



Central Whidbey Island Fire & Rescue

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Professionalism • Integrity • Compassion • Excellence

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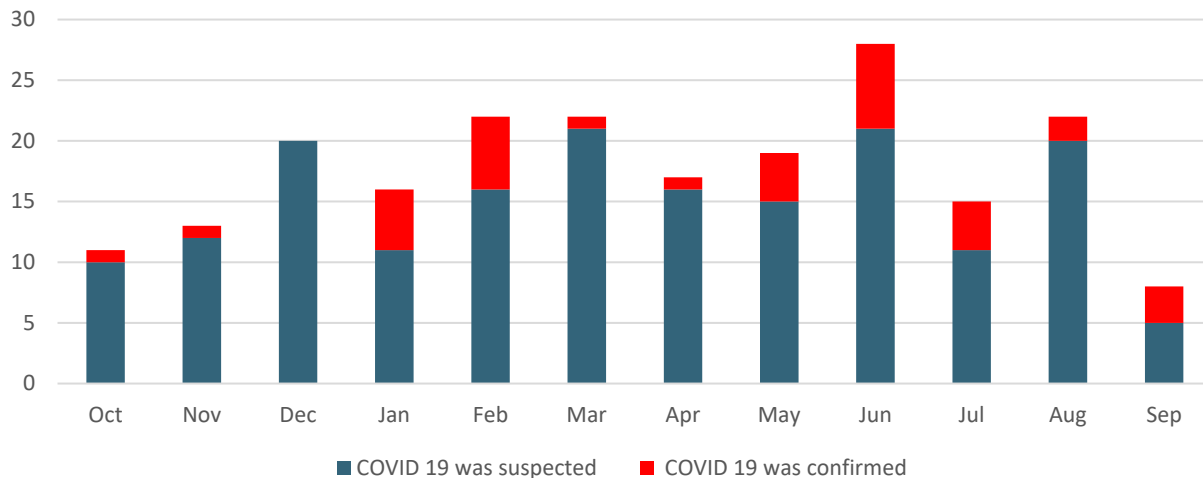
www.cwfire.org

To: Board of Fire Commissioners
From: Chief Ed Hartin/Deputy Chief Jerry Helm
Date: October 13, 2022
Subject: Chief's Report

COVID-19

As illustrated below, COVID-19 has had an ongoing impact on incident operations, but the frequency with which our members have encountered this disease has fluctuated through the preceding year.

October 2021-September 2022 Responses Where COVID was a Factor



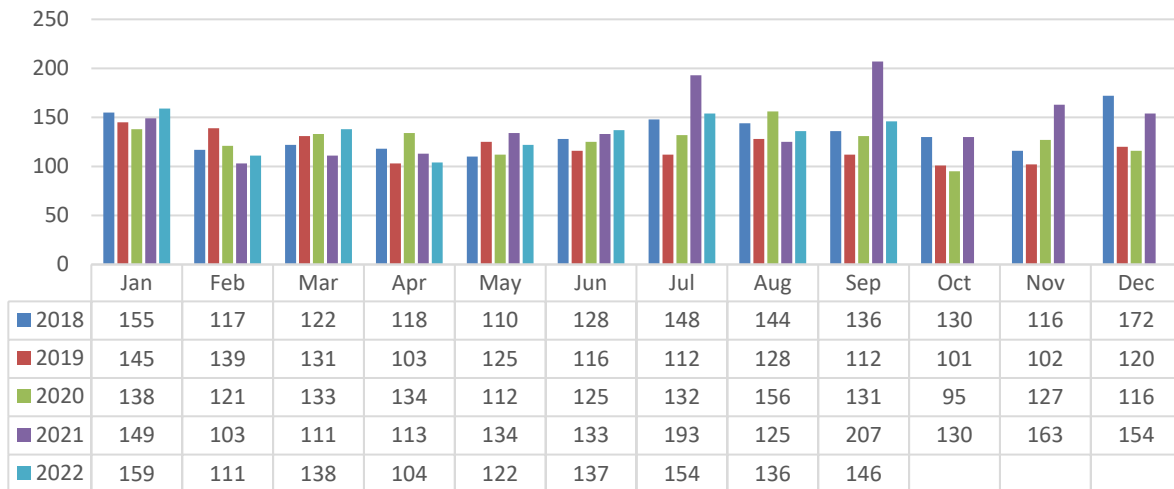
Operational Activity

During the previous month, the district received 145 calls for service as illustrated below. The district had 42 concurrent incidents (simultaneous calls). In three instances there was an overlap of three incidents.

Frequency By Incident Type

Incident type	Frequency
1 - Fire	8
2 - Overpressure Rupture, Explosion, Overheat (No Fire)	0
3 - Rescue & Emergency Medical Service Incident	96
4 - Hazardous Condition (No Fire)	3
5 - Service Call	14
6 - Good Intent Call	13
7 - False Alarm & False Call	10
8 - Severe Weather & Natural Disaster	0
9 - Special Incident Type	1
Total	145

Incident Frequency by Month



Administrative Activity

Budget Development/Long Term Financial Plan: The district’s 2023 proposed district budget has been completed and will be submitted to the board for review at their regular October meeting. A summary of the major components of the district’s long term financial plan are included in the budget, but work continues on a complete revision of the long-term financial plan.

As update of the long-term financial plan was delayed during the COVID pandemic, Chief Hartin is concurrently working to update the plan to address current and projected economic conditions.

Collective Bargaining: The district and the local have participated a training session on collaborative bargaining with the Public Employee Relations Commission (PERC) for later this month. Chiefs Helm and Mirabile will be serving as the negotiating team for the district under the supervision of Chief Hartin. This provides a tremendous chief officer professional development opportunity for the deputy and division chiefs as well as building their working relationship with the local.

Master Mutual Aid Agreement: There has reportedly been some progress with Island County in renewing the long-expired master mutual aid agreement between the fire districts, cities, towns, Island Transit, and Island County. Chief Levon Yengoyan of Camano Island Fire and Rescue has been spearheading the Island County Fire Chiefs efforts to bring this project to completion.

Inter-District Collaboration: Chiefs Hartin & South Whidbey Fire/EMS Chief Nick Walsh have been having ongoing conversations about how we can work together to improve effectiveness and efficiency in the services that we provide our communities. Our two districts have multiple interlocal agreements ranging from automatic and mutual aid for emergency incidents, information technology services, co-location of apparatus and information technology infrastructure, and most recently to provide temporary finance officer services. In addition to these interlocal agreements, we have several informal agreements to continue planning and development of shared services in training and potentially fleet maintenance. These informal arrangements will likely morph into interlocal agreements as they develop. Chiefs Walsh and Hartin will be presenting a draft resolution to their respective boards of fire commissioners in October as a starting point for discussion regarding a mutual commitment to exploration, evaluation, and implementation of collaborative efforts to improve effectiveness and efficiency. This resolution would provide a formal commitment at the governance level to continue the work that has been done to this point and extend our efforts to improve service to our communities.

Newsletter: The district's fall newsletter is currently being written, with the Station 53 project being the front-page article. Chief Hartin is working with Liz Loomis to ensure that this article addressed the key messages regarding delay in this project and resulting cost increase.

Station 53 Construction Project

Operation Bug Out: The district's on-duty crews were move from Station 53 to Station 51, professional development and fleet staff were moved to Station 54, and the fire chief, deputy chief, finance officer, and administrative assistant/fiscal specialist were move to remote office locations (home).

Demolition and Land Clearing: Demolition of the previous Station 53 has been completed during the last week of September (with the exception of the bunk house which may be used as a construction office and/or which may be used for CWIFR training in the construction process). The first week of October, land clearing operations commenced with removal of trees from the area that will become the new driveway to access the rear of the station.

Public Communication: We are be working with First Arriving (our web hosting service) to create a Station 53 construction page and posting on social media to allow the community to follow our progress. Hopefully, the Station 53 construction page will be live on the web site by the end of October.

Operations

Standard Inventory: LT James Meek continues work on the standard type one engine inventory with updating of the hazardous materials reference material carried on apparatus, and purchase of lumber and plywood for construction of step chocks and cribbing for vehicle and building stabilization. This is one of the few remaining components of ensuring a standardized equipment inventory across the district's type one engines (as the rescue engine, Engine 53 carries additional equipment for technical rescue operations including low/high angle and vehicle extrication).

Fire Hose Inventory: The district maintains an inventory of spare fire hose to meet the requirements of the Washington Survey and Rating Bureau (WSRB) and to provide for replacement in the event of damage or failure of hose during operations or annual testing. LTs James Meek and Jim Huff completed an assessment of current inventory and schedule for annual purchase of fire hose based on WSRB requirements and operational needs.

QA/CQI: Firefighter Jeff Rhodes audited 100 National Fire Incident Reporting System (NFIRS) incident reports and selected electronic patient care reports.

Wildland Mobilization: Firefighters Kellison and Burnett deployed with Tender 54 to the double creek fire in northeastern Oregon, near the Idaho boarder for a wildland fire.

Community Risk Reduction (CRR)

Fire Code Inspections: During the month the following fire code inspections were completed:

- A shift completed two of three physical inspections for August and three of eight physical inspections for September. For the year-to-date A shift has completed 71 of 83 annual inspections (37 of which are at Camp Casey) for an 85.5% completion rate.
- B shift completed five of six physical inspections for August and four of four physical inspections for September. For the year-to-date B Shift has completed twenty eight of thirty-seven inspections for an 75.6% completion rate.
- C shift completed four of five physical inspections for August and three of five physical inspections for September.. For the year-to-date C shift has completed 42 of 48 annual inspections for an 87.5% completion rate.

Hydrant Testing and Inspection: Firefighter Burnett has coordinated with the Town of Coupeville for annual inspection and flow testing of fire hydrants on the town's water system during the fall.

Preplanning: A preplan visit was conducted at the Balmer complex on Highway 525. This property presents a complex fire protection challenge due to the number of buildings, multiple gated access points, and water supply. A preplan was developed and will be included with other preplans for commercial buildings (over 3000 ft²) and residential target hazards (gated properties, long driveways, gated access).

Home Safety Surveys: Five home safety surveys were conducted with installation of smoke alarms or replacement of smoke alarm batteries.

Car Seat Safety Checks: LT Porter performed three car seat safety checks.

Island County Building Official Coordination: LT Porter met with the new Island County building official to discuss commercial fire code inspections and collaborative efforts in this area.

Professional Development

The district has changed the name of the Training and Recruitment Division to the Professional Development Division to reflect the expanded scope of divisional responsibilities.

Recruitment: Firefighter Burnett continues his excellent job in recruitment and maintaining contact for new volunteers as they move forward through the recruitment process. One new member is currently in Island County EMT class, which began at the beginning of September.

In-Service Training: August and September in-service training focused on fundamental skills across a range of disciplines with training in rope rescue, hose-line operations (attack and supply), a joint drill with the Navy at OLF, a special presentation by Inspector John McDonough (NSWFR) on the non-negotiables of firefighting (mentioned in Sept. Chief's report), vehicle extrication, conventional forcible entry, joint training with SWFE on Tender Operations, and continued leadership training. On line training further supported the leadership training.

Technical Rescue: September entailed refining rope rescue operations with the goal of enhancing rope rescue response for the district and initial plans to hold a Structural Collapse (operations level) course before the end of the calendar year. The collapse training program is targeted for early December.

Inter-District Collaboration: The CWIFR and SWFE professional development division chiefs met several times over the course of September to begin aligning training beginning in 2023. Currently, the chiefs are coordinating a Fire Officer I class in November and working to develop a draft Island County OTEP schedule for review by Island County Medical Program Director Krystal Baciak.

Target Solutions: Updates to the learning management platform are underway for the purpose of more efficiently managing and distributing training and certifications. This includes collaboration and platform alignment with SWFE.

Mental Health: Division Chief Mirabile is working through the logistics to bring a Peer Support Program to CWIFR. Training dates are to be determined. However, plans indicate a late fall roll out for select members to act as the initial Peer Support Team. Training would come from either the IAFF's Peer Support Training program (in a joint labor management training session) or Vickie Taylor, LCSW, an advisor to the National Fallen Firefighter's Foundation, and director of the Resilience Center in Prince William County. SWFE has been invited to participate when dates are solidified.

Facilities

Relocation: A majority of the facilities focus during the month has been focused on moving from Station 53 to Stations 51 and 54 and organizing those workspaces.

Repair and Maintenance: A defective light was repaired and the showerhead a sink faucet was replaced at Station 51.

Fleet Maintenance

EVT Professional Development: During the month of July FF/Mechanic Matros attended the Washington State Fire Mechanics Conference. He attended classes on NFPA 1901, (Standard for Automotive Fire Apparatus Design and Build) and NFPA 1911, (Standard for the Inspection, Maintenance, Testing, and Retirement of In-Service Emergency Vehicles). These classes acted as review of knowledge and study prep to take the F1 and F2 EVT recertification tests which were completed on the last day of the conference.

Relocation to Station 54: FF/Mechanic Matros organized his new work environment after the move and coordinating warranty work with Rosenbauer for early October.

Type One Engines: The Rosenbauer type one engines are coming up on their first 250hr P.M. inspections so they will be cycling through the shop for service..

Preventative Maintenance & Repair: Scheduled preventative maintenance and repair included, replacement of a leaking primer actuator on T-53, front brake work on the fleet maintenance vehicle, and wheel chock holder repair on T-54 due to broken welds.