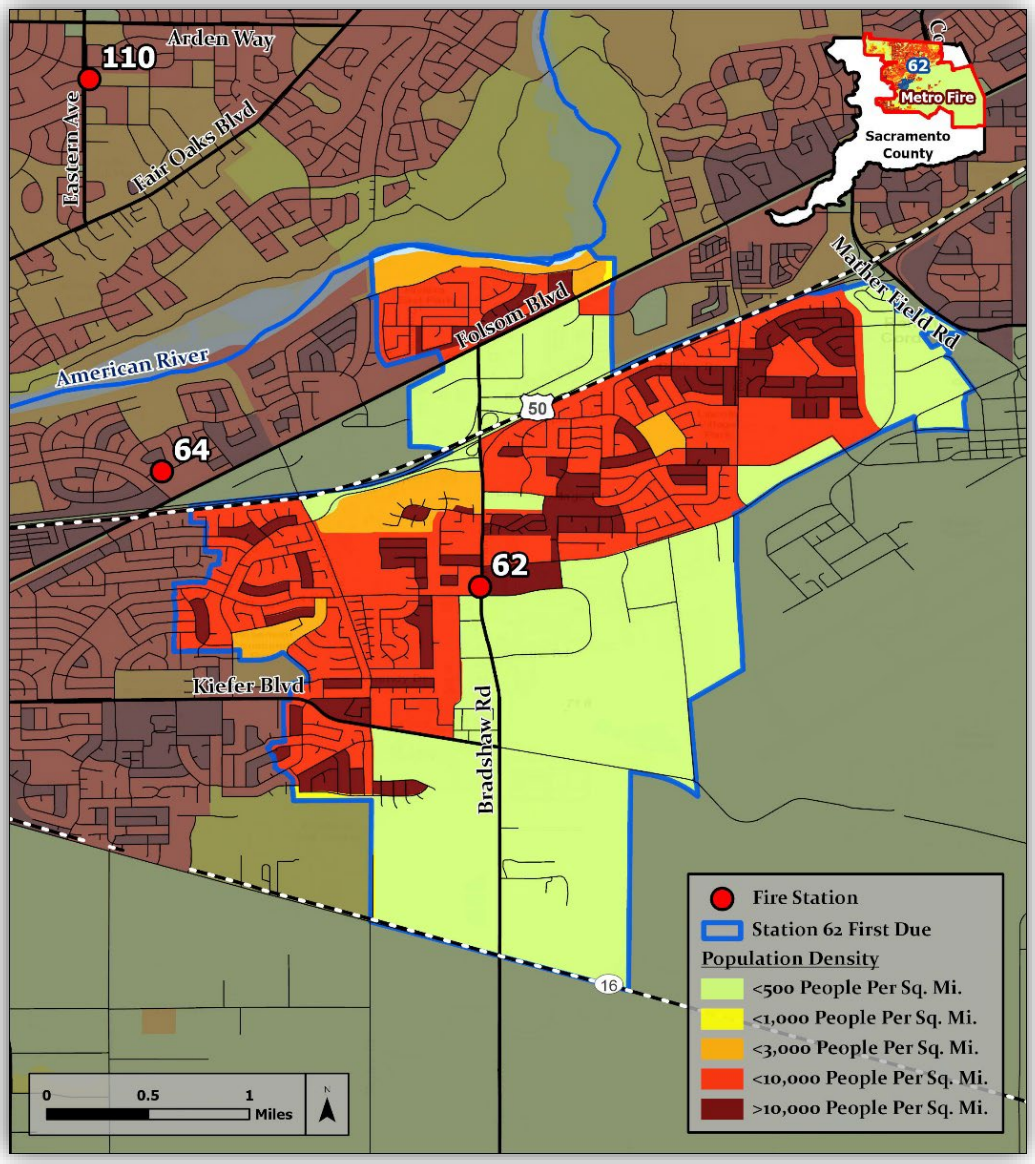


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	958	7.5
Suburban	<1,000	10:00	275	0.5
Urban	<3,000	04:00	1,740	1.2
Dense Urban	<10,000		4,720	0.9
Metropolitan	>10,000		1,123	0.1
TOTAL	864	10:00	8,816	10.2

Response Standard Determination
Suburban 10:00 Travel Time

Station 62

Response Standard Analysis

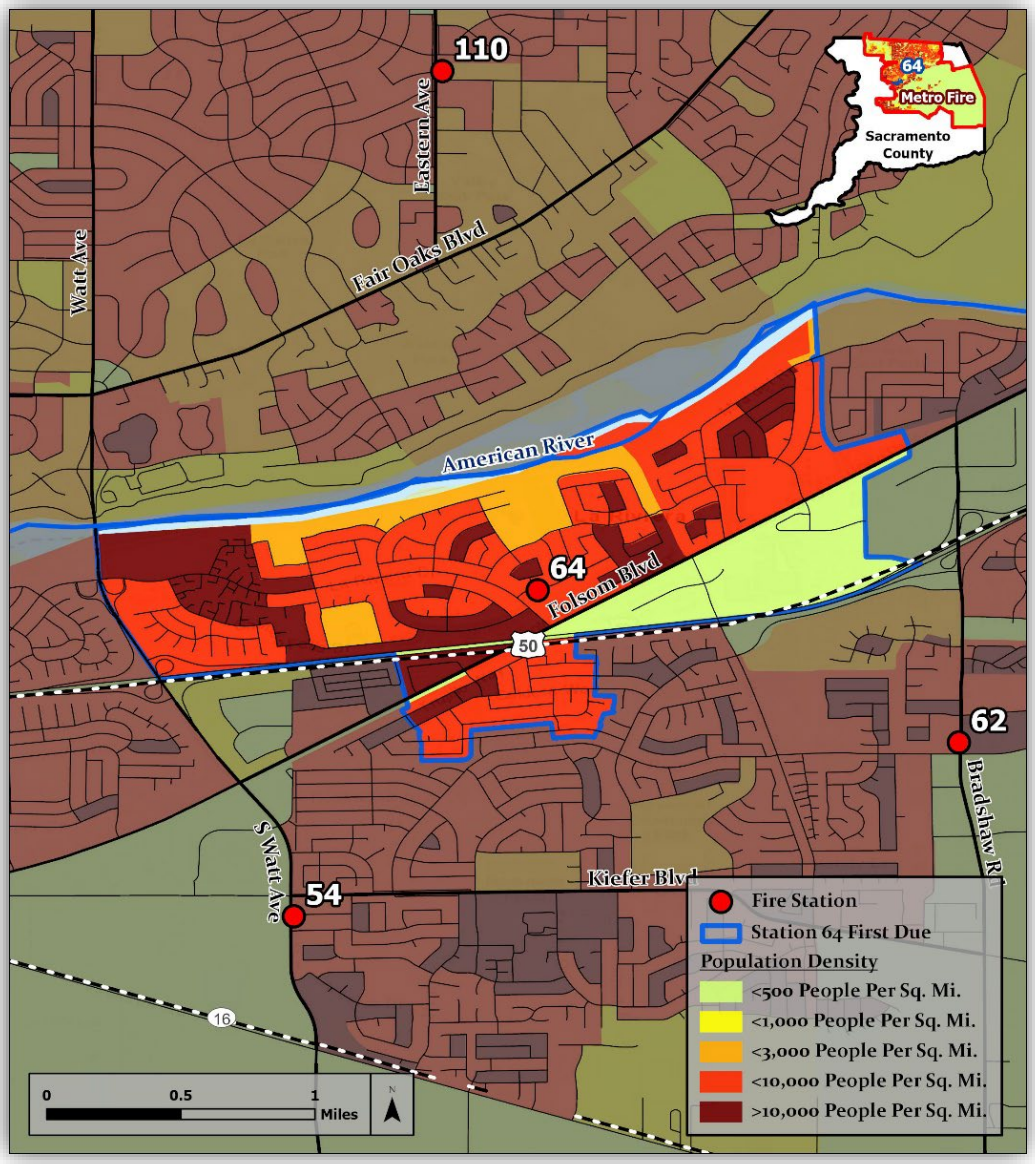


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	316	2.7
Suburban	<1,000	10:00	13	0
Urban	<3,000	04:00	213	0.1
Dense Urban	<10,000		12,116	2
Metropolitan	>10,000		8,391	0.7
TOTAL	3,803	04:00	21,049	5.5

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 64

Response Standard Analysis



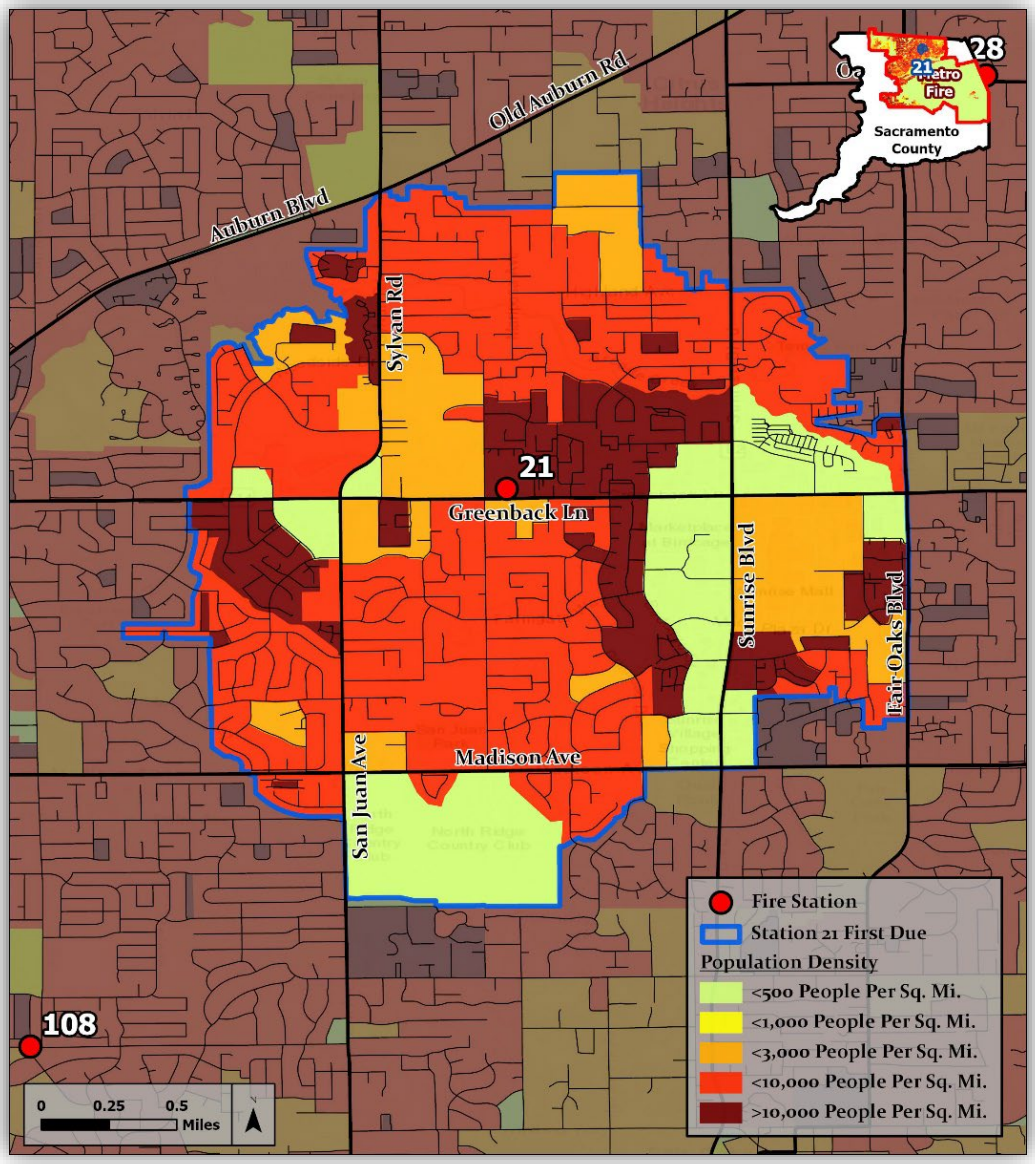
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	11	0.3
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	65	0
Dense Urban	<10,000		6,060	1
Metropolitan	>10,000		4,921	0.4
TOTAL	6,528	04:00	11,453	1.7

Response Standard Determination
Dense Urban 04:00 Travel Time

BATTALION 13

Station 21

Response Standard Analysis

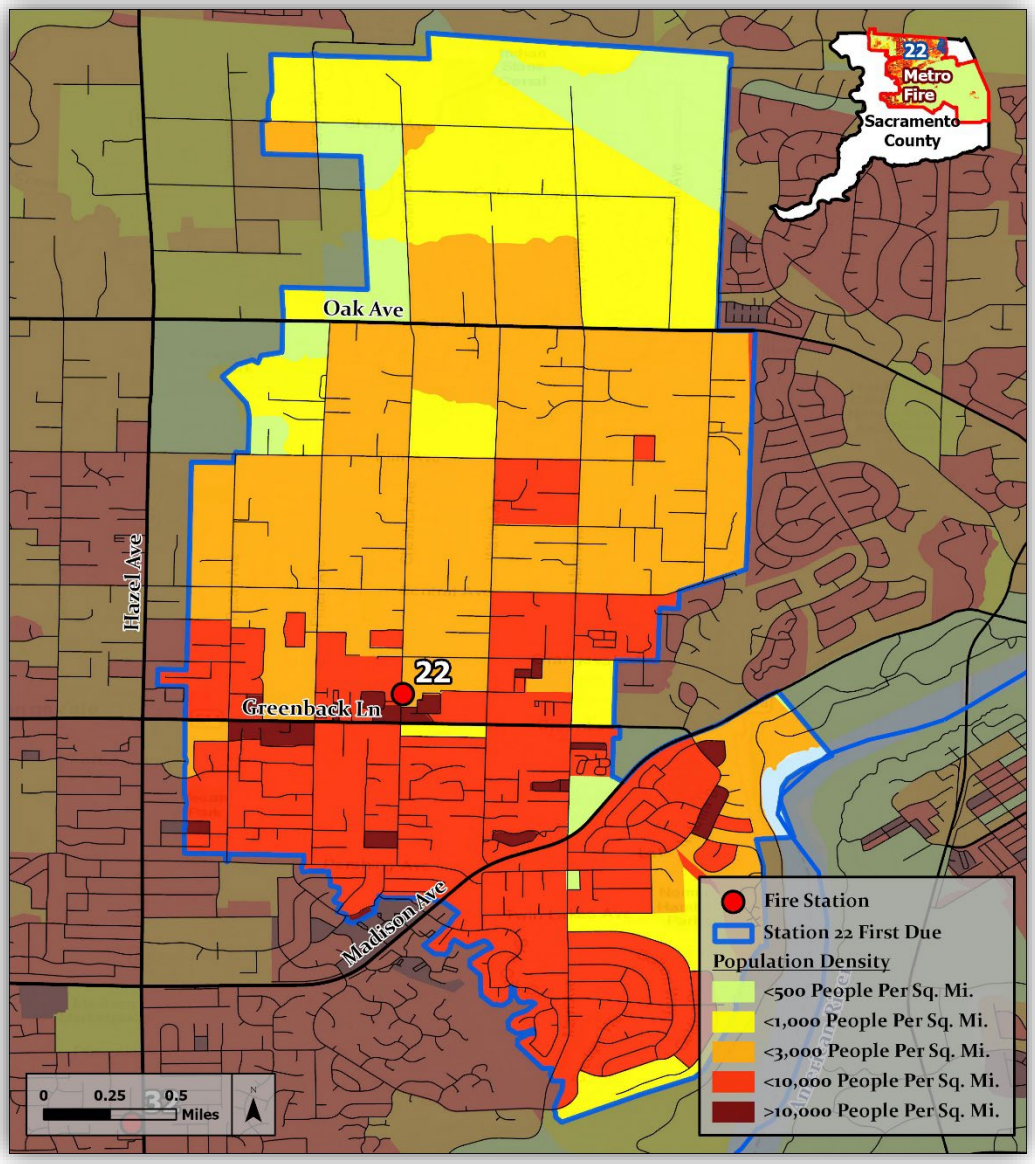


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	134	0.7
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	808	0.5
Dense Urban	<10,000		12,580	2.2
Metropolitan	>10,000		11,891	0.7
TOTAL	6,308	04:00	25,413	4

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 22

Response Standard Analysis

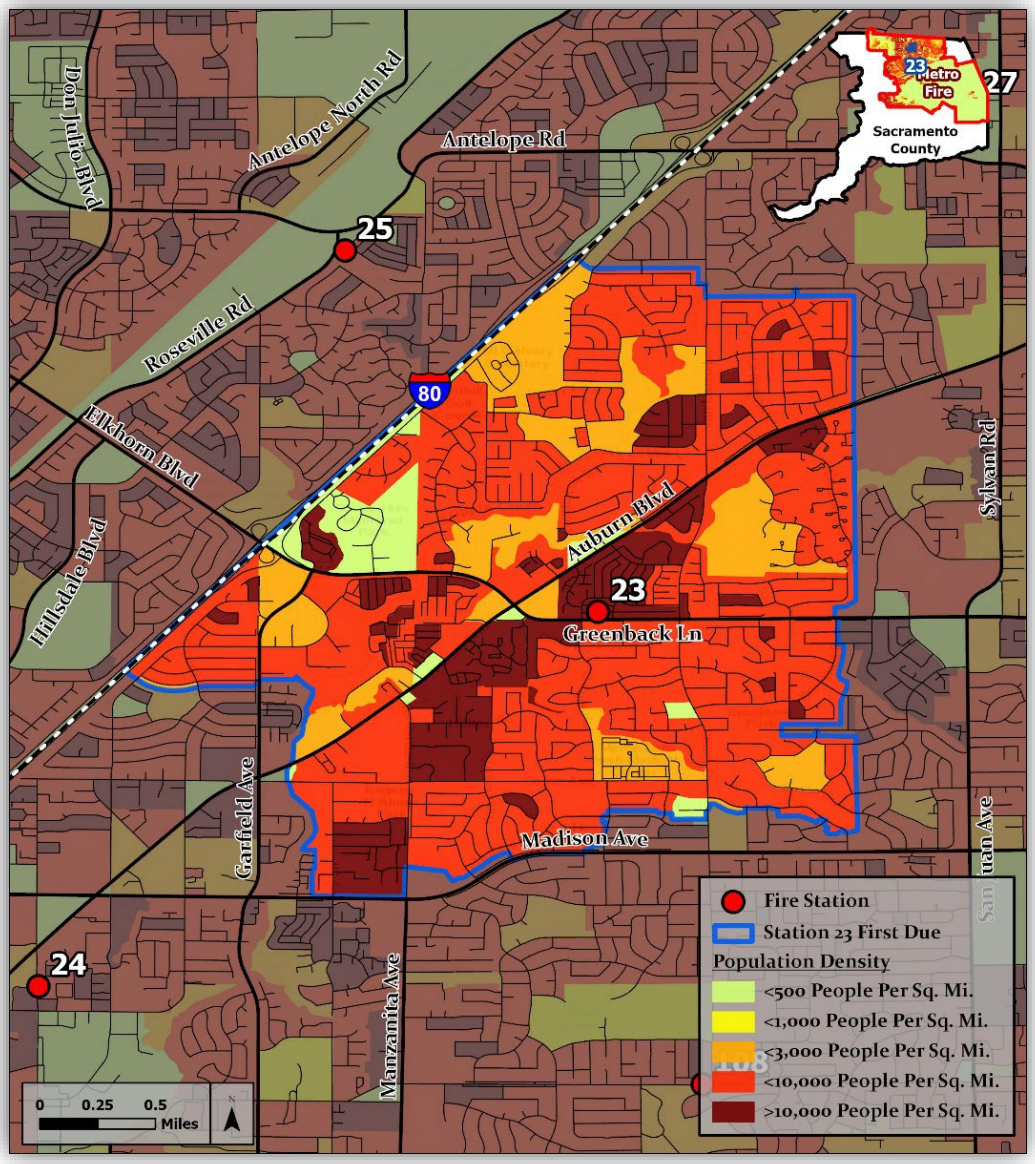


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	88	0.4
Suburban	<1,000	10:00	788	1.0
Urban	<3,000	04:00	3,702	1.9
Dense Urban	<10,000		8,263	1.6
Metropolitan	>10,000		1,393	0.1
TOTAL	2,787	04:00	14,200	5

Response Standard Determination
Urban 04:00 Travel Time

Station 23

Response Standard Analysis

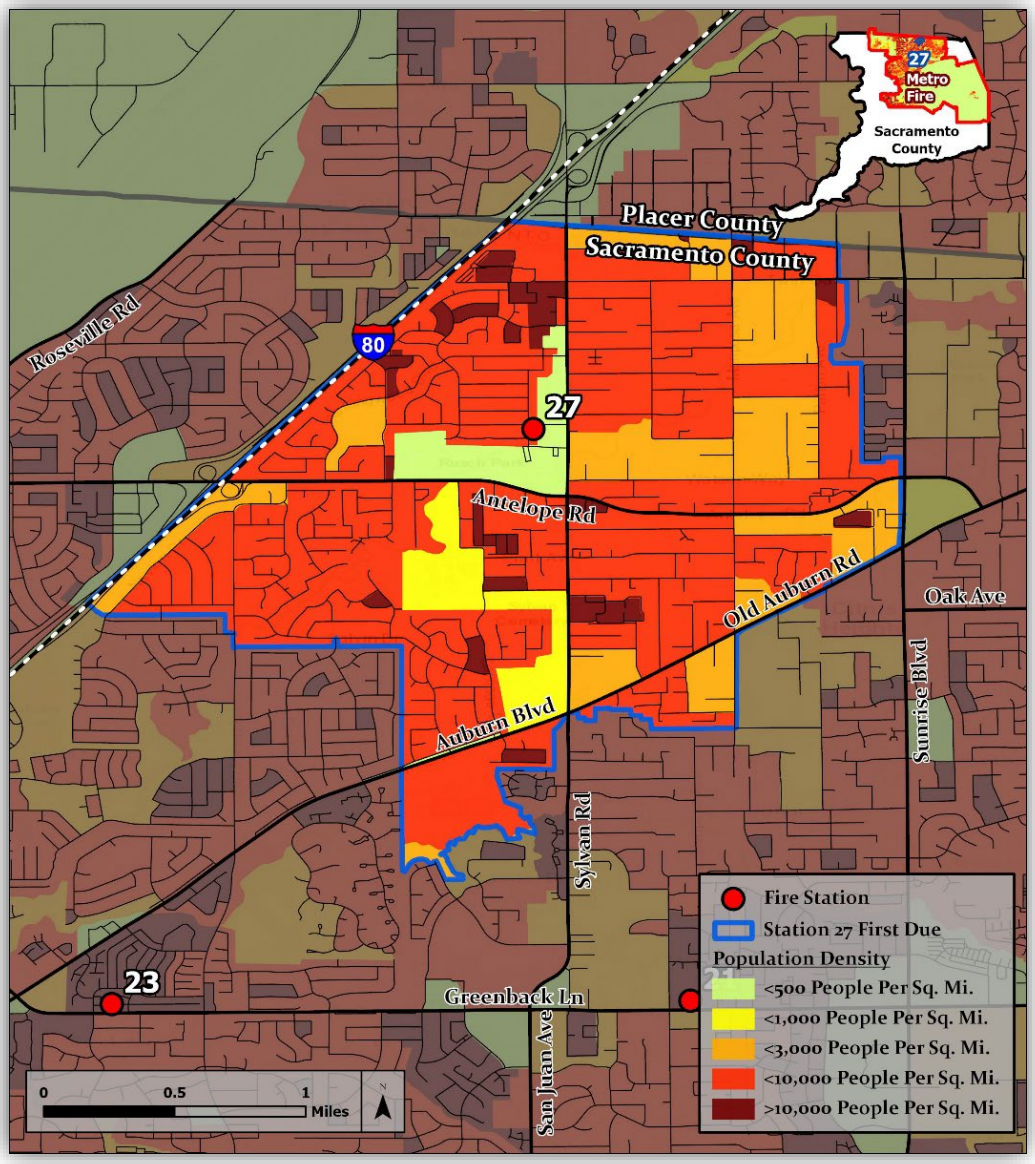


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	6	0.2
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	1,219	0.6
Dense Urban	<10,000		17,858	2.9
Metropolitan	>10,000		9,282	0.6
TOTAL	6,536	04:00	28,365	4.3

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 27

Response Standard Analysis

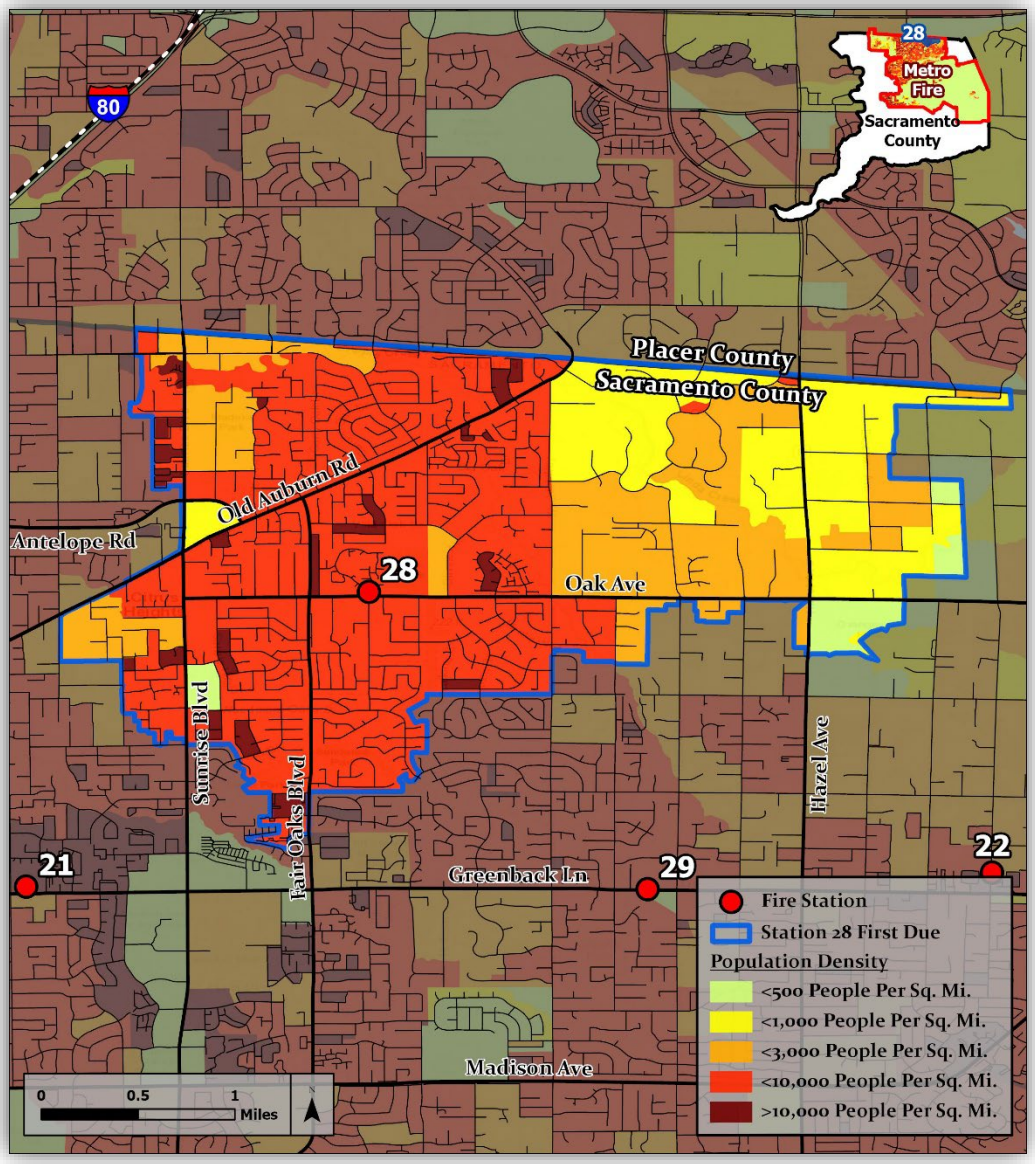


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	8	0.1
Suburban	<1,000	10:00	99	0.1
Urban	<3,000	04:00	397	0.2
Dense Urban	<10,000		12,757	2.5
Metropolitan	>10,000		2,656	0.1
TOTAL	5,063	04:00	15,917	3.1

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 28

Response Standard Analysis

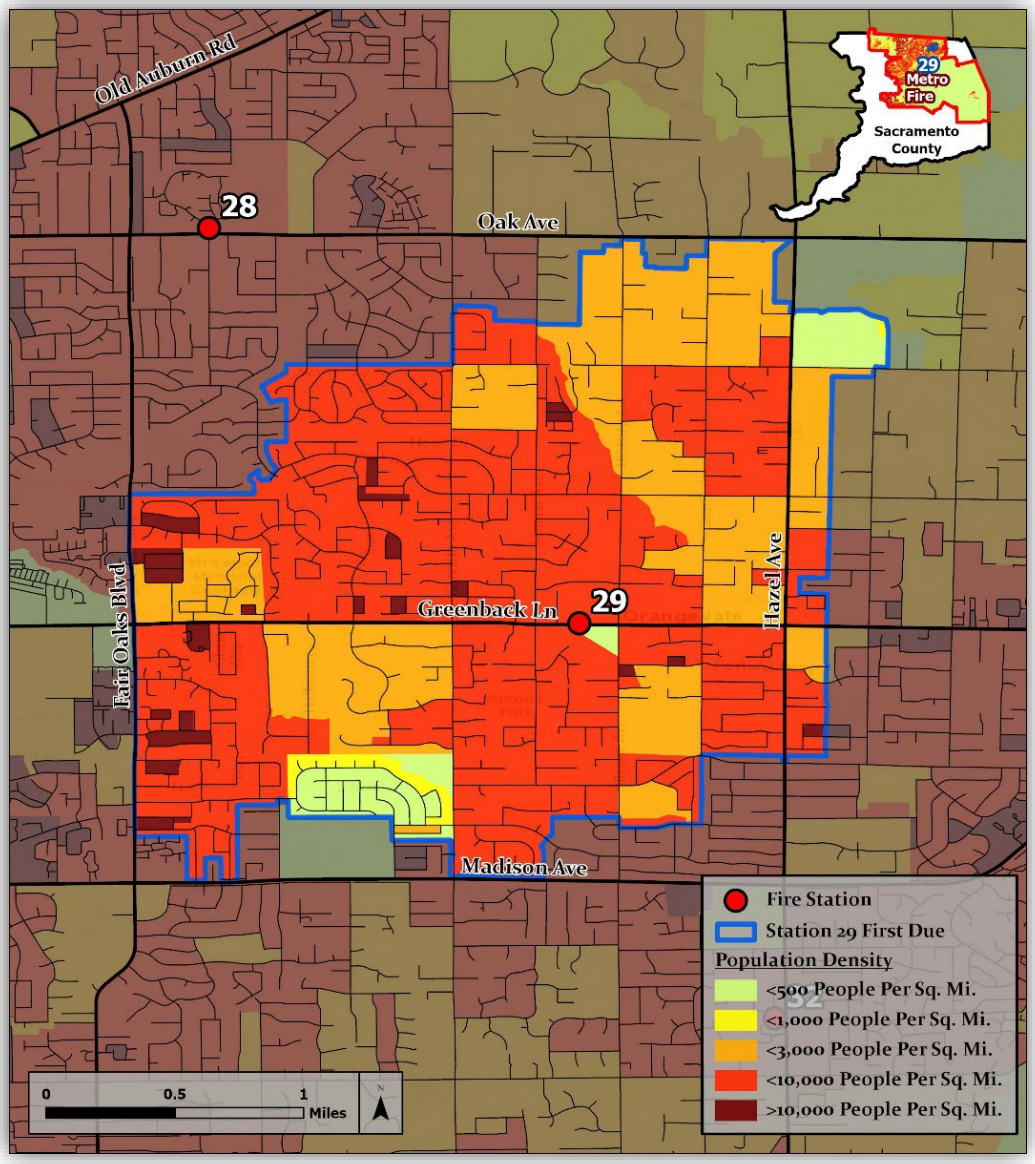


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	32	0.2
Suburban	<1,000	10:00	669	0.9
Urban	<3,000	04:00	1,530	1
Dense Urban	<10,000		17,210	3.3
Metropolitan	>10,000		2,946	0.2
TOTAL	3,973	04:00	22,387	5.6

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 29

Response Standard Analysis

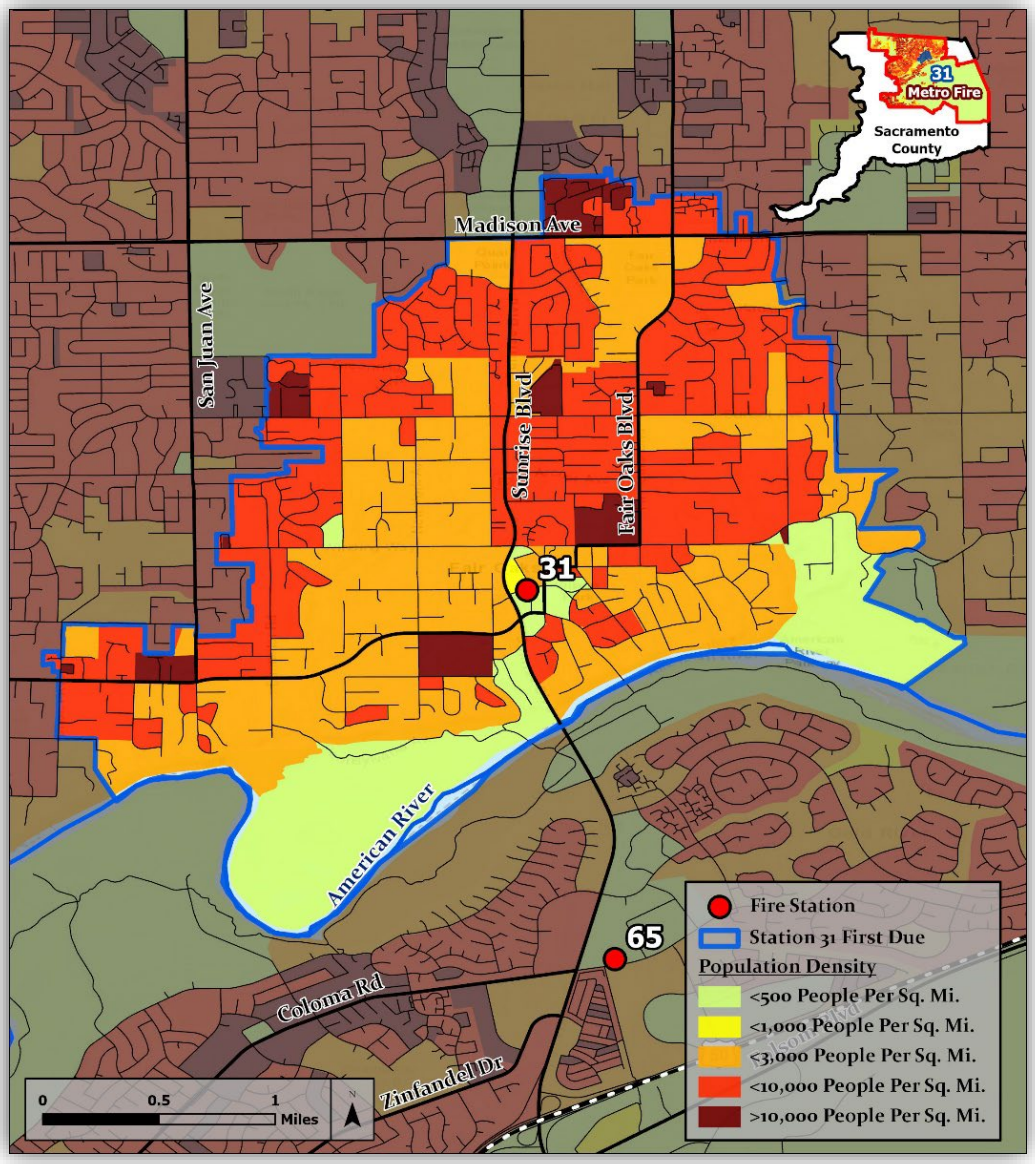


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	44	0.2
Suburban	<1,000	10:00	29	0
Urban	<3,000	04:00	1,825	0.9
Dense Urban	<10,000		13,088	2.7
Metropolitan	>10,000		1,393	0.1
TOTAL	4,164	04:00	16,379	3.9

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 31

Response Standard Analysis

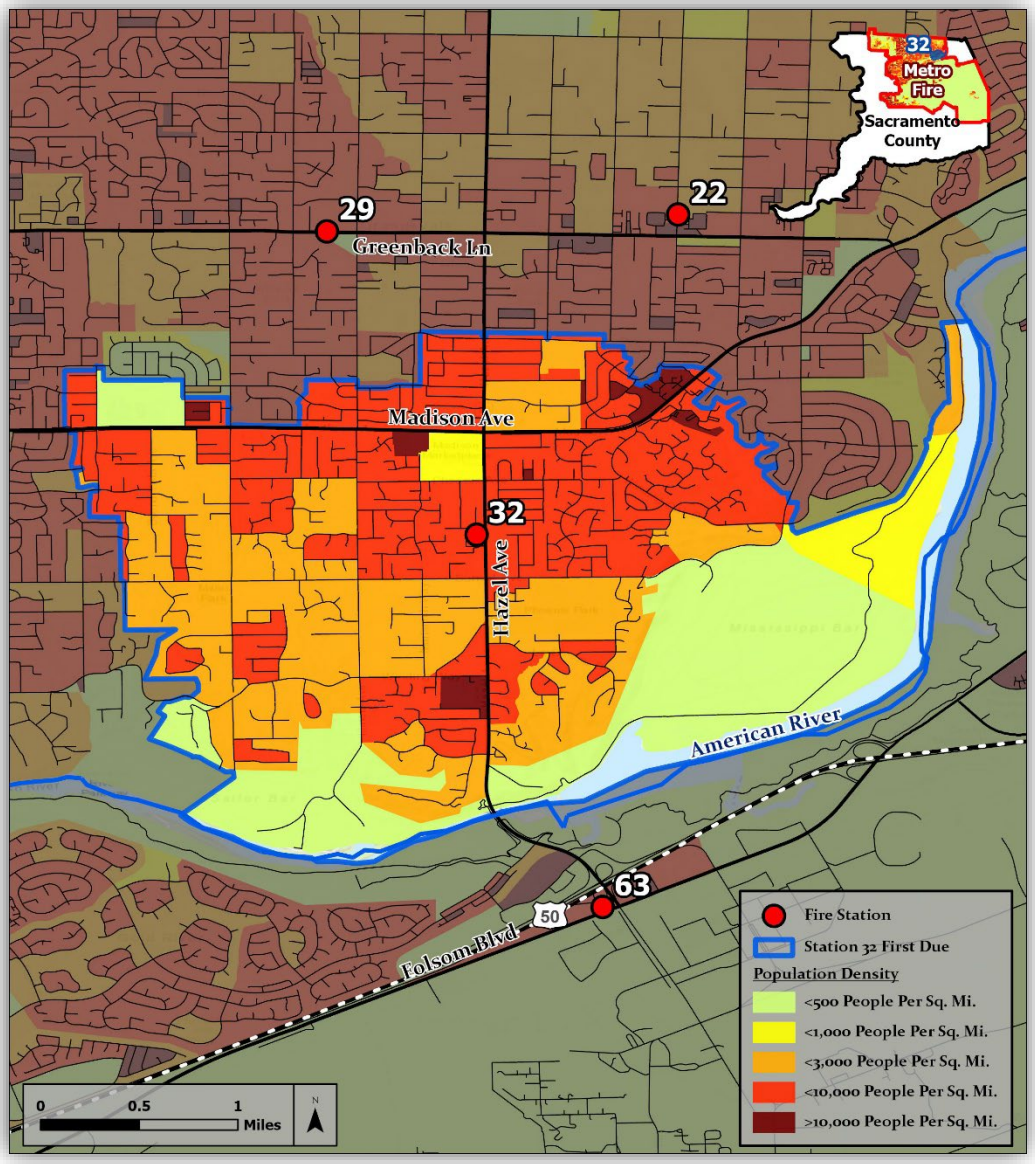


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	192	0.7
Suburban	<1,000	10:00	5	0
Urban	<3,000	04:00	2,647	1.4
Dense Urban	<10,000		10,478	2.4
Metropolitan	>10,000		3,382	0.2
TOTAL	3,465	04:00	16,704	4.8

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 32

Response Standard Analysis



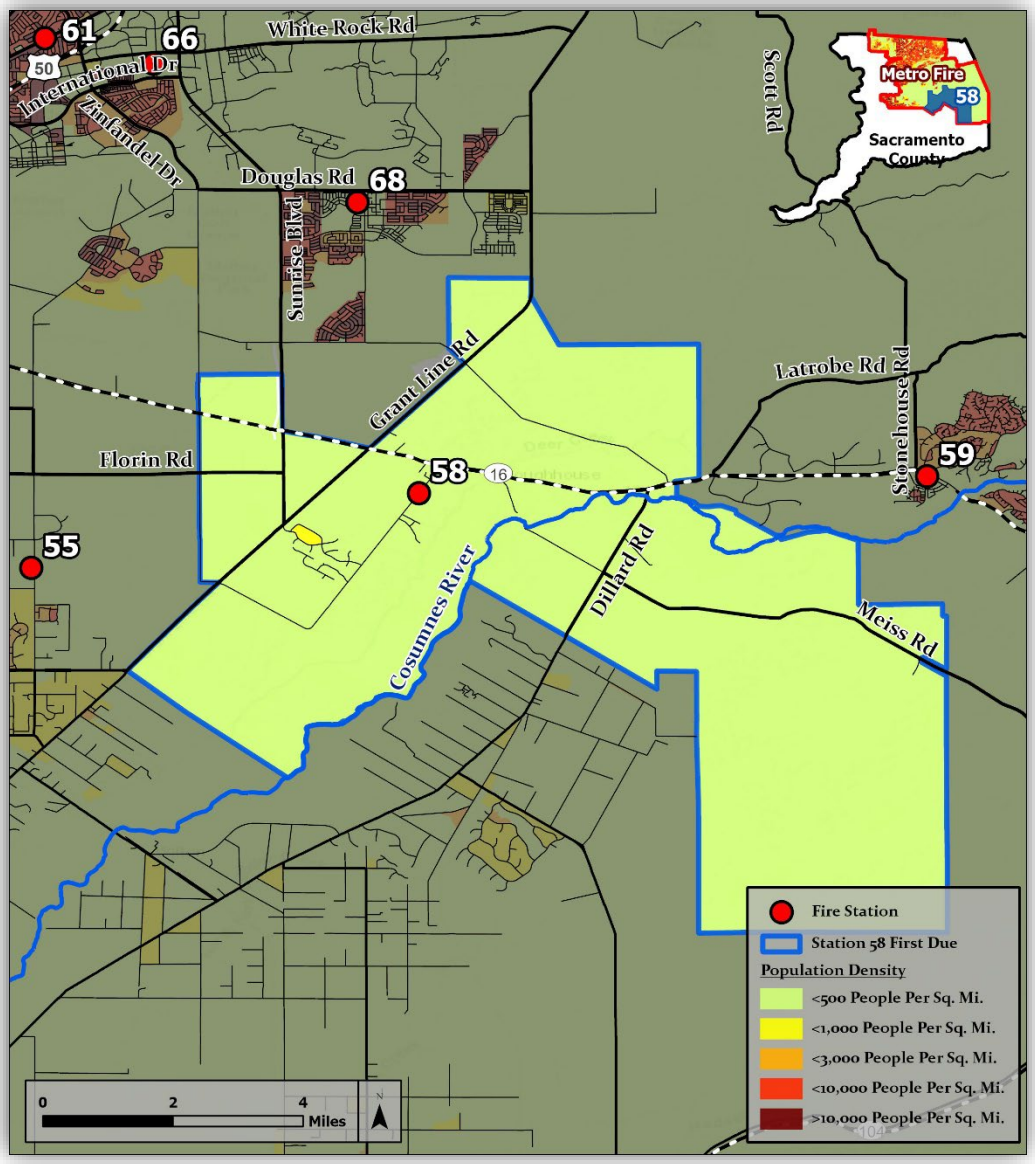
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	96	1.8
Suburban	<1,000	10:00	250	0.3
Urban	<3,000	04:00	4,367	1.9
Dense Urban	<10,000		10,824	2.3
Metropolitan	>10,000		1,484	0.1
TOTAL	2,686	04:00	17,241	6.4

Response Standard Determination
Urban 04:00 Travel Time

BATTALION 14

Station 58

Response Standard Analysis

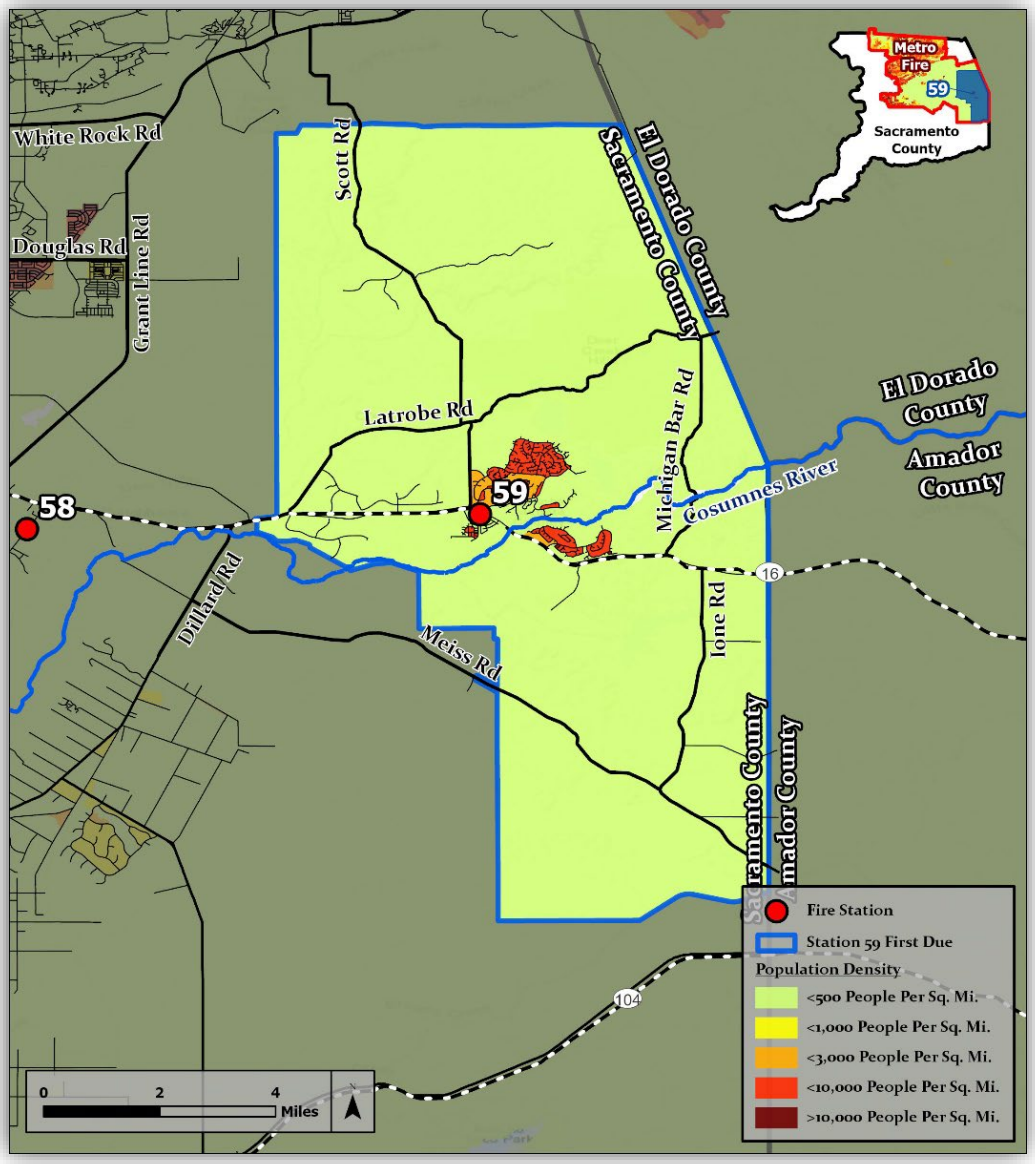


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	841	47
Suburban	<1,000	10:00	64	0.1
Urban	<3,000	04:00	0	0
Dense Urban	<10,000		0	0
Metropolitan	>10,000		0	0
TOTAL	19	14:00	905	47.1

Response Standard Determination
Rural **14:00 Travel Time**

Station 59

Response Standard Analysis

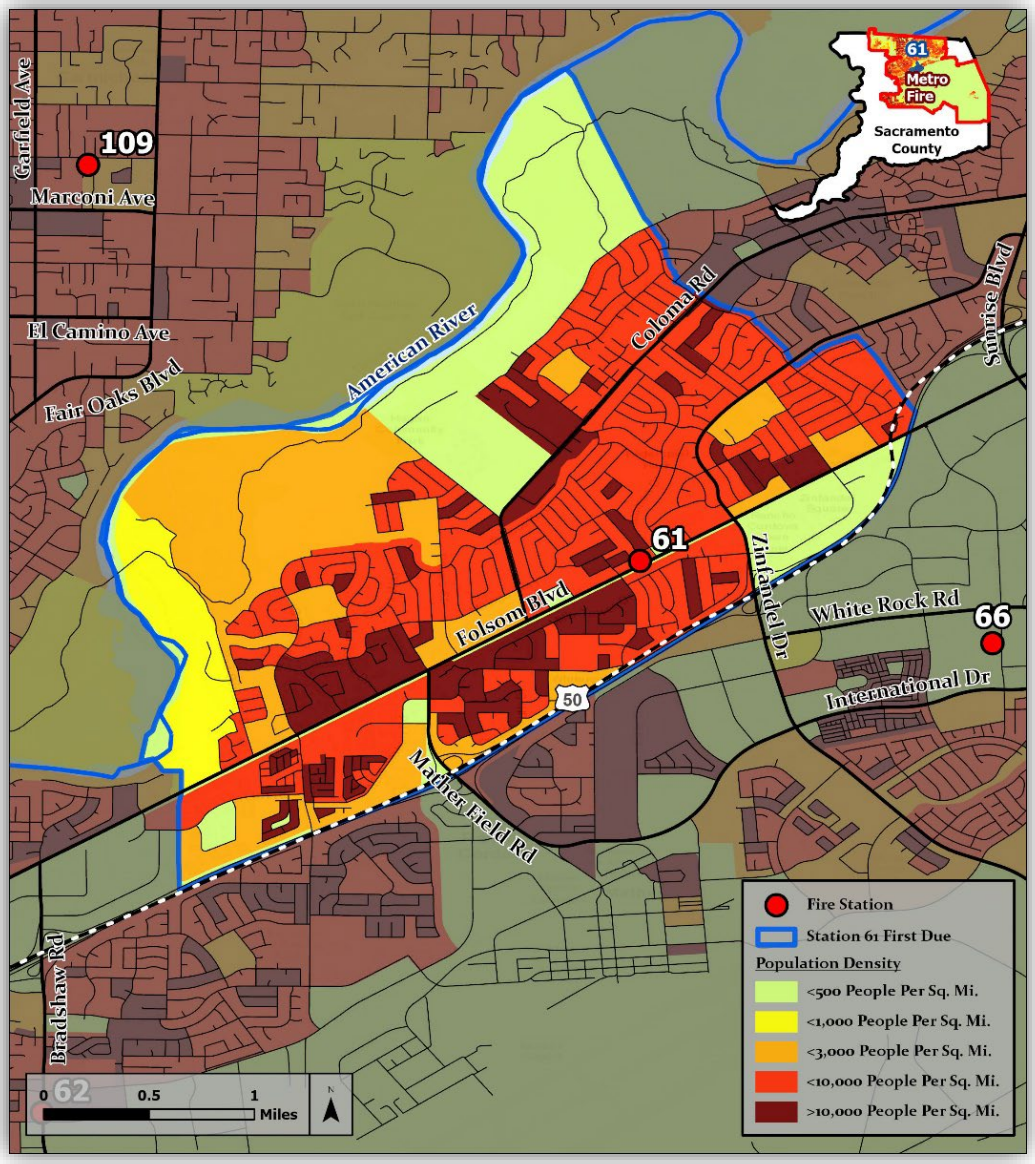


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	1,882	65.8
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	764	0.3
Dense Urban	<10,000		3,671	0.9
Metropolitan	>10,000		94	0
TOTAL	95	14:00	6,411	67.3

Response Standard Determination
Rural **14:00 Travel Time**

Station 61

Response Standard Analysis

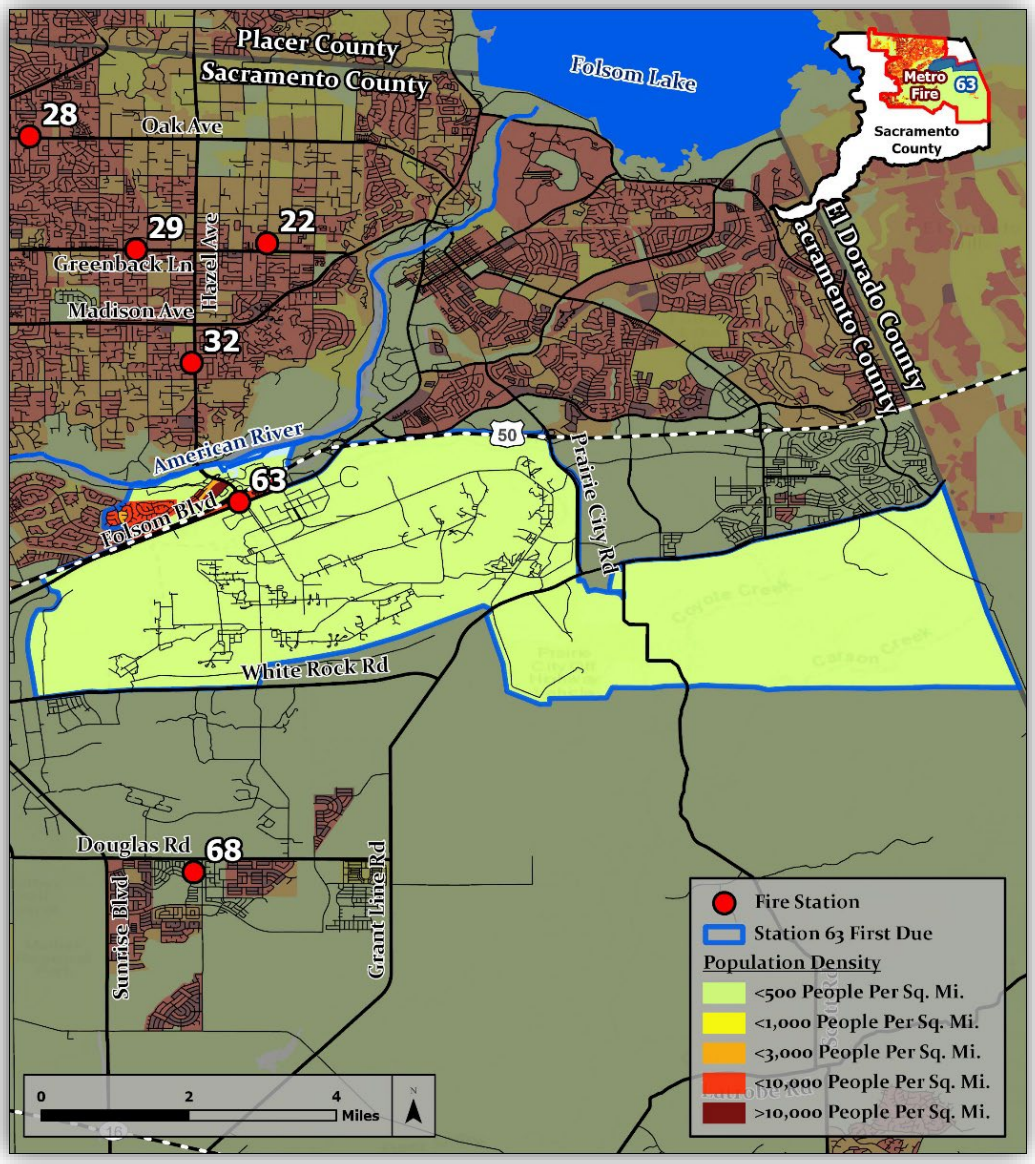


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	173	1.1
Suburban	<1,000	10:00	164	0.3
Urban	<3,000	04:00	1,321	0.8
Dense Urban	<10,000		15,334	2.3
Metropolitan	>10,000		10,689	0.7
TOTAL	5,212	04:00	27,681	5.3

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 63

Response Standard Analysis

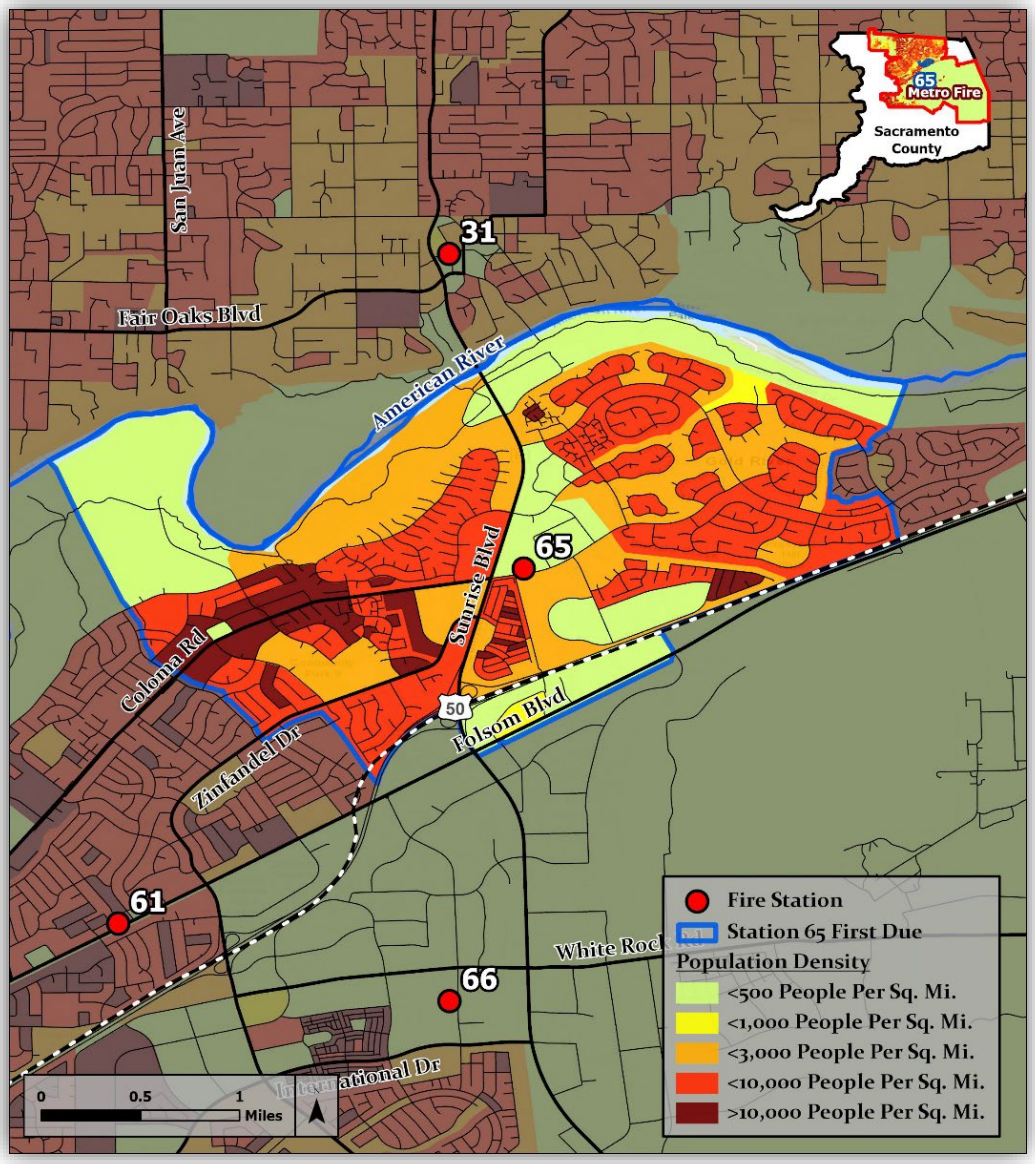


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	65	23.6
Suburban	<1,000	10:00	0	0
Urban	<3,000	04:00	38	0.1
Dense Urban	<10,000		2,021	0.4
Metropolitan	>10,000		477	0
TOTAL	107	14:00	2,601	24.2

Response Standard Determination
Rural **14:00 Travel Time**

Station 65

Response Standard Analysis

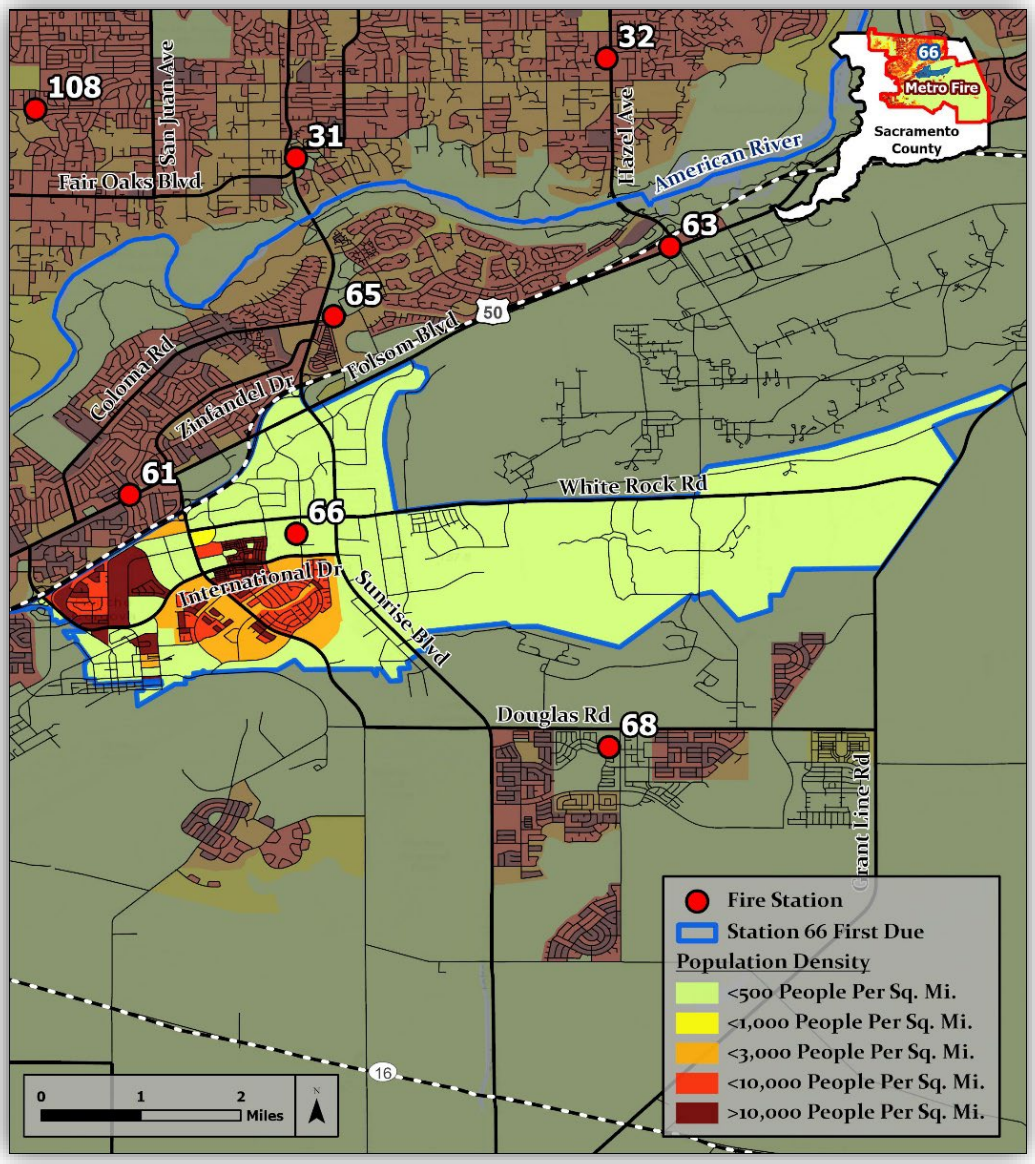


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	140	1.2
Suburban	<1,000	10:00	48	0.1
Urban	<3,000	04:00	1,237	0.7
Dense Urban	<10,000		10,480	1.9
Metropolitan	>10,000		5,116	0.3
TOTAL	3,884	04:00	17,021	4.4

Response Standard Determination
Dense Urban 04:00 Travel Time

Station 66

Response Standard Analysis

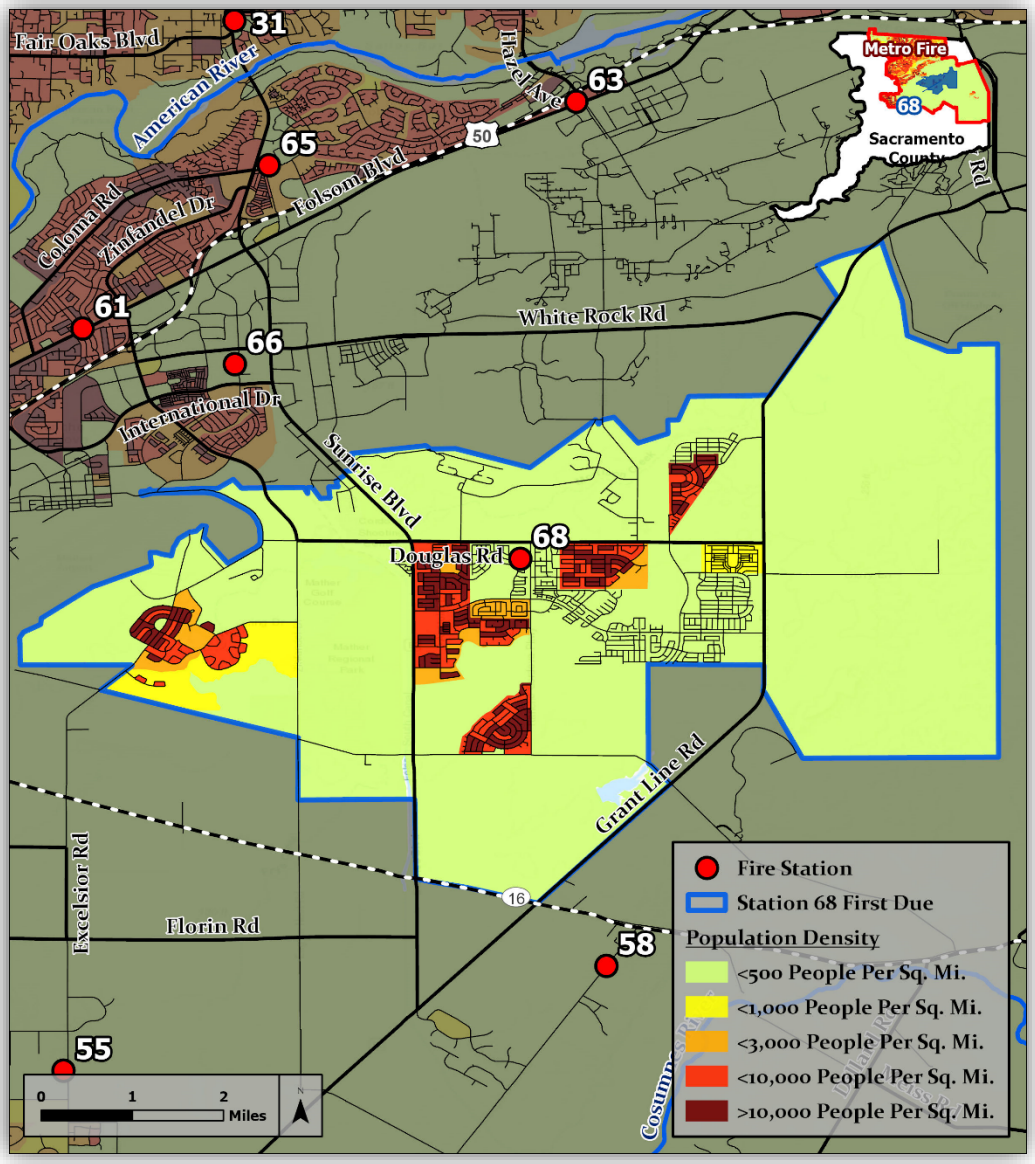


Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	155	9.1
Suburban	<1,000	10:00	20	0
Urban	<3,000	04:00	1,204	0.7
Dense Urban	<10,000		4,235	0.6
Metropolitan	>10,000		10,356	0.6
TOTAL	1,457	04:00	15,970	11

Response Standard Determination
Urban 04:00 Travel Time

Station 68

Response Standard Analysis



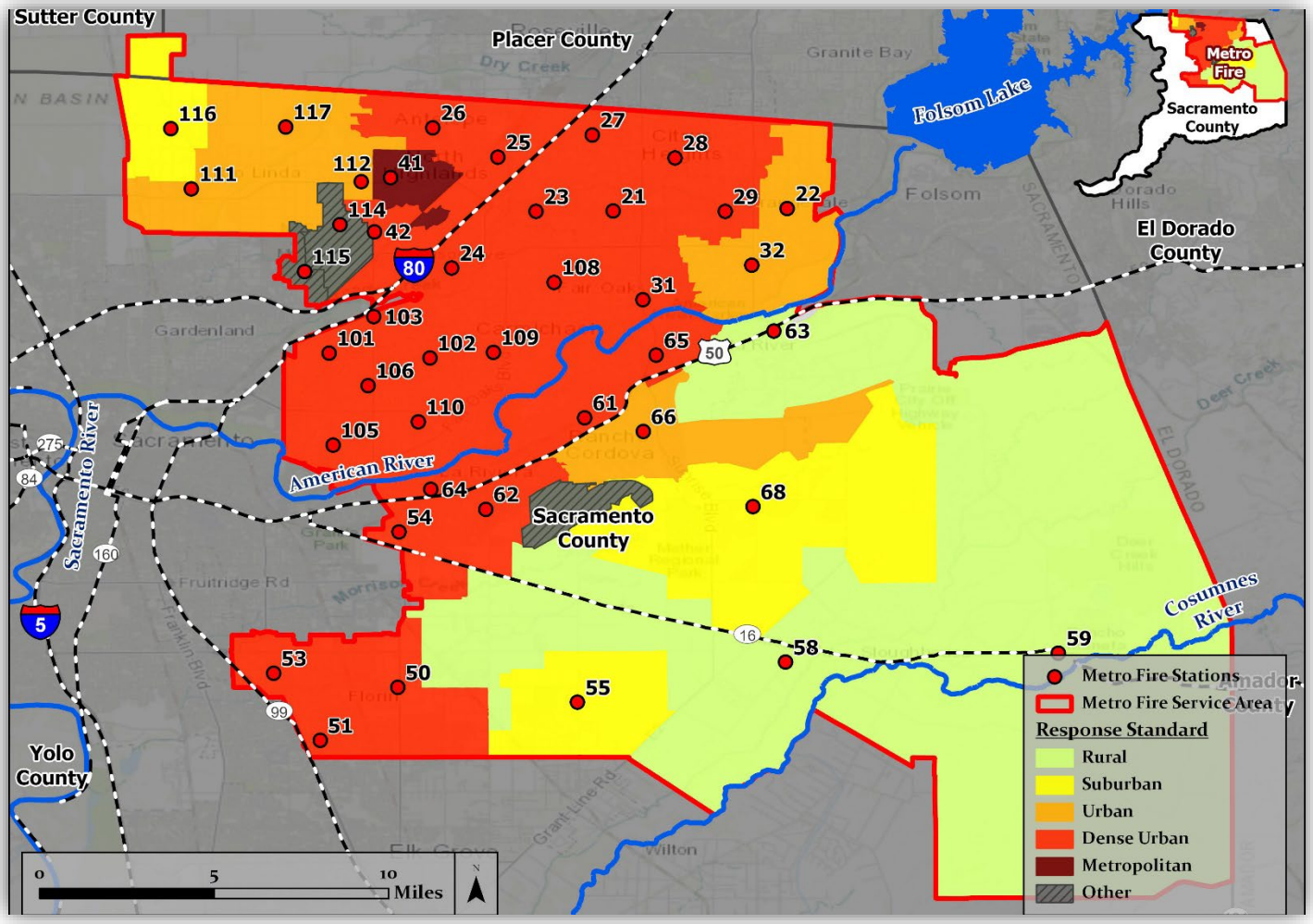
Population & Travel Time				
Response Standard	Density Threshold	Travel Time Standard	Estimated Population	Square Mileage
Rural	<500	14:00	610	25.1
Suburban	<1,000	10:00	611	0.8
Urban	<3,000	04:00	1032	0.5
Dense Urban	<10,000		9,103	1.3
Metropolitan	>10,000		13,119	0.9
TOTAL	847	10:00	24,572	29

Response Standard Determination
Suburban 10:00 Travel Time

The table below summarizes the changes on population, density and first due response standard between 2023 and 2024. Many of the station first dues showed small population changes (<.5%) as compared to 2023, which was attributed to a change in the demographic algorithm. Overall, population growth was generally nominal except for 2 first due areas. Station 68's first due population increased 7% compared to 2023 and Station 26 had an 0.9% increase. Continued population increases in Station 26's first due will likely necessitate a change to a metropolitan response standard next year, and similar growth in Station 68's first due may necessitate a change to an urban response standard.

First Due	Population		Density		Response Standard	
	2024	Variance	2024	Variance	2023	2024
Station 21	25,420	-	6,310	-	Dense Urban	Dense Urban
Station 22	14,061	<1%	2,760	<1%	Urban	Urban
Station 23	28,218	<1%	6,503	<1%	Dense Urban	Dense Urban
Station 24	27,258	<1%	6,299	<1%	Dense Urban	Dense Urban
Station 25	28,750	<1%	5,608	<1%	Dense Urban	Dense Urban
Station 26	36,692	<1%	9,523	<1%	Dense Urban	Dense Urban
Station 27	15,808	<1%	5,028	<1%	Dense Urban	Dense Urban
Station 28	22,305	<1%	3,958	<1%	Dense Urban	Dense Urban
Station 29	16,316	<1%	4,148	<1%	Dense Urban	Dense Urban
Station 31	16,625	<1%	3,449	<1%	Dense Urban	Dense Urban
Station 32	17,240	-	2,686	-	Urban	Urban
Station 41	28,788	<1%	10,049	<1%	Metropolitan	Metropolitan
Station 42	15,146	<1%	7,501	<1%	Dense Urban	Dense Urban
Station 50	36,372	<1%	4,078	<1%	Dense Urban	Dense Urban
Station 51	18,854	<1%	7,549	<1%	Dense Urban	Dense Urban
Station 53	28,682	<1%	7,218	<1%	Dense Urban	Dense Urban
Station 54	13,234	<1%	3,381	<1%	Dense Urban	Dense Urban
Station 55	8,714	-1%	854	-1%	Suburban	Suburban
Station 58	906	<1%	19	-	Rural	Rural
Station 59	6,426	<1%	95	-	Rural	Rural
Station 61	27,615	<1%	5,199	<1%	Dense Urban	Dense Urban
Station 62	20,903	<1%	3,777	<1%	Dense Urban	Dense Urban
Station 63	2,583	<1%	107	-	Rural	Rural
Station 64	11,352	<1%	6,470	<1%	Dense Urban	Dense Urban
Station 65	17,068	<1%	3,895	<1%	Dense Urban	Dense Urban
Station 66	15,945	<1%	1,455	<1%	Urban	Urban
Station 68	24,572	+7%	845	+7%	Suburban	Suburban
Station 101	21,369	<1%	7,757	<1%	Dense Urban	Dense Urban
Station 102	17,026	<1%	6,152	<1%	Dense Urban	Dense Urban
Station 103	13,743	<1%	4,837	<1%	Dense Urban	Dense Urban
Station 105	29,467	<1%	7,129	<1%	Dense Urban	Dense Urban
Station 106	12,506	<1%	5,637	<1%	Dense Urban	Dense Urban
Station 108	25,802	<1%	5,530	<1%	Dense Urban	Dense Urban
Station 109	25,718	<1%	4,699	<1%	Dense Urban	Dense Urban
Station 110	16,400	<1%	3,050	<1%	Dense Urban	Dense Urban
Station 111	12,351	<1%	1,835	<1%	Urban	Urban
Station 112	8,803	-	2,172	-	Urban	Urban
Station 114	989	<1%	339	<1%	Other	Other
Station 115	0	-	0	-	Other	Other
Station 116	3,667	<1%	570	<1%	Suburban	Suburban
Station 117	7,342	<1%	1,182	<1%	Urban	Urban
TOTAL	729,127	<1%	2,037	<1%		

The response standard analysis completed for all first due areas reveal that 45% of the District's service area requires a rural response, 13% requires a suburban response, 11% requires an urban response, 30% requires a dense urban response, and 1% requires a metropolitan response.



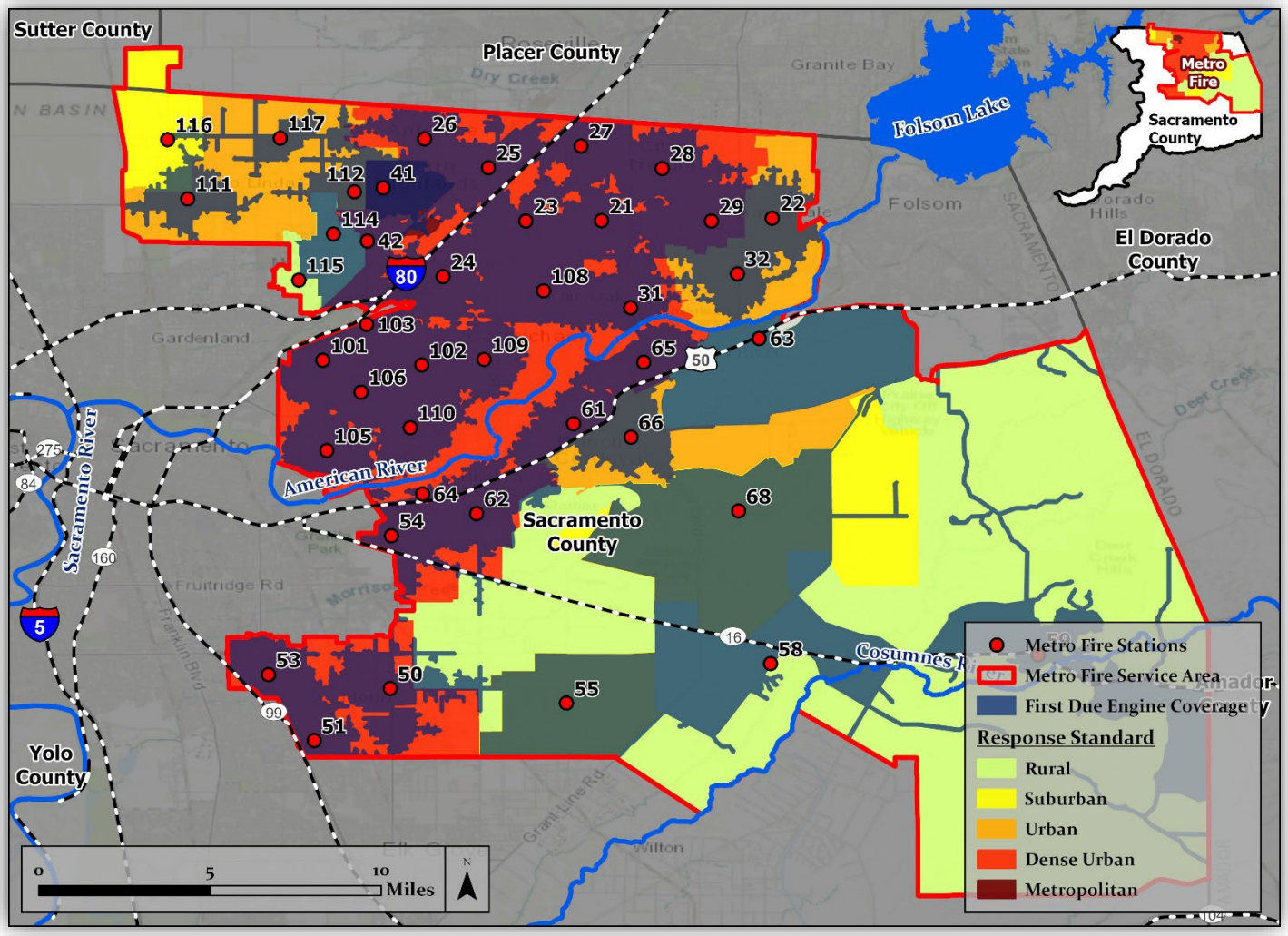
Deployment Study

After determining the applicable response standards for each first due area, a deployment study was completed to determine if Metro Fire can provide adequate coverage to its jurisdiction in accordance with the applicable response standards. A deployment study (also known as a response time assessment) uses modeled drive time analyses from each first-due response area to evaluate distribution and concentration.

Distribution

When evaluating distribution, the first-due deployment study models whether drive times from existing station locations provide adequate coverage for the service area in accordance with the required response standard. For first-due areas requiring metropolitan, dense urban, and urban response, a 04:00 drive time was modeled; for first-due areas requiring suburban response, a 10:00 drive time was modeled; and for first-due areas requiring a rural response, a 14:00 drive time was modeled.

The software used to model first-due deployment coverage is based on existing street networks. Blue-shaded areas indicate areas of coverage, while areas not shaded in blue represent gaps in coverage. One exception to this general rule is where street networks are limited or non-existent, a gap may be indicated erroneously. For example, most of Station 59's first-due area, along with the American River Parkway and the Mississippi Bar Nature Preserve east of Station 32 have limited or no street networks by design and are reflected as gap areas even though coverage to these areas is sufficient in actuality. As such, it's important to take a closer look at gap areas to determine whether or not a gap truly exists.



Concentration

When considering concentration, the ERF deployment study models whether resources are positioned appropriately relative to each other in order to provide sufficient coverage for ERF. The ERF deployment study models drive times for engines, trucks, medics, and battalion chiefs from each existing station location in accordance with established response standards.

For the purposes of this study, ERF deployment was modeled for the most common low/moderate-risk incident types that require ERF as well as for the most common high/maximum-risk incident types that require ERF:

Low/Moderate Risk	Fire Moderate 3 EMS Low 4	Rescue Low 1 HazMat Moderate 1	**High/Maximum Risk**	Fire High 2 Rescue High 1	

The tables on the following pages are broken down by risk and incident type to show whether or not the deployment study indicates ERF is possible based on drive time analyses for the various unit types. Each table shows the units required to achieve ERF for the incident type, then shows the number of units that can respond into each first-due area based on the drive time analyses. Drive times for automatic aid units were also modeled for neighboring agency first dues around the jurisdictional border. Where the number of the units able to respond into the first-due meets or exceeds the required ERF number, ERF is reflected as possible. The modeling used was conservative, and whether or not ERF is actually possible in each first due area should be reflected in the performance evaluation in Section 6.

For low and moderate-risk incidents, an 08:00 drive time was modeled from all station locations into first-due areas requiring metropolitan, dense urban, and urban response; a 15:00 drive time was modeled from all station locations into first-due areas requiring suburban response; and a 20:00 drive time was modeled from all station locations into first due areas requiring rural response. Where the appropriate number of resources overlapped, ERF is possible for low and moderate-risk incidents.

For high and maximum-risk incidents, a 10:10 drive time was modeled from all station locations into first-due areas requiring metropolitan, dense urban, and urban response; a 19:10 drive time was modeled from all station locations into first-due areas requiring suburban response; and a 25:30 drive time was modeled from all station locations into first due areas requiring rural response. Where the appropriate number of resources overlapped, ERF is possible for high and maximum-risk incidents.

Geographic Conditions

An important consideration when evaluating distribution on concentration is whether or not geographic conditions exist that restrict or isolate a first-due area. NFPA 1710 defines these concepts as follows:

Geographical Isolation

A first-due response zone or jurisdiction with staffed resources where over 80% of the response area is outside of a 10-minute travel time from the next closest staffed suppression apparatus.

Geographical Restriction

A defined condition, measure, or infrastructure design that limits response and/or results in predictable response delays to certain portions of the jurisdiction.

For the purposes of this study, first-due areas were considered geographically restricted if a manmade or natural barrier exists that reduces response on two or more sides of a first-due response area. Metro Fire can determine whether or not these types of conditions actually limit response by first observing apparent conditions on a map (highways, rivers, railroad tracks, etc); second, modeling drive times to determine if these conditions *should* limit response; and finally, analyzing response data to evaluate if response times *actually* reflect a response limitation.

If all contributing factors described above indicate that a geographic condition is truly limiting response, an evaluation of the structural fire risk for the area should be performed to determine whether adding additional staffing capacity (4th on) will appropriately mitigate risks.

Fire Moderate 3

Fire Moderate 3 is the most common low/moderate-risk fire incident requiring ERF. ERF for a Fire Moderate 3 incident is (3) engines, (1) truck, and (1) BC.

	First Due Area	Response Standard	Geographic Condition	Engines (3)	Truck (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	4	0	0	No
	Station 25	Dense Urban	Restricted	6	2	0	No
	Station 26	Dense Urban	-	5	1	0	No
	Station 41	Metropolitan	-	6	1	1	Yes
	Station 42	Dense Urban	Restricted	6	0	1	No
	Station 111	Urban	-	3	1	0	No
	Station 112	Urban	-	7	1	1	Yes
	Station 114	NFPA 403	Restricted	1	0	1	No
	Station 115	NFPA 403	Restricted	0	0	0	No
	Station 116	Suburban	-	9	3	0	No
	Station 117	Suburban	-	11	3	1	Yes
Battalion 7	Station 101	Dense Urban	-	4	1	1	Yes
	Station 102	Dense Urban	-	7	2	1	Yes
	Station 103	Dense Urban	-	6	1	1	Yes
	Station 105	Dense Urban	-	4	0	0	No
	Station 106	Dense Urban	-	5	1	1	Yes
	Station 108	Dense Urban	-	2	1	0	No
	Station 109	Dense Urban	Restricted	2	1	0	No
	Station 110	Dense Urban	-	4	1	1	Yes
Battalion 9	Station 50	Dense Urban	-	2	1	1	Yes
	Station 51	Dense Urban	-	6	2	1	Yes
	Station 53	Dense Urban	-	4	2	1	Yes
	Station 54	Dense Urban	Restricted	2	0	0	No
	Station 55	Suburban	-	8	1	1	Yes
	Station 62	Dense Urban	Restricted	3	0	0	No
	Station 64	Dense Urban	Restricted	4	0	0	No
Battalion 13	Station 21	Urban	-	5	2	1	Yes
	Station 22	Dense Urban	-	4	0	1	No
	Station 23	Dense Urban	-	4	2	0	No
	Station 27	Dense Urban	-	5	2	0	No
	Station 28	Dense Urban	-	4	1	1	Yes
	Station 29	Dense Urban	-	5	1	1	Yes
	Station 31	Dense Urban	-	4	2	0	No
	Station 32	Urban	-	4	0	1	No
Battalion 14	Station 58	Rural	-	10	2	2	Yes
	Station 59	Rural	Isolated	4	0	1	No
	Station 61	Dense Urban	-	3	1	1	Yes
	Station 63	Rural	-	23	5	2	Yes
	Station 65	Dense Urban	-	3	1	1	Yes
	Station 66	Urban	-	4	1	1	Yes
	Station 68	Suburban	-	7	0	1	No

Fire High 2

Fire High 2 is the most common high/maximum-risk fire incident requiring ERF. ERF for a Fire High 2 incident is (4) engines, (2) trucks, (1) medic, and (1) BC.

	First Due Area	Response Standard	Geographic Condition	Engines (4)	Trucks (2)	Medic (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	8	2	4	1	Yes
	Station 25	Dense Urban	Restricted	7	3	4	0	No
	Station 26	Dense Urban	-	7	2	3	0	No
	Station 41	Metropolitan	-	10	2	6	1	Yes
	Station 42	Dense Urban	-	10	2	5	1	Yes
	Station 111	Urban	-	7	2	4	0	No
	Station 112	Urban	-	9	1	4	1	No
	Station 114	NFPA 403	Restricted	4	0	1	1	No
	Station 115	NFPA 403	Restricted	4	0	1	1	No
	Station 116	Suburban	-	14	3	7	1	Yes
	Station 117	Suburban	-	13	3	5	1	Yes
Battalion 7	Station 101	Dense Urban	-	10	3	8	1	Yes
	Station 102	Dense Urban	-	10	3	6	1	Yes
	Station 103	Dense Urban	-	10	3	7	2	Yes
	Station 105	Dense Urban	-	8	1	5	0	No
	Station 106	Dense Urban	-	7	2	4	1	Yes
	Station 108	Dense Urban	-	6	4	6	0	No
	Station 109	Dense Urban	-	8	2	5	1	Yes
	Station 110	Dense Urban	-	8	2	4	1	Yes
Battalion 9	Station 50	Dense Urban	-	5	1	3	1	No
	Station 51	Dense Urban	-	6	2	6	1	Yes
	Station 53	Dense Urban	Restricted	6	2	6	1	Yes
	Station 54	Dense Urban	Restricted	5	1	2	1	No
	Station 55	Suburban	-	16	1	9	2	No
	Station 62	Dense Urban	Restricted	5	1	3	0	No
	Station 64	Dense Urban	Restricted	6	0	3	0	No
Battalion 13	Station 21	Dense Urban	-	8	2	5	1	Yes
	Station 22	Urban	-	8	2	5	1	Yes
	Station 23	Dense Urban	-	7	2	6	1	Yes
	Station 27	Dense Urban	-	6	2	5	0	No
	Station 28	Dense Urban	-	6	2	3	1	Yes
	Station 29	Dense Urban	-	7	2	4	1	Yes
	Station 31	Dense Urban	-	8	3	5	1	Yes
	Station 32	Urban	-	6	2	4	1	Yes
Battalion 14	Station 58	Rural	-	24	4	13	2	Yes
	Station 59	Rural	Isolated	12	2	6	2	Yes
	Station 61	Dense Urban	-	6	1	4	1	No
	Station 63	Rural	-	42	8	23	5	Yes
	Station 65	Dense Urban	Restricted	5	1	3	1	No
	Station 66	Urban	Restricted	6	1	4	1	No
	Station 68	Suburban	-	13	2	7	2	Yes

EMS Low 4

EMS Low 4 is the most common low/moderate-risk EMS incident requiring ERF. ERF for an EMS Low 4 incident is (1) engine/squad and (1) medic.

	First Due Area	Response Standard	Geographic Condition	Engine/Squad (1)	Medic (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	6	2	Yes
	Station 25	Dense Urban	-	6	3	Yes
	Station 26	Dense Urban	-	5	2	Yes
	Station 41	Metropolitan	-	6	2	Yes
	Station 42	Dense Urban	-	7	3	Yes
	Station 111	Urban	-	3	2	Yes
	Station 112	Urban	-	7	2	Yes
	Station 114	NFPA 403	Restricted	1	0	No
	Station 115	NFPA 403	Restricted	0	0	No
	Station 116	Suburban	-	9	4	Yes
	Station 117	Suburban	-	11	5	Yes
Battalion 7	Station 101	Dense Urban	-	5	2	Yes
	Station 102	Dense Urban	-	8	5	Yes
	Station 103	Dense Urban	-	8	4	Yes
	Station 105	Dense Urban	-	4	2	Yes
	Station 106	Dense Urban	-	6	2	Yes
	Station 108	Dense Urban	-	2	1	Yes
	Station 109	Dense Urban	-	3	1	Yes
	Station 110	Dense Urban	-	5	2	Yes
Battalion 9	Station 50	Dense Urban	-	3	2	Yes
	Station 51	Dense Urban	-	7	6	Yes
	Station 53	Dense Urban	-	5	4	Yes
	Station 54	Dense Urban	Restricted	2	0	No
	Station 55	Suburban	-	8	4	Yes
	Station 62	Dense Urban	-	3	1	Yes
	Station 64	Dense Urban	-	4	1	Yes
Battalion 13	Station 21	Dense Urban	-	5	3	Yes
	Station 22	Urban	-	4	3	Yes
	Station 23	Dense Urban	-	5	4	Yes
	Station 27	Dense Urban	-	5	3	Yes
	Station 28	Dense Urban	-	4	2	Yes
	Station 29	Dense Urban	-	5	3	Yes
	Station 31	Dense Urban	-	4	2	Yes
	Station 32	Urban	-	4	2	Yes
Battalion 14	Station 58	Rural	-	11	6	Yes
	Station 59	Rural	Isolated	4	2	Yes
	Station 61	Dense Urban	-	4	3	Yes
	Station 63	Rural	-	24	11	Yes
	Station 65	Dense Urban	-	4	3	Yes
	Station 66	Urban	-	5	3	Yes
	Station 68	Suburban	-	8	3	Yes

Rescue Low 3

Rescue Low 3 is the most common low/moderate-risk technical rescue incident requiring ERF. ERF for a Rescue Low 3 incident is (1) engine and (1) truck.

	First Due Area	Response Standard	Geographic Condition	Engine (1)	Truck (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	4	0	No
	Station 25	Dense Urban	-	6	2	Yes
	Station 26	Dense Urban	-	5	1	Yes
	Station 41	Metropolitan	-	6	1	Yes
	Station 42	Dense Urban	Restricted	6	0	No
	Station 111	Urban	-	3	1	Yes
	Station 112	Urban	-	7	1	Yes
	Station 114	NFPA 403	Restricted	1	0	No
	Station 115	NFPA 403	Restricted	0	0	No
	Station 116	Suburban	-	9	3	Yes
	Station 117	Suburban	-	11	3	Yes
Battalion 7	Station 101	Dense Urban	-	4	1	Yes
	Station 102	Dense Urban	-	7	2	Yes
	Station 103	Dense Urban	-	6	1	Yes
	Station 105	Dense Urban	-	4	0	No
	Station 106	Dense Urban	-	5	1	Yes
	Station 108	Dense Urban	-	2	1	Yes
	Station 109	Dense Urban	-	2	1	Yes
	Station 110	Dense Urban	-	4	1	Yes
Battalion 9	Station 50	Dense Urban	-	2	1	Yes
	Station 51	Dense Urban	-	6	2	Yes
	Station 53	Dense Urban	-	4	2	Yes
	Station 54	Dense Urban	Restricted	2	0	No
	Station 55	Suburban	-	8	1	Yes
	Station 62	Dense Urban	Restricted	3	0	No
	Station 64	Dense Urban	Restricted	4	0	No
Battalion 13	Station 21	Dense Urban	-	5	2	Yes
	Station 22	Urban	-	4	0	No
	Station 23	Dense Urban	-	4	2	Yes
	Station 27	Dense Urban	-	5	2	Yes
	Station 28	Dense Urban	-	4	1	Yes
	Station 29	Dense Urban	-	5	1	Yes
	Station 31	Dense Urban	-	4	2	Yes
	Station 32	Urban	-	4	0	No
Battalion 14	Station 58	Rural	-	10	2	Yes
	Station 59	Rural	Isolated	4	0	No
	Station 61	Dense Urban	-	3	1	Yes
	Station 63	Rural	-	23	5	Yes
	Station 65	Dense Urban	-	3	1	Yes
	Station 66	Urban	-	4	1	Yes
	Station 68	Suburban	-	7	0	No

Rescue High 1

Rescue High 1 is the most common high/maximum-risk technical rescue incident requiring ERF. ERF for a Rescue Low 3 incident is (1) engine, (1) truck, (2) rescue units, (1) medic, (1) BC, (1) AC.

	First Due Area	Response Standard	Geographic Condition	Engine (1)	Truck (1)	Rescue (2)	Medic (1)	BC (1)	ERF Possible
Battalion 5	Station 24	Dense Urban	Restricted	8	2	0	4	1	No
	Station 25	Dense Urban	Restricted	7	2	1	4	0	No
	Station 26	Dense Urban	-	7	2	0	3	0	No
	Station 41	Metropolitan	Restricted	10	2	0	6	1	No
	Station 42	Dense Urban	Restricted	10	2	0	5	1	No
	Station 111	Urban	-	7	2	0	4	0	No
	Station 112	Urban	-	9	1	0	4	1	No
	Station 114	NFPA 403	Restricted	4	0	0	1	1	No
	Station 115	NFPA 403	Restricted	4	0	0	1	1	No
	Station 116	Suburban	-	14	3	0	7	1	No
	Station 117	Suburban	-	13	3	0	5	1	No
Battalion 7	Station 101	Dense Urban	-	10	2	1	8	1	No
	Station 102	Dense Urban	-	10	3	0	6	1	No
	Station 103	Dense Urban	Restricted	10	2	1	7	2	No
	Station 105	Dense Urban	-	8	1	0	5	0	No
	Station 106	Dense Urban	-	7	2	0	4	1	No
	Station 108	Dense Urban	-	6	3	1	6	0	No
	Station 109	Dense Urban	Restricted	8	2	0	5	1	No
	Station 110	Dense Urban	-	8	2	0	4	1	No
Battalion 9	Station 50	Dense Urban	-	5	1	0	3	1	No
	Station 51	Dense Urban	-	6	2	0	6	1	No
	Station 53	Dense Urban	Restricted	6	2	0	6	1	No
	Station 54	Dense Urban	Restricted	5	1	0	2	1	No
	Station 55	Suburban	-	16	1	0	9	2	No
	Station 62	Dense Urban	Restricted	5	1	0	3	0	No
	Station 64	Dense Urban	Restricted	5	0	0	3	0	No
Battalion 13	Station 21	Dense Urban	-	8	1	1	5	1	No
	Station 22	Urban	-	8	1	1	5	1	No
	Station 23	Dense Urban	-	7	1	1	6	1	No
	Station 27	Dense Urban	-	6	1	1	5	0	No
	Station 28	Dense Urban	-	6	1	1	3	1	No
	Station 29	Dense Urban	-	7	1	1	4	1	No
	Station 31	Dense Urban	-	8	2	1	5	1	No
	Station 32	Urban	-	6	1	1	4	1	No
Battalion 14	Station 58	Rural	Restricted	24	4	0	13	2	No
	Station 59	Rural	Isolated	12	2	0	6	2	No
	Station 61	Dense Urban	-	6	1	0	4	1	No
	Station 63	Rural	Restricted	42	7	1	23	5	No
	Station 65	Dense Urban	Restricted	5	1	0	3	1	No
	Station 66	Urban	Restricted	6	1	0	4	1	No
	Station 68	Suburban	-	13	2	0	7	2	No

HazMat Moderate 1

HazMat Moderate 1 is the most common low/moderate-risk hazardous materials incident requiring ERF. ERF for a HazMat Moderate 1 incident is (2) engines.

	First Due Area	Response Standard	Geographic Condition	Engines (2)	ERF Possible
Battalion 5	Station 24	Dense Urban	-	4	Yes
	Station 25	Dense Urban	-	6	Yes
	Station 26	Dense Urban	-	5	Yes
	Station 41	Metropolitan	-	6	Yes
	Station 42	Dense Urban	-	6	Yes
	Station 111	Urban	-	3	Yes
	Station 112	Urban	-	7	Yes
	Station 114	NFPA 403	Restricted	1	No
	Station 115	NFPA 403	Restricted	0	No
	Station 116	Suburban	-	9	Yes
	Station 117	Suburban	-	11	Yes
Battalion 7	Station 101	Dense Urban	-	4	Yes
	Station 102	Dense Urban	-	7	Yes
	Station 103	Dense Urban	-	6	Yes
	Station 105	Dense Urban	-	4	Yes
	Station 106	Dense Urban	-	5	Yes
	Station 108	Dense Urban	-	2	Yes
	Station 109	Dense Urban	-	2	Yes
	Station 110	Dense Urban	-	4	Yes
Battalion 9	Station 50	Dense Urban	-	2	Yes
	Station 51	Dense Urban	-	6	Yes
	Station 53	Dense Urban	-	4	Yes
	Station 54	Dense Urban	-	2	Yes
	Station 55	Suburban	-	8	Yes
	Station 62	Dense Urban	-	3	Yes
	Station 64	Dense Urban	-	4	Yes
Battalion 13	Station 21	Dense Urban	-	5	Yes
	Station 22	Urban	-	4	Yes
	Station 23	Dense Urban	-	4	Yes
	Station 27	Dense Urban	-	5	Yes
	Station 28	Dense Urban	-	4	Yes
	Station 29	Dense Urban	-	5	Yes
	Station 31	Dense Urban	-	4	Yes
	Station 32	Urban	-	4	Yes
Battalion 14	Station 58	Rural	-	10	Yes
	Station 59	Rural	Isolated	4	Yes
	Station 61	Dense Urban	-	3	Yes
	Station 63	Rural	-	23	Yes
	Station 65	Dense Urban	-	3	Yes
	Station 66	Urban	-	4	Yes
	Station 68	Suburban	-	7	Yes

Gap Analysis

Distribution and concentration have a significant impact in determining resource deployment. Metro Fire's history of mergers and consolidations led to the inheritance of fire stations across the jurisdiction, with locations that were chosen at the time based on the needs of the predecessor agencies. Conducting deployment studies assist in identifying gaps in existing service so that adjustments to resource deployment can be made.

Distribution (First-Due) Gaps

The first-due deployment study reveals there continue to be coverage gaps in the northwest corner of Metro Fire's service area where response must meet suburban and urban response standards. Smaller gaps continue to be present throughout the dense urban areas as well as in an urban pocket of eastern Rancho Cordova. There were no new gaps identified, and the twelve (12) gaps identified in 2022 are summarized in the table below:

Identified Gap	Gap Area (Sq. Mi.)	Population		Response Standard	2024 Call Volume	
23-25 Gap	0.72	4,495	<1%	Dense Urban	454	+1%
31-32 Gap	1.49	3,381	<1%	Urban	250	-12%
52 Gap*	17.59	3,853	+2%	Rural	356	-4%
Carmichael Gap	1.67	5,518	<1%	Dense Urban	295	-4%
East Antelope Gap*	1.22	6,311	<1%	Dense Urban	489	+3%
Mather Gap	1.51	8,516	<1%	Dense Urban	1,196	+1%
Orangevale Gap	3.67	5,379	<1%	Urban	310	-5%
Rio Del Oro Gap*	5.34	52	+58%	Rural	15	+150%
Rio Linda Gap	4.74	6,432	<1%	Urban	488	-17%
Vineyard Gap*	3.07	11,963	+4%	Dense Urban	735	-4%
Watt-Myrtle Gap	1.06	10,755	<1%	Metropolitan	996	<1%
TOTAL	**42+**	**66,655**	**+0.4%**		**5,584**	**-3%**

**Four (4) of the gaps noted above are located in growth areas identified in Metro Fire's 2023 Growth Plan, discussed in the next section.*

As compared to 2023, population in the identified gap areas has marginally increased by less than 1% overall. The Vineyard Gap continues to grow which makes up 18% of the total population living in a gap area. Since there is a direct correlation between population and calls for service, it follows that call volume in gap areas slightly decreased 3% in 2024, totaling 5,584 calls.

Future stations planned for growth areas and identified future station relocation projects will satisfy coverage needs in five (5) of the identified gap areas, resulting in coverage for nearly half of the population and call volume noted above. These capacity increases will secure first-due coverage for 95% of Metro Fire's population, 96% of the land area within its boundaries, and 97% of call volume. Timing of these projects is discussed in the growth analysis.

Metro Fire continues to examine how best to address distribution gaps in consideration of population, call volume, level of acceptable risk, and financial feasibility. When a new station or additional apparatus are being considered to address a distribution gap, a cost-benefit analysis will be conducted to quantify the benefits gained as compared to associated costs. Factors that should be considered in any cost-benefit analysis include anticipated call volume and call types, overlap with existing first due coverage, net gain (non-duplicative coverage), level of acceptable risk, and costs to add/expand service.

Concentration (ERF) Gaps

The ERF deployment study reveals that most ERF deficiencies are related to truck coverage, battalion chief coverage, or a combination of both.

For fire incidents, ERF is only possible within response time standards for about 50-60% of first due areas. Battalion 5 is the most deficient for moderate-risk fire incidents, with only 27% compliance with response time standards, while Battalion 14 has the highest compliance at 71%. For high-risk fire incidents, however, Battalion 9 proves most deficient since ERF is only possible for 29% of the battalion within desired response times due to truck coverage. Battalion 13 has the highest compliance for high-risk fire incidents at 88%.

For technical rescue incidents, truck coverage continues to be a challenge for twelve (12) first due areas for low-risk incidents (29%). ERF for high-risk incidents is still not possible District-wide within response time standards, even with the addition of one more rescue team available through automatic aid.

There were no material changes to ERF for EMS and hazardous materials response incidents. With the exception of medic coverage in Station 54's first due and coverage in Station 114 and 115's first due (due to restricted access inside McClellan Airfield), coverage for EMS incidents is adequate throughout the District. Similarly, the only areas with ERF challenges for HazMat are within the first due areas for Stations 114 and 115 due to the access restrictions previously mentioned.

Identified challenges in ERF coverage should be studied further to determine how best to mitigate the identified gaps and should include a cost-benefit analysis.

Service Planning

Planning for New Service

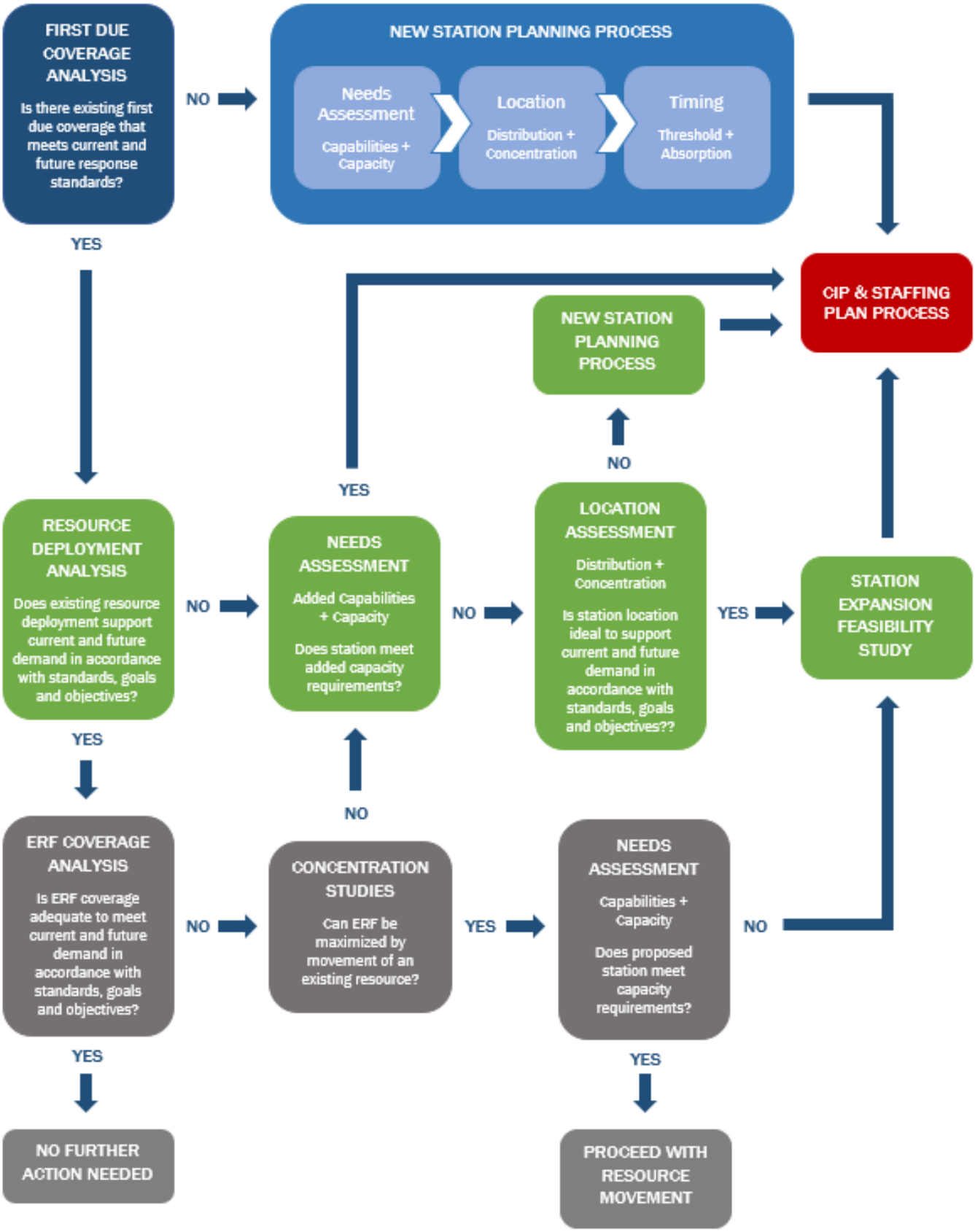
In addition to addressing gaps in existing service, growth in the District's service area should also be considered when performing response standard analysis and deployment studies on distribution and concentration in order to anticipate future levels of service. As previously discussed, there is a correlation between population growth and risk which requires response times to decrease as density increases and a higher response standard is applied. When evaluating new service needs as they relate to distribution and concentration, there are many considerations including changes to applicable response standard, risk assessment, call volume, required capabilities, station capacity and location, overlap with existing first due coverage, and unique coverage gain.

Planning for new service begins first with a first due coverage analysis to determine if there is existing first due coverage that meets current and future response time standards. If there is no first due coverage that will meet current and future standards, the process to plan for a new station is initiated. The new station planning process includes a needs assessment to identify desired capabilities and capacity, location identification based on distribution and concentration studies, and a projection on the timing of station construction based on service threshold (how many units trigger the need for service) and absorption (how many units are built annually). Once timing is determined, the CIP and Staffing Plan process can be initiated.

If the first due coverage analysis reveals that there is adequate first due coverage from an existing station or stations, resource deployment is then evaluated to determine if the existing apparatus mix supports the current and expected future call volume. Number of calls, time on task, and reliability are all assessed to determine whether or not the existing resources can handle the additional call volume. If the additional demand can be supported by existing resources and ERF coverage is sufficient, then no operational changes are needed to meet future service needs. If existing resources can support the additional demand but ERF coverage is inadequate, concentration studies are conducted to determine if ERF challenges can be mitigated with resource movement. If they can, and the proposed relocation meets capacity requirements, then resource movement can be initiated. If instead resources need to be added, a needs and location assessment is conducted to determine whether or not a station expansion is needed or whether the CIP and Staffing Plan processes can be initiated.

When current or future demand is not able to be met with existing the existing apparatus mix, a needs assessment is conducted to identify the desired added capabilities and the capacity requirements to accommodate the added capabilities. If the station doesn't meet the capacity requirements, a station expansion feasibility study is conducted prior to initiating the CIP and Staffing Plan processes. If the station can accommodate the added capacity, the CIP and Staffing Plan processes can be initiated immediately. The flowchart shown on the following page demonstrates how the process of planning for new service is put into practice.

SERVICE PLANNING FLOWCHART



Phasing New Service

The timing of when new service is warranted is ultimately determined by population, call volume, service threshold, absorption rates, and cost-benefit analysis, and how those factors impact compliance with the District's own response standards. In planning areas, the District uses the planning tools discussed in this section to complete the new station planning process. Similarly, the District uses the Key Performance Measures described in Section 6 to complete the station expansion feasibility study. The new station planning process and the station expansion feasibility study collectively form the District's Fire Station Master Plan.

Population & Call Volume (New Stations)

Call volume is directly linked to population density and can be estimated from total population for planning purposes in growth areas that have not reached full buildout. In order to ensure efficient and effective operations, it is Metro Fire's goal to keep annual call volume for each first-due unit under 3,500. Calculating projected call volume based on current and future populations assists the District in determining the timing of the transition to a higher level of service as well as determining whether or not existing stations can handle the call volume increases or whether additional stations will be required to meet new service needs.

To project estimated call volume from growth areas, population estimates are converted to call volume per 1,000 people as follows:

$$\frac{\text{Total Calls for Service}}{\text{Total Population}} \times 1{,}000 = \text{Number of Calls per 1,000 People}$$

Metro Fire's current call volume reflects 133 calls per 1,000 people annually. By multiplying this number by the estimated population within a growth area, Metro Fire is able to estimate the number and type of new calls that may be generated, and plan for the appropriate allocation of resources to provide service to growth areas.

Service Threshold & Absorption (New Stations)

By estimating future populations and call volume, Metro Fire can derive a service threshold that identifies the population at which new service (new or expanded stations) must be available to meet response needs in accordance with the District's applicable response standards. Typically, this threshold is quantified as a number of "rooftops" or "dwelling units (DUs)" and describes the number of DUs that trigger the requirement for new service.

Timing of future service can be projected then by using the current rate of development (absorption rate), and comparing it against the service threshold. Absorption is similarly quantified as a number of DUs and describes the number of DUs added (built) to the growth area each year. New service projections are calculated as follows:

$$\frac{\text{Service Threshold} - \text{Existing DUs}}{\text{Absorption Rate}} = \text{Number of Years Until New Service is Needed}$$

For example, if the District's response standards dictate that new service is required in a particular growth area when 1,000 DUs are built, there are currently 500 DUs already built, and the absorption rate is 100 DUs per year, then the timing of when this service should be available can be projected with the following calculation:

$$\frac{\text{Service Threshold} - \text{Existing DUs}}{\text{Absorption Rate}} = \frac{(1{,}000 - 500)}{(100)} = (5) \text{ Number of Years Until New Service is Needed}$$

Absorption varies year to year and can greatly increase at the height of the development cycle, so it is important to monitor absorption regularly as development progresses to determine its impact of the timing of planned new service.

Key Performance Measures (Station Expansions)

In late 2024, the District assembled the inaugural Service Delivery Team to create metrics regarding the timing of station expansion projects. The intent is to create service delivery models for each response standard which could be used for anticipating future demand in the built environment. While growth projects are primarily driven by securing adequate first due coverage throughout the District, expansion projects seek to optimize overall performance by improving workload distribution and ERF coverage within battalions, helping the District to better comply with response standards and reduce drawdown. The criteria below were used to examine where potential service delivery projects should be considered.

- Reliability: How often is a first responder unit actually the first arriver to any given incident within its own first-in?
- Time on Task (TOT): How busy is each unit and do they have enough time for training, rest, recovery, and other station responsibilities?
- Effective Response Force (ERF): Can the right resources be assembled to meet response time standards for all risk types?

For each of the identified criterion, a "good," "fair," "poor" scoring metric was defined as follows:

Reliability	First Responder TOT	Transport TOT	ERF
Good 90% or more	Good 10% or less	Good 25% or lower	Good Meets ERF
Fair 70% - 89%	Fair 11% - 15%	Fair 26% - 39%	-
Poor Less than 70%	Poor Over 15%	Poor 40% or more	Poor Cannot meet ERF

Cost-Benefit Analysis

While new service projections are essential to determine when new service *should* be available in a particular growth area, it's important to note that the operational and financial feasibility of adding new service doesn't always align with the projected timeline. While impact fees collected by the District from developers help to support the cost of land acquisition, construction, and apparatus and equipment for new stations, these fees do not fully cover the costs. Similarly, property tax revenues are rarely sufficient to cover operational costs to provide service in a growth area at the exact time service is needed.

With these considerations in mind, it is necessary to conduct a cost-benefit analysis to identify the appropriate timing of new service that strikes a balance between meeting community need and operational and financial feasibility. Updating the Standards of Cover on an annual basis will assist with the monitoring of Metro Fire's dynamic development environment. Using data from the Standards of Cover, along with property tax projections for new service areas, Metro Fire will be able to determine the ideal timing of new service.

Planning Areas

New Service Projections

Since absorption can vary greatly year to year, Metro Fire uses historical absorption rates and evaluates current market conditions to categorize new service projections into three (3) categories for planning purposes:

Now	Current call volume based on existing development requires immediate new service in order to meet the District's response standards
<5 Years	Current and projected call volume based on existing and anticipated development requires new service within the next five (5) years in order to meet the District's response standards
5+ Years	Current and projected call volume based on existing and anticipated development will not require new service for at least five (5) years

The five-year metric aligns with the District's planning and financial forecasting processes, and ensures that new service needs are properly reflected in the one- and five-year CIP and Staffing Plans.

New service projections have been compiled for all 22 of the planning and development projects identified in Section 1: Community Baseline, Growth Areas. A summary of the new service projections is shown below:

Project Name	Timing	Project Name	Timing
Antelope Acres	5+	NewBridge Specific Plan	5+
Barrett Ranch East	N/A	North Vineyard Station Specific Plan	Now
Braden Master Plan	5+	Northborough	5+
East Antelope Specific Plan	5+	Rio Del Oro Specific Plan	5+
Easton Place	N/A	Suncreek Specific Plan	5+
Elverta Specific Plan	5+	Sunridge Specific Plan	<5
Florin-Vineyard Community Plan	5+	The Preserve	N/A
Glenborough at Easton	5+	The Ranch	<5
Jackson Township Specific Plan	5+	Vineyard Springs Comprehensive Plan	Now
Legado Specific Plan	5+	West Jackson Highway Master Plan	5+
Mather South Master Plan	5+	Westborough at Easton	5+

Antelope Acres

New Service Projection

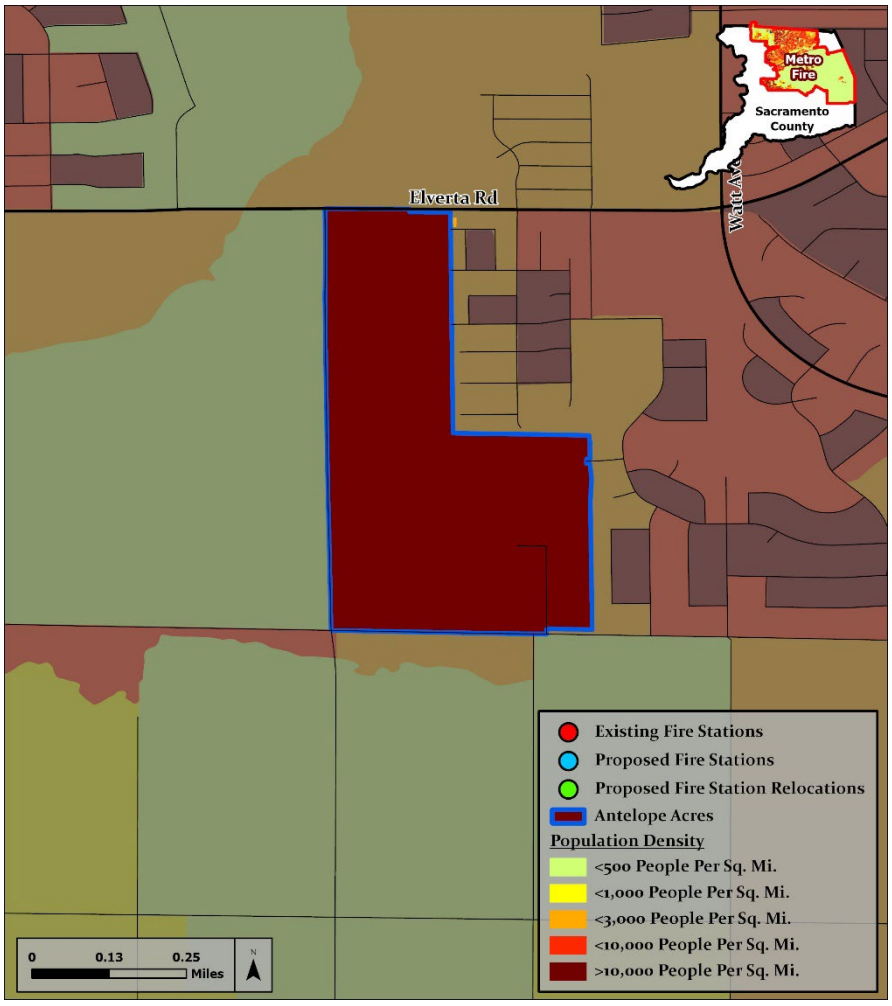
RISK ANALYSIS

37 Population (Current)	5,240 Total Population (At Buildout)		42 Call Volume (Current)	697 Call Volume (At Buildout)	
14 Dwelling Units (Current)	2,000 Dwelling Units (At Buildout)		None Business Use SF (At Buildout)		

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 112 Current	Station 112 At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that needs can be met out of the existing Station 112 first-due area, however the station will need to be fully staffed in order to meet dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Barrett Ranch East

New Service Projection

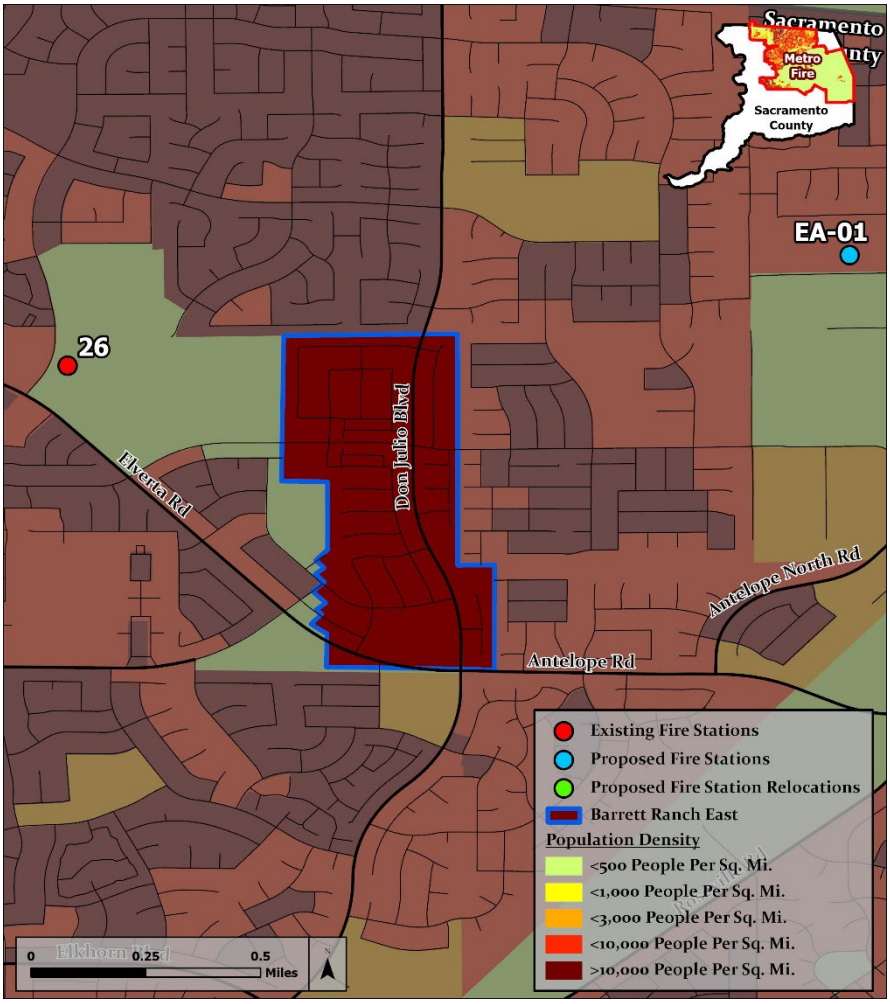
RISK ANALYSIS

1,252 Population (Current)	2,013 Total Population (At Buildout)	84 Call Volume (Current)	268 Call Volume (At Buildout)
478 Dwelling Units (Current)	668 Dwelling Units (At Buildout)	None Business Use SF (Current)	108,900 Business Use SF (At Buildout)

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 26 Current	Station 26 At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 72% complete. Anticipated call volume and population density at buildout indicate that Station 26 will still be able to provide adequate first-due coverage that meets dense urban response standards.

N/A

Braden Master Plan (formerly Cordova Hills)

New Service Projection

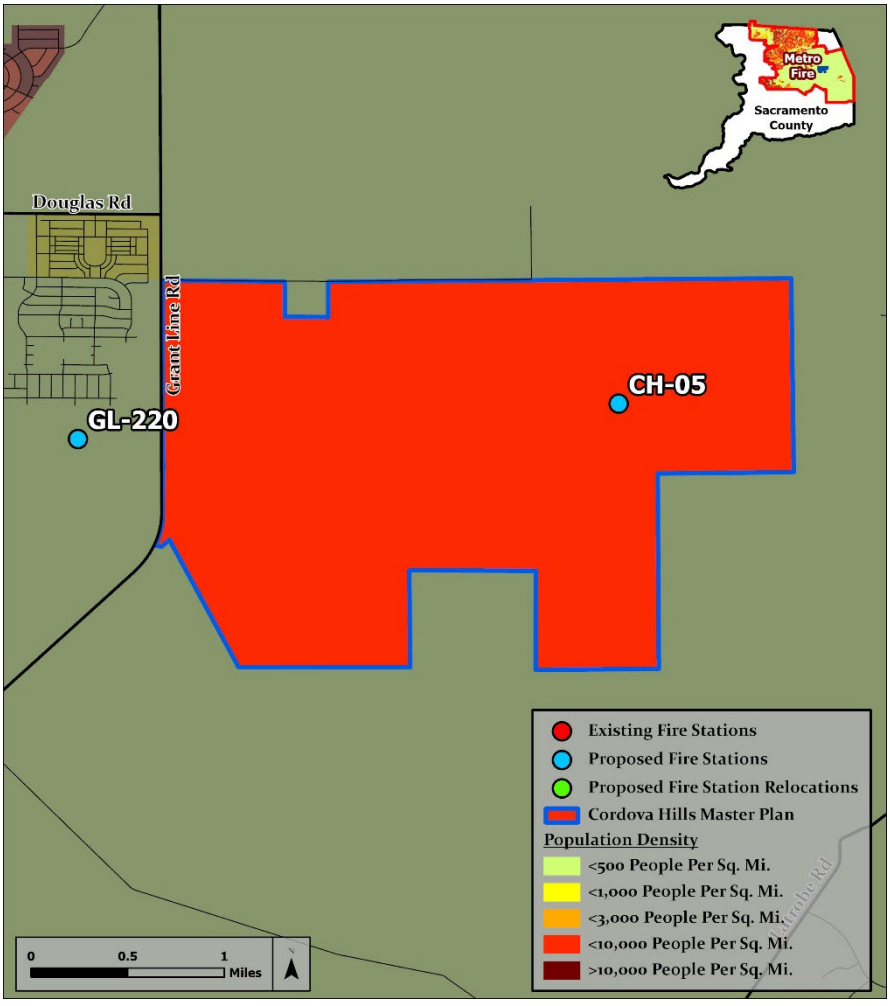
RISK ANALYSIS

None Population (Current)	25,252 Total Population (At Buildout)		None Call Volume (Current)	3,359 Call Volume (At Buildout)	
None Dwelling Units (Current)	8,000 Dwelling Units (At Buildout)		None Business Use SF (Current)	1,349,419 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68/59	New Station(s)
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

East Antelope Specific Plan

New Service Projection

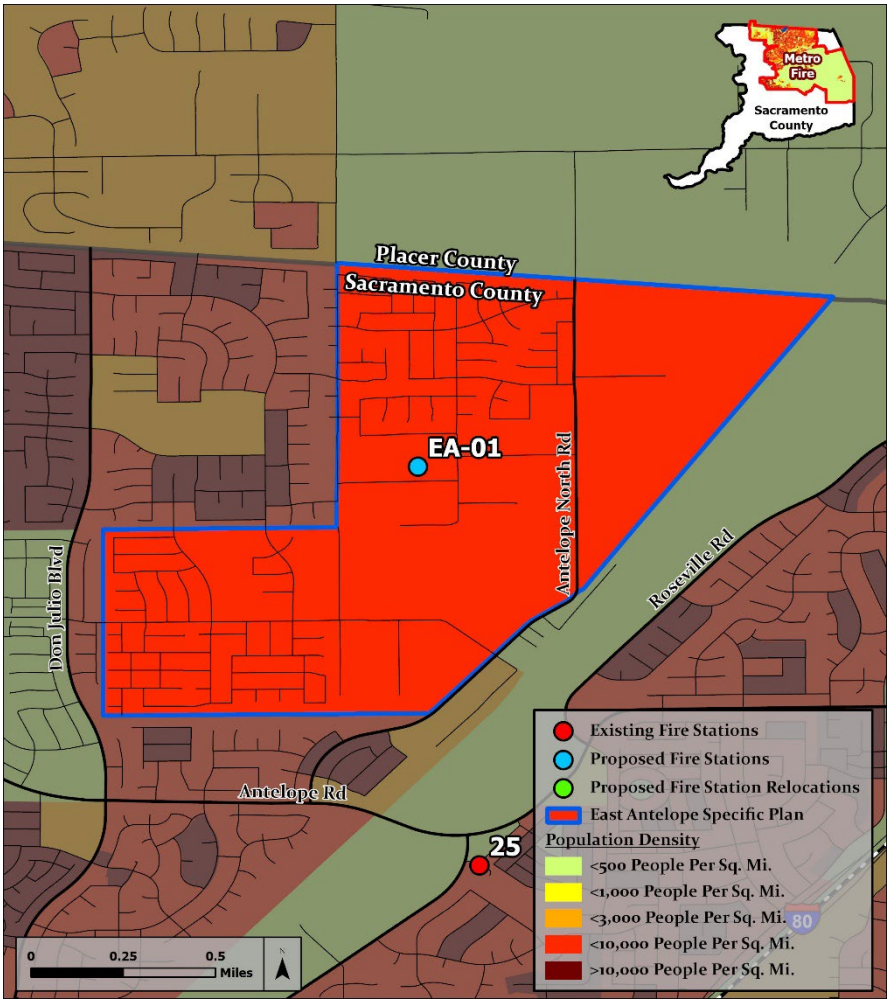
RISK ANALYSIS

3,477 Population (Current)	7,517 Total Population (At Buildout)		256 Call Volume (Current)	1,000 Call Volume (At Buildout)	
1,327 Dwelling Units (Current)	1,655 Dwelling Units (At Buildout)		None Business Use SF (Current)	1,745,880 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 25	New Station
Current	At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 80% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Easton Place

New Service Projection

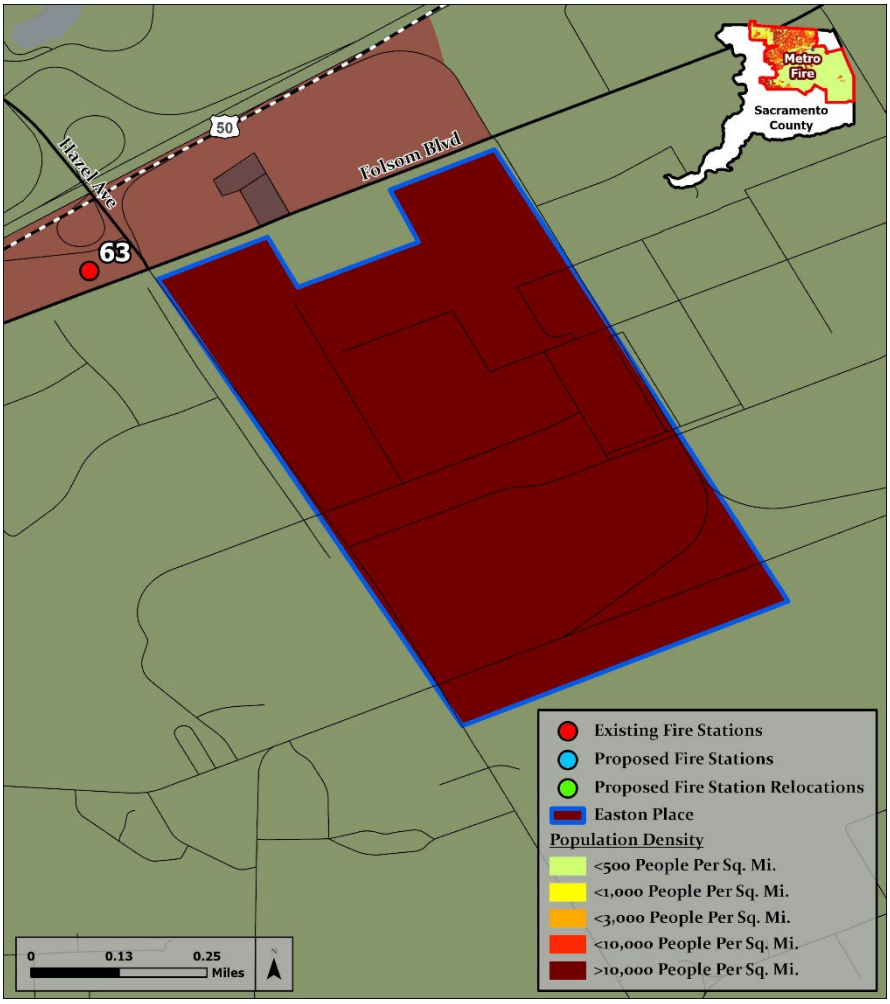
RISK ANALYSIS

None Population (Current)	14,926 Total Population (At Buildout)		1 Call Volume (Current)	1,985 Call Volume (At Buildout)	
None Dwelling Units (Current)	1,644 Dwelling Units (At Buildout)		None Business Use SF (Current)	3,527,100 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 63 Current	Station 63 At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 63 will still be able to provide adequate first-due coverage that meets dense urban response standards.

N/A

Elverta Specific Plan

New Service Projection

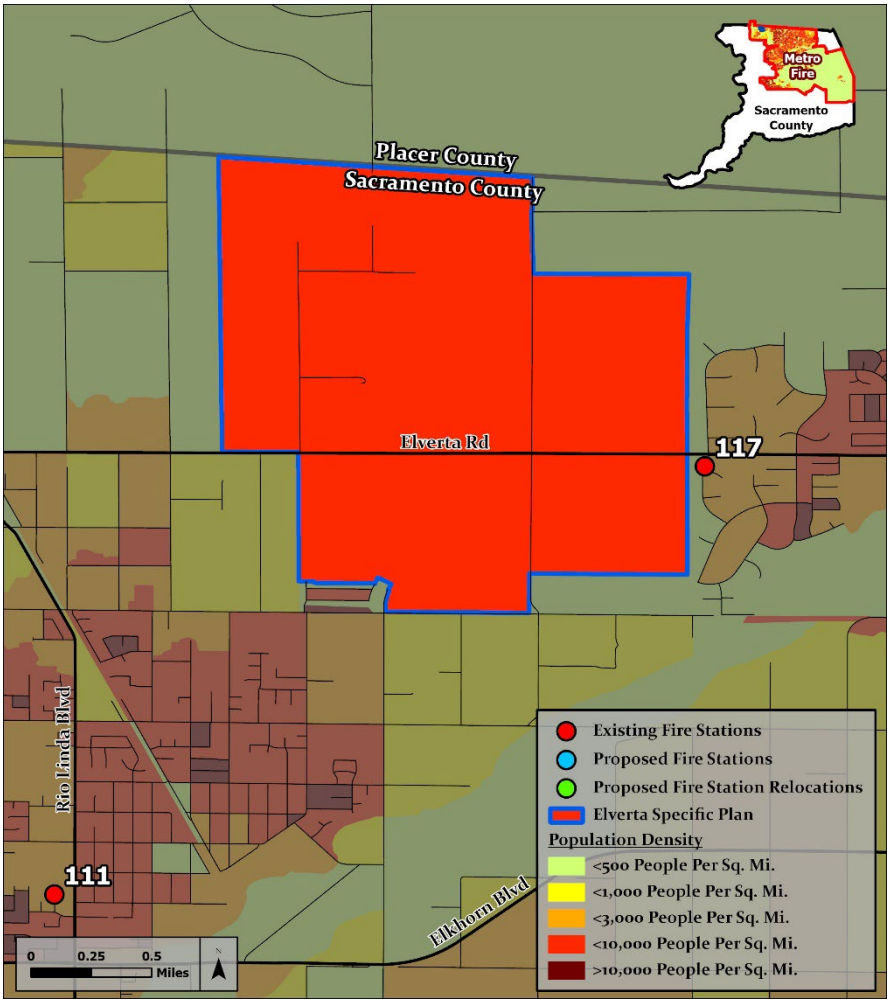
RISK ANALYSIS

170 Population (Current)	11,069 Total Population (At Buildout)		17 Call Volume (Current)	1,472 Call Volume (At Buildout)	
65 Dwelling Units (Current)	3,823 Dwelling Units (At Buildout)		None Business Use SF (Current)	400,752 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 117 Current	Station 117 At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate that Station 117 will require additional capacity to provide new service that meets dense urban response standards. Based on current absorption rates, the station expansion is not required for at least five (5) years.

5+ Years

Florin-Vineyard Gap

New Service Projection

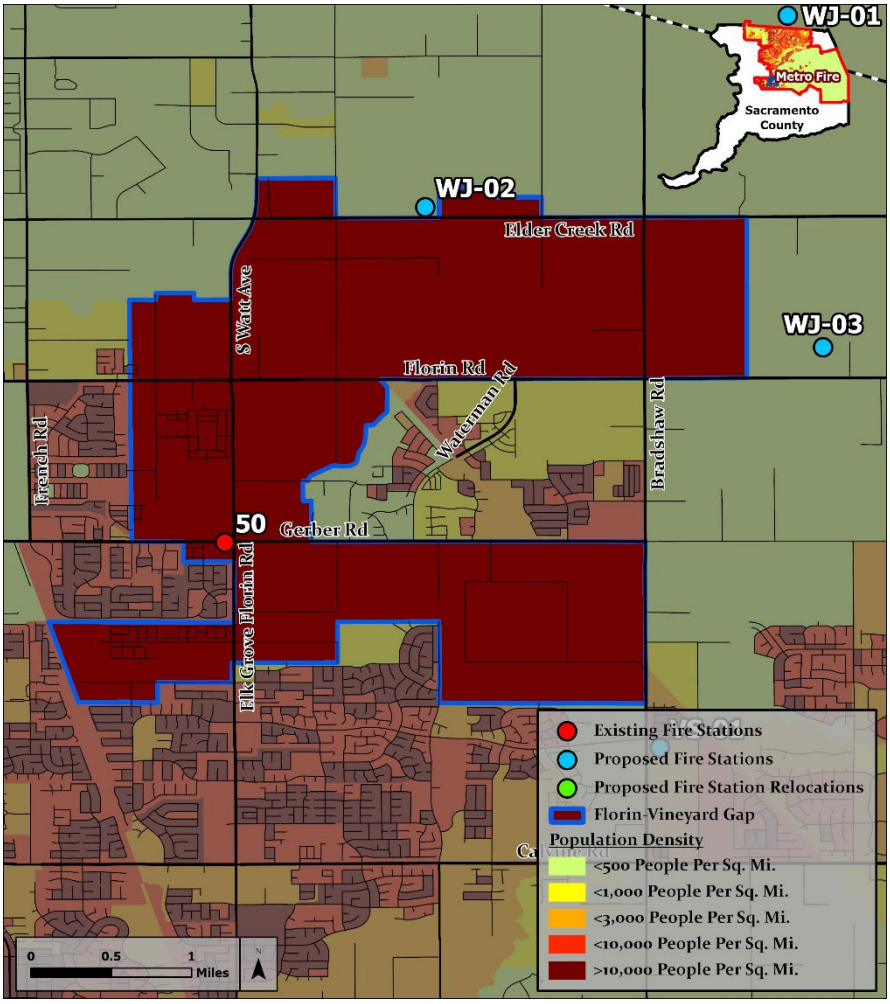
RISK ANALYSIS

4,289 Population (Current)	74,160 Total Population (At Buildout)		479 Call Volume (Current)	9,863 Call Volume (At Buildout)	
1,637 Dwelling Units (Current)	9,919 Dwelling Units (At Buildout)		410,960 Business Use SF (Current)	26,075,177 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 50	New Station(s)
Current	At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 17% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets metropolitan response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Glenborough at Easton

New Service Projection

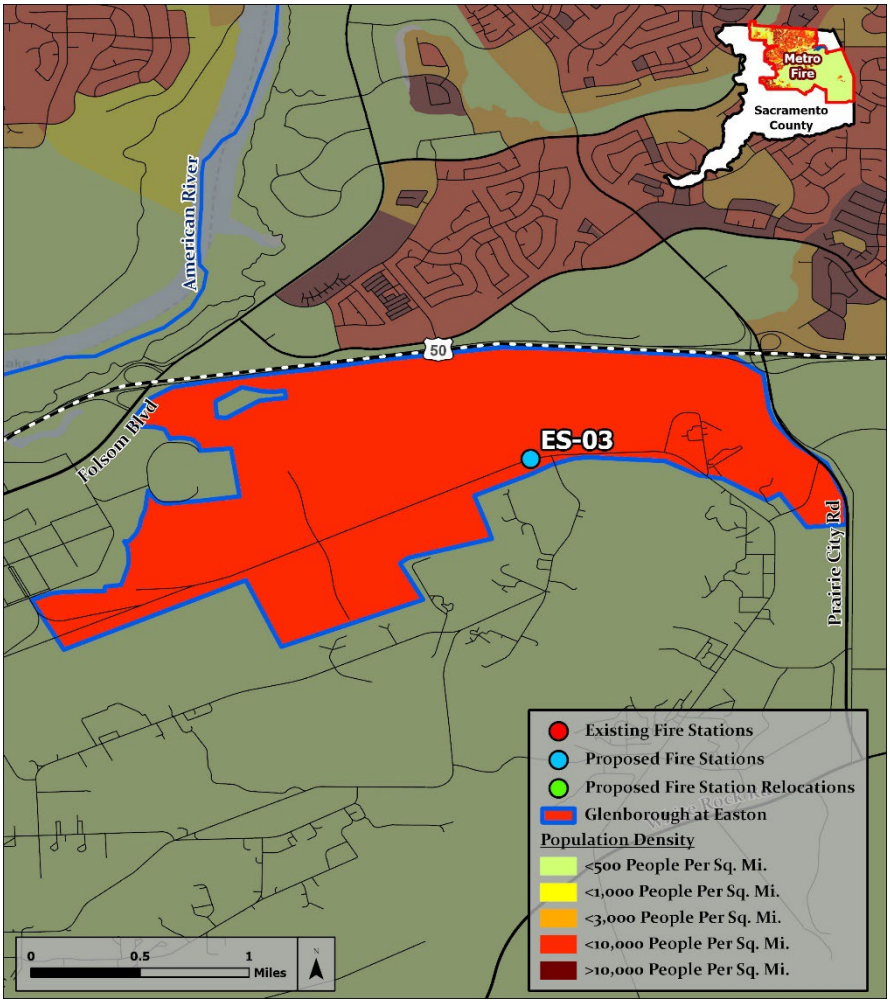
RISK ANALYSIS

None Population (Current)	12,820 Total Population (At Buildout)		None Call Volume (Current)	1,705 Call Volume (At Buildout)	
None Dwelling Units (Current)	4,893 Dwelling Units (At Buildout)		None Business Use SF (At Buildout)		

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 63	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Jackson Township Specific Plan

New Service Projection

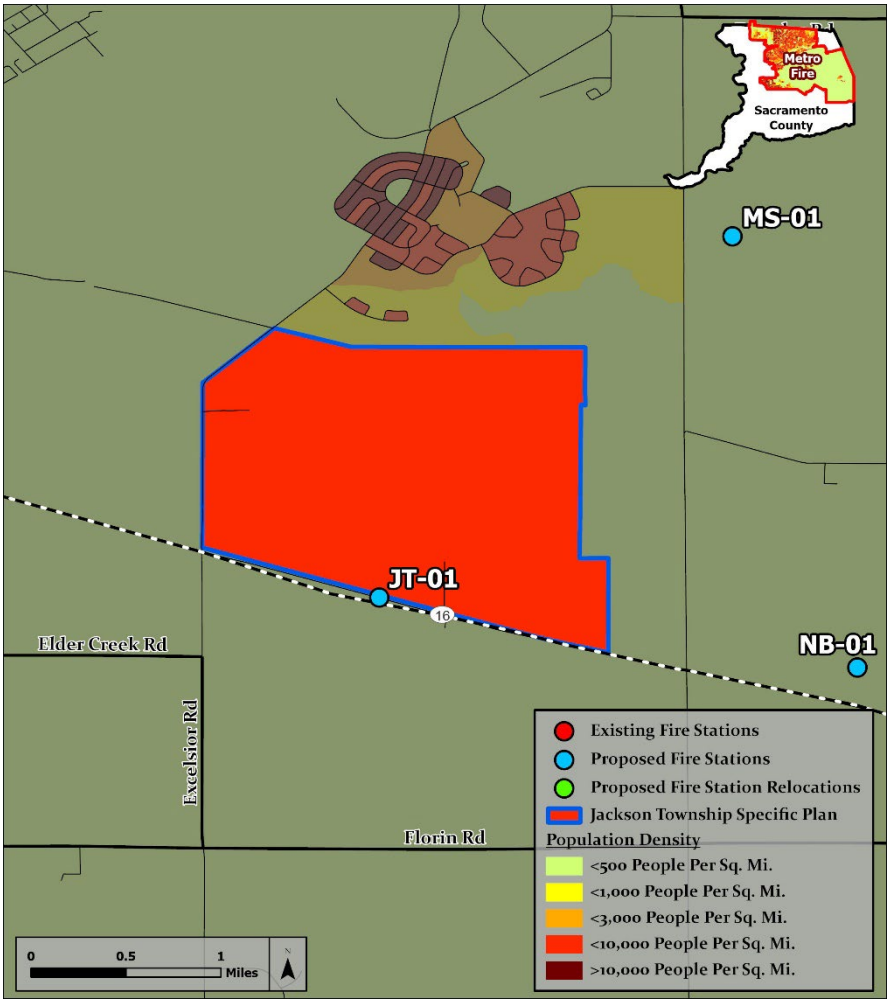
RISK ANALYSIS

58 Population (Current)	20,317 Total Population (At Buildout)		18 Call Volume (Current)	2,702 Call Volume (At Buildout)	
22 Dwelling Units (Current)	6,143 Dwelling Units (At Buildout)		None Business Use SF (Current)	2,022,100 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Legado Specific Plan (formerly Waegell)

New Service Projection

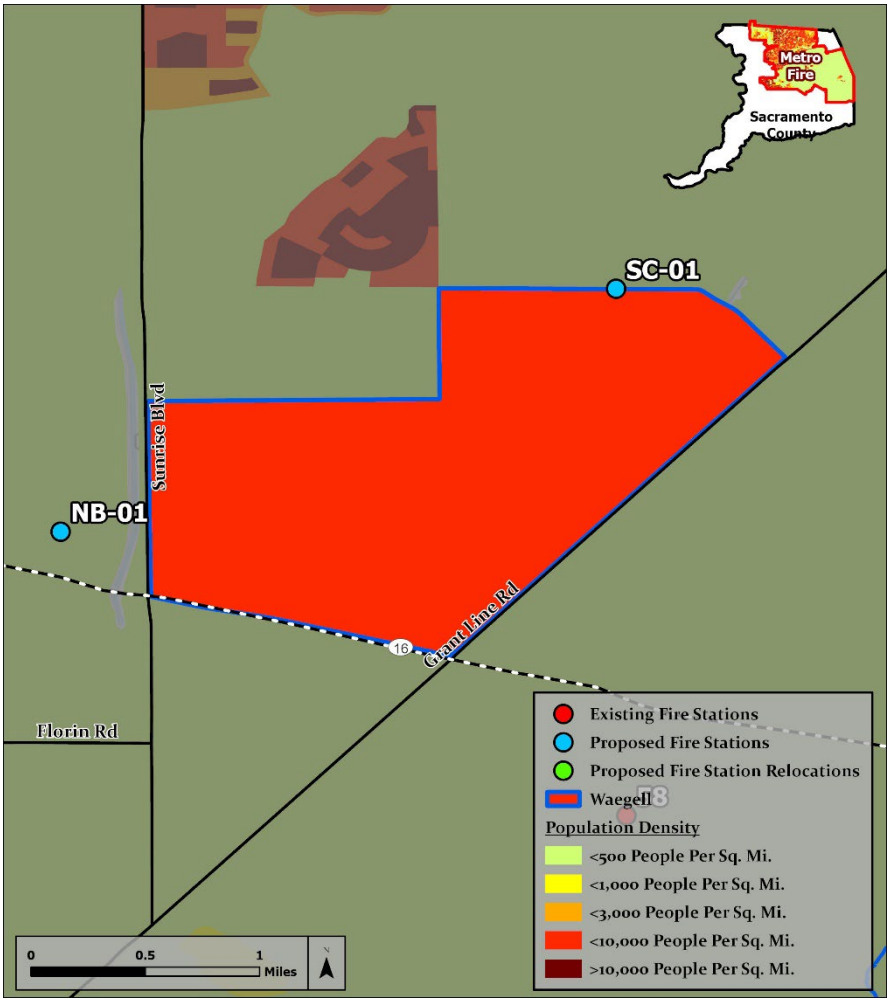
RISK ANALYSIS

None	Population (Current)	14,221	Total Population (At Buildout)	None	Call Volume (Current)	1,891	Call Volume (At Buildout)
None	Dwelling Units (Current)	5,000	Dwelling Units (At Buildout)	None	Business Use SF (Current)	465,000	Business Use SF (At Buildout)

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68	New Station(s)
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Mather South Master Plan

New Service Projection

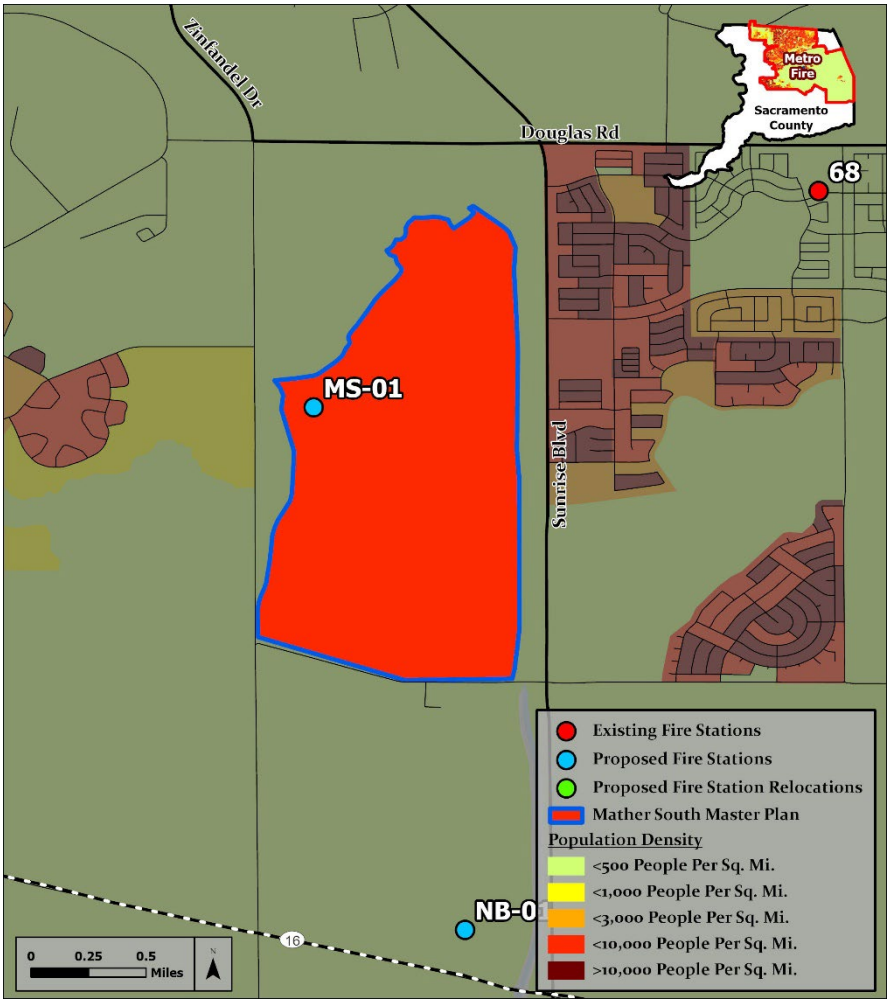
RISK ANALYSIS

None Population (Current)	9,673 Total Population (At Buildout)		None Call Volume (Current)	1,287 Call Volume (At Buildout)	
None Dwelling Units (Current)	3,522 Dwelling Units (At Buildout)		None Business Use SF (Current)	185,000 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

NewBridge Specific Plan

New Service Projection

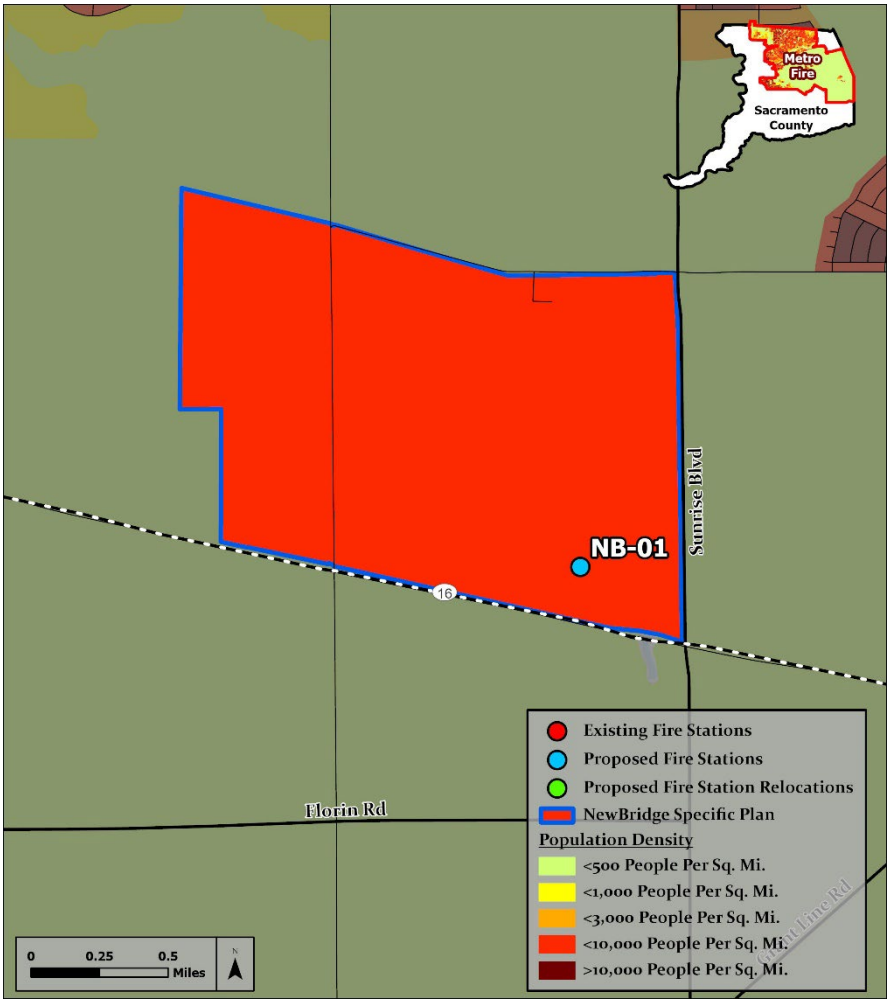
RISK ANALYSIS

26 Population (Current)	9,610 Total Population (At Buildout)		5 Call Volume (Current)	1,278 Call Volume (At Buildout)	
10 Dwelling Units (Current)	3,075 Dwelling Units (At Buildout)		None Business Use SF (Current)	500,000 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 58/68	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

North Vineyard Station

New Service Projection

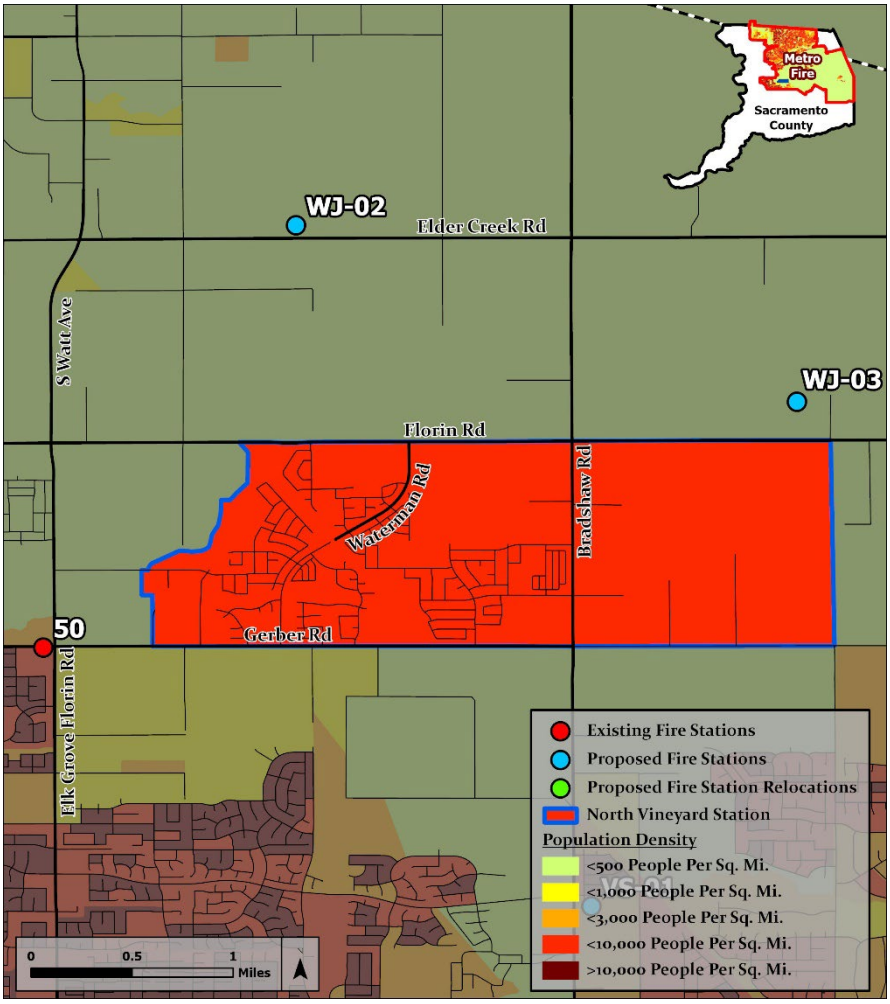
RISK ANALYSIS

5,209 Population (Current)	16,058 Total Population (At Buildout)		449 Call Volume (Current)	2,136 Call Volume (At Buildout)	
1,988 Dwelling Units (Current)	5,732 Dwelling Units (At Buildout)		12,214 Business Use SF (Current)	402,930 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 50/55 Current	New Station(s) At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 35% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates for this project and other nearby projects, new service is required now.

Now

Northborough

New Service Projection

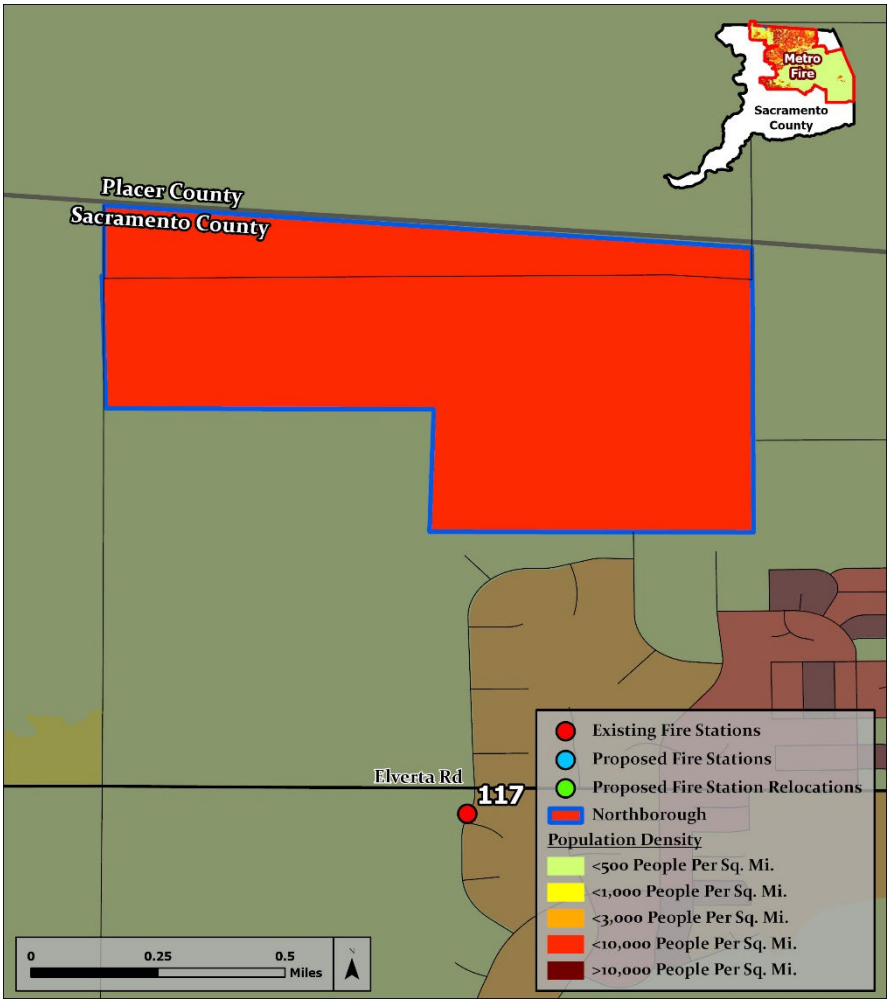
RISK ANALYSIS

10 Population (Current)	2,953 Total Population (At Buildout)		6 Call Volume (Current)	393 Call Volume (At Buildout)	
4 Dwelling Units (Current)	1,127 Dwelling Units (At Buildout)		None Business Use SF (At Buildout)		

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 117 Current	Station 117 At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout, when combined with other growth projects in the same area, indicate that Station 117 will require additional capacity to provide new service that meets dense urban response standards. Based on current absorption rates for this and other surrounding projects, the station expansion is not required for at least five (5) years.

5+ Years

Rio Del Oro Specific Plan

New Service Projection

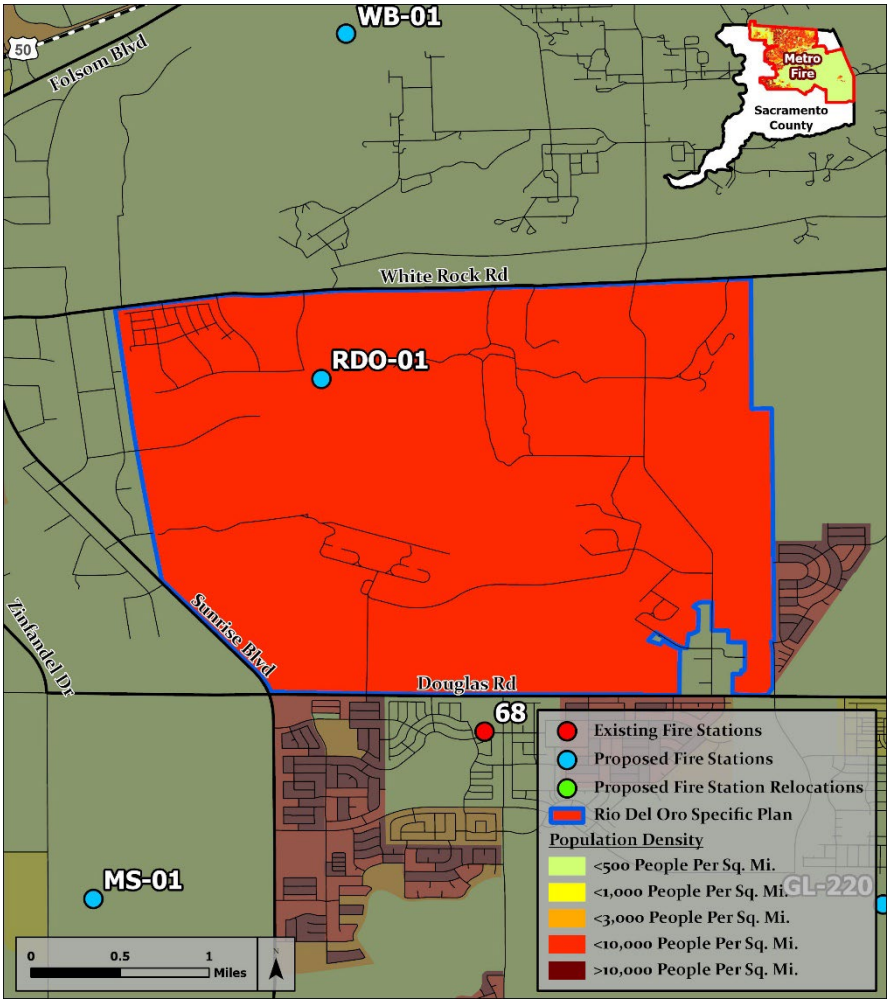
RISK ANALYSIS

409 Population (Current)	50,198 Total Population (At Buildout)		15 Call Volume (Current)	6,676 Call Volume (At Buildout)	
156 Dwelling Units (Current)	12,189 Dwelling Units (At Buildout)		None Business Use SF (Current)	8,505,090 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 66/68	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Suncreek Specific Plan

New Service Projection

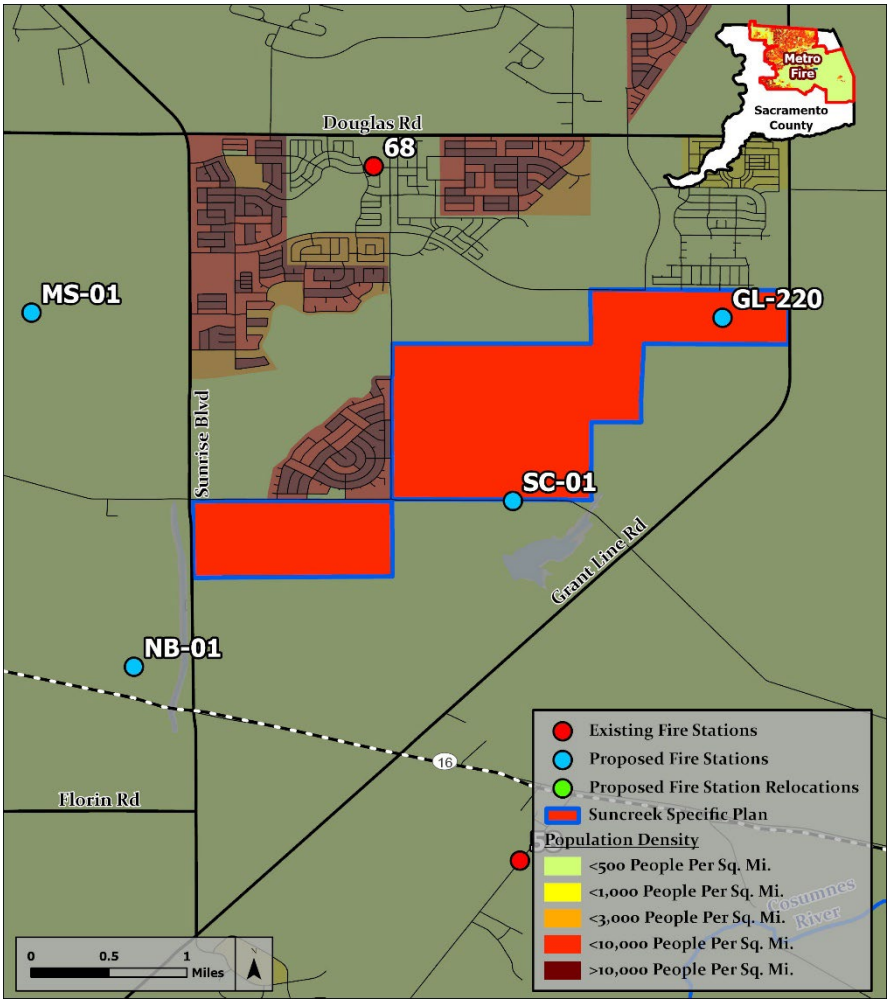
RISK ANALYSIS

1,483 Population (Current)	14,930 Total Population (At Buildout)		21 Call Volume (Current)	1,986 Call Volume (At Buildout)	
566 Dwelling Units (Current)	4,893 Dwelling Units (At Buildout)		None Business Use SF (At Buildout)	875,556 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 58/68	New Station(s)
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Sunridge Specific Plan

New Service Projection

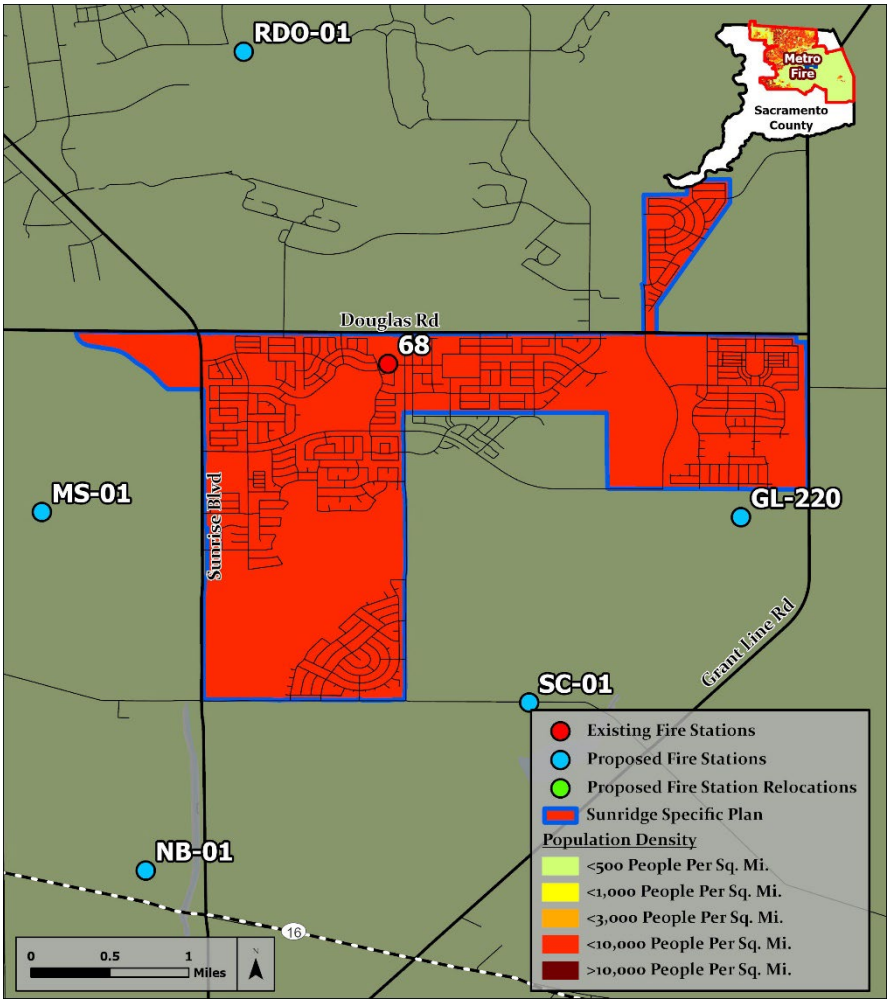
RISK ANALYSIS

17,792 Population (Current)	23,583 Total Population (At Buildout)		915 Call Volume (Current)	3,137 Call Volume (At Buildout)	
6,791 Dwelling Units (Current)	7,725 Dwelling Units (At Buildout)		201,084 Business Use SF (Current)	1,387,319 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 58/68 Current	New Station(s) At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 88% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service will be required within the next 5 years.

<5 Years

The Preserve

New Service Projection

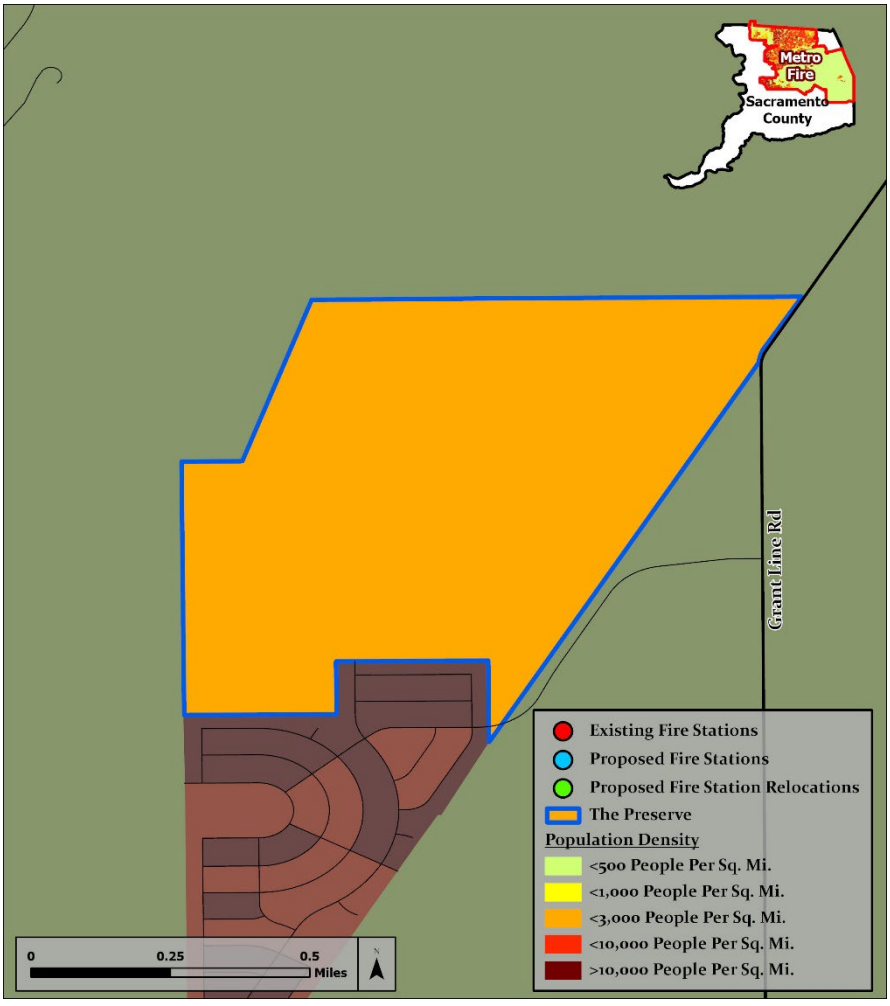
RISK ANALYSIS

128 Population (Current)	1,137 Total Population (At Buildout)		None Call Volume (Current)	151 Call Volume (At Buildout)	
49 Dwelling Units (Current)	434 Dwelling Units (At Buildout)		None Business Use SF (At Buildout)		

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68 Current	Station 68 At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout indicate Station 68 will still be able to provide adequate first-due coverage that meets urban response standards, so no new service is required.

N/A

The Ranch

New Service Projection

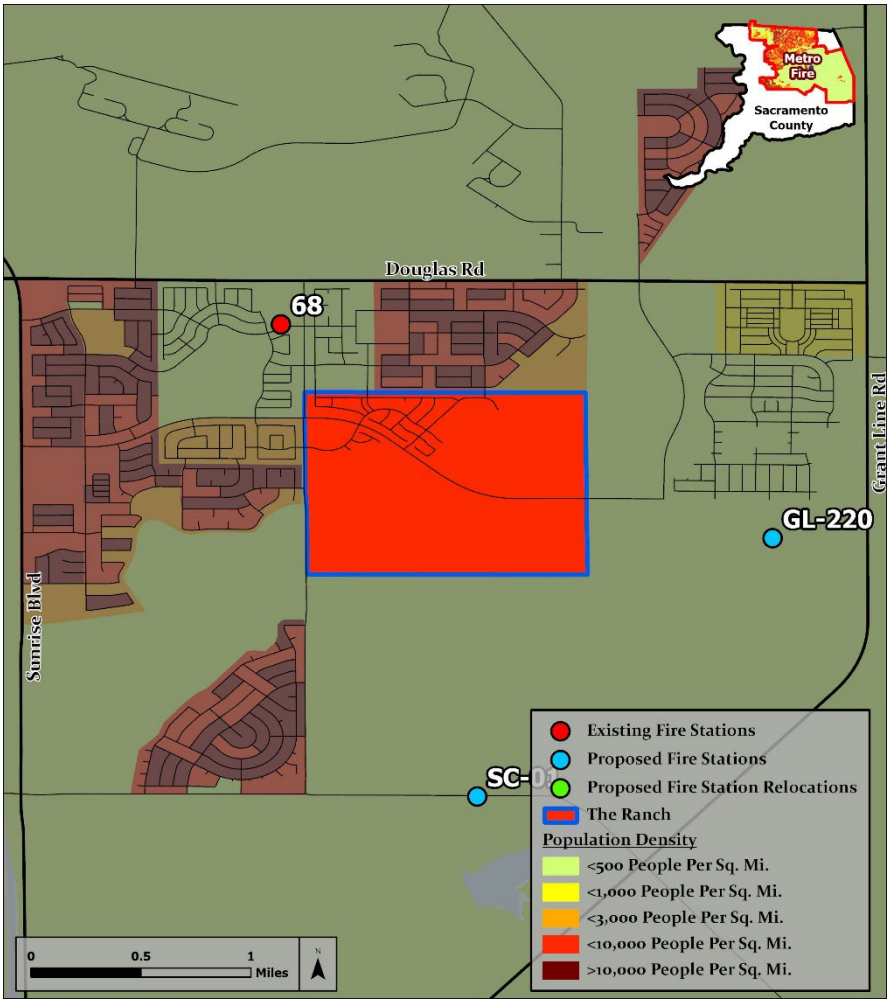
RISK ANALYSIS

1,402 Population (Current)	4,832 Total Population (At Buildout)		65 Call Volume (Current)	643 Call Volume (At Buildout)	
535 Dwelling Units (Current)	1,725 Dwelling Units (At Buildout)		None Business Use SF (Current)	129,783 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 68	New Station
Current	At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 31% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service will be required within the next 5 years.

<5 Years

Vineyard Springs Comprehensive Plan

New Service Projection

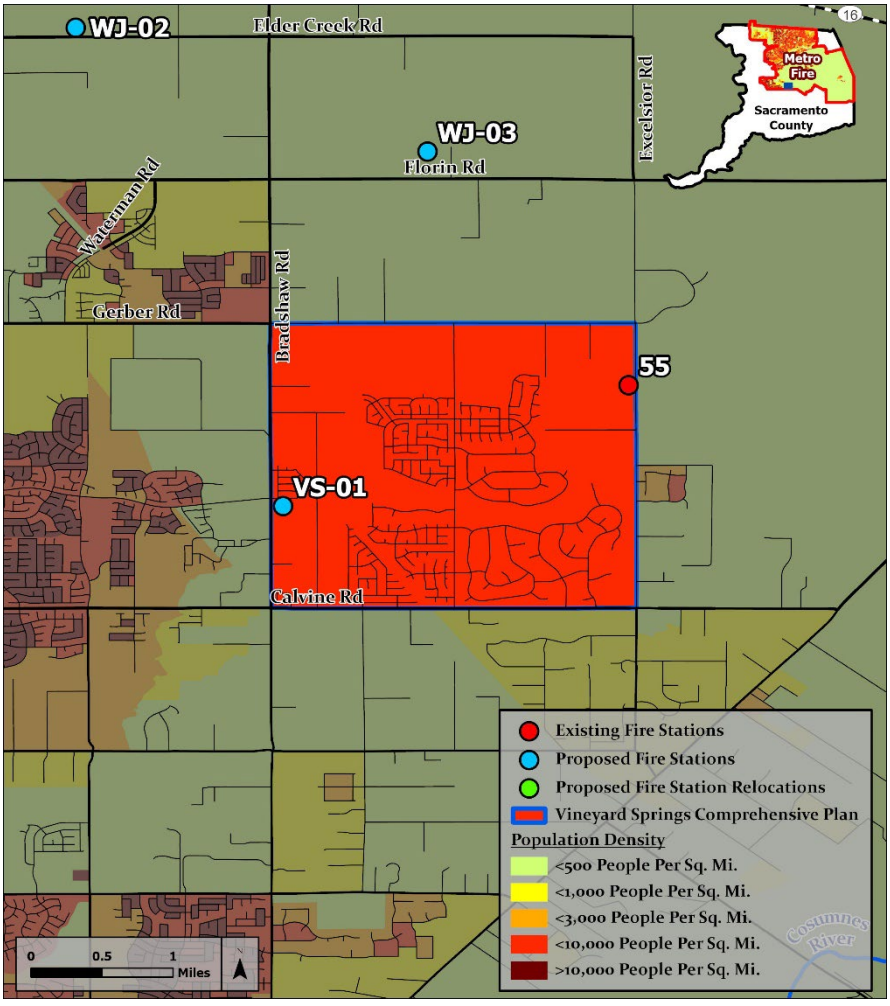
RISK ANALYSIS

8,277 Population (Current)	16,301 Total Population (At Buildout)		456 Call Volume (Current)	2,168 Call Volume (At Buildout)	
3,159 Dwelling Units (Current)	5,942 Dwelling Units (At Buildout)		None Business Use SF (Current)	259,000 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 55	New Station
Current	At Buildout

NEW SERVICE TIMING

Buildout in this area is estimated to be 53% complete. Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates for this project and other nearby projects, new service is required now.

Now

West Jackson Highway Master Plan

New Service Projection

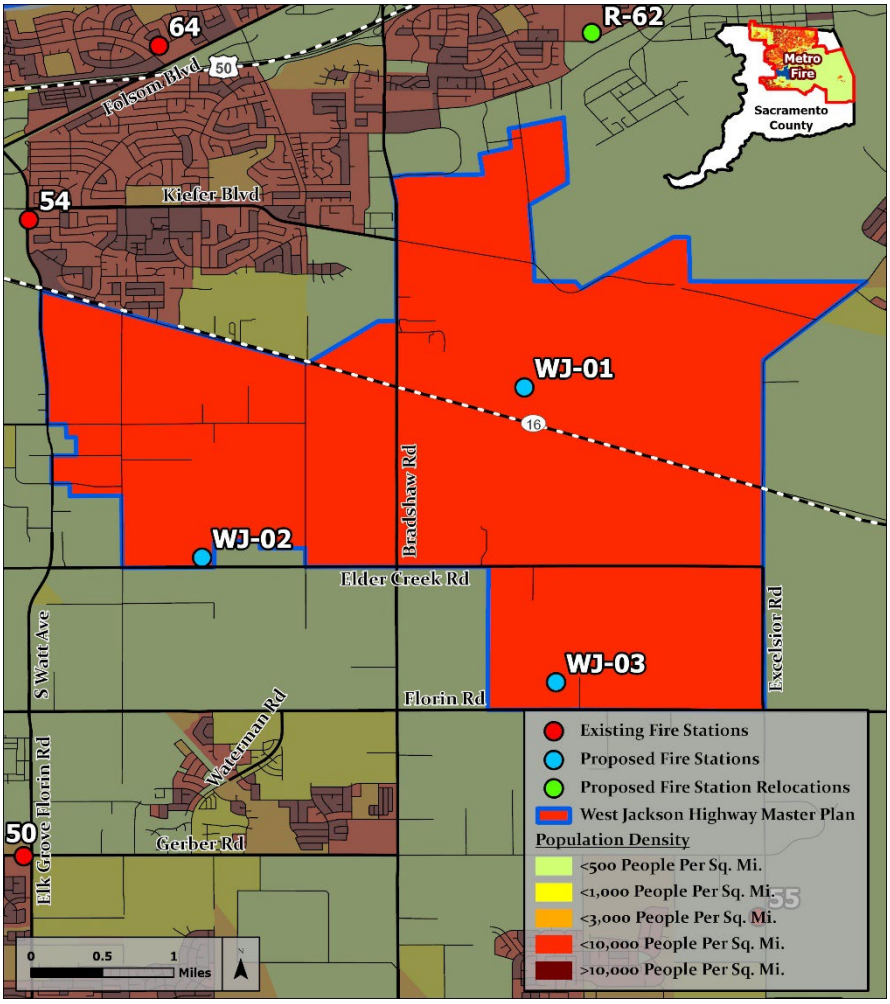
RISK ANALYSIS

293 Population (Current)	61,820 Total Population (At Buildout)		240 Call Volume (Current)	8,222 Call Volume (At Buildout)	
112 Dwelling Units (Current)	14,460 Dwelling Units (At Buildout)		None Business Use SF (Current)	13,508,391 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 54/62 Current	New Station(s) At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Westborough at Easton

New Service Projection

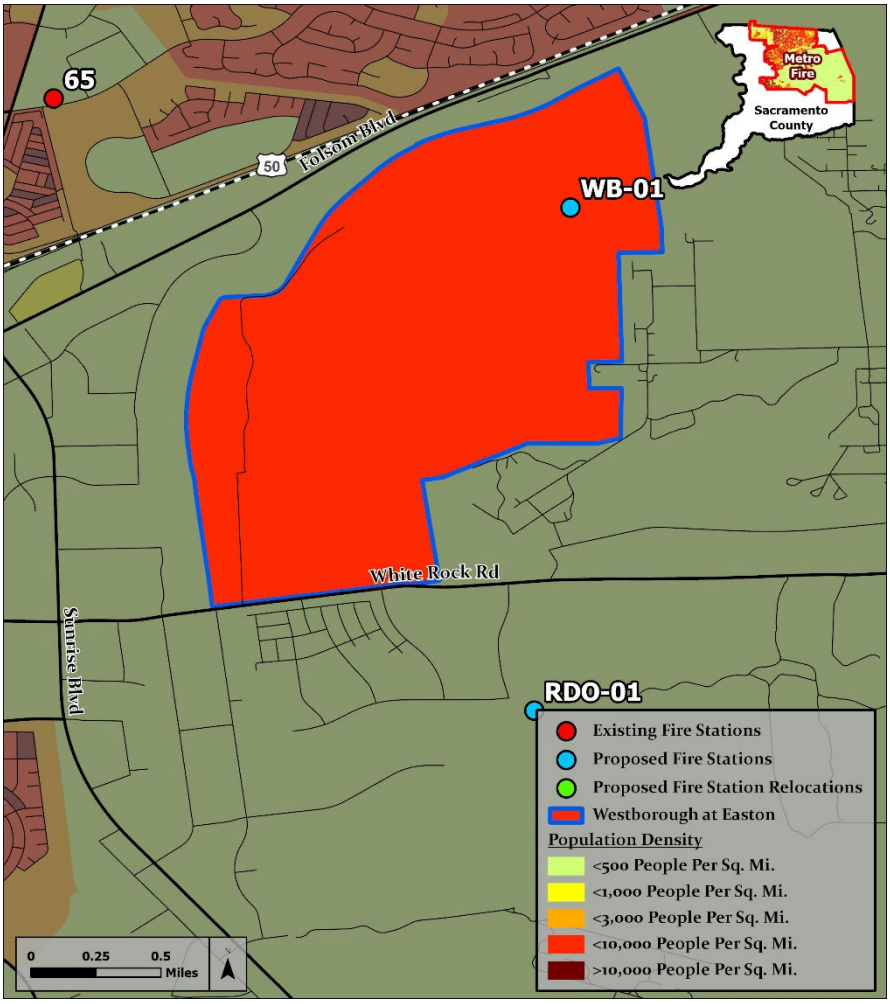
RISK ANALYSIS

None Population (Current)	23,321 Total Population (At Buildout)		None Call Volume (Current)	3,102 Call Volume (At Buildout)	
None Dwelling Units (Current)	7,130 Dwelling Units (At Buildout)		None Business Use SF (Current)	1,925,352 Business Use SF (At Buildout)	

RESPONSE STANDARD ANALYSIS

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
CURRENT		14:00

Response Standard	Density Threshold	Travel Time Standard
Rural	<500	14:00
Suburban	<1,000	10:00
Urban	<3,000	04:00
Dense Urban	<10,000	
Metropolitan	>10,000	
AT BUILDOUT		04:00



FIRST DUE COVERAGE ANALYSIS

Station 63	New Station
Current	At Buildout

NEW SERVICE TIMING

Anticipated call volume and population density at buildout will require a new station in order to provide service that meets dense urban response standards. Based on current absorption rates, new service is not required for at least five (5) years.

5+ Years

Fire Station Master Plan

Purpose

Based on the new service projections for the District and using the service planning process previously discussed, a Station Master Plan (SMP) can be constructed to consider the needed facility additions that would be necessary to support service many years into the future. As communities the District serves grow and change, a series of questions must be asked to plan for the new level of service that will be needed to appropriately serve these communities and meet the District's own response standards:

- By battalion, do changes in distribution and/or concentration require a station project?
- At the system level, does a gap in service become an SMP project or a service delivery project or nothing?
- Does the change in response standard trigger a station project?

The SMP answers these questions through a 40-year plan to add and expand facilities.

40-Year Plan

Considering the projected population and community growth previously discussed, 14 new fire stations will be needed to support new service demands 40 years into the future. In addition to the new service needed for growth areas, service needs for existing areas must be analyzed. Considering known distribution and concentration gaps, anticipated response changes due to projected population increases, workload challenges, and facility limitations, 13 existing stations must be expanded and/or relocated to address existing deficiencies and meet future needs.

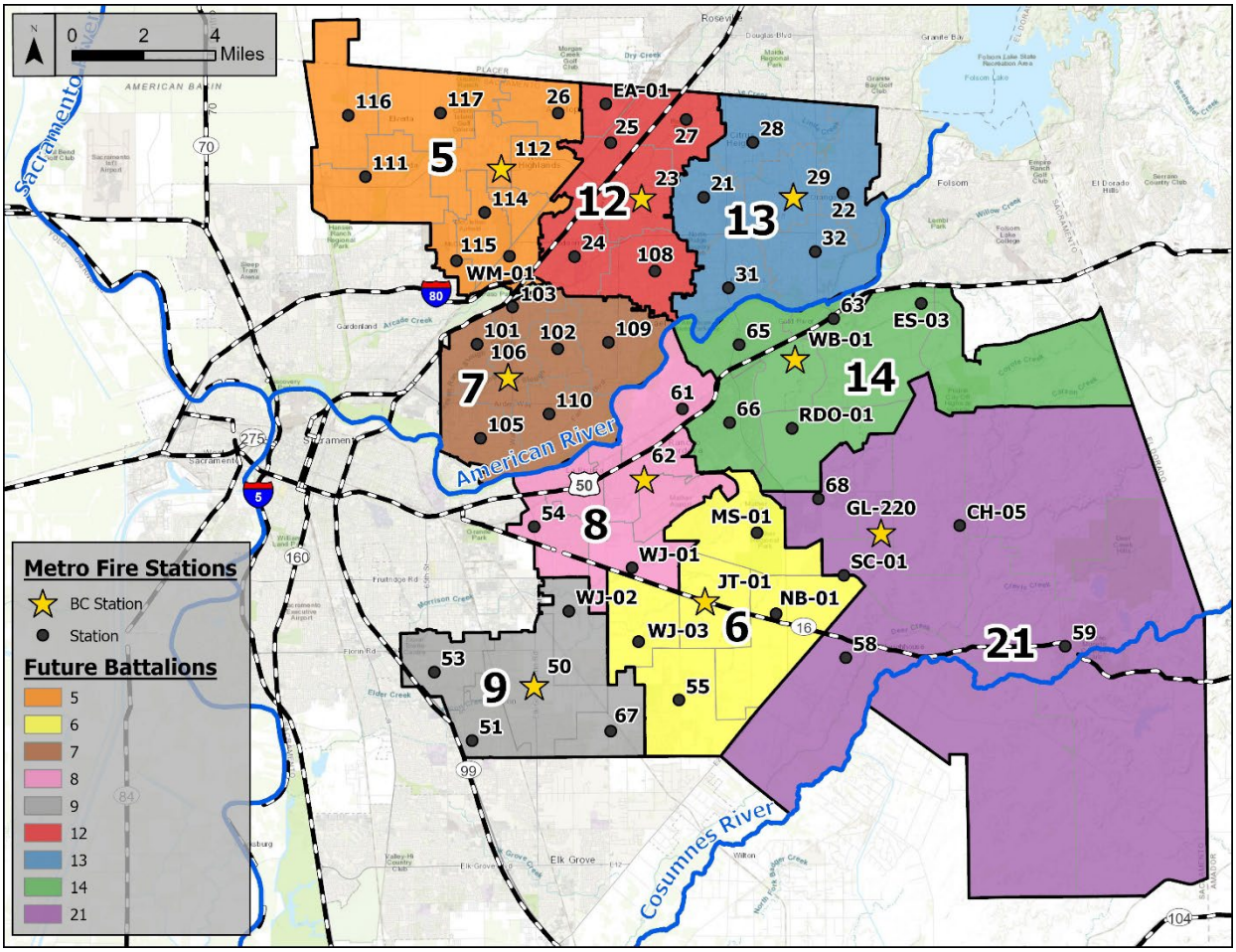
The table below outlines the 27 projects identified in the 40-year master plan, both new stations as well as station expansion/relocation projects. The table includes project type, existing and future response standard, and indicates the timing (in years) for when the project is needed in order to meet service needs.

Table 1: 40-Year Station Master Plan (SMP)

Station	Project Type	Current Standard	Future Standard	Timing
Future Vineyard Springs (Station 67)	New Station	Dense Urban	Dense Urban	In Progress
Future East Antelope 01 (EA-01)	New Station	Rural	Dense Urban	<5
Future Cordova Hills 05 (CH-05)	New Station	Rural	Dense Urban	5+
Future Easton 03 (ES-03)	New Station	Rural	Dense Urban	5+
Future Grant Line 220 (GL-220)	New Station	Rural	Dense Urban	<5
Future Jackson Township 01 (JT-01)	New Station	Rural	Metropolitan	5+
Future Mather South 01 (MS-01)	New Station	Rural	Dense Urban	5+
Future NewBridge 01 (NB-01)	New Station	Rural	Urban	5+
Future Rio Del Oro 01 (RDO-01)	New Station	Rural	Dense Urban	5+
Future Suncreek 01 (SC-01)	New Station	Rural	Dense Urban	5+
Future West Jackson 01 (WJ-01)	New Station	Rural	Dense Urban	5+
Future West Jackson 02 (WJ-02)	New Station	Rural	Metropolitan	5+
Future West Jackson 03 (WJ-03)	New Station	Rural	Dense Urban	5+
Future Westborough 01 (WB-01)	New Station	Rural	Dense Urban	5+
Station 42	Relocation	Dense Urban	Metropolitan	Now
Station 53	Expansion/Relocation	Dense Urban	Metropolitan	Now
Station 103	Expansion	Dense Urban	Dense Urban	Now
Station 105	Expansion	Dense Urban	Dense Urban	Now
Station 112	Expansion	Urban	Dense Urban	Now
Station 23	Expansion	Dense Urban	Dense Urban	Now
Station 24	Expansion	Dense Urban	Dense Urban	Now
Station 61	Expansion	Dense Urban	Dense Urban	Now
Station 62	Relocation	Dense Urban	Dense Urban	Now
Station 28	Expansion	Dense Urban	Dense Urban	5+
Station 54	Expansion/Relocation	Dense Urban	Dense Urban	5+
Station 108	Expansion	Dense Urban	Dense Urban	5+
Station 117	Expansion/Relocation	Urban	Dense Urban	5+

The addition of 4 new battalions has also been identified as a need in order to support the 40-year master plan and ensure adequate command coverage to meet effective response force (ERF) requirements. A detailed map of fire station locations and future battalion boundaries based on the 40-year master plan is below.

40-Year Station Master Plan Map



Findings

Findings

The service delivery analysis revealed the following findings:

- Population growth was generally nominal except for two first due areas. Station 68's first due population increased 7% in 2024 and Station 26 had an 0.9% increase. Continued population increases in Station 26's first due will likely necessitate a change to a metropolitan response standard next year, and similar growth in Station 68's first due may necessitate a change to an urban response standard.
- The twelve (12) distribution gaps identified in the 2022 first due deployment study continue to be gap areas. In the last year, population in these areas increased by 0.4% and call volume slightly decreased by 3%. Gap area call volume still represented 6% of total 2024 call volume, as it did the prior year.
- Planned future stations and station relocation projects will provide enough coverage for half of the gap area population and call volume, resulting in capacity increases that provide first-due coverage for 95% of Metro Fire's total population, 96% of the land area within its boundaries, and 97% of total call volume.
- The addition of Squad 102 and Squad 53 in 2024 enhanced ERF capacity for EMS response in nine (9) first due areas (24, 50, 51, 53, 101, 103, 106, 110, and 109). Furthermore, Squad 102 improves first responder distribution and Squad 53 improves first responder concentration.
- Most ERF deficiencies continue to be due to truck coverage, battalion chief coverage, or a combination of both. Several first-due areas with ERF challenges are geographically restricted and one is isolated.
- Locations and availability of private ambulance resources were not included in the study in the deployment study, however their call volume trends are discussed later in Section 6.
- Development continues to progress in many of the identified growth areas. Two (2) growth areas, the North Vineyard Station Specific Plan and the Vineyard Springs Comprehensive Plan, require new service immediately due to their high absorption and buildout rates. An additional two (2) growth areas, Sunridge Specific Plan and the Ranch, will require new service within the next five (5) years.
- The Station Master Plan (SMP), originally included in the 2024 Service Delivery Plan, outlines the fourteen (14) new fire stations and thirteen (13) station expansions/relocations needed to meet service needs 40 years into the future. Notably, the Future Vineyard Springs (Station 67) is already in progress and will assist with the new service needs of the North Vineyard Station Specific Plan and the Vineyard Springs Comprehensive Plan growth areas. Future Grantline 220 (GL-220) will likely be needed in less than five (5) years to assist with new service needs in the Sunridge Specific Plan and the Ranch growth areas. Future East Antelope 01 (EA-01) may also be needed in less than five (5) years to help maintain response standards and service level objectives in northeast Battalion 5. Additionally, of the thirteen (13) station expansions/relocations, nine (9) are needed immediately (Stations 23, 24, 42, 53, 61, 62, 103, 105, and 112).

SECTION 6
Performance Evaluation

- Key Performance Measures
- Performance Evaluation
- Drawdown & Resource Exhaustion
- Findings

Key Performance Measures

Call Volume

Call volume is the most common metric by which performance can be measured. In the simplest sense, call volume reflects the demand for service, however, not all calls are created equal. As previously discussed, each call type represents a different level of risk and required level of resources. Call volume data is most helpful when dissected further to analyze the true nature of the demand. This thorough analysis can better quantify what kind of responses are needed and when, which informs better operational decision making and planning efforts, and supports providing the best service possible to meet community demands.

Response Time

Response time is one of the primary metrics for evaluating performance, and the Board has adopted response time standards by which performance should be measured. As was previously outlined, response time includes dispatch time, turnout time, and travel time of first arriving unit as well as ERF. Longer response times may suggest that resources need to be moved, added or supplemented in some way. A deeper look into unit workload is necessary to put response times into context.

Workload

Workload metrics are an additional tool for evaluating unit performance. They can be used to measure factors that impact response time including resource exhaustion and drawdown as well as how unit performance affects overall system performance. Two workload metrics, reliability and time on task, were introduced in last year's Standards of Cover study and were subsequently formally defined in the Standards of Cover Policy adopted by the Board last year.

Reliability

The concept of distribution is based on the geographic spacing of resources in such a way as to be able to provide coverage to defined first-due response areas. With effective distribution, a first-due unit should be first on scene for an incident within their first-due area. Reliability tests this theory by measuring how often a first-due unit was indeed the first arriver on an incident inside their own first-due response area. Reliability is calculated as follows:

$$\frac{\text{Number of calls where a unit was the first arriving unit within their own first due area}}{\text{Total number of calls within the first due area}}$$

**Cancelled en route events excluded from calculation*

Higher reliability is an indicator of effective distribution and demonstrates that a first-due unit is usually the first arriver for calls inside their first-due area. Conversely, lower reliability indicates a potential distribution or concentration issue by demonstrating that a first-due unit has a lower frequency of being first on scene for an incident in their own first-due area.

Industry standards generally consider a desired reliability target of 90%, meaning for 90% of the incidents within a first-due area, the first-due unit is indeed the first arriving unit on scene.

When a first-due unit is not available to respond to an incident inside their own first-due area, the first-due unit is considered exhausted and resources are drawn down from other first-due areas to provide response (known as drawdown). There is a direct correlation between drawdown and lower reliability; low reliability results in higher drawdown. This, in turn, has a system-wide impact; as resources are drawn down, their reliability within their own first-due area decreases. Low reliability and high drawdown indicate deficiencies in the deployment model that should be investigated.

Time on Task

While reliability measures performance within a first-due area, time on task (TOT) reflects the percentage of time a unit is actually providing response vs. available in quarters, training, out of service, etc. TOT measures the length of time for each response provided over the course of a year (en route to cleared). TOT is calculated as follows:

$$\frac{\text{Total aggregated time (en route to cleared) for all responses provided by a unit over the course of one year}}{\text{365 days}}$$

The higher the TOT, the more time the unit spent out of quarters responding to incidents. TOT is an important metric for evaluating the health and well-being of personnel. While emergency response is the primary function of Metro Fire units, safeguarding the health and safety of responding personnel is equally important. Adequate time must be set aside for training, health and fitness conditioning, eating, rest and recovery. Completing reports as well as apparatus and station maintenance tasks are other responsibilities that demand a crew's attention. All of these should be considered when evaluating TOT.

When evaluating TOT, consideration should also be made for factors out of Metro Fire's control that may impact TOT, like law enforcement staging time and hospital wall time. Extended wall time in particular can significantly impact TOT.

The generally accepted TOT threshold is between 30-40%, meaning on average, the unit spent between 7-10 hours on incident response each day, leaving 14-17 hours for training, conditioning, meals, rest, recovery, and other business. A minimum of 50% of each day (12 hours) should be recovered for these activities, so a TOT of over 50% should be addressed.

Performance Evaluation

Call Volume Evaluation

It's important to note that the evaluation of call volume is intended to measure the demand for resources based on perceived risk at time of dispatch; as such, this evaluation is based on how the call was dispatched, which may differ from final situation found.

Incidents by Risk Type

A summary of call volume by risk class and category is provided below for 2024 compared to the prior year (2023).

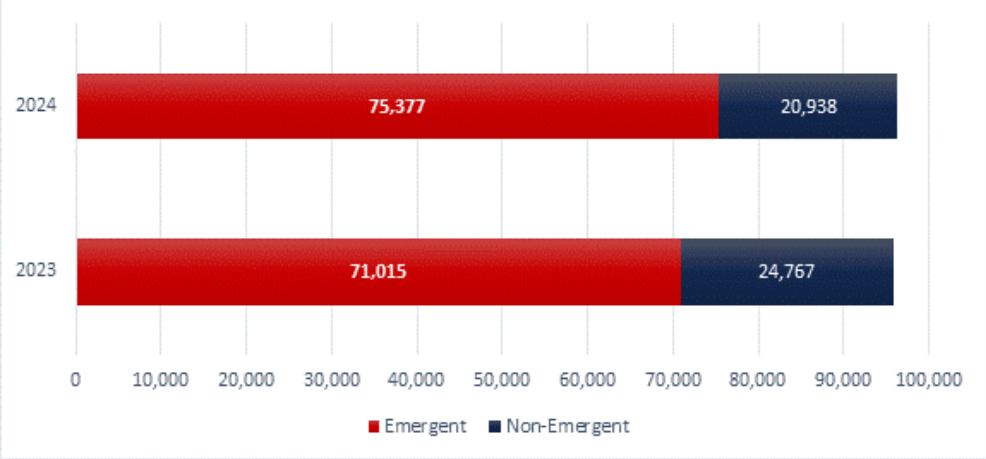
Fire				EMS				Technical Rescue				HazMat			
	2024	2023			2024	2023			2024	2023			2024	2023	
Low 1	**8,489**	**8,901**		Low 1	458	395		**Low 1**	**3,610**	**3,482**		**Low 1**	**1,023**	**1,012**	
Low 2	-	-		Low 2	17,773	17,982		Low 2	12	1		Low 2	37	31	
Low 3	37	66		Low 3	11,620	11,641		Low 3	221	227		Mod 1	333	336	
Low 4	193	193		**Low 4**	**50,797**	**49,929**		Mod 1	132	167		Mod 2	-	-	
Mod 1	6	7						Mod 2	9	4		Mod 3	1	2	
Mod 2	29	32						Mod 3	-	-		High 1	-	-	
Mod 3	244	230						High 1	28	5		High 2	1	-	
High 1	47	49						High 2	3	3					
High 2	299	298						High 3	-	-					
High 3	3	1													
Max 1	225	219													
Max 2	-	-													
Grass	678	568													
Total Calls	**10,250**	**10,564**	**-3%**	**Total Calls**	**80,654**	**79,947**	**+0.9%**	**Total Calls**	**4,015**	**3,889**	**+3%**	**Total Calls**	**1,395**	**1,381**	**+1%**
% Call Volume	10%	11%	-1%	% Call Volume	84%	83%	+1%	% Call Volume	4%	4%	-	% Call Volume	1%	1%	-
Total Calls (2024): 96,315															
Total Calls (2023): 95,782															
1-Year Change: +0.6%															

Metro Fire's 2024 call volume totaled 96,315 for calls within its jurisdiction, a slight increase from 2023. Demand for EMS response continued to make up the largest share of Metro Fire's call volume at 84%, followed by fire response at 10%, with technical rescue and hazmat response making up the remaining service demand at 4% and 1% respectively. Total fire calls decreased by 3% as compared to 2023, while technical rescue calls increased 3%. EMS and hazmat calls remained materially similar as compared to 2023. There were no changes to the most prevalent calls in each risk class, which are shown below and made up 66% of the total call volume.

Fire Low 1	EMS Low 4	Rescue Low 1	HazMat Low 1
1 Engine/Truck	1 Medic + 1 Engine	1 Engine/Truck	1 Engine/Truck
3-4 Personnel	5-6 Personnel	3-4 Personnel	3-4 Personnel

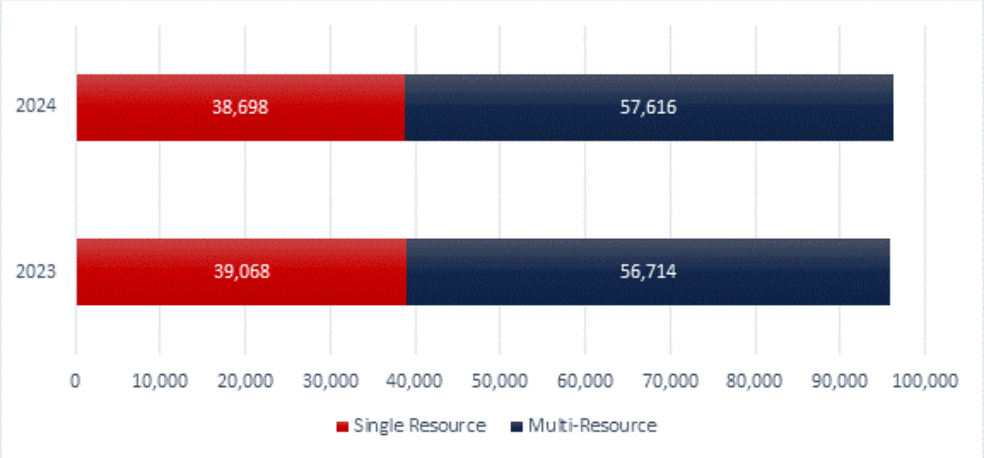
Emergent v. Non-Emergent Calls

Calls for service can be emergent or non-emergent and are generally distinguished by level of acuity and resources required to mitigate the risk. Emergent calls are higher acuity and typically require more resources and faster response as compared to non-emergent calls. In an effort to measure performance as it relates to demand for resources, acuity measured here is based on the documented urgency of the first arriver as dispatched, which may not reflect acuity of final situation found. Emergent calls made up 78% of 2024 call volume within Metro Fire's jurisdiction (up from 74% in 2023), while non-emergent calls made up 22% (down from 26% in 2023).

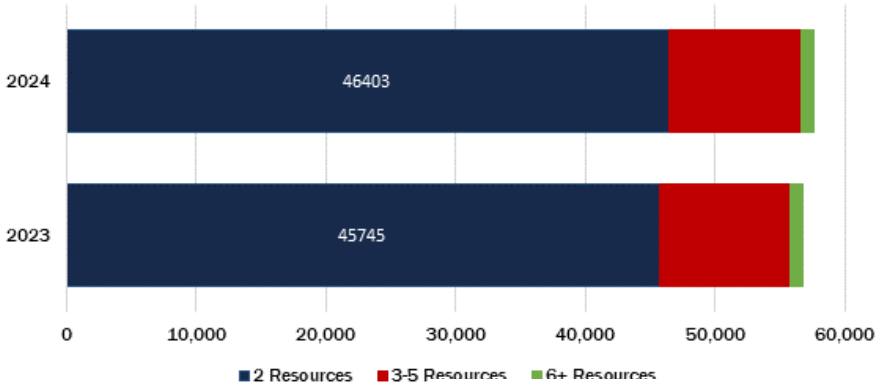


Single Resource v. Multi-Resource Assignments

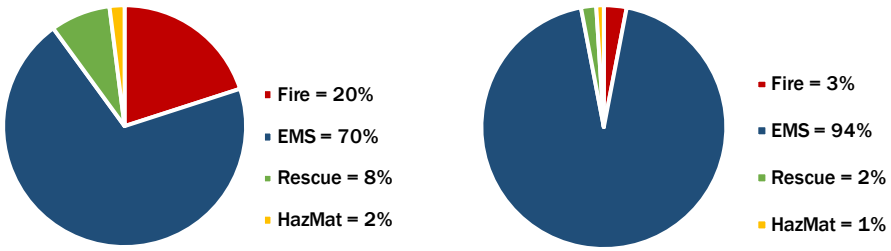
Resource assignment varies by incident type and is determined by the dispatcher when the call for service comes in. An analysis of 2024 incident data reveals that 40% of incidents were dispatched with a single-resource assignment (down from 41% in 2023) while 60% were dispatched with a multi-resource assignment (up from 59% in 2023).



Of the 57,616 incidents requiring multi-resource response in 2024, 81% (46,403) were comprised of 2 resources only (most commonly an engine and medic), while 18% included 3-5 resources, and the remaining 1% were made up of 6 or more resources. The increase in emergent calls as noted above contributed to the higher resource demand.

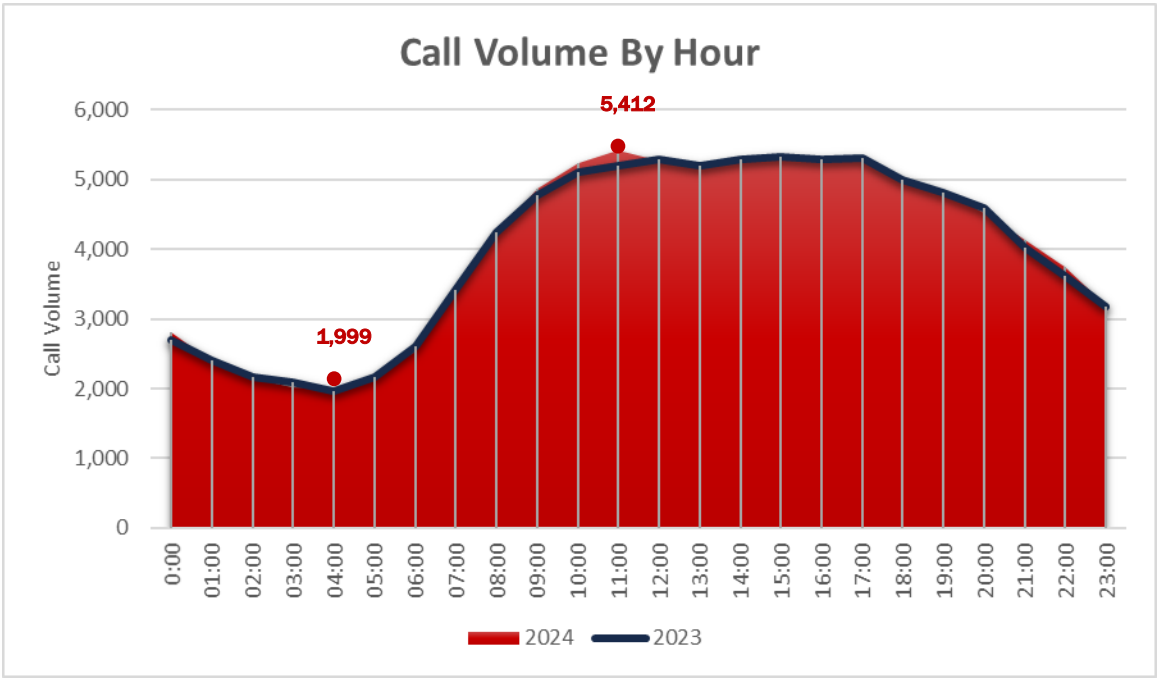


Similar to 2024, 20% of single-resource assignments were for fire incidents, 70% for EMS incidents, 8% for technical rescue incidents and 2% for HazMat incidents. For multi-resource assignments, 3% were for fire incidents, 94% for EMS incidents and a combined 3% for Rescue and HazMat incidents.



Time Patterns

A review of time-of-day call distribution for 2024 suggests only minor changes as compared to 2023. The highest demand for service shifted to 11:00-17:00 (pushing back earlier into the morning compared to 2023), with peak demand in the 11:00 hour. Lowest demand remained between 02:00-04:00, with a reduction in call volume of 63% in the 04:00 hour as compared to peak demand time. Call volume continues to generally increase as the workday begins around 08:00 and tapers downward as the workday ends after 17:00.



For 2024, Mondays replaced Thursdays as busiest days on average (shown in red), and Sundays replaced Saturdays as least busy on average (shown in green). That said, there was only a 8.7% difference in call volume between high-demand Monday (14,289 calls) and low-demand Sundays (13,144 calls), revealing that there continues to be no material difference in demand throughout the week.

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
2024	13,144	14,289	14,133	13,833	13,771	13,965	13,210
2023	13,493	13,813	13,732	13,689	13,951	13,914	13,190

Similarly, call volume variances between months of the year are relatively stable, with only a 13% difference between highest and lowest demand. For 2024, demand was highest in July at 8,738 calls (changed from January in 2023) and was lowest in November at 7,632 calls. Overall demand was lowest in the first quarter of the year (changed from second quarter) followed by highest demand in the third quarter of the year.

2024			
Q1	JAN	FEB	MAR
	8,164	7,870	7,640
Q2	APR	MAY	JUN
	7,821	8,131	7,991
Q3	JUL	AUG	SEP
	8,738	7,988	7,992
Q4	OCT	NOV	DEC
	8,027	7,632	8,321

2023			
Q1	JAN	FEB	MAR
	8,716	7,351	7,852
Q2	APR	MAY	JUN
	7,533	8,022	8,014
Q3	JUL	AUG	SEP
	8,361	8,382	7,603
Q4	OCT	NOV	DEC
	7,947	7,723	8,278

Response Time Evaluation

A review of 2024 combined response times across all risk types reveals improvements in travel time and total response time for first responding units in the most populated areas (urban, dense urban, metropolitan), while suburban and rural areas saw increases ranging from 4-22 seconds.

ERF travel time showed increases in suburban and rural response areas (83-98 seconds) and an improvement of 47 seconds in urban, dense urban, and metropolitan areas. Total response time for ERF showed a similar pattern.

			2024	2023	Variance
Dispatch Time			0:03:19	0:03:16	0:00:03
Turnout Time			0:01:34	0:01:34	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:46	0:07:57	-0:00:11
		Suburban	0:09:53	0:09:49	0:00:04
		Rural	0:09:30	0:09:13	0:00:17
	ERF (Concentration)	Urban/Dense	0:14:22	0:15:09	-0:00:47
		Suburban	0:19:44	0:18:21	0:01:23
		Rural	0:18:57	0:17:19	0:01:38
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:11:29	0:11:36	-0:00:07
		Suburban	0:13:31	0:13:20	0:00:11
		Rural	0:13:16	0:12:54	0:00:22
	ERF (Concentration)	Urban/Dense	0:17:50	0:18:35	-0:00:45
		Suburban	0:23:04	0:21:59	0:01:05
		Rural	0:22:26	0:21:02	0:01:24

The table below compares overall response times for each battalion across all risk types between 2024 and 2023, with improvements shown in green and increases shown in red. The comparison reveals general improvements to travel time of first arriving units in urban, dense urban, and metropolitan areas, but increases in rural and suburban response areas. Similarly, there were also improvements across the board in ERF travel time for urban, dense urban, and metropolitan response areas, but mixed results in ERF travel time for suburban and rural response.

			B5		B7		B9		B13		B14	
			2024	2023	2024	2023	2024	2023	2024	2023	2024	2023
Dispatch Time			0:03:17 -0:00:02	0:03:19	0:03:23 +0:00:05	0:03:18	0:03:23 +0:00:04	0:03:19	0:03:15 +0:00:05	0:03:10	0:03:18 +0:00:03	0:03:15
Turnout Time			0:01:29 +0:00:02	0:01:27	0:01:31 -0:00:04	0:01:35	0:01:37 +0:00:02	0:01:35	0:01:36 -0:00:02	0:01:38	0:01:42 +0:00:03	0:01:39
Travel Time	First Arriving Unit (Distribution)	Urban/ Dense	0:07:56 -0:00:11	0:08:07	0:07:36 -0:00:08	0:07:44	0:07:51 -0:00:18	0:08:09	0:07:37 -0:00:07	0:07:44	0:07:55 -0:00:23	0:08:18
		Suburban	0:10:26 -0:00:24	0:10:50	-	-	0:08:41 -0:00:08	0:08:49	-	-	0:10:01 +0:00:11	0:09:50
		Rural	0:11:17 +0:01:21	0:09:56	-	-	0:09:10 -0:00:01	0:09:11	-	-	0:09:21 +0:00:09	0:09:12
	ERF (Concentration)	Urban/ Dense	0:15:33 -0:00:56	0:16:29	0:12:57 -0:00:24	0:13:21	0:13:59 -0:00:14	0:14:13	0:14:28 -0:01:08	0:15:36	0:15:25 -0:01:01	0:16:26
		Suburban	0:17:53 -0:02:34	0:16:20	-	-	0:15:47 +0:00:29	0:14:44	-	-	0:21:03 +0:00:34	0:20:29
		Rural	0:17:11 +0:01:33	0:15:25	-	-	0:19:33 +0:00:30	0:19:03	-	-	0:19:06 +0:01:59	0:17:07
Total Response Time	First Arriving Unit (Distribution)	Urban/ Dense	0:11:36 -0:00:05	0:11:41	0:11:22 -0:00:05	0:11:27	0:11:48 -0:00:15	0:12:03	0:11:10 -0:00:05	0:11:15	0:11:40 -0:00:18	0:11:58
		Suburban	0:13:39 -0:00:27	0:14:06	-	-	0:12:46 +0:00:20	0:12:26	-	-	0:13:38 +0:00:03	0:13:35
		Rural	0:14:23 +0:01:17	0:13:06	-	-	0:13:02 +0:00:06	0:12:56	-	-	0:13:09 +0:00:25	0:12:44
	ERF (Concentration)	Urban/ Dense	0:18:55 -0:00:54	0:19:49	0:16:35 -0:00:26	0:17:01	0:17:49 -0:00:05	0:17:54	0:17:46 -0:01:02	0:18:48	0:18:46 -0:01:06	0:19:52
		Suburban	0:21:22 +0:01:45	0:19:37	-	-	0:19:32 +0:02:12	0:17:20	-	-	0:24:51 +0:00:48	0:24:03
		Rural	0:19:53 +0:01:01	0:18:52	-	-	0:23:04 +0:00:37	0:22:27	-	-	0:22:30 -0:00:26	0:20:56

Baseline Performance Statements

Baselines performance statements are provided on the following pages for all risk types and describe the District's performance for 90% of responses provided in 2024 based on the adopted service level objectives outlined in Section 4. Similar to the evaluation of call volume, response time performance is intended to be measured based on perceived risk at time of dispatch, so the baseline performance statements were prepared based on how the call was dispatched, which may differ from final situation found.

Baseline performance statements are not provided for the following risk types since there wasn't a sufficient sample size to evaluate, due to either no or very few responses provided for those risk types in 2024:

- Fire Low 2
- Fire High 3
- Fire Max 2
- Rescue Low 2
- Rescue Moderate 2
- Rescue Moderate 3
- Rescue High 3
- HazMat Moderate 2
- HazMat High 1
- HazMat High 2

Baseline performance statements are also not provided for EMS Low 1 incidents, grass/wildland fire incidents, and MCI's since the District has not adopted service level objectives for these incident types due to non-standardized deployment for these types of incidents.

Fire Low 1

For 90% of all Fire Low 1 responses, total response time for the first arriving unit was 10:27 in metro/urban/dense urban areas; 13:59 in suburban areas; and 12:08 in rural areas. Total response time for the arrival of ERF was 10:44 in metro/urban/dense urban areas; 14:22 in suburban areas; and 12:29 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:33	+0:01:33	0:02:38	0:02:29	0:02:38	0:02:32	0:02:30
Turnout Time			0:02:00	0:01:27	-0:00:33	0:01:27	0:01:26	0:01:26	0:01:24	0:01:33
Travel Time	First Arriving Unit (Distribution)	Urban/Metro	0:04:00	0:07:44	+0:03:44	0:07:57	0:07:48	0:07:34	0:07:09	0:08:15
		Suburban	0:10:00	0:11:25	+0:01:25	0:13:23	-	0:08:17	-	0:08:43
		Rural	0:14:00	0:09:35	-0:04:25	0:08:22	-	0:10:29	-	0:09:43
	ERF (Concentration)	Urban/Metro	0:04:00	0:08:10	+0:04:10	0:08:24	0:08:07	0:08:03	0:07:37	0:08:46
		Suburban	0:10:00	0:12:39	+0:02:39	0:13:35	-	0:10:13	-	0:10:35
		Rural	0:14:00	0:10:44	-0:03:16	0:08:48	-	0:10:35	-	0:11:17
Total Response Time	First Arriving Unit (Distribution)	Urban/Metro	0:07:00	0:10:27	+0:03:27	0:10:54	0:10:19	0:10:21	0:09:47	0:10:57
		Suburban	0:13:00	0:13:59	+0:00:59	0:15:22	-	0:11:18	-	0:12:07
		Rural	0:17:00	0:12:08	-0:04:52	0:10:33	-	0:12:18	-	0:12:11
	ERF (Concentration)	Urban/Metro	0:07:00	0:10:44	+0:03:44	0:11:16	0:10:30	0:10:40	0:10:09	0:11:18
				7,941		1,755	2,218	1,322	1,596	1,050
		Suburban	0:13:00	0:14:22	+0:01:22	0:15:22	-	0:12:58	-	0:12:10
				217		58	0	38	0	121
		Rural	0:17:00	0:12:29	-0:04:31	0:10:33	-	0:12:23	-	0:13:43
				331		96	0	76	0	159

Total response time for first arrivers did not meet adopted standards for urban/dense urban and suburban response, with travel times for urban/dense urban response highest in Battalions 5 and 14. Conversely, total response time for first arrivers providing rural response was more than 4 minutes faster than the adopted standard.

Similarly, total ERF response time did not meet adopted standards for urban/dense urban and suburban response, with ERF travel times for urban/dense urban response higher than other response zones. Total ERF response time for rural response was more than 4 minutes faster than the adopted standard.

Compared to 2023, total response time for first arrivers was relatively similar. Total ERF response time slightly improved for urban/dense urban response.

			2024	2023	Variance
Dispatch Time			0:02:33	0:02:39	-0:00:06
Turnout Time			0:01:27	0:01:27	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:44	0:07:58	-0:00:14
		Suburban	0:11:25	0:10:06	00:01:19
		Rural	0:09:35	0:09:14	00:00:21
	ERF (Concentration)	Urban/Dense	0:08:10	0:08:31	-00:00:21
		Suburban	0:12:39	0:10:36	00:02:03
		Rural	0:10:44	0:10:24	00:00:20
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:10:27	0:10:56	-00:00:29
		Suburban	0:13:59	0:13:57	00:00:02
		Rural	0:12:08	0:12:15	-00:00:07
	ERF (Concentration)	Urban/Dense	0:10:44	0:11:17	-00:00:33
			7,941	8,372	-431
		Suburban	0:14:22	0:14:00	00:00:22
			217	202	15
		Rural	0:12:29	0:13:14	-00:00:45
			331	327	4

Fire Low 3

For 90% of all Fire Low 3 responses, total response time for the first arriving unit was 10:43 in urban/dense urban areas; 10:14 in suburban areas; and 10:07 in rural areas. Total response time for the arrival of ERF was 17:38 in urban/dense urban areas; 17:10 in suburban areas; and 12:58 in rural areas. ERF was staffed with a minimum of 7 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:00	+0:02:00	0:02:38	0:04:16	0:02:13	0:01:32	0:02:03
Turnout Time			0:02:00	0:01:26	-0:00:34	0:01:23	0:01:24	0:01:38	0:01:13	0:01:28
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:07:10	+0:03:10	0:06:05	0:07:45	0:06:51	0:04:53	0:03:43
		Suburban	0:10:00	0:07:42	-0:02:18	0:06:16	-	-	-	0:08:03
		Rural	0:14:00	0:07:13	-0:06:47	-	-	0:05:10	-	0:07:47
	ERF (Concentration)	Urban/Dense	0:08:00	0:14:28	+0:06:28	0:09:24	0:12:52	0:10:38	0:38:46	0:05:31
		Suburban	0:15:00	0:14:31	-0:00:29	0:14:22	-	-	-	0:14:24
		Rural	0:20:00	0:10:35	-0:09:25	-	-	0:08:24	-	0:10:49
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:10:43	+0:03:43	0:09:03	0:12:11	0:10:47	0:06:50	0:06:32
		Suburban	0:13:00	0:10:14	-0:02:46	0:09:23	-	-	-	0:10:26
		Rural	0:17:00	0:10:07	-0:06:53	-	-	0:07:54	-	0:10:23
	ERF (Concentration)	Urban/Dense	0:11:00	0:17:38	+0:06:38	0:12:27	0:16:43	0:16:05	0:40:11	0:07:19
				28		9	8	8	2	1
		Suburban	0:18:00	0:17:10	-0:00:50	0:17:08	-	-	-	0:16:47
				3		2	0	0	0	1
		Rural	0:23:00	0:12:58	-0:10:02	-	-	0:10:24	-	0:13:04
				6		0	0	2	0	4

Total response time for first arriver fell short of the adopted standard for urban/dense urban response by 03:43, with response in Battalion 7 much slower than the other battalions. Conversely, total response time for first arrivers providing suburban and rural response were faster than adopted standards.

There appears to be challenges with ERF travel time for urban/dense urban response in Battalions 7,9 and 13, with travel times around 4 minutes longer than target 90% of the time. While there were only 9 Fire Low 3 responses in suburban and rural areas, First Arrivers and ERF were below the standard.

Total response times are mixed as compared to 2023, with adopted standards now being met for first arrivers providing suburban and rural response.

			2024	2023	Variance
Dispatch Time			0:03:00	0:02:45	0:00:15
Turnout Time			0:01:26	0:01:30	-0:00:04
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:10	0:05:53	0:01:17
		Suburban	0:07:42	0:09:35	-0:01:53
		Rural	0:07:13	0:08:23	-0:01:10
	ERF (Concentration)	Urban/Dense	0:14:28	0:09:54	0:04:34
		Suburban	0:14:31	0:31:48	-0:17:17
		Rural	0:10:35	0:09:11	0:01:24
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:10:43	0:09:09	0:01:34
		Suburban	0:10:14	0:12:58	-0:02:44
		Rural	0:10:07	0:11:48	-0:01:41
	ERF (Concentration)	Urban/Dense	0:17:38	0:12:04	0:05:34
			28	57	-29
		Suburban	0:17:10	0:34:26	-0:17:16
			3	5	-2
		Rural	0:12:58	0:12:47	+0:00:11
			6	4	+2

Fire Low 4

For 90% of all Fire Low 4 responses, total response time for the first arriving unit was 10:10 in urban/dense urban areas; 12:38 in suburban areas; and 18:22 in rural areas. Total response time for the arrival of ERF was 13:41 in urban/dense urban areas; 12:38 in suburban areas; and 18:22 in rural areas. ERF was staffed with a minimum of 8 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:45	0:02:45	0:03:37	0:04:04	0:03:25	0:03:39	0:02:15
Turnout Time			0:02:00	0:01:21	-0:00:39	0:01:25	0:01:22	0:01:06	0:01:17	0:01:04
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:06:36	0:02:36	0:06:17	0:06:25	0:06:19	0:06:43	0:07:08
		Suburban	0:10:00	0:08:38	-0:01:22	-	-	-	-	0:08:38
		Rural	0:14:00	0:06:17	-0:07:43	0:04:11	-	-	-	0:06:19
	ERF (Concentration)	Urban/Dense	0:08:00	0:11:16	0:03:16	0:10:41	0:08:28	0:08:57	0:16:08	0:12:48
		Suburban	0:15:00	0:08:41	-0:06:19	-	-	-	-	0:08:41
		Rural	0:20:00	0:16:49	-0:03:11	0:05:12	-	-	-	0:18:07
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:10:10	0:03:10	0:09:47	0:10:02	0:10:04	0:10:59	0:09:25
		Suburban	0:13:00	0:12:38	-0:00:22	-	-	-	-	0:12:38
		Rural	0:17:00	0:10:33	-0:06:27	0:07:09	-	-	-	0:10:57
	ERF (Concentration)	Urban/Dense	0:11:00	0:13:41	0:02:41	0:13:06	0:12:25	0:11:46	0:17:51	0:15:08
				189		46	55	38	42	8
		Suburban	0:18:00	0:12:38	-0:05:22	-	-	-	-	0:12:38
				1		0	0	0	0	1
		Rural	0:23:00	0:18:22	-0:04:38	0:07:58	-	-	-	0:19:15
				3		1	0	0	0	2

Total response time for first arriving units met adopted standards in suburban and rural areas, however urban/dense urban response was 40 seconds slower than 2023. First arriving unit travel time for urban/dense urban response was similar among all battalions.

Overall total response time for ERF showed better performance for suburban and rural response, but a deficiency was noted in urban/dense urban response. ERF travel time was a challenge in Battalion 13 for urban/dense urban response, where it was almost 7 minutes slower than the adopted standard 90% of the time.

There were material decreases in total response time across the board as compared to 2023, and first arriver response time for suburban and rural response are now not meeting adopted standards.

			2024	2023	Variance
Dispatch Time			0:03:45	0:03:43	0:00:02
Turnout Time			0:01:21	0:01:25	-0:00:04
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:06:36	0:06:18	0:00:18
		Suburban	0:08:38	0:13:50	-0:05:12
		Rural	0:06:17	0:09:37	-0:03:20
	ERF (Concentration)	Urban/Dense	0:11:16	0:11:23	-0:00:07
		Suburban	0:08:41	0:15:29	-0:06:48
		Rural	0:16:49	0:18:51	-0:02:02
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:10:10	0:09:30	0:00:40
		Suburban	0:12:38	0:17:35	-0:04:57
		Rural	0:10:33	0:19:29	-0:08:56
	ERF (Concentration)	Urban/Dense	0:13:41	0:14:14	-0:00:33
			189	180	9
		Suburban	0:12:38	0:17:35	-0:04:57
			1	8	-7
		Rural	0:18:22	0:21:19	-0:02:57
			3	5	-2

Fire Moderate 1

For 90% of all Fire Moderate 1 responses, total response time for the first arriving unit was 05:46 in urban/dense urban areas; 14:50 in suburban areas; and 05:29 in rural areas. Total response time for the arrival of ERF was 07:22 in urban/dense urban areas; 16:18 in suburban areas; and 13:54 in rural areas. ERF was staffed with a minimum of 11 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:05:22	0:04:22	-	-	0:01:23	-	0:05:35
Turnout Time			0:02:00	0:00:59	-0:01:01	-	-	0:00:49	-	0:00:48
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:03:04	-0:00:56	-	-	0:03:32	-	0:01:12
		Suburban	0:10:00	0:07:31	-0:02:29	-	-	-	-	0:07:31
		Rural	0:14:00	0:01:53	-0:12:07	-	-	-	-	0:01:53
	ERF (Concentration)	Urban/Dense	0:08:00	0:05:13	-0:02:47	-	-	0:05:44	-	0:05:33
		Suburban	0:15:00	0:08:59	-0:06:01	-	-	-	-	0:14:50
		Rural	0:20:00	0:11:19	-0:08:41	-	-	-	-	0:05:29
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:05:46	-0:01:14	0:07:21	0:06:18	0:06:20	0:09:22	-
		Suburban	0:13:00	0:14:50	0:01:50	0:14:27	-	-	-	-
		Rural	0:17:00	0:05:29	-0:11:31	-	-	-	-	0:06:55
	ERF (Concentration)	Urban/Dense	0:11:00	0:07:22	-0:03:38	-	-	0:05:44	-	0:07:28
				3		0	0	1	0	2
		Suburban	0:18:00	0:16:18	-0:01:42	-	-	-	-	0:16:18
				2		0	0	0	0	2
		Rural	0:23:00	0:13:54	-0:09:06	-	-	-	-	0:13:54
				1		0	0	0	0	1

Total response times for first arriving units providing suburban response were slower than the adopted standards by about 01:50, while total response times for first arrivers providing urban/dense urban and rural response met adopted standards. Dispatch time had a significant impact on response time performance.

Total response time for ERF slipped this year with response to suburban and rural areas not meeting the standards.

Response time performance for 2024 showed improvements in most travel times and response times. Rural response shows a significant increase which was over 5 minutes slower than last year

			2024	2023	Variance
Dispatch Time			0:05:22	0:03:22	0:02:00
Turnout Time			0:00:59	0:01:19	-0:00:20
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:03:04	0:05:43	-0:02:39
		Suburban	0:07:31	0:13:53	-0:06:22
		Rural	0:01:53	0:05:19	-0:03:26
	ERF (Concentration)	Urban/Dense	0:05:13	0:06:51	-0:01:38
		Suburban	0:08:59	0:13:53	-0:04:54
		Rural	0:11:19	0:06:56	0:04:23
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:05:46	0:08:34	-0:02:48
		Suburban	0:14:50	0:14:27	0:00:23
		Rural	0:05:29	0:06:55	-0:01:26
	ERF (Concentration)	Urban/Dense	0:07:22	0:09:18	-0:01:56
			3	5	-2
		Suburban	0:16:18	0:14:27	0:01:51
			2	1	1
		Rural	0:13:54	0:08:18	0:05:36
			1	1	0

Fire Moderate 2

For 90% of all Fire Moderate 2 responses, total response time for the first arriving unit was 08:53 in urban/dense urban areas; and 07:23 in suburban areas. Total response time for the arrival of ERF was 25:22 in urban/dense urban areas; and 08:53 in suburban areas. ERF was staffed with a minimum of 13 personnel. No Fire Moderate 1 responses were provided in rural areas.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:12	0:02:12	0:02:51	0:01:16	0:02:35	0:03:14	0:03:59
Turnout Time			0:02:00	0:01:26	-0:00:34	0:01:30	0:01:03	0:01:26	0:01:20	0:01:06
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:05:55	0:01:55	0:05:22	0:03:54	0:08:32	0:04:38	0:03:17
		Suburban	0:10:00	0:06:11	-0:03:49	-	-	0:05:39	-	0:06:14
		Rural	0:14:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:08:00	0:22:39	0:14:39	0:28:05	0:11:44	0:10:44	0:20:32	0:23:55
		Suburban	0:15:00	0:08:12	-0:06:48	-	-	0:08:25	-	0:06:14
		Rural	0:20:00	-	-	-	-	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:08:53	0:01:53	0:08:10	0:06:06	0:11:20	0:07:49	0:08:00
		Suburban	0:13:00	0:07:23	-0:05:37	-	-	0:07:05	-	0:07:25
		Rural	0:17:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:11:00	0:25:22	0:14:22	0:31:16	0:12:31	0:13:00	0:21:44	0:27:13
				27		8	3	9	5	2
		Suburban	0:18:00	0:08:53	-0:09:07	-	-	0:09:03	-	0:07:25
				2		0	0	1	0	1
		Rural	0:23:00	-	-	-	-	-	-	-
				-		0	0	0	0	0

Total response time for first arriving units providing urban/dense urban response fell well short of the adopted standard, while total response time for first arrivers providing suburban response was more than 9 minutes faster than the adopted standard 90% of the time. Battalion 13 and 14 had travel time challenges for ERF providing urban/ dense urban response, with a travel time of over double the adopted standard 90% of the time.

Similarly, overall total response time for ERF did not meet the adopted standard for urban/ dense urban response, but was nearly 9 minutes faster than the adopted standard for suburban response.

Total response time of first arrivers providing urban/dense urban response significantly slowed as compared to 2023. First arrivers and ERF in suburban response were faster than 2023.

			2024	2023	Variance
Dispatch Time			0:03:12	0:02:30	0:00:42
Turnout Time			0:01:26	0:01:29	-0:00:03
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:05:55	0:05:17	0:00:38
		Suburban	0:06:11	0:04:36	0:01:35
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:22:39	0:09:44	0:12:55
		Suburban	0:08:12	0:08:20	-0:00:08
		Rural	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:53	0:07:52	0:01:01
		Suburban	0:07:23	0:05:48	0:01:35
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:25:22	0:11:39	0:13:43
			27	31	-4
		Suburban	0:08:53	0:09:16	-0:00:23
			2	1	1
		Rural	-	-	-
			-	-	-

Fire Moderate 3

For 90% of all Fire Moderate 3 responses, total response time for the first arriving unit was 08:35 in urban/dense urban areas; 12:37 in suburban areas; and 08:46 in rural areas. Total response time for the arrival of ERF was 15:12 in urban/dense urban areas; 18:22 in suburban areas; and 14:48 in rural areas. ERF was staffed with a minimum of 14 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:48	0:02:48	0:04:23	0:03:43	0:03:18	0:03:23	0:03:51
Turnout Time			0:02:00	0:01:22	-0:00:38	0:01:10	0:01:18	0:01:24	0:01:25	0:01:22
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:04:51	0:00:51	0:05:40	0:04:49	0:04:58	0:03:52	0:04:48
		Suburban	0:10:00	0:09:10	-0:00:50	0:05:02	-	0:03:58	-	0:10:12
		Rural	0:14:00	0:06:01	-0:07:59	-	-	0:05:23	-	0:05:56
	ERF (Concentration)	Urban/Dense	0:08:00	0:12:51	0:04:51	0:10:00	0:12:35	0:13:43	0:18:37	0:13:03
		Suburban	0:15:00	0:15:12	0:00:12	0:05:02	-	0:09:18	-	0:16:41
		Rural	0:20:00	0:11:55	-0:08:05	-	-	0:13:10	-	0:06:34
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:08:35	0:01:35	0:09:41	0:08:18	0:08:40	0:07:21	0:09:04
		Suburban	0:13:00	0:12:37	-0:00:23	0:08:32	-	0:06:49	-	0:13:38
		Rural	0:17:00	0:08:46	-0:08:14	-	-	0:08:35	-	0:08:48
	ERF (Concentration)	Urban/Dense	0:11:00	0:15:12	0:04:12	0:15:12	0:13:08	0:16:04	0:16:33	0:21:36
				237		237	49	74	32	58
		Suburban	0:18:00	0:18:22	0:00:22	0:18:22	0:08:32	-	0:11:20	-
				3		3	1	-	1	-
		Rural	0:23:00	0:14:48	-0:08:12	0:14:48	-	-	0:16:20	-
				4		4	-	-	2	-

Total response time for first arriving units providing urban/dense urban response was just over 1 minute slower than the adopted standard 90% of the time, while total response time for first arriving units providing rural response was more than 8 minutes faster than the adopted standard 90% of the time. There were no major challenges noted in travel time for first arrivers.

Similarly, total response time for ERF was slower than the adopted standard for urban/dense urban response, but much faster than the adopted standard for rural response. ERF travel time is especially challenged in Battalion 14, where it is 11 minutes longer than the adopted standard for urban/dense urban response 90% of the time.

Response to Fire Moderate 3 calls were slower in all categories in 2024. First arriving units were relatively similar but over 2 minutes slower establishing ERF.

			2024	2023	Variance
Dispatch Time			0:03:48	0:03:35	0:00:13
Turnout Time			0:01:22	0:01:19	0:00:03
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:51	0:04:45	0:00:06
		Suburban	0:09:10	-	0:09:10
		Rural	0:06:01	0:04:08	0:01:53
	ERF (Concentration)	Urban/Dense	0:12:51	0:09:48	0:03:03
		Suburban	0:15:12	-	0:15:12
		Rural	0:11:55	0:10:27	0:01:28
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:35	0:08:01	0:00:34
		Suburban	0:12:37	-	0:12:37
		Rural	0:08:46	0:08:13	0:00:33
	ERF (Concentration)	Urban/Dense	0:15:12	0:12:37	0:02:35
			237	227	10
		Suburban	0:18:22	-	0:18:22
			3	0	3
		Rural	0:14:48	0:12:42	0:02:06
			4	3	1

Fire High 1

For 90% of all Fire High 1 responses, total response time for the first arriving unit was 08:17 in urban/dense urban areas. Total response time for the arrival of ERF was 18:56 in urban/dense urban areas. ERF was staffed with a minimum of 16 personnel. No Fire High 1 responses were provided in suburban or rural areas.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:14	0:02:14	0:02:51	0:02:24	0:03:15	0:03:23	0:03:00
Turnout Time			0:02:00	0:01:15	-0:00:45	0:01:23	0:00:44	0:01:12	0:01:04	0:01:16
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:05:39	0:01:39	0:05:59	0:04:06	0:04:45	0:05:05	0:04:55
		Suburban	0:10:00	-	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:10:10	0:16:18	0:06:08	0:08:15	0:10:48	0:23:13	0:13:10	0:13:14
		Suburban	0:19:10	-	-	-	-	-	-	-
		Rural	0:25:30	-	-	-	-	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:08:17	0:01:17	0:08:20	0:08:03	0:08:04	0:08:54	0:06:56
		Suburban	0:13:00	-	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:13:10	0:18:56	0:05:46	0:09:40	0:13:07	0:26:14	0:16:56	0:15:04
				47		11	13	9	8	6
		Suburban	0:22:10	-	-	-	-	-	-	-
				-		0	0	0	0	0
		Rural	0:28:30	-	-	-	-	-	-	-
				-		0	0	0	0	0

Total response time for first arriving units providing urban/dense urban response was over 1 minute longer than the adopted standard 90% of the time. Travel times for first arrivers providing urban/dense urban response in Battalions 14 was faster than the adopted standard 90% of the time.

Total ERF response time for urban/dense urban response showed a significant lag, being over 5 minutes longer than the adopted standard 90% of the time. ERF travel times were especially long in Battalions 9, which was double the adopted standard 90% of the time.

Compared to 2023, total response time for urban/dense urban response was 3 minutes faster in 2024.

			2024	2023	Variance
Dispatch Time			0:03:14	0:03:12	0:00:02
Turnout Time			0:01:15	0:01:20	-0:00:05
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:05:39	0:05:31	0:00:08
		Suburban	-	-	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:16:18	0:17:00	-0:00:42
		Suburban	-	-	-
		Rural	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:17	0:09:38	-0:01:21
		Suburban	-	-	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:18:56	0:21:59	-0:03:03
			47	49	-2
		Suburban	-	-	-
			-	-	-
		Rural	-	-	-
			-	-	-

Fire High 2

For 90% of all Fire High 2 responses, total response time for the first arriving unit was 07:32 in urban/dense urban areas; 09:14 in suburban areas; and 09:52 in rural areas. Total response time for the arrival of ERF was 34:56 in urban/dense urban areas; 15:06 in suburban areas; and 45:51 in rural areas. ERF was staffed with a minimum of 24 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:38	0:01:38	0:02:36	0:02:37	0:02:42	0:02:25	0:02:56
Turnout Time			0:02:00	0:01:27	-0:00:33	0:01:34	0:01:12	0:01:22	0:01:37	0:01:12
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:05:03	0:01:03	0:04:58	0:04:04	0:05:12	0:05:31	0:05:03
		Suburban	0:10:00	0:06:12	-0:03:48	0:03:01	-	0:04:54	-	0:06:35
		Rural	0:14:00	0:07:26	-0:06:34	-	-	0:06:38	-	0:07:36
	ERF (Concentration)	Urban/Dense	0:10:10	0:32:41	0:22:31	0:32:41	0:20:54	0:20:08	0:42:02	0:43:09
		Suburban	0:19:10	0:13:20	-0:05:50	0:03:34	-	0:09:37	-	0:13:35
		Rural	0:25:30	0:46:08	0:20:38	-	-	0:46:14	-	0:40:20
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:07:32	0:00:32	0:07:22	0:06:51	0:08:18	0:07:44	0:07:42
		Suburban	0:13:00	0:09:14	-0:03:46	0:04:07	-	0:07:07	-	0:09:25
		Rural	0:17:00	0:09:52	-0:07:08	-	-	0:08:50	-	0:10:40
	ERF (Concentration)	Urban/Dense	0:13:10	0:34:56	0:21:46	0:33:48	0:22:32	0:22:20	0:43:39	0:43:54
				283		71	67	57	64	24
		Suburban	0:22:10	0:15:06	-0:07:04	0:04:07	-	0:11:17	-	0:15:22
				8		1	-	1	-	6
		Rural	0:28:30	0:45:51	0:17:21	-	-	0:49:32	-	0:23:17
				8		-	-	5	-	3

Total response time for first arriving units fell slightly short of the adopted standard for urban/dense urban response, but met standards for suburban and urban response. No major challenges in first arriver travel time were noted.

Total ERF response time showed material deficiencies for urban/dense urban and rural response. ERF travel time is substantially slower than the adopted standard for urban/dense urban response 90% of the time, and more than 17 minutes longer than the adopted standard for rural response. Conversely, total ERF response time was 7+ minutes faster than the adopted standard for suburban response 90% of the time.

ERF response time for urban/dense urban response continues to be a challenge and was over 2 minutes slower as compared to 2023. Conversely, ERF response time for suburban and rural responses were relatively similar to 2023.

			2024	2023	Variance
Dispatch Time			0:02:38	0:02:56	-0:00:18
Turnout Time			0:01:27	0:01:25	0:00:02
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:05:03	0:04:48	0:00:15
		Suburban	0:06:12	0:05:45	0:00:27
		Rural	0:07:26	0:07:08	0:00:18
	ERF (Concentration)	Urban/Dense	0:32:41	0:31:23	0:01:18
		Suburban	0:13:20	0:15:06	-0:01:46
		Rural	0:46:08	0:42:02	0:04:06
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:32	0:07:44	-0:01:21
		Suburban	0:09:14	0:09:17	-0:00:03
		Rural	0:09:52	0:10:44	-0:00:52
	ERF (Concentration)	Urban/Dense	0:34:56	0:32:27	0:02:29
			283	280	3
		Suburban	0:15:06	0:16:39	-0:01:33
			8	9	-1
		Rural	0:45:51	0:44:24	0:01:27
			8	9	-1

Fire Max 1

For 90% of all Fire Max 1 responses, total response time for the first arriving unit was 07:37 in urban/dense urban areas; 06:35 in suburban areas; and 07:43 in rural areas. Total response time for the arrival of ERF was 24:50 in urban/dense urban areas; 21:37 in suburban areas; and 15:53 in rural areas. ERF was staffed with a minimum of 32 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:58	0:01:58	0:02:33	0:03:09	0:02:39	0:02:41	0:02:46
Turnout Time			0:02:00	0:01:23	-0:00:37	0:01:23	0:01:26	0:01:24	0:01:13	0:01:34
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:04:44	0:00:44	0:04:25	0:04:14	0:05:56	0:04:56	0:04:19
		Suburban	0:10:00	0:03:41	-0:06:19	0:03:41	-	-	-	-
		Rural	0:14:00	0:03:50	-0:10:10	-	-	0:03:50	-	0:03:22
	ERF (Concentration)	Urban/Dense	0:10:10	0:22:37	0:12:27	0:25:13	0:20:09	0:27:39	0:23:03	0:14:30
		Suburban	0:19:10	0:19:15	0:00:05	0:19:15	-	-	-	-
		Rural	0:25:30	0:13:39	-0:11:51	-	-	0:14:44	-	0:07:16
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:07:37	0:00:37	0:08:06	0:07:34	0:08:03	0:07:38	0:07:24
		Suburban	0:13:00	0:06:35	-0:06:25	0:06:35	-	-	-	-
		Rural	0:17:00	0:07:43	-0:09:17	-	-	0:07:51	-	0:06:37
	ERF (Concentration)	Urban/Dense	0:13:10	0:24:50	0:11:40	0:26:25	0:21:57	0:29:55	0:25:25	0:17:04
				219		45	87	30	31	26
		Suburban	0:22:10	0:21:37	-0:00:33	0:21:37	-	-	-	-
				1		1	0	0	0	0
		Rural	0:28:30	0:15:53	-0:12:37	-	-	0:17:42	-	0:09:08
				5		0	0	3	0	2

Total response time for first arriving units fell slightly short of the adopted standard for urban/dense urban response, but met standards for suburban and urban response. No major challenges in first arriver travel time were noted.

Total ERF response time showed material deficiencies for urban/dense urban response, with suburban and rural response meeting the adopted standards. ERF travel time was more than double the adopted standard for urban/dense urban response 90% of the time.

ERF response time shows improvement in all categories, but substantially better in suburban and rural areas with 15- and 22-minute reductions respectively.

			2024	2023	Variance
Dispatch Time			0:02:58	0:03:05	-0:00:07
Turnout Time			0:01:23	0:01:21	0:00:02
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:44	0:04:35	0:00:09
		Suburban	0:03:41	0:08:57	-0:05:16
		Rural	0:03:50	0:06:28	-0:02:38
	ERF (Concentration)	Urban/Dense	0:22:37	0:26:25	-0:03:48
		Suburban	0:19:15	0:29:27	-0:10:12
		Rural	0:13:39	0:35:24	-0:21:45
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:37	0:07:23	0:00:14
		Suburban	0:06:35	0:12:11	-0:05:36
		Rural	0:07:43	0:13:34	-0:05:51
	ERF (Concentration)	Urban/Dense	0:24:50	0:27:39	-0:02:49
			219	213	6
		Suburban	0:21:37	0:37:00	-0:15:23
			1	2	-1
		Rural	0:15:53	0:38:30	-0:22:37
			5	4	1

EMS Low 2

For 90% of all EMS Low 2 responses, total response time for the first arriving unit was 13:16 in urban/dense urban areas; 15:37 in suburban areas; and 14:17 in rural areas. Total response time for the arrival of ERF was 25:00 in urban/dense urban areas; 32:26 in suburban areas; and 26:33 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:30	0:02:30	0:03:24	0:03:34	0:03:37	0:03:24	0:03:30
Turnout Time			0:02:00	0:01:38	-0:00:22	0:01:31	0:01:33	0:01:41	0:01:40	0:01:48
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:09:06	0:05:06	0:09:27	0:08:44	0:09:26	0:08:59	0:09:08
		Suburban	0:10:00	0:11:44	0:01:44	0:11:16	-	0:10:18	-	0:12:22
		Rural	0:14:00	0:09:47	-0:04:13	0:08:10	-	0:10:08	-	0:09:42
	ERF (Concentration)	Urban/Dense	0:04:00	0:21:24	0:17:24	0:23:08	0:19:54	0:21:09	0:21:13	0:21:52
		Suburban	0:10:00	0:28:51	0:18:51	0:24:17	-	0:25:59	-	0:30:54
		Rural	0:14:00	0:22:53	0:08:53	0:21:12	-	0:26:20	-	0:21:54
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:13:16	0:06:16	0:13:32	0:13:03	0:13:49	0:12:56	0:13:24
		Suburban	0:13:00	0:15:37	0:02:37	0:13:55	-	0:14:28	-	0:16:14
		Rural	0:17:00	0:14:17	-0:02:43	0:13:10	-	0:14:13	-	0:14:41
	ERF (Concentration)	Urban/Dense	0:07:00	0:25:00	0:18:00	0:26:29	0:23:36	0:25:17	0:24:46	0:25:15
				16,929		3,764	4,715	2,819	3,778	1,853
		Suburban	0:13:00	0:32:26	0:19:26	0:26:10	-	0:29:13	-	0:34:19
				420		79	0	84	0	257
		Rural	0:17:00	0:26:33	0:09:33	0:26:21	-	0:30:01	-	0:25:57
				424		59	0	133	0	232

Total response time for first arriving units did not meet any of the adopted standards for urban/dense urban and suburban response, while rural response for first arrivers was 2+ minutes faster than the adopted standard 90% of the time. Travel time for first arrivers providing urban/dense urban response was almost double the adopted standard 90% of the time.

Total ERF response time showed material deficiencies across the board, with urban/dense urban and suburban response 18+ minutes longer than adopted standards 90% of the time. ERF travel time was 3+ times longer than the adopted standard for urban/dense urban response 90% of the time, more than double the standard for suburban response, and 9+ minutes longer than the standard for rural response.

Response times remained mostly unchanged compared to 2023, with the exception of a 2-minute slowdown to total ERF response time for suburban response.

			2024	2023	Variance
Dispatch Time			0:03:30	0:03:23	0:00:07
Turnout Time			0:01:38	0:01:37	0:00:01
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:09:19	0:09:06	-0:00:13
		Suburban	0:10:48	0:11:44	0:00:56
		Rural	0:09:10	0:09:47	0:00:37
	ERF (Concentration)	Urban/Dense	0:22:19	0:21:24	-0:00:55
		Suburban	0:26:22	0:28:51	0:02:29
		Rural	0:23:16	0:22:53	-0:00:23
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:13:26	0:13:16	-0:00:10
		Suburban	0:14:30	0:15:37	0:01:07
		Rural	0:13:23	0:14:17	0:00:54
	ERF (Concentration)	Urban/Dense	0:25:00	0:25:52	-0:00:52
			16,929	17,113	-184
		Suburban	0:32:26	0:29:54	0:02:32
			420	401	19
		Rural	0:26:33	0:26:47	-0:00:14
			424	468	-44

EMS Low 3

For 90% of all EMS Low 3 responses, total response time for the first arriving unit was 12:22 in urban/dense urban areas; 14:10 in suburban areas; and 13:56 in rural areas. Total response time for the arrival of ERF was 22:58 in urban/dense urban areas; 27:32 in suburban areas; and 26:05 in rural areas. ERF was staffed with a minimum of 5 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:41	0:02:41	0:03:45	0:03:42	0:03:54	0:03:31	0:03:30
Turnout Time			0:02:00	0:01:34	-0:00:26	0:01:27	0:01:30	0:01:39	0:01:36	0:01:39
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:08:01	0:04:01	0:08:16	0:07:51	0:07:58	0:07:57	0:08:20
		Suburban	0:10:00	0:09:44	-0:00:16	0:10:07	-	0:08:11	-	0:10:06
		Rural	0:14:00	0:09:21	-0:04:39	0:11:32	-	0:09:06	-	0:09:20
	ERF (Concentration)	Urban/Dense	0:08:00	0:19:08	0:11:08	0:20:49	0:17:24	0:20:02	0:18:22	0:19:27
		Suburban	0:15:00	0:24:05	0:09:05	0:21:30	-	0:19:54	-	0:25:27
		Rural	0:20:00	0:22:16	0:02:16	0:24:00	-	0:22:18	-	0:21:00
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:12:22	0:05:22	0:12:25	0:12:19	0:13:09	0:11:39	0:12:44
		Suburban	0:13:00	0:14:10	0:01:10	0:14:16	-	0:12:01	-	0:14:22
		Rural	0:17:00	0:13:56	-0:03:04	0:15:50	-	0:13:59	-	0:13:38
	ERF (Concentration)	Urban/Dense	0:11:00	0:22:58	0:11:58	0:24:43	0:21:16	0:24:12	0:21:42	0:23:21
				11,023		2,438	3,304	1,758	2,333	1,190
		Suburban	0:18:00	0:27:32	0:09:32	0:24:08	-	0:25:39	-	0:28:18
				248		45	0	58	0	145
		Rural	0:23:00	0:26:05	0:03:05	0:27:53	-	0:26:32	-	0:25:07
				349		35	0	112	0	202

Total response time for first arriving units did not meet adopted standards for urban/dense urban and suburban response, while rural response for first arrivers was more than 3 minutes faster than the adopted standard 90% of the time. Travel time for first arrivers providing urban/dense urban response is more than 5-minutes over the adopted standard 90% of the time.

Similarly, total ERF response time showed deficiencies for all response types, with urban/dense urban response almost 12 minutes longer than the adopted standard 90% of the time and suburban response nearly 10 minutes longer than the adopted standard. ERF travel time was more than double the adopted standard for urban/dense urban response 90% of the time.

Overall changes in total response times were minimal as compared to 2023.

			2024	2023	Variance
Dispatch Time			0:03:41	0:03:37	0:00:04
Turnout Time			0:01:34	0:01:34	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:01	0:08:25	-0:00:24
		Suburban	0:09:44	0:09:46	-0:00:02
		Rural	0:09:21	0:09:09	0:00:12
	ERF (Concentration)	Urban/Dense	0:19:08	0:19:49	-0:00:41
		Suburban	0:24:05	0:24:04	0:00:01
		Rural	0:22:16	0:21:18	0:00:58
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:12:22	0:12:45	-0:00:23
		Suburban	0:14:10	0:13:32	0:00:38
		Rural	0:13:56	0:12:58	0:00:58
	ERF (Concentration)	Urban/Dense	0:22:58	0:23:27	-0:00:29
			11,023	11,130	-107
		Suburban	0:27:32	0:27:49	-0:00:17
			248	189	59
		Rural	0:26:05	0:24:58	0:01:07
			349	322	27

EMS Low 4

For 90% of all EMS Low 4 responses, total response time for the first arriving unit was 10:22 in urban/dense urban areas; 12:29 in suburban areas; and 12:28 in rural areas. Total response time for the arrival of ERF was 12:55 in urban/dense urban areas; 16:31 in suburban areas; and 16:08 in rural areas. ERF was staffed with a minimum of 5 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:17	0:02:17	0:03:14	0:03:21	0:03:19	0:03:14	0:03:17
Turnout Time			0:02:00	0:01:34	-0:00:26	0:01:28	0:01:31	0:01:36	0:01:36	0:01:42
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:06:49	0:02:49	0:06:59	0:06:42	0:06:56	0:06:35	0:06:50
		Suburban	0:10:00	0:09:03	-0:00:57	0:09:18	-	0:08:26	-	0:09:10
		Rural	0:14:00	0:09:02	-0:04:58	0:12:33	-	0:07:51	-	0:08:41
	ERF (Concentration)	Urban/Dense	0:08:00	0:09:51	0:01:51	0:10:35	0:09:21	0:09:28	0:09:48	0:10:00
		Suburban	0:15:00	0:13:09	-0:01:51	0:12:02	-	0:11:16	-	0:13:57
		Rural	0:20:00	0:13:32	-0:06:28	0:15:33	-	0:11:21	-	0:14:12
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:10:22	0:03:22	0:10:29	0:10:20	0:10:35	0:10:09	0:10:23
		Suburban	0:13:00	0:12:29	-0:00:31	0:12:33	-	0:11:53	-	0:12:32
		Rural	0:17:00	0:12:28	-0:04:32	0:14:58	-	0:11:36	-	0:11:59
	ERF (Concentration)	Urban/Dense	0:11:00	0:12:55	0:01:55	0:13:37	0:12:30	0:12:47	0:12:48	0:13:00
				48,197		11,098	12,961	8,295	10,600	5,243
		Suburban	0:18:00	0:16:31	-0:01:29	0:14:51	-	0:14:42	-	0:17:01
				1255		254	0	253	0	748
		Rural	0:23:00	0:16:08	-0:06:52	0:16:38	-	0:14:26	-	0:16:34
				1345		287	0	397	0	661

Total response time for first arriving units was in compliance with adopted standards for suburban and rural response, with rural response particularly strong at 4+ minutes faster than the adopted standard; however, adopted standards for urban/dense urban response were not met.

Similarly, total ERF response time was in compliance with adopted standards for suburban and rural response, again with strong rural response of 6+ minutes faster than the adopted standard; however, adopted standards for urban/dense urban response were not met. ERF travel time for urban/dense urban response was the longest in Battalion 5.

There were small changes in total response times, but overall improvement as compared to 2023, with ERF response time now meeting the adopted standard for suburban response.

			2024	2023	Variance
Dispatch Time			0:03:17	0:03:15	0:00:02
Turnout Time			0:01:34	0:01:34	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:06:49	0:06:57	-0:00:08
		Suburban	0:09:03	0:08:51	0:00:12
		Rural	0:09:02	0:08:47	0:00:15
	ERF (Concentration)	Urban/Dense	0:09:51	0:10:25	-0:00:34
		Suburban	0:13:09	0:13:37	-0:00:28
		Rural	0:13:32	0:14:11	-0:00:39
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:10:22	0:10:29	-0:00:07
		Suburban	0:12:29	0:12:20	0:00:09
		Rural	0:12:28	0:12:28	-
	ERF (Concentration)	Urban/Dense	0:12:55	0:13:26	-0:00:31
			48,197	47,515	682
		Suburban	0:16:31	0:16:47	-0:00:16
			1255	1,162	93
		Rural	0:16:08	0:16:32	-0:00:24
			1345	1,249	96

Rescue Low 1

For 90% of all Rescue Low 1 responses, total response time for the first arriving unit was 13:16 in urban/dense urban areas; 16:16 in suburban areas; and 13:31 in rural areas. Total response time for the arrival of ERF was 15:08 in urban/dense urban areas; 20:08 in suburban areas; and 21:06 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:37	0:01:37	0:02:23	0:02:50	0:02:53	0:02:29	0:02:25
Turnout Time			0:02:00	0:01:46	-0:00:14	0:01:37	0:01:41	0:01:48	0:01:50	0:01:51
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:09:59	0:05:59	0:10:09	0:09:26	0:10:16	0:09:48	0:11:18
		Suburban	0:10:00	0:14:42	0:04:42	0:12:58	-	0:08:54	-	0:14:47
		Rural	0:14:00	0:09:47	-0:04:13	0:06:53	-	0:11:11	-	0:08:48
	ERF (Concentration)	Urban/Dense	0:04:00	0:12:19	0:08:19	0:13:00	0:11:54	0:11:36	0:12:13	0:13:19
		Suburban	0:10:00	0:16:50	0:06:50	0:18:05	-	0:14:52	-	0:15:28
		Rural	0:14:00	0:16:10	0:02:10	0:18:35	-	0:11:11	-	0:16:22
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:13:16	0:06:16	0:13:21	0:12:55	0:13:30	0:12:42	0:14:28
		Suburban	0:13:00	0:16:16	0:03:16	0:15:50	-	0:13:24	-	0:16:20
		Rural	0:17:00	0:13:31	-0:03:29	0:17:48	-	0:13:32	-	0:12:44
	ERF (Concentration)	Urban/Dense	0:07:00	0:15:08	0:08:08	0:16:27	0:14:54	0:14:39	0:14:41	0:16:24
				3,455		675	1,004	489	958	329
		Suburban	0:13:00	0:20:08	0:07:08	0:21:43	-	0:21:13	-	0:19:12
				57		13	0	13	0	31
		Rural	0:17:00	0:21:06	0:04:06	0:33:00	-	0:13:32	-	0:20:36
				98		15	0	20	0	63

Total response time for first arriving units providing rural response was 3 minutes faster than the adopted standard, while the adopted standards for urban/dense urban and suburban response were not met. Travel time for first arrivers providing urban/dense urban response almost double the adopted standard 90% of the time.

Total ERF response time standards were not met. Most notably, total ERF response in rural areas were over 7 minutes slower in 2024 compares to 2023.

Overall changes in total response times were minimal as compared to 2023 were slower while call volume dropped in suburban and rural areas.

			2024	2023	Variance
Dispatch Time			0:02:37	0:02:36	0:00:01
Turnout Time			0:01:46	0:01:45	0:00:01
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:09:59	0:09:51	0:00:08
		Suburban	0:14:42	0:13:30	0:01:12
		Rural	0:09:47	0:09:42	0:00:05
	ERF (Concentration)	Urban/Dense	0:12:19	0:11:32	0:00:47
		Suburban	0:16:50	0:13:34	0:03:16
		Rural	0:16:10	0:10:36	0:05:34
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:13:16	0:12:52	0:00:24
		Suburban	0:16:16	0:15:52	0:00:24
		Rural	0:13:31	0:12:12	0:01:19
	ERF (Concentration)	Urban/Dense	0:15:08	0:14:32	0:00:36
			3,455	3,302	153
		Suburban	0:20:08	0:16:22	0:03:46
			57	61	-4
		Rural	0:21:06	0:13:48	0:07:18
			98	119	-21

Rescue Low 3

For 90% of all Rescue Low 3 responses, total response time for the first arriving unit was 13:01 in urban/dense urban areas; 12:45 in suburban areas; and 08:42 in rural areas. Total response time for the arrival of ERF was 17:07 in urban/dense urban areas; 13:05 in suburban areas; and 08:51 in rural areas. ERF was staffed with a minimum of 7 personnel.

			Objective	2023	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:17	0:02:17	0:03:45	0:03:29	0:02:33	0:03:10	0:03:02
Turnout Time			0:02:00	0:01:35	-0:00:25	0:01:13	0:01:35	0:01:40	0:01:36	0:01:28
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:09:19	0:05:19	0:08:36	0:09:25	0:08:45	0:09:04	0:10:44
		Suburban	0:10:00	0:11:34	0:01:34	-	-	-	-	0:11:34
		Rural	0:14:00	0:07:19	-0:06:41	0:00:00	-	0:06:37	-	0:07:30
	ERF (Concentration)	Urban/Dense	0:08:00	0:13:41	0:05:41	0:11:15	0:12:34	0:18:01	0:12:12	0:15:38
		Suburban	0:15:00	0:12:02	-0:02:58	-	-	-	-	0:12:02
		Rural	0:20:00	0:07:49	-0:12:11	0:00:00	-	0:06:37	-	0:08:07
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:13:01	0:06:01	0:12:35	0:13:17	0:10:42	0:12:12	0:13:04
		Suburban	0:13:00	0:12:45	-0:00:15	-	-	-	-	0:12:45
		Rural	0:17:00	0:08:42	-0:08:18	0:00:00	-	0:08:52	-	0:08:03
	ERF (Concentration)	Urban/Dense	0:11:00	0:17:07	0:06:07	0:13:59	0:16:04	0:21:25	0:15:58	0:19:09
				213		31	78	28	49	27
		Suburban	0:18:00	0:13:05	-0:04:55	-	-	-	-	0:13:05
				5		0	0	0	0	5
		Rural	0:23:00	0:08:51	-0:14:09	-	-	0:08:52	-	0:08:40
				3		1	0	1	0	1

Total response time for first arriving units providing rural response was 14 minutes faster than the adopted standard, while material deficiencies were noted in urban/dense urban response. Travel time for first arrivers providing urban/dense urban response was 6 minutes slower than the adopted standard 90% of the time.

Total ERF response time for rural response was 14 minutes faster than the adopted standard; however, adopted standards for urban/dense urban response were not met. ERF travel time for urban/dense urban response is especially long in Battalion 9.

Overall total response times generally decreased as compared to 2023, with only response in urban/dense urban not meeting adopted standards. There was a significant improvement in ERF response time in suburban response, which now meets the adopted standard.

			2024	2023	Variance
Dispatch Time			0:03:17	0:03:23	-0:00:06
Turnout Time			0:01:35	0:01:33	0:00:02
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:09:19	0:09:18	0:00:01
		Suburban	0:11:34	0:14:11	-0:02:37
		Rural	0:07:19	0:06:20	0:00:59
	ERF (Concentration)	Urban/Dense	0:13:41	0:13:30	0:00:11
		Suburban	0:12:02	0:16:48	-0:04:46
		Rural	0:07:49	0:13:04	-0:05:15
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:13:01	0:13:31	-0:00:30
		Suburban	0:12:45	0:16:45	-0:04:00
		Rural	0:08:42	0:11:37	-0:02:55
	ERF (Concentration)	Urban/Dense	0:17:07	0:16:05	0:01:02
			213	212	1
		Suburban	0:13:05	0:19:17	-0:06:12
			5	5	-
		Rural	0:08:51	0:13:41	-0:04:50
			3	10	-7

Rescue Moderate 1

For 90% of all Rescue Moderate 1 responses, total response time for the first arriving unit was 11:58 in urban areas; 09:43 in suburban areas; and 11:58 in rural areas. Total response time for the arrival of ERF was 23:58 in urban areas; 24:28 in suburban areas; and 20:42 in rural areas. ERF was staffed with a minimum of 10 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:33	0:02:33	0:02:46	0:05:30	0:02:36	0:02:31	0:04:18
Turnout Time			0:02:00	0:01:33	-0:00:27	0:01:18	0:01:42	0:01:21	0:01:17	0:02:01
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:06:19	0:02:19	0:07:36	0:06:26	0:06:26	0:06:08	0:05:54
		Suburban	0:10:00	0:08:15	-0:01:45	0:08:26	-	-	-	0:07:21
		Rural	0:14:00	0:09:14	-0:04:46	0:06:37	-	0:06:03	-	0:09:43
	ERF (Concentration)	Urban/Dense	0:08:00	0:21:06	0:13:06	0:20:12	0:14:33	0:17:43	0:23:05	0:26:36
		Suburban	0:15:00	0:22:57	0:07:57	0:15:20	-	-	-	0:28:42
		Rural	0:20:00	0:20:05	0:00:05	0:06:54	-	0:17:24	-	0:20:57
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:11:58	0:04:58	0:10:47	0:13:31	0:06:57	0:09:14	0:10:56
		Suburban	0:13:00	0:09:43	-0:03:17	0:09:30	-	-	-	0:09:19
		Rural	0:17:00	0:11:58	-0:05:02	0:07:19	-	0:08:03	-	0:13:21
	ERF (Concentration)	Urban/Dense	0:11:00	0:23:58	0:12:58	0:22:42	0:22:12	0:18:51	0:28:17	0:30:10
				103		21	20	19	24	19
		Suburban	0:18:00	0:24:28	0:06:28	0:16:19	-	-	-	0:30:27
				11		3	0	0	0	8
		Rural	0:23:00	0:20:42	-0:02:18	0:07:36	-	0:18:11	-	0:21:45
				18		1	0	6	0	11

Total response time for first arriving units providing suburban and rural response met adopted standards. Total response time for first arrivers providing urban/dense urban response was almost 5 minutes longer than the adopted standard. First arriver travel times for urban/dense urban response in Battalion 7 were almost double the adopted standard 90% of the time.

While total ERF response time was in compliance with the adopted standard for rural response, material deficiencies were noted in urban/dense urban and suburban response. ERF travel time for urban/dense urban response was double the adopted standard and rural response was especially long in Battalion 14.

Total ERF response times increased by 9 minutes for urban/dense urban as compared to 2023. A significant improvement of 11+ minutes was noted in rural response, now meeting the adopted standard.

			2024	2023	Variance
Dispatch Time			0:03:33	0:03:36	-0:00:03
Turnout Time			0:01:33	0:01:34	-0:00:01
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:06:19	0:07:14	-0:00:55
		Suburban	0:08:15	0:07:06	0:01:09
		Rural	0:09:14	0:09:56	-0:00:42
	ERF (Concentration)	Urban/Dense	0:21:06	0:21:02	0:00:04
		Suburban	0:22:57	0:14:40	0:08:17
		Rural	0:20:05	0:30:38	-0:10:33
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:11:58	0:11:02	0:00:56
		Suburban	0:09:43	0:10:11	-0:00:28
		Rural	0:11:58	0:11:22	0:00:36
	ERF (Concentration)	Urban/Dense	0:23:58	0:23:43	0:00:15
			103	148	-45
		Suburban	0:24:28	0:15:25	0:09:03
			11	3	8
		Rural	0:20:42	0:32:06	-0:11:24
			18	16	2

Rescue High 1

For 90% of all Rescue High 1 responses, total response time for the first arriving unit was 13:05 in urban/dense urban areas; and 04:25 in rural areas. Total response time for the arrival of ERF was 38:02 in urban/dense urban areas; and 21:54 in rural areas. ERF was staffed with a minimum of 21 personnel. No Rescue High 1 responses were provided in suburban areas.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:05:25	0:04:25	-	0:05:27	0:08:33	0:01:59	0:04:55
Turnout Time			0:02:00	0:02:13	0:00:13	-	0:00:55	0:00:00	0:01:52	0:02:22
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:07:11	0:03:11	-	0:07:46	0:03:23	0:06:34	0:06:34
		Suburban	0:10:00	-	-	-	-	-	-	-
		Rural	0:14:00	0:03:52	-0:10:08	-	-	-	-	0:03:52
	ERF (Concentration)	Urban/Dense	0:10:10	0:34:14	0:24:04	-	0:28:46	0:18:35	0:48:02	0:34:05
		Suburban	0:19:10	-	-	-	-	-	-	-
		Rural	0:25:30	0:21:54	-0:03:36	-	-	-	-	0:21:54
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:13:05	0:06:05	-	0:12:52	0:13:58	0:08:53	0:12:39
		Suburban	0:13:00	-	-	-	-	-	-	-
		Rural	0:17:00	0:04:25	-0:12:35	-	-	-	-	0:04:25
	ERF (Concentration)	Urban/Dense	0:13:10	0:38:02	0:24:52	-	0:33:25	0:27:37	0:48:45	0:36:26
				24		0	5	1	3	15
		Suburban	0:22:10	-	-	-	-	-	-	-
				-		0	0	0	0	0
		Rural	0:28:30	0:21:54	-0:06:36	-	-	-	-	0:21:54
				4		0	0	0	0	4

Total response time for first arriving units providing urban/dense urban response did not meet the adopted standard, with response time at 6 minutes longer than the adopted standard 90% of the time. Conversely, total response time for first arrivers providing rural response was more than 6 minutes faster than the adopted standard 90% of the time.

Total ERF response time for urban/dense urban response was not in compliance with the adopted standard, with ERF travel time in Battalion 9 about double the adopted standard. Total ERF response time for rural response showed strong performance 6 minutes faster than the adopted standard.

With only 28 total responses provided, it's important to remember that outliers can make a larger impact on performance measurement. Call volume was significantly up from 2023.

			2024	2023	Variance
Dispatch Time			0:05:25	0:05:19	0:00:06
Turnout Time			0:02:13	0:00:54	0:01:19
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:11	0:06:57	0:00:14
		Suburban	-	-	-
		Rural	0:03:52	0:05:13	-0:01:21
	ERF (Concentration)	Urban/Dense	0:34:14	0:18:12	0:16:02
		Suburban	-	-	-
		Rural	0:21:54	0:07:24	0:14:30
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:13:05	0:11:59	0:01:06
		Suburban	-	-	-
		Rural	0:04:25	0:08:49	-0:04:24
	ERF (Concentration)	Urban/Dense	0:38:02	0:21:41	0:16:21
			24	4	20
		Suburban	-	-	-
			-	-	-
		Rural	0:21:54	0:10:29	0:11:25
			4	1	3

Rescue High 2

For 90% of all Rescue High 2 responses, total response time for the first arriving unit was 15:40 in urban/dense urban areas. Total response time for the arrival of ERF was 44:24 in urban/dense urban areas. ERF was staffed with a minimum of 21 personnel. No Rescue High 2 responses were provided in suburban and rural areas.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:07:57	0:06:57	0:08:21	-	-	0:04:26	-
Turnout Time			0:02:00	0:00:56	-0:01:04	0:00:22	-	-	0:01:04	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:08:46	0:04:46	0:04:39	-	-	0:09:48	-
		Suburban	0:10:00	-	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:10:10	0:38:39	0:28:29	0:04:52	-	-	0:47:05	-
		Suburban	0:19:10	-	-	-	-	-	-	-
		Rural	0:25:30	-	-	-	-	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:15:40	0:08:40	0:15:32	-	-	0:15:18	-
		Suburban	0:13:00	-	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:13:10	0:44:24	0:31:14	0:15:43	-	-	0:51:31	-
				3		2	0	0	1	0
		Suburban	0:22:10	-	-	-	-	-	-	-
				-		0	0	0	0	0
		Rural	0:28:30	-	-	-	-	-	-	-
				-		0	0	0	0	0

Total response time for first arriving units fell short of the adopted standard for urban/dense urban response. A single call in Battalion 13's first due skewed the response objectives for this category. The travel time for the ERF was significantly delayed.

Similarly, total ERF response time did not meet the adopted standard for urban/dense urban response, with ERF travel time for urban/dense urban response particularly long because of the Battalion 13 call.

			2024	2023	Variance
Dispatch Time			0:07:57	0:03:30	0:04:27
Turnout Time			0:00:56	0:01:05	-0:00:09
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:46	0:04:47	0:03:59
		Suburban	-	0:03:13	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:38:39	0:16:37	0:22:02
		Suburban	-	0:05:26	-
		Rural	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:15:40	0:08:21	0:07:19
		Suburban	-	0:08:58	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:44:24	0:20:05	0:24:19
			3	2	1
		Suburban	-	0:09:38	-
			-	1	-1
		Rural	-	-	-
			-	-	-

HazMat Low 1

For 90% of all HazMat Low 1 responses, total response time for the first arriving unit was 12:02 in urban/dense urban areas; 15:31 in suburban areas; and 13:28 in rural areas. Total response time for the arrival of ERF was 12:39 in urban/dense urban areas; 15:31 in suburban areas; and 15:15 in rural areas. ERF was staffed with a minimum of 3 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:44	0:01:44	0:02:35	0:02:55	0:02:34	0:02:45	0:02:48
Turnout Time			0:02:00	0:01:35	-0:00:25	0:01:30	0:01:30	0:01:38	0:01:33	0:01:42
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:08:45	0:04:45	0:07:56	0:08:38	0:09:39	0:08:26	0:08:53
		Suburban	0:10:00	0:12:51	0:02:51	0:05:48	-	0:15:03	-	0:12:40
		Rural	0:14:00	0:08:56	-0:05:04	0:03:30	-	0:09:44	-	0:08:41
	ERF (Concentration)	Urban/Dense	0:04:00	0:09:41	0:05:41	0:09:25	0:09:30	0:11:28	0:09:01	0:11:12
		Suburban	0:10:00	0:14:49	0:04:49	0:05:48	-	0:15:03	-	0:13:32
		Rural	0:14:00	0:10:19	-0:03:41	0:03:30	-	0:09:44	-	0:10:26
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:12:02	0:05:02	0:11:12	0:12:00	0:13:50	0:11:38	0:12:44
		Suburban	0:13:00	0:15:31	0:02:31	0:09:39	-	0:17:41	-	0:15:15
		Rural	0:17:00	0:13:28	-0:03:32	0:06:21	-	0:12:29	-	0:14:08
	ERF (Concentration)	Urban/Dense	0:07:00	0:12:39	0:05:39	0:12:14	0:12:19	0:14:35	0:11:48	0:13:28
				976		229	257	148	249	93
		Suburban	0:13:00	0:15:31	0:02:31	0:09:39	-	0:17:41	-	0:15:15
				22		1	0	3	0	18
		Rural	0:17:00	0:15:15	-0:01:45	0:06:21	-	0:12:29	-	0:17:14
				25		1	0	5	0	19

Total response time for first arriving units met the adopted standard for rural response, but did not meet adopted standards for urban/dense urban and suburban response. First arriver travel time for urban/dense urban response was almost double the adopted standard 90% of the time.

Similarly, total ERF response time met the adopted standard for rural response, but did not meet adopted standards for urban/dense urban and suburban response. ERF travel time for urban/dense urban response was more than 5 minutes slower than the adopted standard 90% of the time.

Overall response time improved, except for rural response, across the board as compared to 2023.

			2024	2023	Variance
Dispatch Time			0:02:44	0:02:47	-0:00:03
Turnout Time			0:01:35	0:01:34	0:00:01
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:45	0:09:16	-0:00:31
		Suburban	0:12:51	0:12:38	0:00:13
		Rural	0:08:56	0:10:12	-0:01:16
	ERF (Concentration)	Urban/Dense	0:09:41	0:10:45	-0:01:04
		Suburban	0:14:49	0:14:14	0:00:35
		Rural	0:10:19	0:12:25	-0:02:06
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:12:02	0:12:03	-0:00:01
		Suburban	0:15:31	0:15:46	-0:00:15
		Rural	0:13:28	0:12:56	0:00:32
	ERF (Concentration)	Urban/Dense	0:12:39	0:13:21	-0:00:42
			976	958	18
		Suburban	0:15:31	0:15:46	-0:00:15
			22	20	2
		Rural	0:15:15	0:14:51	0:00:24
			25	34	-9

HazMat Low 2

For 90% of all HazMat Low 2 responses, total response time for the first arriving unit was 11:13 in urban/dense urban areas; 07:31 in suburban areas; and 9:20 in rural areas. Total response time for the arrival of ERF was 52:43 in urban/dense urban areas; 09:58 in suburban areas; and 39:40 in rural areas. ERF was staffed with a minimum of 8 personnel.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:02:41	0:01:41	0:02:19	0:02:33	0:02:35	0:01:43	0:03:36
Turnout Time			0:02:00	0:01:32	-0:00:28	0:01:14	0:01:32	0:01:39	0:01:02	0:01:29
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:08:33	0:04:33	0:09:04	0:05:47	0:08:05	0:07:34	0:09:50
		Suburban	0:10:00	0:04:35	-0:05:25	-	-	-	-	0:04:35
		Rural	0:14:00	0:05:09	-0:08:51	-	-	0:03:42	-	0:05:19
	ERF (Concentration)	Urban/Dense	0:08:00	0:49:40	0:41:40	0:54:30	0:39:45	0:39:51	0:44:25	0:55:41
		Suburban	0:15:00	0:07:02	-0:07:58	-	-	-	-	0:07:02
		Rural	0:20:00	0:35:30	0:15:30	-	-	0:05:25	-	0:38:50
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:11:13	0:04:13	0:11:11	0:09:13	0:12:17	0:09:19	0:10:47
		Suburban	0:13:00	0:07:31	-0:05:29	-	-	-	-	0:07:31
		Rural	0:17:00	0:09:20	-0:07:40	-	-	0:06:04	-	0:09:42
	ERF (Concentration)	Urban/Dense	0:11:00	0:52:43	0:41:43	0:57:13	0:43:41	0:40:14	0:45:15	0:57:29
				34		6	8	8	8	4
		Suburban	0:18:00	0:09:58	-0:08:02	-	-	-	-	0:09:58
				1		0	0	0	0	1
		Rural	0:23:00	0:39:40	0:16:40	-	-	0:07:47	-	0:43:13
				2		0	0	1	0	1

Total response time for first arriving units met the adopted standard for suburban response, but did not meet adopted standards for urban/dense urban and rural response. First arriver travel times for suburban and rural were well under the adopted standard 90% of the time.

Material deficiencies were noted in total ERF response time in urban/dense urban areas. ERF travel times were almost 4 times slower than the adopted standard 90% of the time. ERF travel time for rural response in Battalion 14 was almost double the adopted standard 90% of the time.

Compared to 2023, total response time was improved in all zones while call volume increases in urban/dense urban areas.

			2024	2023	Variance
Dispatch Time			0:02:41	0:04:01	-0:01:20
Turnout Time			0:01:32	0:01:32	0:00:00
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:33	0:07:26	0:01:07
		Suburban	0:04:35	0:05:52	-0:01:17
		Rural	0:05:09	0:11:30	-0:06:21
	ERF (Concentration)	Urban/Dense	0:49:40	0:51:11	-0:01:31
		Suburban	0:07:02	0:56:19	-0:49:17
		Rural	0:35:30	0:47:21	-0:11:51
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:11:13	0:15:48	-0:04:35
		Suburban	0:07:31	0:08:38	-0:01:07
		Rural	0:09:20	0:19:03	-0:09:43
	ERF (Concentration)	Urban/Dense	0:52:43	0:55:32	-0:02:49
			34	26	8
		Suburban	0:09:58	0:57:11	-0:47:13
			1	2	-1
		Rural	0:39:40	0:50:23	-0:10:43
			2	3	-1

HazMat Moderate 1

For 90% of all HazMat Moderate 1 responses, total response time for the first arriving unit was 09:16 in urban/dense urban areas; 09:50 in suburban areas; and 09:55 in rural areas. Total response time for the arrival of ERF was 13:59 in urban/dense urban areas; 11:16 in suburban areas; and 13:32 in rural areas. ERF was staffed with a minimum of 11 personnel.

			Objective	2023	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:03:13	0:02:13	0:03:37	0:03:50	0:02:52	0:03:09	0:02:50
Turnout Time			0:02:00	0:01:29	-0:00:31	0:01:26	0:01:22	0:01:17	0:01:30	0:01:44
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:06:16	0:02:16	0:05:18	0:05:50	0:07:42	0:05:57	0:06:09
		Suburban	0:10:00	0:07:36	-0:02:24	-	-	-	-	0:07:36
		Rural	0:14:00	0:06:12	-0:07:48	0:00:00	-	0:05:06	-	0:07:29
	ERF (Concentration)	Urban/Dense	0:08:00	0:11:34	0:03:34	0:09:51	0:11:12	0:11:21	0:09:57	0:16:18
		Suburban	0:15:00	0:09:19	-0:05:41	-	-	-	-	0:09:19
		Rural	0:20:00	0:11:04	-0:08:56	0:05:50	-	0:12:05	-	0:09:34
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:09:16	0:02:16	0:08:29	0:09:03	0:10:39	0:09:06	0:09:31
		Suburban	0:13:00	0:09:50	-0:03:10	-	-	-	-	0:09:50
		Rural	0:17:00	0:09:55	-0:07:05	0:09:13	-	0:07:50	-	0:10:14
	ERF (Concentration)	Urban/Dense	0:11:00	0:13:59	0:02:59	0:12:58	0:13:02	0:14:02	0:12:08	0:18:04
				314		64	87	54	79	30
		Suburban	0:18:00	0:11:16	-0:06:44	-	-	-	-	0:11:16
				11		0	0	0	0	11
		Rural	0:23:00	0:13:32	-0:09:28	0:09:26	-	0:13:13	-	0:12:47
				8		1	0	3	0	4

Total response times for first arriving units met adopted standards for suburban and rural response, but did not meet the adopted standard for urban/dense urban response. First arriver travel times for urban/dense urban response were 2 minutes longer than the adopted standard 90% of the time.

Similarly, total ERF response times met adopted standards for suburban and rural response, but fell short for urban/dense urban response. ERF travel times for urban/dense urban response were highest in Battalion 14 at 7+ minutes longer than the adopted standard.

Total response time for first arriving units decreased across the board as compared to 2023, as did ERF response time for suburban and rural response. Despite these reductions, total ERF response time for urban/dense urban slightly increased.

			2024	2023	Variance
Dispatch Time			0:03:13	0:03:36	-0:00:23
Turnout Time			0:01:29	0:01:25	0:00:04
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:06:16	0:05:47	0:00:29
		Suburban	0:07:36	0:08:53	-0:01:17
		Rural	0:06:12	0:06:49	-0:00:37
	ERF (Concentration)	Urban/Dense	0:11:34	0:11:23	0:00:11
		Suburban	0:09:19	0:12:13	-0:02:54
		Rural	0:11:04	0:11:46	-0:00:42
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:09:16	0:09:20	-0:00:04
		Suburban	0:09:50	0:12:08	-0:02:18
		Rural	0:09:55	0:11:59	-0:02:04
	ERF (Concentration)	Urban/Dense	0:13:59	0:13:49	0:00:10
			314	314	-
		Suburban	0:11:16	0:14:12	-0:02:56
			11	14	-3
		Rural	0:13:32	0:14:18	-0:00:46
			8	8	-

HazMat Moderate 3

For 90% of all HazMat Moderate 3 responses, total response time for the first arriving unit was 08:47 in urban/dense urban areas. Total response time for the arrival of ERF was 08:47 in urban/dense urban areas. ERF was staffed with a minimum of 11 personnel. No HazMat Moderate 3 responses were provided in suburban or rural areas.

			Objective	2024	Variance	B5	B7	B9	B13	B14
Dispatch Time			0:01:00	0:04:07	0:03:07	-	-	0:04:07	-	-
Turnout Time			0:02:00	0:01:09	-0:00:51	-	-	0:01:09	-	-
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:04:00	0:03:31	-0:00:29	-	-	0:03:31	-	-
		Suburban	0:10:00	-	-	-	-	-	-	-
		Rural	0:14:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:10:10	0:04:03	-0:06:07	-	-	0:04:03	-	-
		Suburban	0:19:10	-	-	-	-	-	-	-
		Rural	0:25:30	-	-	-	-	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:07:00	0:08:47	0:01:47	-	-	0:08:47	-	-
		Suburban	0:13:00	-	-	-	-	-	-	-
		Rural	0:17:00	-	-	-	-	-	-	-
	ERF (Concentration)	Urban/Dense	0:13:10	0:08:47	-0:04:23	-	-	0:08:47	-	-
				1		0	0	1	0	0
		Suburban	0:22:10	-	-	-	-	-	-	-
				-		0	0	0	0	0
		Rural	0:28:30	-	-	-	-	-	-	-
				-		0	0	0	0	0

Total response time for first arriving units providing urban/dense urban response was more than a minute slower than the adopted standard 90% of the time.

Total ERF response time for urban/dense urban response was in compliance with the adopted standard, being 4 minutes faster than the adopted standard.

With only 1 total response provided, it's important to remember that outliers can make a larger impact on performance measurement.

Response in 2024 was over 2 minutes slower compared to 2023.

			2024	2023	Variance
Dispatch Time			0:04:07	0:01:37	0:02:30
Turnout Time			0:01:09	0:00:27	0:00:42
Travel Time	First Arriving Unit (Distribution)	Urban/Dense	0:03:31	0:04:58	-0:01:27
		Suburban	-	-	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:04:03	0:05:04	-0:01:01
		Suburban	-	-	-
		Rural	-	-	-
Total Response Time	First Arriving Unit (Distribution)	Urban/Dense	0:08:47	0:05:39	0:03:08
		Suburban	-	-	-
		Rural	-	-	-
	ERF (Concentration)	Urban/Dense	0:08:47	0:06:16	0:02:31
			1	2	-1
		Suburban	-	-	-
			-	-	-
		Rural	-	-	-
			-	-	-

Response Time Performance Summary

The table below provides a summary of how baseline response time performance for 2024 stacks up against the District's adopted response time standards and prior year performance.

Response times that met adopted standards are shaded in green, while response times that did not meet adopted standards are shaded in red. Grey shading indicates no responses provided of that type in 2024, or no adopted standard (EMS Low 1). Response time improvements as compared to 2023 are indicated by bold text and asterisk. Improvements that resulted in compliance as compared to 2023 are outlined in green, while increases resulting in non-compliance are outlined in red.

Risk Class & Category		Total First Arriver Response Time			Total ERF Response Time		
		Metro/ Dense	Suburban	Rural	Metro/ Dense	Suburban	Rural
Fire	Low 1	**07:00***	13:00	**17:00***	**07:00**	13:00	**17:00***
	Low 2	07:00	13:00	17:00	11:00	18:00	23:00
	Low 3	07:00	**13:00***	**17:00***	11:00	**18:00***	23:00
	Low 4	07:00	**13:00***	**17:00***	**11:00***	**18:00***	**23:00***
	Mod 1	**07:00***	13:00	**17:00***	**11:00***	18:00	23:00
	Mod 2	**07:00***	**13:00***	17:00*	11:00*	**18:00***	23:00
	Mod 3	07:00	13:00	17:00	11:00	18:00	23:00
	High 1	**07:00***	13:00*	17:00*	13:10	22:10	28:30
	High 2	**07:00***	**13:00***	**17:00***	13:10	**22:10***	28:30
	High 3	07:00	13:00*	17:00*	13:10	22:10	28:30
	Max 1	07:00	**13:00***	**17:00***	13:10	**22:10***	**28:30***
	Max 2	07:00	13:00	17:00	13:10	22:10	28:30
EMS	Low 1	N/A	N/A	N/A	N/A	N/A	N/A
	Low 2	**07:00***	13:00	17:00	**07:00***	13:00	**17:00***
	Low 3	**07:00***	13:00	17:00	**11:00***	**18:00***	23:00
	Low 4	**07:00***	13:00	17:00	**11:00***	**18:00***	**23:00***
Rescue	Low 1	07:00	13:00*	17:00*	07:00	13:00	17:00
	Low 2	07:00	13:00	17:00	11:00	18:00	23:00
	Low 3	**07:00***	**13:00***	**17:00***	11:00	**18:00***	**23:00***
	Mod 1	07:00	**13:00***	17:00	11:00	18:00	**23:00***
	Mod 2	07:00	13:00	17:00	11:00	18:00	23:00
	Mod 3	07:00	13:00	17:00	11:00	18:00	23:00
	High 1	07:00	13:00	**17:00***	13:10	22:10	28:30
	High 2	07:00	13:00	17:00	13:10	22:10	28:30
	High 3	07:00	13:00	17:00	13:10	22:10	28:30
HazMat	Low 1	**07:00***	**13:00***	17:00	**07:00***	**13:00***	17:00
	Low 2	**07:00***	**13:00***	**17:00***	**11:00***	**18:00***	**23:00***
	Mod 1	**07:00***	**13:00***	**17:00***	11:00	**18:00***	**23:00***
	Mod 2	07:00	13:00	17:00	11:00	18:00	23:00
	Mod 3	07:00	13:00	17:00	13:10	22:10	28:30
	High 1	07:00	13:00	17:00	11:00	18:00	23:00
	High 2	07:00	13:00	17:00	13:10	22:10	28:30

Performance was weakest for urban/dense urban response, with response times that almost entirely did not meet adopted standards. Suburban response was closely split, with first arrivers meeting just over half of adopted standards, while ERF met well over half of adopted standards. Response times for first arriving units providing rural response proved to be more compliant with adopted standards as compared to ERF response times, as first arrivers were almost entirely compliant, while ERF met about two-thirds of adopted standards.

Response time performance for the risk types that made up the majority of 2024 responses provided (highlighted in yellow), shows that the adopted standards for rural response were met except for Rescue Low 1. Adopted standards for urban/dense urban and suburban response were not met for Fire Low 1, Rescue Low 1, and HazMat Low 1. For the most frequent risk, EMS Low 4, which made up more than half of responses provided in 2024, response time standards were met for suburban and rural response, but not for urban/dense urban response.

When comparing the deficiencies noted in actual first arriver response time (especially for urban/dense urban response) with the results of the first due deployment study previously discussed in Section 05, which generally demonstrated sufficient distribution of first due resources throughout the District, it is clear that the deficiencies are not an issue of location of resources (distribution and concentration), but rather an issue of not enough resources (capacity) to respond to multiple overlapping calls. This capacity issue is especially pronounced in urban/dense urban response, which was notably weakest throughout the District.

Workload

This capacity issue is also evident in the analysis of reliability and time on task. As was previously discussed at the beginning of this section, reliability denotes the number of calls within the first-due where a first-due unit was indeed the first arriving unit on-scene as compared to "Other" responses, which denote the number of times a unit from outside the first-due area was the first arriving unit on an incident in the first-due area, while time on task (TOT) measures the amount of time a unit actually providing response vs. available in quarters, training, out of service, etc.

Compared to 2023, overall reliability increased by 2% and ranged from 46-95% for stations with full-time staffing, with an average of 82% reliability District-wide. Just over 32% of stations (12) had reliability that met or exceeded the targeted 90%, which is one better compared to 2023. About 68% (25) were still less than the targeted 90%.

There was no improvement in the number of medics meeting targeted TOT, with ranges of 11-46%. 30% of medics (6) still have higher than desired TOT, which is consistent with 2023. TOT for other unit types remained within acceptable TOT limits, with engines ranging from 1-15% and other unit types ranging from 1-13%.

While there continue to be opportunities to improve reliability, an overall 82% reliability demonstrates that most first due areas are generally reliable, which further supports the position that capacity is impacting response time performance more so than distribution and concentration gaps. Similarly, high medic TOT reveals that demand continues to challenge available medic resources.

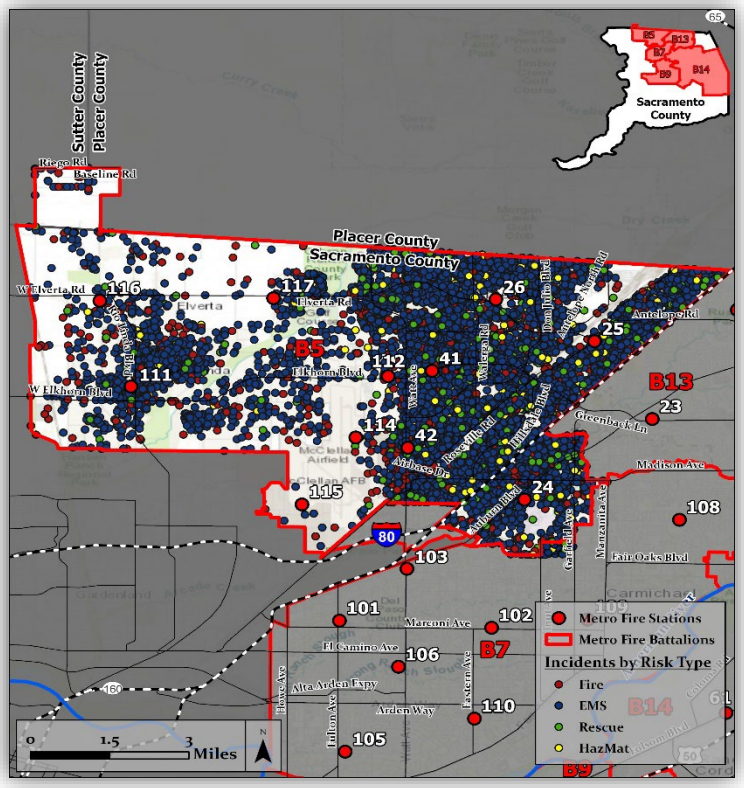
Detailed breakdowns of reliability for each first due and time on task (TOT) by unit type are shown on the following pages.

Battalion 5

Reliability Summary

Reliability for Battalion 5 ranged from 69-94%, with Station 114 ranked as least reliable station in the battalion as well as battalion-wide at 69% reliability, and Station 111 ranked as most reliable station in the battalion. Reliability increased at most stations as compared to 2023, with the largest improvement of 4% increasing reliability for Station 26 up to desired reliability of 90%. Conversely, reliability decreased for two (2) stations, with both Station 114 and Station 117 seeing respective 4% decreases. Battalion 5 was least reliable District-wide, with five full-time stations still below desired reliability.

Medic 41 has the highest TOT in the battalion at 46% and Medic 111 has the lowest TOT in the battalion at 29%. TOT was fairly consistent throughout the battalion as compared to 2023, with net improvements for Medic 24. TOT increased for Medics 224 and 41, while TOT for Medic 111 decreased as compared to 2023. Three out of five medics in the battalion exceeded desired TOT.



Station	Response Standard	Reliability			Time on Task (TOT)								
		Call Volume	Reliability	Other	Engine	Grass	ALS Medic 1	ALS Medic 2	BLS Medic	Squad	Truck	BC	Other
24	Dense Urban	4,303	92% +2%	339	9% -	-	32% -6%	42% +17%	-	12% -	-	-	-
25	Dense Urban	3,344	83% -	577	12% -	1% -	41% +1%	-	-	-	-	-	-
26	Dense Urban	2,824	90% +4%	289	10% +1%	1% +1%	-	-	-	-	4% -	-	-
41	Metropolitan	3,506	79% -	736	15% +1%	1% -	46% +4%	-	-	-	-	-	-
42	Dense Urban	2,442	70% -	723	10% -	-	-	-	-	-	-	-	-
111	Urban	1,540	94% +2%	93	9% -	1% +1%	29% -3%	-	-	-	-	-	-
112	Urban	1,072	-	1,071	-	-	-	-	-	-	-	-	-
114	Dense Urban	451	69% -4%	141	1% -	-	-	-	-	-	-	3% -	0% -
115	Dense Urban	15	-	15	-	-	-	-	-	-	-	-	1% -
116	Suburban	449	-	449	-	-	-	-	-	-	-	-	-
117	Urban	784	81% -4%	149	5% -	1% -	-	-	-	-	-	-	-

Battalion 5

Reliability Breakdown

Station 24			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**4,303**	**0:07:52**
Engine 24	E24	1,487	0:07:33
Squad 24	S24	1,764	0:08:11
Medic 24	M24	367	0:06:15
Medic 224	M224	346	0:06:10
Other		339	0:09:47
Reliability		**92%**	

*Excludes cancelled en route calls (205)

Station 25			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,344**	**0:08:19**
Engine 25	E25	2,455	0:07:42
Engine 325	E325	9	0:05:53
Medic 25	M25	303	0:07:19
Other		577	0:10:44
Reliability		**83%**	

Excludes cancelled en route calls (152)

Station 26			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,824**	**0:07:22**
Engine 26	E26	1,796	0:06:58
Engine 326	E326	5	0:05:35
Truck 26	TR26	690	0:07:32
Medic 26	M26	44	0:06:36
Other		289	0:08:57
Reliability		**90%**	

Excludes cancelled en route calls (82)

Station 41			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,506**	**0:07:30**
Engine 41	E41	2,447	0:06:58
Engine 541	E541	3	0:03:51
Medic 41	M41	320	0:06:01
Other		736	0:09:16
Reliability		**79%**	

Excludes cancelled en route calls (119)

Station 42			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,442**	**0:08:38**
Engine 42	E42	1,719	0:08:02
Other		723	0:09:52
Reliability		**70%**	

Excludes cancelled en route calls (115)

Station 111			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,540**	**0:07:44**
Engine 111	E111	1,172	0:07:24
Engine 311	E311	8	0:06:11
Medic 111	M111	267	0:06:46
Other		93	0:11:18
Reliability		**94%**	

Excludes cancelled en route calls (65)

Battalion 5 (continued)

Reliability Breakdown

Station 112			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,072**	**0:07:43**
Engine 112	E112	0	-
Engine 512	E512	0	-
Medic 112	M112	1	0:06:16
Other		1,071	0:07:43
Reliability		**0%**	

**Excludes cancelled en route calls (55)*

Station 114			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**451**	**0:11:20**
Engine 114	E114	303	0:07:54
ARF 1	AF1	5	0:02:35
ARF 2	AF2	2	0:00:04
ARF 3	AF3	0	-
Water Tender 114	WT114	0	-
Other		141	0:14:06
Reliability		**69%**	

**Excludes cancelled en route calls (40)*

Station 115			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**15**	**0:10:36**
Copter 1	COPTR1	0	-
Copter 2	COPTR2	0	-
Copter 3	COPTR3	0	-
Other		15	0:10:36
Reliability		**N/A**	

**Excludes cancelled en route calls (6)*

Station 116			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**449**	**0:10:26**
Engine 116	E116	0	-
Water Tender 116	WT116	0	-
Other		449	0:10:26
N/A		**N/A**	

**Excludes cancelled en route calls (22)*

Station 117			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**784**	**0:08:23**
Engine 117	E117	626	0:07:58
Engine 317	E317	9	0:04:58
Other		149	0:09:29
Reliability		**81%**	

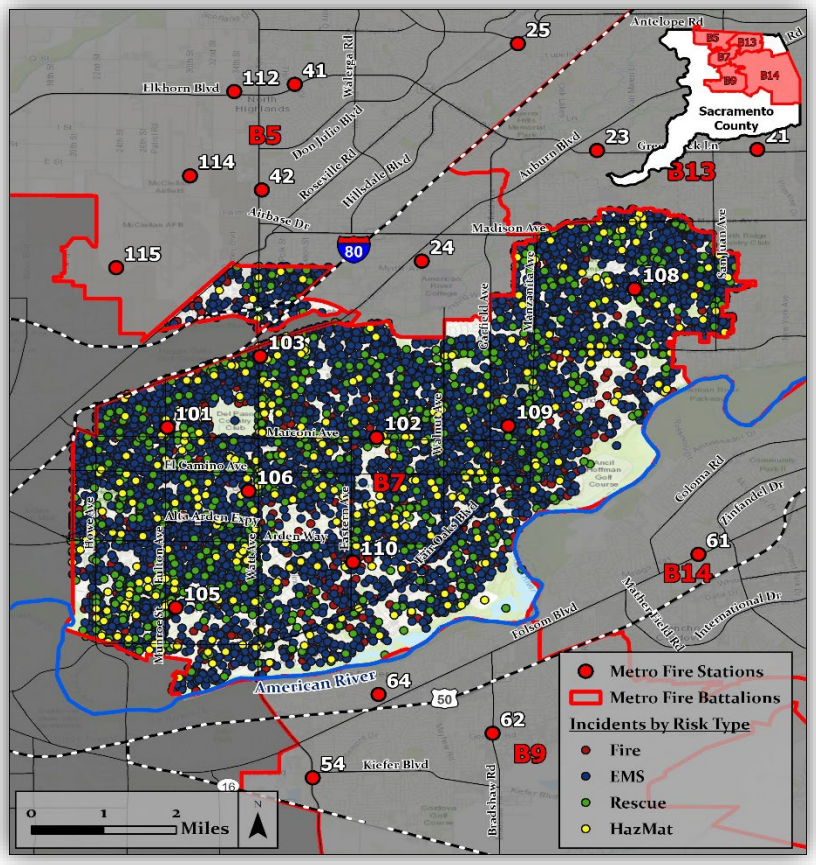
**Excludes cancelled en route calls (37)*

Battalion 7

Reliability Summary

Reliability for Battalion 7 ranged from 46-89%, with Station 102 ranked as least reliable in the battalion at 46%, and Station 105 inching out Station 109 to become most reliable at 89%. Reliability decreased throughout the battalion as compared to 2023, however there was significant improvement at Station 102 since adding Squad 102. All eight (8) stations are below the desired reliability in 2024, as compared to six (6) stations in 2023.

Medic 109 still has the highest TOT in the battalion at 43%, while Medic 101 had the lowest TOT at 31%. TOT showed mostly minor improvements as compared to 2023. Medics 105 and 109 continue to exceed desired TOT.



		Reliability			Time on Task (TOT)								
Station	Response Standard	Call Volume	Reliability	Other	Engine	Grass	ALS Medic 1	ALS Medic 2	BLS Medic	Squad	Truck	BC	Other
101	Dense Urban	3,161	85% -	479	12% -1%	-	31% -4%	-	-	-	-	-	-
102	Dense Urban	1,986	46% +46%	1,073	-	-	-	-	-	7%	-	-	-
103	Dense Urban	3,330	73% -4%	898	14% -1%	1% -	-	-	-	-	-	-	-
105	Dense Urban	3,693	89% -1%	392	14% -1%	1% +1%	40% -	-	-	-	-	-	-
106	Dense Urban	2,399	85% -2%	359	9% -	-	-	-	-	-	4% -	3% -	-
108	Dense Urban	3,436	77% +1%	790	12% -	0% -	-	-	-	-	-	-	-
109	Dense Urban	4,473	88% -3%	559	13% -3%	-	43% -3%	-	-	-	5% -1%	-	7% +3%
110	Dense Urban	1,432	82% -2%	253	6% -1%	0% -	-	-	-	-	-	-	2% +2%

Battalion 7

Reliability Breakdown

Station 101

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,161**	**0:07:32**
Engine 101	E101	2,317	0:06:59
Medic 101	M101	365	0:05:52
Other		479	0:09:46

Reliability **85%**

**Excludes cancelled en route calls (197)*

Station 102

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,986**	**0:07:24**
Squad 102	S102	913	0:06:07
Other		1,073	0:07:56

Reliability **46%**

**Excludes cancelled en route calls (100)*

Station 103

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,330**	**0:07:52**
Engine 103	E103	2,424	0:07:11
Engine 503	E503	8	0:11:39
Other		898	0:09:14

Reliability **73%**

**Excludes cancelled en route calls (235)*

Station 105

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,693**	**0:08:01**
Engine 105	E105	2,797	0:07:39
Engine 505	E505	9	0:13:11
Medic 105	M105	495	0:07:22
Other		392	0:10:08

Reliability **89%**

**Excludes cancelled en route calls (247)*

Station 106

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,399**	**0:06:58**
Engine 106	E106	1,627	0:06:50
Truck 106	TR106	413	0:07:11
Other		359	0:07:32

Reliability **85%**

**Excludes cancelled en route calls (161)*

Station 108

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,436**	**0:07:23**
Engine 108	E108	2,646	0:06:49
Engine 508	E508	0	-
Other		790	0:08:52

Reliability **77%**

**Excludes cancelled en route calls (136)*

Station 109

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**4,473**	**0:07:27**
Engine 109	E109	2,464	0:07:19
MIH 109	MIH109	46	0:07:40
Medic 109	M109	497	0:06:05
HazMat 109	HM109	907	0:07:30
Other		559	0:08:47

Reliability **88%**

**Excludes cancelled en route calls (157)*

Station 110

	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,432**	**0:07:56**
Engine 110	E110	1,174	0:07:43
Engine 510	E510	4	0:08:52
Decon 110	DEC110	1	-
Other		253	0:08:45

Reliability **82%**

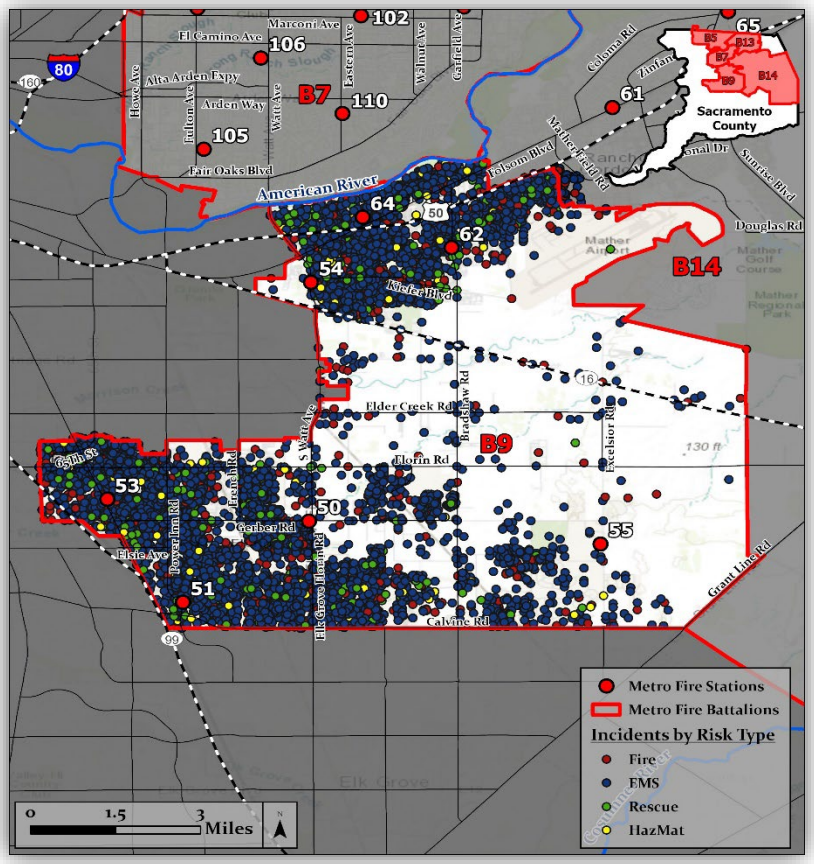
**Excludes cancelled en route calls (82)*

Battalion 9

Reliability Summary

Reliability for Battalion 9 ranged from 83-93%, with second lowest reliability District-wide. Station 62 ranked as least reliable in the battalion at 83% and Station 53 replacing Station 50 as most reliable in the battalion and one of the highest District-wide at 93% reliability. While the addition of Squad 53 helps to maintain reliability standards, Stations 50, 54, and 55 still saw slight decreases in reliability as compared to 2023. Four of the six stations meet the desired reliability, with only two stations below desired reliability.

Medic 53 had the highest TOT in the battalion at 35%, while Medic 51 continued to have lowest TOT at 23%. TOT generally decreased throughout the battalion, with multiple units seeing +2% reductions. There was a small increase of 3% in medic 53's TOT, but it still meets desired TOT.



		Reliability			Time on Task (TOT)								
Station	Response Standard	Call Volume	Reliability	Other	Engine	Grass	ALS Medic 1	ALS Medic 2	BLS Medic	Squad	Truck	BC	Other
50	Dense Urban	3,138	92% -2%	244	12% -	1% +1%	30% -1%	-	-	-	5% -	3% +1%	2% +2%
51	Dense Urban	1,481	92% -	119	8% -1%	1% +1%	23% -2%	-	-	-	-	-	-
52	Rural	689	-	689	-	-	-	-	-	-	-	-	-
53	Dense Urban	4,773	93% -	317	14% -2%	-	35% +3%	-	-	5% +5%	-	-	-
54	Dense Urban	1,337	86% -1%	181	11% -	1% +1%	-	-	-	-	-	-	-
55	Suburban	439	91% -1%	38	3% -	1% +1%	0% -	-	-	-	-	-	1% +1%
62	Dense Urban	2,592	83% +2%	452	12% +1%	1% +1%	34% -2%	-	-	-	-	-	0% -
64	Dense Urban	1,212	-	1,212	-	-	-	-	-	-	-	-	-

Battalion 9

Reliability Breakdown

Station 50			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,138**	**0:08:26**
Engine 50	E50	2,009	0:07:56
Engine 350	E350	5	0:07:45
Truck 50	TR50	574	0:09:27
Medic 50	M50	299	0:07:40
MIH 50	MIH50	7	0:12:06
Other		244	0:10:43
Reliability		**92%**	

**Excludes cancelled en route calls (124)*

Station 51			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,481**	**0:07:17**
Engine 51	E51	1,111	0:07:09
Engine 551	E551	6	0:04:54
Medic 51	M51	245	0:06:19
Other		119	0:09:37
Reliability		**92%**	

**Excludes cancelled en route calls (88)*

Station 53			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**4,773**	**0:07:29**
Engine 53	E53	2,978	0:07:18
Squad 53	S53	912	0:07:30
Medic 53	M53	566	0:06:06
Other		317	0:10:02
Reliability		**93%**	

**Excludes cancelled en route calls (283)*

Station 54			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,337**	**0:07:32**
Engine 54	E54	1,155	0:06:21
Engine 554	E554	1	0:05:35
Other		181	0:12:54
Reliability		**86%**	

**Excludes cancelled en route calls (79)*

Station 55			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**439**	**0:08:41**
Engine 55	E55	395	0:08:22
Engine 355	E355	3	0:06:10
Medic 55	M55	0	-
Water Tender 55	WT55	3	0:04:20
Other		38	0:13:20
Reliability		**91%**	

**Excludes cancelled en route calls (22)*

Station 62			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,592**	**0:07:38**
Engine 62	E62	1,829	0:07:01
Engine 562	E562	0	-
Medic 62	M62	311	0:06:15
Boat 62	BT62	0	-
Other		452	0:10:13
Reliability		**83%**	

**Excludes cancelled en route calls (108)*

Station 52			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**689**	**0:09:08**
Other		689	0:09:08
Reliability		**N/A**	

**Excludes cancelled en route calls (31)*

Station 64			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,212**	**0:08:24**
Other		1,212	0:08:24
Reliability		**N/A**	

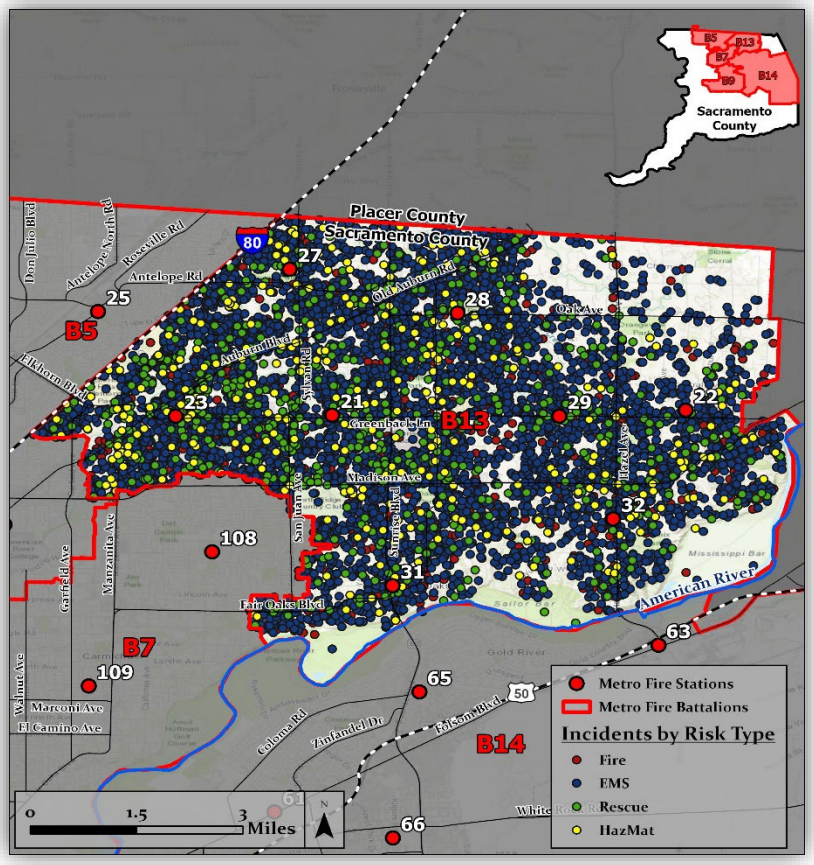
**Excludes cancelled en route calls (80)*

Battalion 13

Reliability Summary

Reliability for Battalion 13 ranged from 75-91%, with Station 31 remaining least reliable in the battalion at 75% and Station 23 replacing Station 21 as most reliable at 91%. While there were 1-5% improvements in reliability for some stations as compared to 2023, other stations had reductions in reliability of 2-4%. Station 31 fell from 79% reliability in 2023 to 75% reliability in 2024. Battalion 13 was the second most reliable battalion overall, with six stations still below desired reliability and two meeting desired reliability.

Medic 21's TOT increased by 3% as compared to 2023, replacing Medic 23 as having the highest TOT in the battalion. Medic 32 has the lowest in the battalion at 26%. There were decreases in TOT for three of the four medics as compared to 2023, putting them below the desired TOT. Medic 21 remains above the desired TOT.



		Reliability			Time on Task (TOT)							
Station	Response Standard	Call Volume	Reliability	Other	Engine	Grass	ALS Medic 1	ALS Medic 2	BLS Medic	Squad	Truck	BC	Other
21	Dense Urban	3,677	90% -	358	11% +1%	-	42% +3%	-	-	-	5% +1%	-	-
22	Urban	1,282	85% +5%	197	6% +1%	0% -	-	-	-	-	-	-	-
23	Dense Urban	4,079	91% +2%	380	13% -	-	39% -4%	-	-	-	5% +1%	-	-
27	Dense Urban	1,901	80% -2%	385	8% -	0% -	-	-	-	-	-	-	-
28	Dense Urban	2,680	83% +2%	467	10% -1%	0% -	-	-	-	-	-	-	-
29	Dense Urban	1,894	85% +1%	293	8% -	0% -	33% -7%	-	-	-	-	3% -	-
31	Dense Urban	2,037	75% -4%	511	8% -	0% -	-	-	-	-	-	-	0% -
32	Urban	1,714	87% -	226	6% -1%	0% -	26% -5%	-	-	-	-	-	-

Battalion 13

Reliability Breakdown

Station 21			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**3,677**	**0:07:13**
Engine 21	E21	2,331	0:06:47
Rescue 21	R21	665	0:08:08
Medic 21	M21	323	0:05:29
Other		358	0:08:58
Reliability		**90%**	

**Excludes cancelled en route calls (166)*

Station 22			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,282**	**0:07:16**
Engine 22	E22	1,084	0:06:57
Engine 322	E322	1	-
Medic 22	M22	0	-
Other		197	0:09:39
Reliability		**85%**	

**Excludes cancelled en route calls (56)*

Station 23			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**4,079**	**0:07:51**
Engine 23	E23	2,555	0:07:19
Truck 23	TR23	783	0:08:56
Medic 23	M23	361	0:06:04
Other		380	0:09:18
Reliability		**91%**	

**Excludes cancelled en route calls (189)*

Station 27			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,901**	**0:07:56**
Engine 27	E27	1,513	0:07:28
Engine 527	E527	3	0:05:30
Medic 27	M27	0	-
Other		385	0:09:52
Reliability		**80%**	

**Excludes cancelled en route calls (68)*

Station 28			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,680**	**0:08:07**
Engine 28	E28	2,213	0:07:27
Engine 528	E528	0	-
Other		467	0:09:47
Reliability		**83%**	

**Excludes cancelled en route calls (108)*

Station 29			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,894**	**0:06:32**
Engine 29	E29	1,408	0:06:21
Engine 329	E329	0	-
Medic 29	M29	193	0:05:27
Other		293	0:07:50
Reliability		**85%**	

**Excludes cancelled en route calls (55)*

Station 31			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,037**	**0:07:54**
Engine 31	E31	1,526	0:07:23
Engine 531	E531	0	-
Foam 31	FM31	0	-
Other		511	0:09:01
Reliability		**75%**	

**Excludes cancelled en route calls (70)*

Station 32			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,714**	**0:07:25**
Engine 32	E32	1,310	0:07:19
Engine 332	E332	0	-
Medic 32	M32	178	0:05:58
Other		226	0:09:23
Reliability		**87%**	

**Excludes cancelled en route calls (45)*

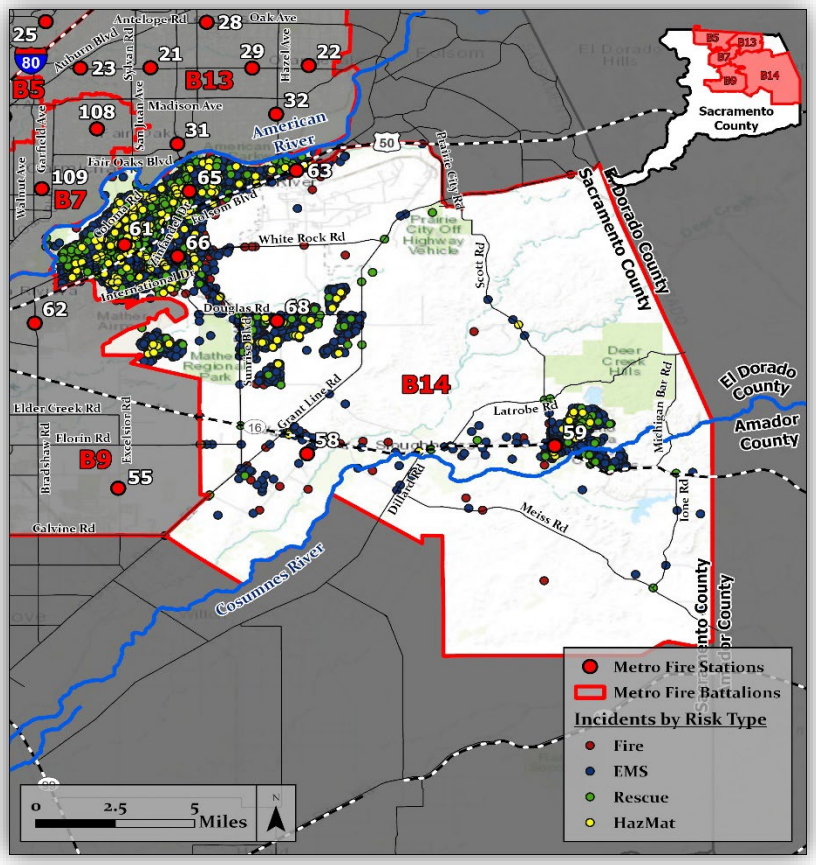
Battalion 14

Reliability Summary

Reliability for Battalion 14 ranged from 78-95%, with Station 63 remaining the least reliable in the battalion at 78%. Station 59 remained the most reliable in the District even with a slight decrease to 95%. Battalion 14 has the highest reliability at 88%. Station 61 saw an 8% improvement which is largely attributed to Squad 61 bringing it to the desired reliability. While Station 61 increased to meet desired reliability in 2024, four stations remain below desired reliability.

Medic 65 and Medic 61 tied for having the highest TOT in the battalion at 34%. Medic 59 continued to have the lowest* TOT in the battalion and District-wide at 11%.

**While Medic 259 technically has a lower TOT at 1%, this unit is cross-staffed and expected to have a lower TOT.*



		Reliability			Time on Task (TOT)								
Station	Response Standard	Call Volume	Reliability	Other	Engine	Grass	ALS Medic 1	ALS Medic 2	BLS Medic	Squad	Truck	BC	Other
58	Rural	185	83% +1%	31	-	3% +1%	-	-	-	-	-	-	2% +1%
59	Rural	711	95% -2%	32	-	4% +1%	11% -	1% -	-	-	-	-	0% -
61	Dense Urban	4,215	92% +8%	356	7% -7%	1% +1%	34% -	-	-	13% +11%	-	-	-
63	Rural	465	78% -3%	102	3% -	0% -	-	-	-	-	-	-	-
65	Dense Urban	2,800	92% +1%	219	10% -	1% +1%	34% +1%	-	-	-	3% -1%	-	0% -
66	Urban	2,660	80% -3%	525	10% -1%	1% +1%	32% -3%	-	-	-	-	3% +1%	0% -
68	Suburban	1,321	84% -1%	207	5% -	1% +1%	-	-	-	-	-	-	-

Battalion 14

Reliability Breakdown

Station 58			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**185**	**0:10:40**
Engine 358	E358	120	0:10:42
Water Tender 58	WT58	34	0:09:22
Other		31	0:12:41
Reliability		**83%**	

**Excludes cancelled en route calls (7)*

Station 59			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**711**	**0:08:41**
Engine 359	E359	516	0:08:25
Water Tender 59	WT59	1	0:03:44
Medic 59	M59	149	0:07:36
Medic 259	M259	13	0:06:58
Other		32	0:15:11
Reliability		**95%**	

**Excludes cancelled en route calls (15)*

Station 61			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**4,215**	**0:07:42**
Engine 61	E61	1,173	0:07:37
Engine 361	E361	3	0:05:48
Medic 61	M61	463	0:06:29
Squad 61	S61	2,220	0:07:28
Other		356	0:10:59
Reliability		**92%**	

**Excludes cancelled en route calls (175)*

Station 63			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**465**	**0:09:56**
Engine 63	E63	359	0:09:08
Engine 363	E363	4	0:07:17
Medic 63	M63	0	-
Other		102	0:12:04
Reliability		**78%**	

**Excludes cancelled en route calls (29)*

Station 65			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,800**	**0:07:57**
Engine 65	E65	1,862	0:07:35
Engine 365	E365	2	0:04:21
Truck 65	T65	386	0:09:04
Medic 65	M65	325	0:06:22
Boat 65	BT65	6	0:07:49
Other		219	0:10:30
Reliability		**92%**	

**Excludes cancelled en route calls (117)*

Station 66			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**2,660**	**0:08:10**
Engine 66	E66	1,775	0:08:05
Engine 366	E366	3	0:06:25
Medic 66	M66	357	0:07:04
Water Tender 66	WT66	0	-
Other		525	0:09:22
Reliability		**80%**	

**Excludes cancelled en route calls (122)*

Station 68			
	Unit ID	Calls in 1st Due	Drive Time (90th)
Total*		**1,321**	**0:10:01**
Engine 68	E68	1,110	0:09:09
Engine 368	E368	4	0:07:46
Other		207	0:12:37
Reliability		**84%**	

**Excludes cancelled en route calls (59)*

Drawdown & Resource Exhaustion

Drawdown

As was discussed earlier in relation to reliability, when a first-due resource is unable to respond to a call inside their own first-due response area, resources from outside the first-due area are drawn down to respond.

	Call Volume	Drawdown Response	Drawdown Rate	
Battalion 5	20,730	4,582	22%	-
Battalion 7	23,910	4,803	20%	-2%
Battalion 9	15,741	3,332	21%	-
Battalion 13	19,264	2,817	15%	-
Battalion 14	12,357	1,472	12%	-2%
TOTAL	**92,002***	**17,006**	**18%**	**-2%**

**Excludes cancelled en route calls*

Overall drawdown decreased by 2% as compared to 2023, with roughly one in five responses (18%) provided by drawn down resources. Battalions 5 and 9 have the highest drawdown rate at 22% and 21% (down from 24% in 2022), with Battalion 7 following closely at 21%. The largest reduction in drawdown were in Battalion 7 and Battalion 14, where it decreased by 2% from 2023.

Third Party Transports

Metro Fire is committed to ensuring that every medical emergency receives timely and appropriate care. While our paramedic crews and ambulances respond to the majority of calls, there are times when demand for service is especially high. To make sure no patient waits unnecessarily, Metro Fire partners with AMR, a trusted third-party EMS ambulance company to provide supplemental transportation. This arrangement allows us to maintain rapid response and continuity of care, even when our own resources are fully engaged, and reflects our priority of putting community safety first.

As the table below shows, AMR assisted on 15,744 incidents across all five (5) battalions. Often overlooked, this represents nearly 16,000 incidents where Metro Fire ambulances were able to stay in service for concurrent, potentially more emergent risks. Among the ten (10) active units, Medic 8823 was the busiest, assisting on over 2,200 incidents. Furthermore, Battalion 7, the battalion with the least number of ambulances, received the most assistance from AMR, at over 6,700 incidents.

Unit ID	Battalion 5	Battalion 7	Battalion 9	Battalion 13	Battalion 14	Total
M8101	47	1,304	2	1	2	1,356
M8102	62	1,556	1	37	7	1,663
M8103	340	1,137	1	29	1	1,508
M8106	38	1,600	49	6	8	1,701
M821	146	285	-	1,480	37	1,948
M823	658	328	-	1,216	3	2,205
M842	1,390	266	3	54	1	1,714
M853	-	9	972	-	-	981
M854	-	178	746	2	103	1,029
M861	6	45	234	67	1,280	1,632
TOTAL	**2,690**	**6,711**	**2,009**	**2,892**	**1,442**	**15,744**

Resource Move-Up

While most drawdown occurs as a result of closest resource assignment by dispatchers, there are times when resources are intentionally moved to satisfy temporary coverage gaps (known as a “move-up”). Resource move-up generally occurs when large incidents require heavy resource allocation (i.e. multiple alarm commercial fire), when there are numerous simultaneous incidents, large or small, throughout the jurisdiction that require resources to mitigate (i.e. July 4th), or for long term incidents that require resource allocation for an extended period of time.

The County has established minimum resource coverage levels that trigger move-ups to occur, however, medic units are excluded from move-up requirements. This exclusion is due to the fact that medic units reach drawdown levels frequently as a result of high call volume or extended wall times. The high percentage of EMS call volume makes it difficult to predict where the next call for service will occur, so excluding medic units from move-up requirements helps to manage TOT and supports the health and well-being of personnel.

Automatic Aid

Metro Fire works closely with neighboring fire departments and districts to provide and receive automatic aid whenever emergencies demand additional support. To better understand how often Metro Fire provides and receives assistance, Metro Fire tracks these data points each year. In the past, this information depended on crews filling out the NFIRS report correctly, which could be inconsistent. This year, Metro Fire improved the process by using agency identifiers and response zones from Computer-Aided Dispatch (CAD) data to generate the statistics. This method provides a more accurate and reliable record of when aid is given or received, ensuring that we can measure service needs more precisely and continue strengthening our partnerships to keep the community safe.

The frequency of automatic aid provided can impact both reliability and TOT. The more often Metro Fire units are providing response outside of the jurisdiction, the higher the likelihood of resource drawdown, which lowers reliability within the jurisdiction. Additionally, the longer resources are out of quarters providing response, TOT increases.

22	Sacramento Fire Department			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	1,419	2,521	978	1,830
Medical	9,747	11,887	5,464	7,152
Rescue	210	287	196	231
HazMat	92	112	83	105
Other	0	0	0	0
TOTAL	11,468	14,807	6,721	9,318

34	Folsom Fire Department			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	129	227	125	188
Medical	613	690	892	1,086
Rescue	30	44	35	44
HazMat	30	42	11	12
Other	0	0	0	0
TOTAL	802	1,003	1,063	1,330

71	Cosumnes CSD Fire Department			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	127	251	110	199
Medical	890	1,025	740	811
Rescue	27	29	10	12
HazMat	19	23	10	10
Other	0	0	0	0
TOTAL	1,063	1,328	870	1,032

38	Herald Fire Protection District			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	1	1	6	9
Medical	7	10	1	1
Rescue	0	0	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	8	11	7	10

81	Wilton Fire Protection District			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	23	94	31	72
Medical	194	207	3	3
Rescue	1	1	2	3
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	218	302	36	78

91	Courtland Fire Protection District			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	0	0	1	1
Medical	1	1	1	1
Rescue	1	1	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	2	2	2	2

93	Isleton Fire Department			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	0	0	0	0
Medical	0	0	0	0
Rescue	0	0	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	0	0	0	0

94	River Delta Fire Department			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	0	0	0	0
Medical	1	2	0	0
Rescue	0	0	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	1	2	0	0

95	Walnut Grove Fire Protection District			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	0	0	1	1
Medical	1	1	0	0
Rescue	0	0	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	1	1	1	1

53	Delta Fire Protection District			
	Aid Provided (Out)		Aid Received (In)	
	Incidents	Responses	Incidents	Responses
Fire	0	0	0	0
Medical	0	0	0	0
Rescue	0	0	0	0
HazMat	0	0	0	0
Other	0	0	0	0
TOTAL	0	0	0	0

Analyzing automatic aid provided, 85% of automatic aid responses provided were into the Sacramento Fire Department's jurisdiction (up from 75% in 2023), 8% to the Cosumnes CSD Fire Department (down from 9%), 6% to the Folsom Fire Department (down from 8%), 1% to the Wilton Fire Protection District (down from 3%), and less than 1% to the Herald Fire Protection District, Courtland Fire Protection District, Isleton Fire Department, River Delta Fire District, Walnut Grove Fire Protection District, and the Delta Fire Protection District combined.

Automatic aid received proved similar, with 77% of aid coming from the Sacramento Fire Department, 12% from the Folsom Fire Department, 10% from the Cosumnes CSD Fire Department, <1% from the Wilton Fire Protection District, and less than 1% to the smaller fire agencies previously mentioned above.

Resource Exhaustion

The capacity to respond to simultaneous calls is generally sufficient since resources can be drawn down from throughout the District's large service area or automatic aid is provided by another agency; however, there may be times when the District is unable to respond due to resource exhaustion. Resource exhaustion occurs when the District's resources are overwhelmed by demand and fully committed in such a way that response cannot be provided when a call comes in. How resource exhaustion is handled is generally outlined in Standard Operating Guidelines and varies by risk type.

Comprehensive plans exist for managing resource exhaustion within Metro Fire's jurisdiction and throughout the State of California. The California Disaster and Civil Defense Master Mutual Aid Agreement, or Master Mutual Aid Agreement as it's more widely known (https://www.caloes.ca.gov/wp-content/uploads/Preparedness/Documents/CAMasterMutAidAgreement.pdf), and the State of California Disaster Medical Response Plan (https://emsa.ca.gov/Plans/) are examples of the plans in place for these circumstances. These agreements and plans allow access by local jurisdictions to numerous emergency resources across risk types when the need arises.

Mutual Aid

Mutual aid is another tool that can be used to avoid or address resource exhaustion. Metro Fire provided mutual aid outside of Sacramento County 72 times in 2024 (down from 125 in 2023) to at least 20 agencies in 18 counties. A breakdown of mutual aid provided is shown in the table below.

Mutual Aid Provided	Fire	EMS	Rescue	HazMat	Other	Total
Amador County	7	1		1	1	10
Butte County	0	0	0	0	4	4
El Dorado County	2	0	0	0	3	5
Contra Costa	0	1	0	0	0	1
Fresno County	0	0	0	0	1	1
Kern County	1	0	0	0	0	1
Lake County	0	0	0	0	1	1
Los Angeles County	0	0	0	0	2	2
Nevada County	0	0	1	0	0	1
Orange County	0	0	0	0	0	0
Placer County	13	16	1	0	0	30
San Diego County	0	0	0	0	1	1
Shasta County	0	0	0	0	1	1
Sierra County	0	0	0	0	1	1
Siskiyou County	1	0	0	0	2	3
Sutter County	1	0	0	0	0	1
Ventura County	0	0	0	0	2	2
Yolo County	0	6	0	0	1	7
TOTAL	25	24	2	1	20	72
	-	-72%	+100%	-	+81%	-42%

The data also shows that Metro Fire received mutual aid a total of 416 times in 2024 from agencies outside of Sacramento County (down from 469 in 2023). A breakdown of mutual aid received by risk type is shown in the table to the right. In evaluating the automatic and mutual aid data, there were several deficiencies noted in how automatic and mutual aid calls are classified, which may skew the reported data. Further evaluation on how to address these deficiencies is recommended.

Fire	EMS	Rescue	HazMat	Total
38	367	8	3	416
-	-9%	-43%	-40%	-11%

Findings

Findings

The performance evaluation revealed the following findings:

- The number of fire calls decreased 3% from prior year, but still made up 10% of total call volume.
- The number of EMS calls increased 1% from last year and made up 84% of total call volume.
- The number of technical rescue calls increased 3% over 2023 and still comprises 4% of total call volume.
- The number of HazMat calls increased by 1% from prior year and still only makes up 1% of total call volume.
- Emergent calls made up 78% of 2024 call volume within Metro Fire's jurisdiction (up from 74% in 2023), while non-emergent calls made up 22% (down from 26% in 2023).
- Despite improvements in many risk categories, performance remains weakest for urban, dense urban, and metropolitan response, with response times that almost entirely did not meet adopted standards.
- Suburban response was closely split, with first arrivers meeting just over half of adopted standards, while ERF met well over half of adopted standards.
- Response times for first arriving units providing rural response proved to be more compliant with adopted standards as compared to ERF response times, as first arrivers were almost entirely compliant, while ERF met about two thirds of adopted standards.
- Response to fire calls (10% of call volume) generally met adopted standards for suburban and rural response, but did not meet adopted standards for urban, dense urban, and metropolitan response.
- Response for EMS Low 4 calls (53% of total call volume) met adopted standards for suburban and rural response but not for urban, dense urban, and metropolitan response.
- Response for EMS Low 2 and 3 calls (31% of total call volume) did not meet adopted standards for urban, dense urban, metropolitan, or suburban response. Although first arriving units met adopted standards for rural response, ERF did not. The ongoing impact of eliminating automatic assignment of medics to these lower acuity call types has resulted in extended ERF response times.
- Overall reliability increased by 2% as compared to 2023, with the largest increase of 46% coming from Station 102 with the addition of a first responder in Squad 102. Battalion 5 remained the least reliable battalion at 78% reliability, and Battalion 14 became the most reliable with 88% reliability. The most reliable station overall was Station 59 with 95% reliability, while least reliable station was Station 102 at 46%.
- Total number of medics exceeding desired TOT remained at six (6) as in 2023. Medic 29 saw one of the largest medic TOT improvements, lowing 7% from 2023. The largest increase in TOT was a 17% jump for Medic 224, more than likely due to the BLS pilot program ending and ALS service returning to normal. Medic 59 continued to have the lowest overall TOT (11%). Battalion 7 had the highest average medic TOT at 38%, while Battalion 14 had the lowest average medic TOT at 28%.
- There was a small 2% improvement in drawdown as compared to 2023, with Battalions 7 and 14 both improving by 2%, respectively.
- Breakthroughs in data management allowed for the inclusion of data from the District's third-party EMS support agency, AMR, as well as more accurate automatic aid data. AMR assisted on nearly 16,000 incidents, helping to keep Metro Fire ambulance units available for concurrent, potentially more emergent incidents. Furthermore, automatic aid data is broken down in more robust detail by agency, risk type, and whether aid was given or received.
- Comparison of actual first arriver performance with results of the first due deployment study, as well as workload analysis reveal that performance deficiencies are not an issue of location of resources (distribution and concentration), but rather an issue of not enough resources (capacity) to respond to multiple overlapping calls, especially in urban, dense urban, and metropolitan areas.

SECTION 7
Summary & Recommendations

- Summary of Findings
- Continuous Improvement
- Annual Planning Process
- Recommendations

Summary of Findings

Section 2: Risk Assessment

Metro Fire's risk assessment revealed the following findings:

- Call volume remains highest in densely populated areas; one first due area has a population density that exceeds 10,000 and another will likely surpass 10,000 soon.
- Incidents related to the unhoused population decreased by nearly 15% as compared to 2023 and represent 7% of the total call volume for 2024. EMS calls for this population decreased by 18%. Fire calls related to this population decreased by 17%, but still make up over 28% of the total fire call volume.
- Total EMS response made up 84% of the total call volume for 2024 and increased by 1% from 2023.
- Values at risk increased nearly 15% to more than $102 billion as compared to 2023 and roughly 1,000 dwelling units were added over the last year.
- There were no material changes in overall call volume, however fire responses decreased by 1% as compared to 2023. Call volume remained constant in Battalions 5,7, and 13. Battalions 9 and 14 each saw 2% growth in their respective call volume as compared to 2023. This is likely due the population growth associated with urban sprawl in the Vineyard area of Battalion 9 and the Rancho Cordova area of Battalion 14. These growth impacts are consistent with District projections and are further covered in Section 5.

Section 3: Risk Categories & Critical Task Capabilities

A review of Metro Fire's risk categories and critical task capabilities revealed the following findings:

- While there were no material changes to dispatch codes or MPDS protocols in 2024, there have since been advancements in mental health response at the time of assembling this report (2025). These pertain specifically to the 25 and 41 run cards (psychiatric/abnormal behavior and caller in crisis, respectfully) to ensure the safety of responding crew members due to the complex nature of these calls. Additionally, call dispatchers have been trained to transfer these call types (and others, where applicable) to the 988 Suicide and Crisis Lifeline.

Section 4: Standards, Goals & Objectives

A review of Metro Fire's existing standards, goals and objectives revealed the following findings:

- Per the adopted 2024 Standards of Cover and 2024 Response Standards and Service Level Objectives, there is now an official response standard for metropolitan areas, which exceed a population density of 10,000.
- Benchmark performance statements now include dispatch, turnout, and travel time targets.
- There is no performance standard by which to measure EMS Low 1 response; however, a benchmark performance statement for this risk class may be evaluated as the MIH program continues to expand.
- The EMS Low 2 and EMS Low 3 benchmark performance statements were updated to more properly reflect operational deployment, as these call types are dispatched as a single unit response and ERF is only required if transport is ultimately requested on scene.
- Need to separate grass/wildland fire response from structural response for better data management and deployment analysis.

Section 5: Service Delivery Analysis

The service delivery analysis revealed the following findings:

- Population growth was generally nominal except for two (2) first due areas. Station 68's first due population increased 7% over 2023 and Station 26 had an 0.9% increase. Continued population increases in Station 26's first due will likely necessitate a change to a metropolitan response standard next year, and similar growth in Station 68's first due may necessitate a change to an urban response standard.
- The twelve (12) distribution gaps identified in the 2022 first due deployment study continue to be gap areas. In the last year, population in these areas increased by 0.4% and call volume slightly decreased by 3%. Gap area call volume still represented 6% of total 2024 call volume, as it did the prior year.

- Planned future stations and station relocation projects will provide enough coverage for half of the gap area population and call volume, resulting in capacity increases that provide first-due coverage for 95% of Metro Fire's total population, 96% of the land area within its boundaries, and 97% of total call volume.
- The addition of Squad 102 and Squad 53 in 2024 enhanced ERF capacity for EMS response in nine (9) first due areas (24, 50, 51, 53, 101, 103, 106, 110, and 109). Furthermore, Squad 102 improves first responder distribution and Squad 53 improves first responder concentration.
- Most ERF deficiencies continue to be due to truck coverage, battalion chief coverage, or a combination of both. Several first-due areas with ERF challenges are geographically restricted and one is isolated.
- Locations and availability of private ambulance resources were not included in the study in the deployment study, however their call volume trends are discussed later in Section 6.
- Development continues to progress in many of the identified growth areas. Two (2) growth areas, the North Vineyard Station Specific Plan and the Vineyard Springs Comprehensive Plan, require new service immediately due to their high absorption and buildout rates. An additional two (2) growth areas, Sunridge Specific Plan and the Ranch, will require new service within the next five (5) years.
- The Station Master Plan (SMP), originally included in the 2024 Service Delivery Plan, outlines the fourteen (14) new fire stations and thirteen (13) station expansions/relocations needed to meet service needs 40 years into the future. Notably, the Future Vineyard Springs (Station 67) is already in progress and will assist with the new service needs of the North Vineyard Station Specific Plan and the Vineyard Springs Comprehensive Plan growth areas. Future Grantline 220 (GL-220) will likely be needed in less than five (5) years to assist with new service needs in the Sunridge Specific Plan and the Ranch growth areas. Future East Antelope 01 (EA-01) may also be needed in less than five (5) years to help maintain response standards and service level objectives in northeast Battalion 5. Additionally, of the thirteen (13) station expansions/relocations, nine (9) are needed immediately (Stations 23, 24, 42, 53, 61, 62, 103, 105, and 112).

Section 6: Performance Evaluation

The performance evaluation revealed the following findings:

- The number of fire calls decreased 3% from prior year, but still made up 10% of total call volume.
- The number of EMS calls increased 1% from last year and made up 84% of total call volume.
- The number of technical rescue calls increased 3% over 2023 and still comprises 4% of total call volume.
- The number of HazMat calls increased by 1% from prior year and still only makes up 1% of total call volume.
- Emergent calls made up 78% of 2024 call volume within Metro Fire's jurisdiction (up from 74% in 2023), while non-emergent calls made up 22% (down from 26% in 2023).
- Despite improvements in many risk categories, performance remains weakest for urban, dense urban, and metropolitan response, with response times that almost entirely did not meet adopted standards.
- Suburban response was closely split, with first arrivers meeting just over half of adopted standards, while ERF met well over half of adopted standards.
- Response times for first arriving units providing rural response proved to be more compliant with adopted standards as compared to ERF response times, as first arrivers were almost entirely compliant, while ERF met about two thirds of adopted standards.
- Response to fire calls (10% of call volume) generally met adopted standards for suburban and rural response, but did not meet adopted standards for urban, dense urban, and metropolitan response.
- Response for EMS Low 4 calls (53% of total call volume) met adopted standards for suburban and rural response but not for urban, dense urban, and metropolitan response.
- Response for EMS Low 2 and 3 calls (31% of total call volume) did not meet adopted standards for urban, dense urban, metropolitan, or suburban response. Although first arriving units met adopted standards for rural response, ERF did not. The ongoing impact of eliminating automatic assignment of medics to these lower acuity call types has resulted in extended ERF response times.
- Overall reliability increased by 2% as compared to 2023, with the largest increase of 46% coming from Station 102 with the addition of a first responder in Squad 102. Battalion 5 remained the least reliable

battalion at 78% reliability, and Battalion 14 became the most reliable with 88% reliability. The most reliable station overall was Station 59 with 95% reliability, while least reliable station was Station 114 at 69%.

- Total number of medics exceeding desired TOT remained at six (6) as in 2023. Medic 29 saw one of the largest medic TOT improvements, lowing 7% from 2023. The largest increase in TOT was a 17% jump for Medic 224, more than likely due to the BLS pilot program ending and ALS service returning to normal. Medic 59 continued to have the lowest overall TOT (11%). Battalion 7 had the highest average medic TOT at 38%, while Battalion 14 had the lowest average medic TOT at 28%.
- There was a small 2% improvement in drawdown as compared to 2023, with Battalions 7 and 14 both improving by 2%, respectively.
- Breakthroughs in data management allowed for the inclusion of data from the District's third party EMS support agency, AMR, as well as more accurate automatic aid data. AMR assisted on nearly 16,000 incidents, helping to keep Metro Fire ambulance units available for concurrent, potentially more emergent incidents. Furthermore, automatic aid data is broken down in more robust detail by agency, risk type, and whether aid was given or received.
- Comparison of actual first arriver performance with results of the first due deployment study, as well as workload analysis reveal that performance deficiencies are not an issue of location of resources (distribution and concentration), but rather an issue of not enough resources (capacity) to respond to multiple overlapping calls, especially in urban, dense urban, and metropolitan areas.

Summary of Findings

Through this Standards of Cover study, Metro Fire has attempted to present factual data that accurately reflects operational realities within a defined framework. The findings noted throughout the study are representative of the constraints and challenges under which Metro Fire personnel operate on a day-to-day basis, and are demonstrated in the data presented. The overall evaluation of findings identified both challenges and opportunities that should be considered in the District's response standards, coverage, and performance in order to best meet the existing and future needs of the community, in accordance with the Board's Strategic Plan (Element #1: Service Delivery).

Section 2 findings on risk assessment generally describe changes over the prior year in risk factors such as population density and call volume. While these findings are not material and do not require any changes in service delivery strategies or priorities, they do contribute to the District's overall risk profile, and should continue to be measured to ensure appropriate risk mitigation over time.

Section 3 findings on risk categories and critical task capabilities yielded no material changes to dispatch or response procedures, though they do introduce advancements in mental health response that will be explored in detail in next year's Standards of Cover Study.

Section 4 findings on the updated response standards and benchmark performance measures further refine District response and performance. The District will continue to evaluate performance measures for evolving risks throughout Metro Fire's service area in consideration of updated response standards and service level objectives.

Section 5 findings on service delivery revolve around how continued population growth throughout the District contributes to response coverage and capacity challenges. Data introduced in this section should be used to develop strategic solutions in a Service Delivery Plan that balances existing and future service needs with financial feasibility, as well as construct a 40-year Station Master Plan (SMP) to plan for service into future years.

Section 6 findings identified through the performance evaluation generally reveal that while response in urban, dense urban, and metropolitan areas continues to be a challenge, service delivery changes implemented in 2023 and 2024 have resulted in positive improvements to District operations. These findings help guide future service delivery by providing factual data to ensure data-based decision making.

Providing the right level of service at the right time and with the right resources continues to be the District's approach as it strategizes how to implement continuous improvement in its service to the community.

Continuous Improvement

Continuous improvement is one of the pillars of The Metro Way, and Metro Fire is committed to ensuring the needs of the community are met by implementing continuous improvement based on a data-driven model. Continuous improvement in the context of this study describes the ongoing maintenance of effort to examine "what better looks like" through prioritized continuous improvement initiatives. The Standards of Cover study provides a framework through which opportunities for improvement can be identified and a nexus by which these opportunities for improvement can be evaluated.

Continuous Improvement Initiatives

The maintenance of effort that continues beyond this study is an important body of work undertaken across multiple divisions including Planning and Development, Operations, EMS, and CRRD, and it is through this body of work that improvement is made possible. Using this study as a framework, Metro Fire can ask the question "what's missing?" to identify opportunities for improvement in four distinct areas: data analysis and integration, performance analysis and service innovation, operations management, administration and leadership, and external engagement.

Data analysis and integration along with performance analysis and service innovation were priority focus areas for continuous improvement efforts between 2024-2025, while operations management, administration and leadership, and external engagement initiatives will receive heightened attention in the coming year.

Data Management & Integration

Findings identified throughout the Standards of Cover study may point to opportunities for improvement in data management and integration. Improving data management and integration in order to facilitate efficiencies in accessing data for decision-making, reporting and improving institutional processes and awareness is one of the priorities identified in the Board Strategic Plan (Strategic Plan: Service Delivery 3). As such, data analysis and integration was prioritized as a focus area for continuous improvement efforts over the past year since the inaugural Standards of Cover study was developed.

As was reported in the 2022 Standards of Cover study, a prior evaluation of the District's data management practices revealed the following findings:

- Metro Fire is using dozens of software applications and institutional knowledge of these applications lives with the users. Documentation isn't readily available absent contacting the "super user".
- Software is embedded in the divisions and while some are well supported, others are not.
- There is overlap and redundancy in the software applications.
- There isn't a defined process to collect, integrate and aggregate data to the higher levels of the organization.

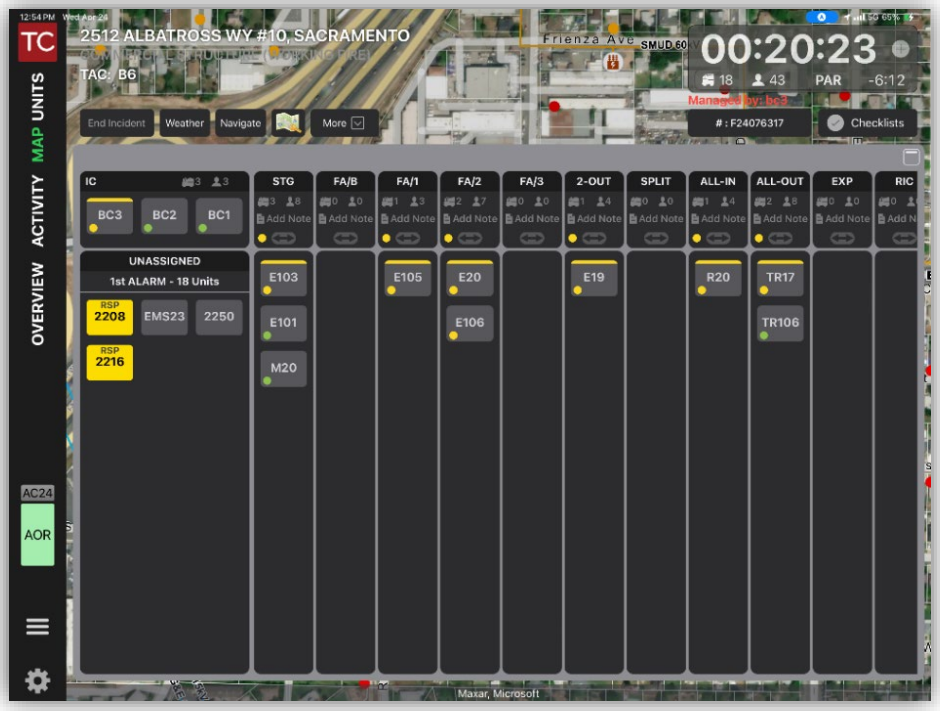
A software application assessment conducted to identify the operational purpose of each software in use, the personnel (knowledge, skills, and abilities by task) needed to support the software, and the workflow process which moves the data internally and externally was used to evaluate how information was collected, reported and disseminated internally throughout the District and to regulatory agencies, stakeholders, partners, and the Board of Directors. The assessment identified several gaps in defining process and staffing support and the work to address these gaps continues to be a priority of the District.

The intent of the District's data collection and analytics program is to define desired and required data reporting needs and facilitate the automation of regular reporting of the identified data sets to meet the Board's objective to make data more accessible for decision-making and continuous improvement. Improvements in data collection will not be limited to operational data, but the intent is to incorporate risk reduction and community relations data and programs (including arson investigations data, property damage estimates, and public education data) into the Standards of Cover evaluations.

Comprehensive data is the foundation on which the Standards of Cover study is based, and its importance to the continuous improvement process cannot be overstated. Data is not intended to be used to evaluate past performance solely, but also as a predictor of future risks, needs and performance that will inform planning efforts.

Data analysis and integration improvements made between 2024-2025 include:

- Formation of the Data Management and Integration Team (DMIT). The DMIT is composed of Metro Fire personnel from a variety of divisions who regularly create, analyze, and provide other members with data. The goal of the DMIT is to create a standardized methodology for requesting data, as well as to better record and track data requests to optimize District workflows (Strategic Plan: Service Delivery 3).
- Development of data-based evaluation criteria and prioritization methods in service delivery planning to ensure new district projects have the most optimal impact while also considering costs and potential alternatives (Strategic Plan: Service Delivery 3).
- Further expansion of the Tablet Command mobile application to include dispatching for all units, as well as command and control planning for Battalion Chiefs (Strategic Plan: Service Delivery 2 and 3).





The move toward modernizing data systems is not only a focus of the District, but is also shared on a national level as the U.S. Fire Administration (USFA) is leading a national effort to develop and launch a new interoperable fire information and innovative analytics platform, known as the National Emergency Response Information System (NERIS). The USFA asserts that NERIS will empower the fire and emergency services community by equipping them with an empirical basis for decision-making. It will provide the community with reliable predictive analytics to support enhanced preparedness and response to all-hazard incidents, wildland urban interface events, community risk reduction efforts, climate change threats and associated resilience and mitigation efforts, and future pandemic emergency response resource preparedness.

The ongoing maintenance of effort to improve data management and integration over the next year will focus on the following projects:

- Transition from existing National Fire Incident Reporting System (NFIRS) to NERIS in coordination with the USFA's system implementation plan (Strategic Plan: Service Delivery 3).
- Development and implementation of new fire pre-plan and hydrant programs in order to reduce risk and enhance operational decision-making (Strategic Plan: Service Delivery 1 and 3).

Performance Analysis & Service Innovation

Findings of the service delivery analysis (Section 5) and performance evaluation (Section 6) provide a framework for identifying opportunities for improvement related to performance analysis and service innovation. Developing a strategy for using innovative approaches to solve existing challenges while also predicting and planning for future needs is essential for ensuring the safety of the community now and into the future. Since service delivery is Metro Fire's primary mission, performance analysis and service innovation was the second focus area for continuous improvement efforts over the past year.

Performance analysis and service innovation improvements made between 2024-2025 include:

- Inaugural development of a Service Delivery Plan that analyzed gaps in service identified through last year's Standards of Cover and utilized a cost benefit analysis to determine feasible service delivery alternatives that demonstrated maximum benefit return (Strategic Plan: Service Delivery 1 and 3).
- Expansion of Squad unit deployment to (4) units in order to maximize operational efficiencies in EMS response identified through analysis of prior pilot program performance results (Strategic Plan: Service Delivery 1).
- Expansion of single-role Metro Medic Program (MMP) units to replace dual-role fire-based medic units (FDM) in order to maximize operational efficiencies in EMS response (Strategic Plan: Service Delivery 1).
- Expansion of Mobile Integrated Health (MIH) Program from one (1) unit to two (2) units and integration into EMS service delivery model in order to enhance operational efficiencies in the EMS system (Strategic Plan: Service Delivery 1).



Metro Fire is committed to building on this progress in support of its goal to provide the right level of service at the right time and with the right resources. The ongoing maintenance of effort to analyze performance and innovate ways to improve service delivery over the next year will focus on the following projects:

- Development and implementation of standardized process for preparing annual Service Delivery Plan that integrates findings of the Standard of Cover, identification of service delivery alternatives, cost benefit analysis, and final recommendations based on quantitative and qualitative evaluation (Strategic Plan: Service Delivery 1).
- Development and implementation of standardized process for ongoing regular review and analysis of performance data in order to monitor impact of service delivery changes to evaluate their effectiveness in mitigating identified challenges (Strategic Plan: Service Delivery 1 and 2).

Operations Management, Administration & Leadership

Findings of the community baseline (Section 1), risk assessment (Section 2), critical task analysis (Section 3), and the review of standards, goals and objectives (Section 4) provide a framework for identifying opportunities for improvement related to operations management, administration and leadership. Evaluating how to improve service includes taking a look at how day-to-day operations are managed and how operational programs are administered to ensure a clear understanding of roles and responsibilities that support leadership development, in alignment with the District's strategic goals and objectives. The Operations Management, Administration and Leadership continuous improvement initiative includes examining workflows, processes, protocols, budget, and oversight of operational programs to find opportunities for improvement.

Maintenance of effort to improve operations program administration over the next year will focus on the following projects:

- Update of the District's Emergency Operations Plan to ensure efficient and effective response to mitigate risks associated with a large-scale incident or disaster (Strategic Plan: Service Delivery 1).

External Engagement

Findings identified throughout the Standards of Cover study that will require change beyond Metro Fire's organization provide a framework for external engagement opportunities. External engagement is one of the priorities identified in the Board Strategic Plan, and continuous improvement efforts of this initiative are centered on building and strengthening relationships with strategic partners at the local, state and federal levels in support of other continuous improvement initiatives. Leveraging the vested interest of stakeholders enables Metro Fire to advance strategies for enhanced service delivery.

External engagement efforts between 2024-2025 have resulted in the following improvements:

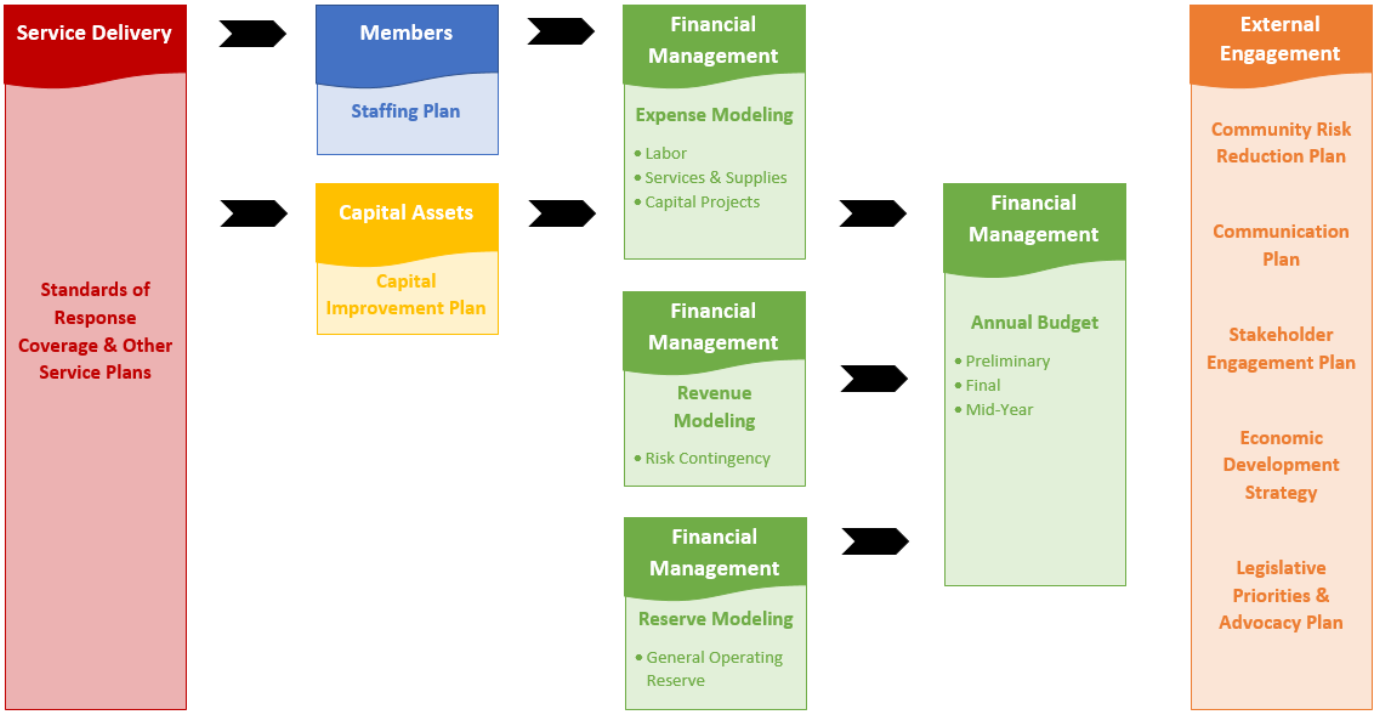
- Passage of Measure O General Obligation Bond in 2024, helping Metro Fire to replace outdated lifesaving equipment, improve aging fire stations, ensure continued reduction of carcinogens, better equip stations for rapid response to fire and medical emergencies, provide additional emergency response resources to ensure rapid emergency response, and construct new stations in high-population areas to reduce response times (Strategic Plan: Capital Assets 1,2,3 and External Engagement 1 and 2).
- Continued involvement in the APOT working group, which assembled EMS stakeholders throughout the County (including County Board of Supervisors and public health officials, hospitals, public and private EMS providers, and other community groups) to strategize solutions for reducing APOT and enhancing patient care (Strategic Plan: Service Delivery 1 and External Engagement 1).
- Senate Bill 1180 was signed into law in 2024, which created a pathway for reimbursement of innovative service alternatives including community paramedicine, triage to alternative destinations, and mobile integrated health programs (Strategic Plan Service Delivery 1 and External Engagement 1).

The ongoing maintenance of effort to improve external engagement over the next year will focus on the following project:

- Development and implementation of actionable stakeholder engagement plan that defines the means, methods and workflow of Metro Fire's outreach, communication and collaboration with stakeholders (Strategic Plan: External Engagement 1 and 2).

Annual Planning Process

While continuous improvement efforts are ongoing, the annual planning process aligns with the District's overall strategic planning process which culminates in an annual budget through which the District carries out its operations. The annual planning process begins with an update to the Standards of Cover study, which serves as a tool for aggregating and analyzing detailed performance data as a means to evaluate the effectiveness of the service provided to the community and inform strategic decision-making on how to improve that service to meet existing and future needs. Ideally, updates to the District's Emergency Operations Plan, Community Risk Assessment, and other operational planning documents should also be included in the annual planning process, as well as any recommendations identified through continuous improvement efforts. Outcomes from the annual planning process include policy recommendations, annual Service Delivery Plan, and annual continuous improvement project requests.



Policy Recommendations

Based on the findings of the Standards of Cover, any identified policy recommendations will be brought to the Board for consideration and adoption on an annual basis following the Standards of Cover update.

Service Delivery Plan

On an annual basis, the District will prepare a Service Delivery Plan that addresses desired improvements in performance and service delivery, based on the findings and recommendations of the Standards of Cover, other operational documents, and ongoing continuous improvement efforts. The Service Delivery Plan will be developed through a feasibility analysis of different proposed deployment changes (service alternatives) in order to quantify the benefit gained as well as any associated costs to implement the change. By conducting this analysis, a "return on investment" can be calculated in order ensure equitable evaluation of each proposed alternative. Each proposed alternative will be ranked using a defined scoring methodology in order to make final recommendations to the Executive Team and the Board. Staffing and capital needs related to deployment changes recommended in the Service Delivery Plan will then be requested through the annual CIP and Staffing Plan processes and incorporated into the District's annual budgeting process for review and approval by the Board.

Continuous Improvement Projects

Through ongoing continuous improvement efforts, the District will also identify projects that address desired improvements in data management and integration, operations management, administration and leadership, and external engagement, based on the findings and recommendations of the Standards of Cover and other operational documents. Any staffing or budget appropriations required to implement these projects will be requested through the annual Staffing Plan and Budget Request processes and incorporated into the District's annual budgeting process for consideration.

Recommendations

General Strategies & Priority Statements

As Metro Fire moves forward to determine and implement "what better looks like," data-driven general strategies and priority statements should be adopted that define parameters for possible solutions to address deficiencies in coverage and performance.

General Strategies

Some general strategies that should be considered are:

- As population increases and response standards change, call volume will overwhelm current resources. Metro Fire should evaluate call volume by risk type (frequency and acuity) to determine the "right resource at the right time."
- In support of better awareness and transparency, a clearly defined process for implementing service delivery changes should be adopted that considers budgetary constraints and required coordination across divisions.
- Changes to service delivery that require additional capital and staffing needs should be considered and evaluated alongside other capital and staffing needs submitted as part of the annual planning process.

Priority Statements

Priority statements with regard to addressing deficiencies should include:

- Distribution (first-due) coverage gaps should be prioritized above concentration (ERF) gaps since nearly 90% of calls require one or two resources only.
- Resource movement or other cost neutral solutions should be prioritized above adding resources when addressing coverage gaps.
- When developing the Service Delivery Plan (additional units), cost effective alternatives should also be developed and considered.

Summary of Recommendations

Continuous Improvement Recommendations

The recommendations noted below are made in consideration of the findings of this study and should be considered and evaluated through the continuous improvement effort.

Data Management & Integration

- Risk assessment findings should be incorporated into the District's community risk reduction plan (Section 2: Risk Assessment).

Performance Analysis & Service Innovation

- Further study is recommended on how to enhance service and relieve pressure during peak demand times, while creating efficiencies during low demand times (Section 6: Performance Evaluation).
- Travel time deficiencies should be investigated further to determine causal factors (Section 6: Performance Evaluation).

- Continued study is recommended on strategies to enhance reliability and lower resource drawdown rates (Section 6: Performance Evaluation).
- Solutions for how to reduce medic TOT should be explored and should include an analysis of how wall time impacts medic TOT (Section 6: Performance Evaluation).
- Implemented pilot programs should be evaluated on a regular basis in order to monitor performance and measure impact (Section 6: Performance Evaluation).

Operations Management, Administration & Leadership

- Response model for grass/wildland fire should be defined in consideration of level of risk and service level objectives should be developed to evaluate performance (Section 4: Standards, Goals & Objectives).
- Critical tasks analysis should be updated on an annual basis to reflect operational realities (Section 3: Risk Categories & Critical Tasks).
- A benchmark performance statement appropriate for measuring performance on EMS Low 1 incidents should be considered in the future as the MIH programs grows (Section 4: Standards, Goals & Objectives).

External Engagement

- An evaluation of why dispatch times are not meeting NFPA standards is recommended (Section 6: Performance Evaluation).