



# 2026 Deployment Update



# Community Expectations



- Operational Readiness
  - Competence & Resilience
- Responsive to Community Needs
- Administratively Accountable
- Transparency
  - Performance Standards
  - Best Practices | Industry Standards
  - Objective Feedback
  - Data Supported Decisions

# Standards of Cover



A **Standards of Cover (SOC)** is a **data-driven fire department planning document** that connects three things: **community risk**, the **level of service the community expects**, and the **resources and performance the department can actually deliver**. In CPSE/CFAI language, it grows out of the Community Risk Assessment, identifies the department's **baseline performance**, and sets **benchmark goals** for improvement. In practice, it is the document a department uses to explain **how it will deploy, measure, and improve service** based on the hazards and needs of the area it protects.

# Primary Objectives:



**Identify and understand the community's risks** — both fire and non-fire — so deployment decisions are tied to actual hazards, population, occupancy types, and service demand.

**Define the department's level of service and response performance objectives** by establishing current baselines and desired benchmarks.

**Evaluate current response capability** — staffing, apparatus, deployment, emergency response force, and overall, on-scene performance.

**Guide resource allocation decisions** such as station locations, apparatus placement, staffing patterns, and unit utilization.

**Measure performance and identify gaps** between what the department is delivering now and what it should deliver based on community expectations and risk.

**Support strategic planning, budgeting, and policy development** so future improvements are justified by data rather than anecdote.

# Data Compliance Standard:



**Response-time compliance shall be measured on priority/emergent incidents ONLY; by separate incident category; using CAD timestamps ONLY; using the benchmark resource type specified by NFPA; excluding canceled-before-arrival incidents from arrival compliance; reporting turnout and travel performance at the required percentile standard; and analyzing results by first-due response zone. Turnout compliance shall be limited to staffed, in-service units responding from assigned quarters. In-district first arrival may be reported as a separate local performance measure but shall not replace the base NFPA first-arriving-resource measure.**

That approach is consistent with NFPA's interval structure, ISO's first-due deployment emphasis, and CPSE's expectation of a documented, repeatable methodology.

# Pitfall with Averages:



In the NFPA 1710 framework, compliance is built around **performance objectives** and **90% achievement** of turnout and travel benchmarks, not average times. That means averages are useful for context, but they should not be the number that determines whether the department is “in compliance”.

Averages are especially weak for judging **reliability**. Over a **short time frame**, the problem gets worse because the denominator is smaller. One unusually long call, one weather event, one railroad delay, one hospital-area congestion pattern, or one simultaneous-call period can swing the average materially. With fewer incidents, the average becomes **volatile** and can move a lot from week to week or month to month without reflecting a real change in system capability. The best use of averages are to identify trends that may warrant further investigation and analysis.

Practical consequences are:

- **False confidence** for leadership, elected officials, and the public;
- **Missed operational problems** in specific stations, battalions, or incident types;
- **Poor deployment decisions**, because the average hides unreliability; and does not indicate percent within a performance standard

# Average Response Times: 3 Years



- **Criteria:**
  - Dispatch to Arrival (1<sup>st</sup> Unit)
  - ALL Call Types
- 2023 Statistics:
  - Calls for Service: 9,527
  - Total Runs: 15,036
  - Average Response Time: 07:56
- 2024 Statistics: **Added Engine Company August 24'**
  - Calls for Service: 9,915
  - Total Runs: 16,155
  - Average Response Time: 07:24
- 2025 Statistics: **Closed Engine 38 Nov 25'**
  - Call for Service: 9,807
  - Total Runs: 22,105
  - Average Response Time: 07:22



# Folsom SOC Report: 2006

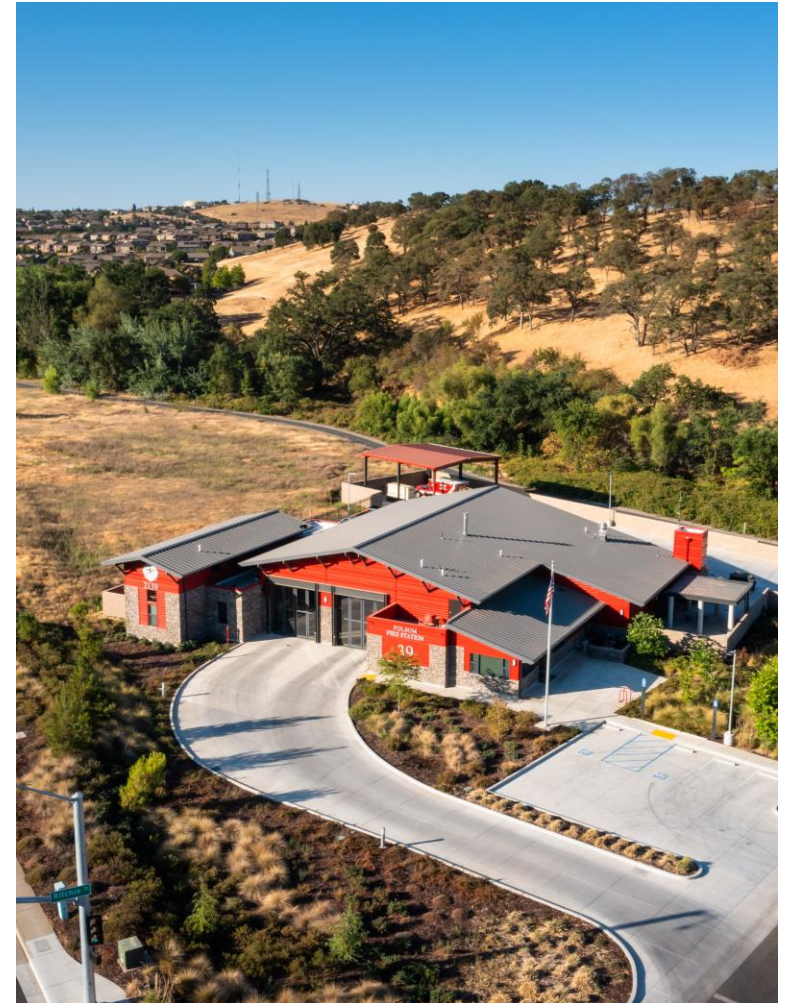


- Citygate Associates Recommendations:
  - Adopt Performance Measures
    - 6 minutes @ 90% (TRT for EMS – ALS – First Arriving)
    - 7 minutes @ 90% (TRT for Fires – First Arriving)
  - Adopt 8 Minute Travel Time Standard for 1<sup>st</sup> Alarm
    - Include 11 minute @ 90% (TRT for Effective Response Force)
  - Build Station 39 and staff an Engine Co.
  - Identified Station 37 as best location for Truck Co.
    - Accessibility – Streets (Response Times)
    - Lower Call Volume
    - District Specifics – Buildings: College | Hwy 50 | Palladio

# Initial Actions Taken



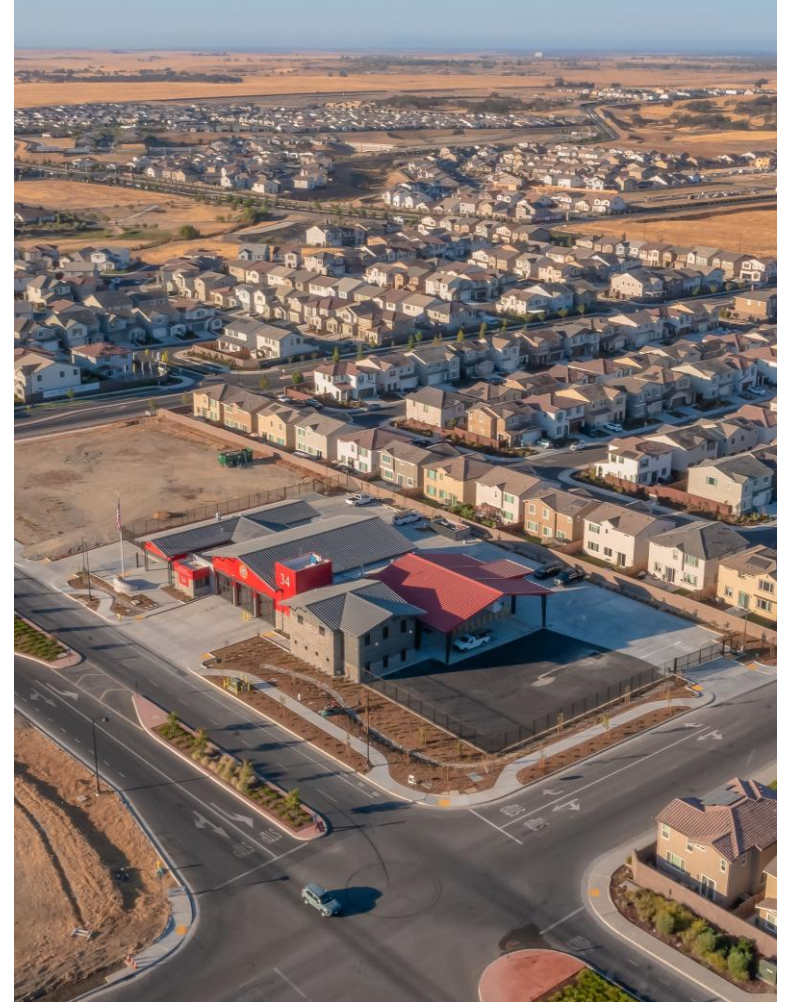
- Adopted Performance Measures
  - Resolution 7979
- Planned Fire Station 39
- Strengthened Partnerships & Mutual Aid Agreements
  - EDH | Sac Metro
- Long Range Planning for Folsom Plan Area
  - Station 34



# Ongoing efforts:



- Built Station 39
- Hired additional firefighters
- Replaced existing truck company
  - Superior capabilities
    - Access
    - Reach
    - Specialized Equipment – Improved Service
- Developed a Strategic Plan
- Built Station 34
- Hired additional firefighters
- Planning for future Fire Station 33



# Identified Shortfalls:



- Facility Challenges @ Station 37
  - Existing truck was too tall
  - Replacement Truck too long
  - Placed in-service @ Station 35
- Normalization of Deviance -
  - Attrition Rates – Lack of Institutional Knowledge
  - Decreased capacity to provide oversight – Staffing
  - Unreliable data on which to base deployment and operational decisions with limited resources
- Financial Challenges
  - Inability to implement technical upgrades to overcome adaptive challenges
  - Resulted in lack of adaptive or policy adherence – Poor Data

# Moving Forward:



- Improve data collection and analysis capability
  - Design framework to ensure compliance criteria are measurable
  - Implement adaptive changes | policy
  - Provide ongoing oversight – Training Chief
- Utilize acceptable existing Deployment Modeling Alternatives to provide best emergency services with allocated resources
- Long Term Solutions - Adaptive and Innovative to Community Needs
  - Station 37 Renovations
- Accountability – Regular Progress Reports to Community
- Strengthen partnerships and regional cooperation

# FCFD Unit Types



## Medic Unit: Primary Functions

- EMS | Advanced Life Support
- Transport to definitive care facilities (Hospitals)
  - Supplemental Staffing on fire related incidents



# FCFD Unit Types



## Engine Co: Primary Functions

- Fire Suppression
  - Hose | Water
- EMS | Advanced Life Support
- Basic Tools & Equipment



# FCFD Unit Types



## Truck Co: Primary Functions

- Strategic & Tactical Support
  - Forcible Entry
  - Access
  - Ventilation (Fire Control)
  - Search
  - Rescue | Extrication
  - Technical Rescue
- EMS | Advanced Life Support



# Unit Deployment | Distribution

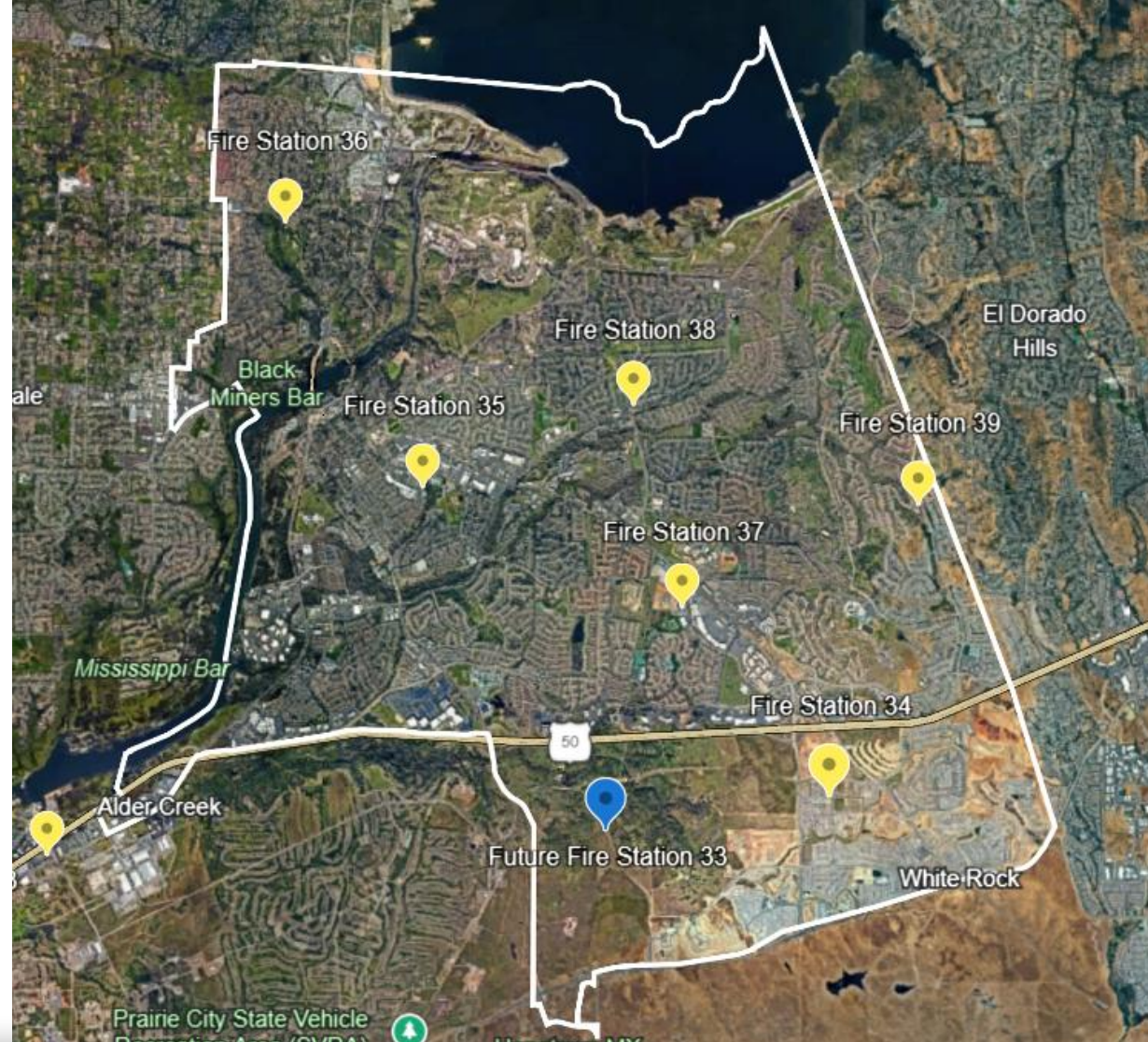


## National Fire Protection Agency (NFPA):

- 4 Minute Travel Time Standard (First Arriving)
- 6 Minute Travel for Second Arriving
- 8 Minute Travel Time for Initial First Alarm

## Insurance Services Office (ISO):

- First Arriving Engine Co. | 1.5 Mile Radii
- Truck | Specialized Equipment | 2.5 Miles Radii



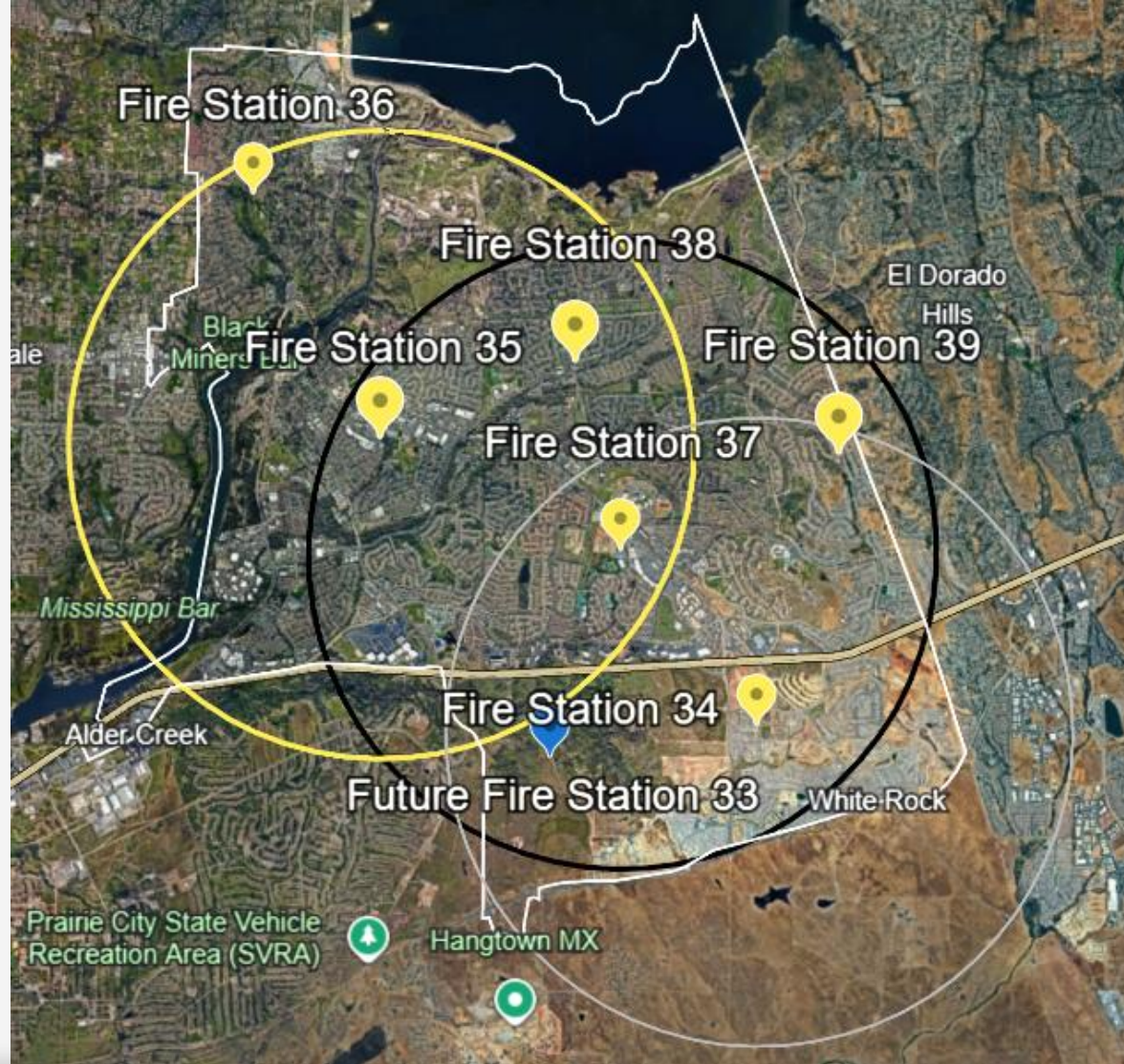
# Folsom City Fire Stations





1.5 Mile Radii | 4 Minute Travel Time





2.5 Mile Radii | 6-8 Minute Travel Time



# Current Deployment Model



Station 34: Truck

Station 35: Engine

Station 36: Engine | Medic

Station 37: Engine | Medic

Station 38: Medic ONLY

Station 39: Engine

# Existing Challenges & Considerations



- Limited Resources (Brownout)
- Truck Response throughout City of Folsom
  - Specialized Equipment and response capabilities
- Fire Suppression Response to Folsom Plan Area
  - Impacted by current congestion and traffic on E. Bidwell
- Concurrent Calls for Service
  - Core of the City: 35 | 37 | 38
  - Redundancy
- Medic Unit Allocation
  - Shared Resource - Folsom Priority
  - Medic 36 – Historically ½ of calls for service are outside the city

# Deployment Changes:



Effective: Tuesday, April 21, 2026

- Station 34: Engine
- Station 35: Truck | Medic
- Station 36: Engine
- Station 37: Engine | Medic
- Station 38: Engine
- Station 39: Medic ONLY
- NOTE: Truck will move to Station 37 upon completion of renovations.



# Questions?

