

**NOTICE OF REGULAR MEETING OF THE CITY COUNCIL
OF THE CITY OF ST. GEORGE,
WASHINGTON COUNTY, UTAH**

Public Notice

Public notice is hereby given that the City Council of the City of St. George, Washington County, Utah, will hold a regular meeting at the St. George City Offices located at 175 East 200 North, St. George, Utah, on Thursday, April 14, 2022, commencing at 4:00 p.m.

The agenda for the meeting is as follows:

Call to Order
Invocation
Flag Salute

1. Consider approval of the corporate Letter of Intent (property purchase) between Wells Fargo Bank, N.A. and the City of St. George.

BACKGROUND and RECOMMENDATION: Wells Fargo Bank, N.A. has delivered to the City, a corporate Letter of Intent setting forth the intent of the Bank to sell certain real property to the City for a price currently being negotiated. The Agreement sets forth the general terms of the transaction (subject to a final purchase agreement). If the general terms are acceptable to the City, the City Council can approve and authorize the Mayor to countersign the Letter of Intent as a pre-cursor to the final purchase agreement. Staff recommends that the Council discuss the Letter of Intent and if acceptable, make a motion approving the Letter of Intent and authorizing the Mayor to sign.

2. Consider approval of the preliminary plat for Goodboro Townhomes, a 73-lot residential subdivision located within the Desert Color development just north of the roundabout at the intersection of Desert Color Parkway and Lagoon Parkway.

BACKGROUND and RECOMMENDATION: This project is located within the Desert Color development. The general plan designation on this project is TC (Town Center) and the current zoning is PD-R - TNZ (Planned Development Residential - Traditional Neighborhood Zone - Resort). A zone change amendment for this project was approved on April 7, 2022. At its meeting held on March 8, 2022, the Planning Commission recommended approval.

**NOTICE OF WORK MEETING OF THE CITY COUNCIL
OF THE CITY OF ST. GEORGE,
WASHINGTON COUNTY, UTAH**

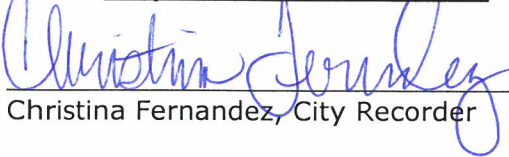
Public Notice

Public notice is hereby given that the City Council of the City of St. George, Washington County, Utah, will hold a work meeting at the St. George City Offices located at 175 East 200 North, St. George, Utah, on Thursday, April 14, 2022, commencing at approximately 4:00 p.m.

The agenda for the meeting is as follows:

- 1. Discussion regarding group homes.**
- 2. Discussion regarding business licensing for mobile vendors.**

3. **Discussion regarding the 5-year plans for public safety.**
4. **Reports from Mayor, Councilmembers, and City Manager.**
5. **Request a closed session.**



Christina Fernandez, City Recorder



Date

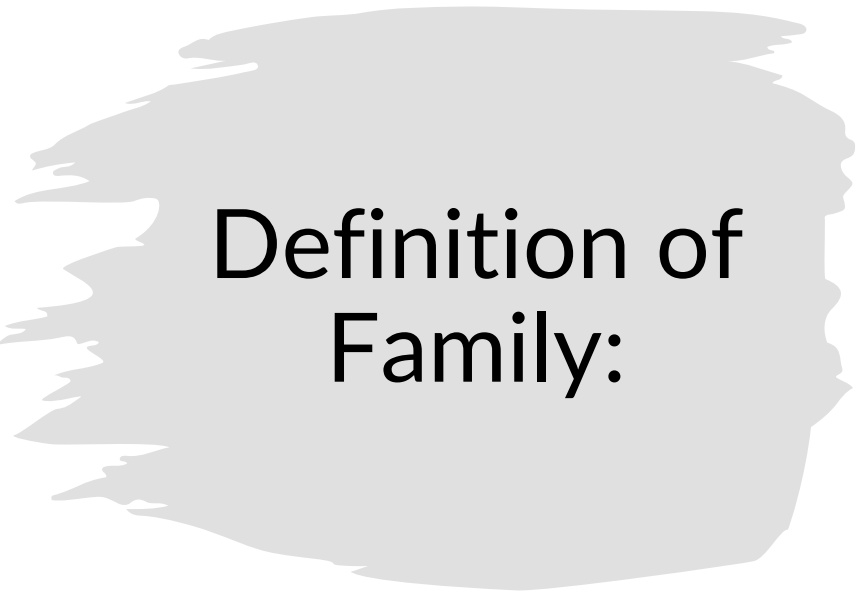
REASONABLE ACCOMMODATION: The City of St. George will make efforts to provide reasonable accommodations to disabled members of the public in accessing City programs. Please contact the Human Resources office at 627-4674, at least 24 hours in advance if you have special needs.

Sober Living & Group Homes



Types of Residential Facilities

- Recovery Residence:
- Residential Support:
- Residential Treatment (includes Immediate Secure Care):
- Social Detox:
- Therapeutic Schools:



Definition of Family:

City code allows for up to 4 unrelated individuals to live in a single residence (ord. 10-2-1)

A request for more than 4 unrelated individuals in a residence requires an application and approval for Reasonable Accommodations

Obtaining a Business License

Approx. 20 group homes are currently licensed in the City of St. George

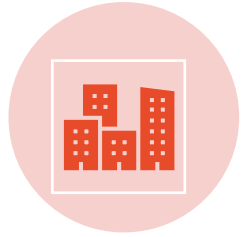
Submittal of Business License Application

State License Approval (Utah Dept of Human Services)

Request for Reasonable Accommodations required for homes with more than 4 unrelated individuals

City agreements must be signed by both parties if approved for reasonable accommodations by legal department

Reasonable Accommodations



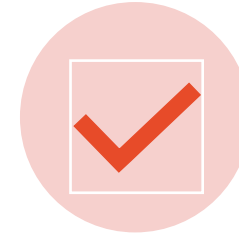
REASONABLE
ACCOMMODATIONS
=
SUBJECTIVE



REASONABLE
ACCOMMODATIONS ARE
REGULATED BY THE
FEDERAL GOVERNMENT
UNDER THE "AMERICANS
WITH DISABILITIES ACT
(ADA)" & "FAIR HOUSING
ACT"



REQUEST FOR
ACCOMMODATIONS
MUST BE MADE BY THE
APPLICANT WITH
EXPLANATION OF WHY
THE REQUEST IS
"REASONABLE"



PURPOSE AND
TREATMENT AT THE
RESIDENCE ARE
CONSIDERED IN THE
APPROVAL PROCESS



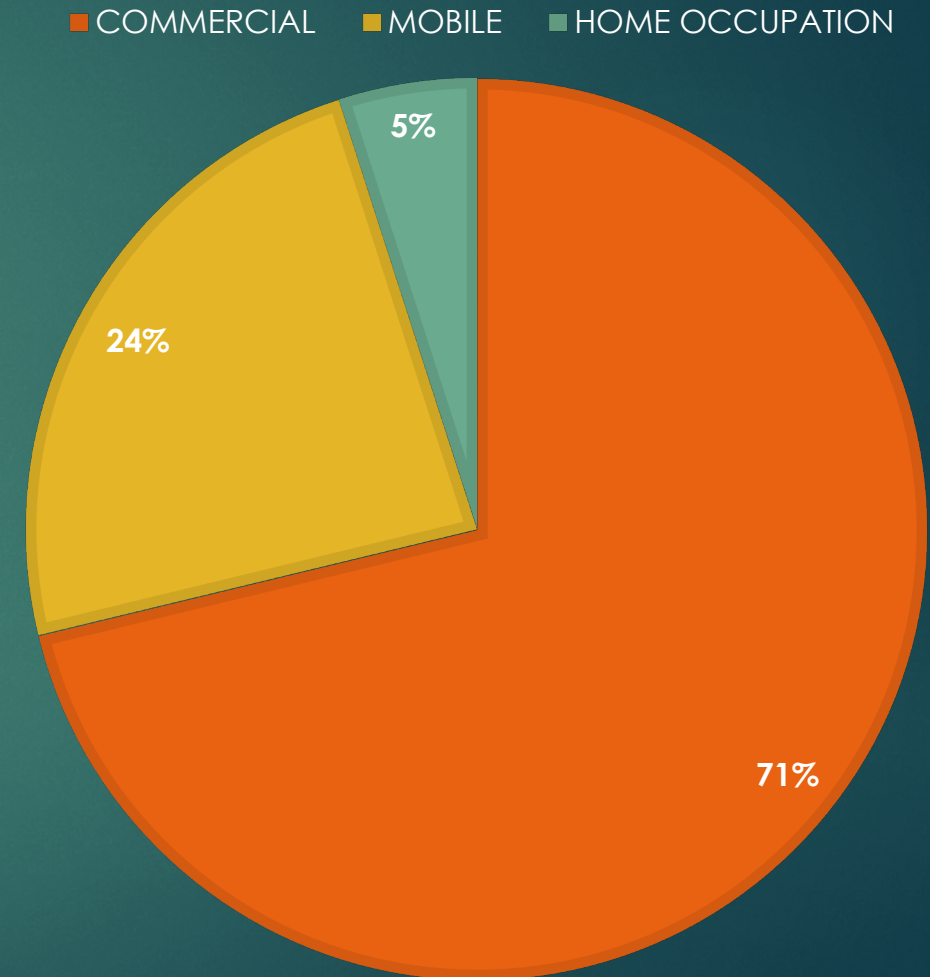
NUMBER OF BEDS
(INDIVIDUALS PER HOME)
IS DETERMINED BY SQ FT.
OF THE RESIDENCE.
STATE LICENSING AND
FIRE DEPT SET THE
OCCUPANCY

Mobile Business Licensing

MOBILE BUSINESS: A BUSINESS THAT DOES NOT OPERATE FROM A FIXED LOCATION/PREMISE. THE BUSINESS MOVES FROM ONE LOCATION TO ANOTHER OFFERING PRODUCTS OR SERVICES.

Current Business Licenses

- ▶ Total Business Licenses = 7,594
- ▶ Mobile Business=1,809
- ▶ Home Occupation= 376
- ▶ Commercial = 5,409





Types of Mobile Businesses

MOBILE CATERING UNITS=

Food Trucks

SERVICE/TRADE BUSINESS=

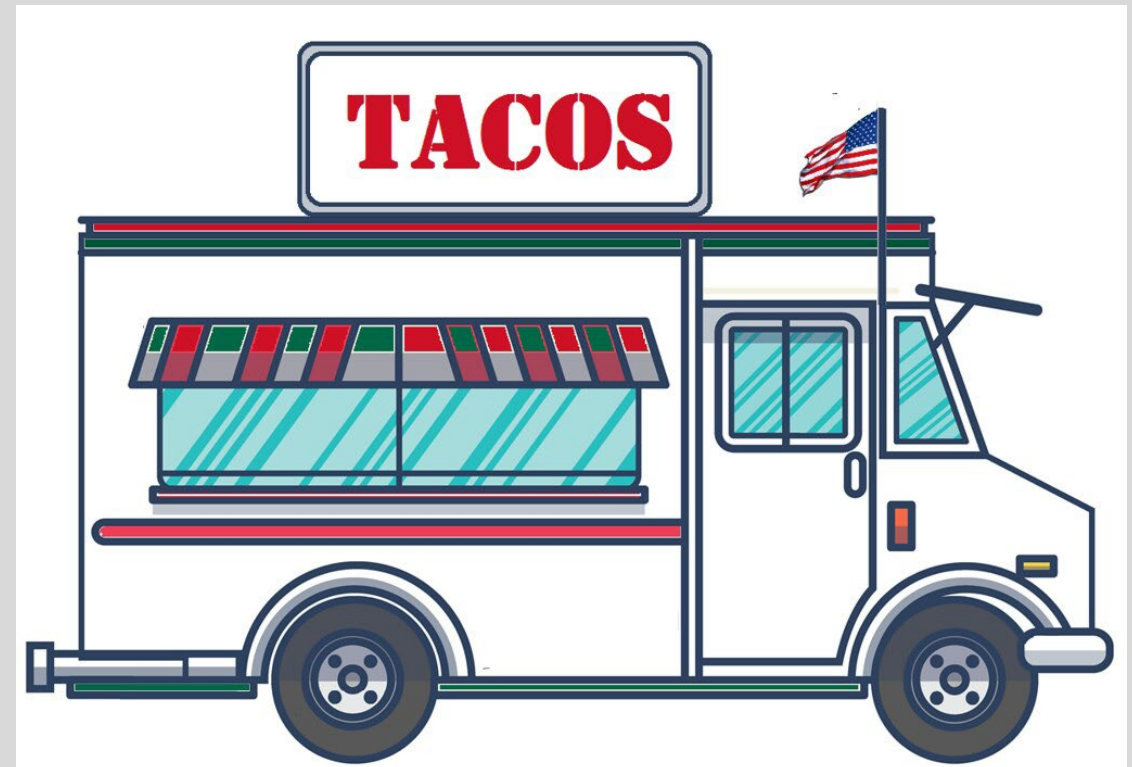
Contractors, Cleaning Services, Massage Therapists, Landscapers, Personal Care Services, Pest Control, etc.

PARKING LOT/STREET VENDORS?

Produce Trucks, Food Carts, Pine Nuts, Bike Rentals, etc.

Mobile Catering Units(Food Trucks)

- ▶ Food Trucks are the only mobile businesses we currently have a written city ordinance and state law to regulate their operation.
<https://stgeorge.municipal.codes/Code/3-2R>
- ▶ In 2019, the State of Utah passed a bill amending the "Food Truck Licensing and Regulation Act" (Utah Code 11-56-101) which limited what the City can require/regulate for a licensed food truck business within a political subdivision.
https://le.utah.gov/xcode/Title11/Chapter56/C11-56_2017050920170509.pdf
- ▶ In the City of St. George food trucks are permitted to sell in **commercial zones** and on **private property with granted permission from the property owner**.
- ▶ Food Trucks are not permitted to sell in a residential zone or on city property.
- ▶ [Mobile Catering Unit Application](#)



Mobile Trade/Service Business

Most Common Licenses:

Mobile businesses that provide a service/trade at the customer's location (residence)

- Contractors
- Pest Control
- Cleaning Services
- Handyman
- Auto Detailing
- Personal Care Services (massage therapy, hair stylist/makeup, personal trainer, etc.)

Traveling Mobile Business:

Provides services from inside an enclosed vehicle/bus/trailer at the customer's location; limited to residential zones and by appointment only

- Mobile Salons
- Dog Grooming

Parking Lot Vendors

Temporary businesses that offer products/goods for sale in stands, booths, or other non-permanent structures with permission from the commercial property owner to vend in their parking lot.

▶ Customer Requests For Vendor Permits:

- Puppy Sales
- Pine Nuts
- Rugs
- Bike Rentals
- Ammo
- Produce (fruit or veggies)
- Clothing/Shoes
- Political Swag Booths
- Stuffed Animals
- Beef Jerky
- CBD Products
- Salon

Considerations

Parking requirements

Size of booth, tents, or pop-ups

Encroaching on landscaping or city right-of-way

Temporary signage

ST. GEORGE FIRE DEPARTMENT

Fire Station Master Planning

PUBLIC PROTECTION CLASSIFICATION (PPC)

- Insurance Service Office (ISO) evaluates municipal fire-protection efforts in communities throughout the United States.
- A community's investment in fire mitigation is a proven and reliable predictor of future fire losses.
- Insurance companies use PPC information to help establish fair premiums for fire insurance — generally offering lower premiums in communities with better protection.
- The FSRS lists a large number of items (facilities and practices) that a community should have to fight fires effectively. The schedule is performance based and assigns credit points for each item.
- The credit points and various formulas, ISO calculates a total score on a scale of 0 to 105.5.

WHY PPC MATTERS?

- Fire continues to be the largest single cause of property loss in the United States. According to the latest research by the National Fire Protection Association (NFPA),
 - 490,500 structure fires in 2020
 - caused 3,500 civilian deaths,
 - 15,200 civilian injuries
 - \$21.9 billion in property damage.
 - In the last decade, fires have caused direct insured losses of more than \$120 billion and countless billions in related costs.
- Virtually all property insurers in the country receive ISO's advisory PPCs for a variety of marketing, underwriting and writing purposes, generally offering lower premiums in communities with better protection.
- A community with a PPC of 1 is generally recognized as having superior fire suppression capabilities; a community graded PPC 10 is generally regarded as having no recognized fire protection from a property insurance standpoint.

FIRE DEPARTMENT SURVEY

- Site visit of fire stations, facilities, and training grounds, to review:
 - Fire station locations, apparatus, and equipment
 - Pumper and hose tests
 - Aerial Ladder tests
 - Training
 - Response to alarms

- Fire Prevention evaluation
 - Review certifications
 - Inspection records
 - Investigation processes
 - Public Education and Safety records.

A review of the **Emergency Communications** accounts for 10% of the total classification.

This Section is weighted **10 points**, as follows:

- Emergency Reporting 3 points
- Telecommunications 4 points
- Dispatch Circuits 3 points

A review of the **Fire Department** accounts for 50% of the total classification. ISO focuses on a fire departments first alarm response and initial attack to minimize potential loss. The fire department section is weighted **50 points**, as follows:

- Engine Companies 6 points
- Reserve Pumpers 0.5 points
- Pump Capacity 3 points
- Ladder/Service Companies 4 points
- Reserve Ladder/Service Trucks 0.5 points
- Deployment Analysis 10 points
- Company Personnel 15 points
- Training 9 points
- Operational Considerations 2 points
- Community Risk Reduction 5.5 points (in addition to the 50 points above)

A review of the **Water Supply** system accounts for 40% of the total classification. ISO reviews the water supply a community uses to determine the adequacy for fire suppression purposes.

The water supply system is weighted at **40 points**, as follows:

- Credit for Supply System 30 points
- Hydrant Size, Type & Installation 3 points
- Inspection & Flow testing of Hydrants 7 points

Fire department (50%)	
Engine Companies - ISO compares the number of in-service pumpers and the equipment carried with the number of needed pumpers and the equipment identified in the FSRS (or equivalency list). The number of needed pumpers depends on the Basic Fire Flow, the size of the area served, and the method of operation.	6%
Reserve Pumpers - ISO evaluates the adequacy of the pumpers and their components with one or more in larger communities) pumper out of service.	.5%
Pumper Capacity - ISO compares the pump capacity of the in-service and reserve pumpers (and pumps on other apparatus) with the Basic Fire Flow. ISO considers a maximum Basic Fire Flow of 3,500 gpm.	3%
Ladder Service - Communities use ladders, tools, and equipment normally carried on ladder trucks for ladder operations, as well as for forcible entry, utility shut-off, ventilation, salvage, overhaul, and lighting. The number and type of apparatus depend on the height of the buildings, needed fire flow, and the size of the area served.	4%
Reserve ladder and/or service – ISO compares the adequacy of ladder and service apparatus when one (or more in larger communities) apparatus is out of service.	.5%
Deployment Analysis — This items examines the number and adequacy of existing engine and ladder-service companies to cover built-upon areas of the city. ISO credits the percentage of the community within specified response distances of pumpers (1-1/2 miles) and ladder/service apparatus (2-1/2 miles).	10%
Company Personnel – ISO credits the personnel available for first alarms of fire. For personnel not normally in the fire station (for example, volunteers), ISO reduces the value of the responding members to reflect the delay due to decision, communication, or assembly. ISO then applies an upper limit for the credit for manning, as it is impractical for a very large number of personnel to operate a piece of apparatus.	15%
Training - Trained personnel are vital to a competent fire-suppression force. ISO evaluates training facilities and their productivity; training at fire stations; training of fire officers, drivers, and recruits; and building familiarization and prefire planning inspections.	9%
Operational Considerations: Standing operating procedures and incident management systems for emergency operations involving structure fires.	2%

FSRS Feature (2017)		Earned Credit	Credit Available
Emergency Communications			
	414 Credit for Emergency Reporting	2.55	3.00
	422 Credit for Telecommunications	4.00	4.00
	432 Credit for Dispatch Circuits	1.33	3.00
	440. Credit for Emergency Communications	7.88	10.00
Fire Department			
	513 Credit for Engine Companie	6.00	6.00
	523 Credit for Reserve Pumpers	0.50	0.50
	532 Credit for Pump Capacity	3.00	3.00
	549 Credit for Ladder Service	2.60	4.00
	553 Credit for Reserve Ladders and Service Trucks	0.00	0.50
	561 Credit for Deployment Analysis	5.71	10.00
	571 Credit for Company Personnel	3.61	15.00
	581 Credit for Training	6.70	9.00
	730 Credit for Operational Considerations	2.00	2.00
	590 Credit for Fire Department	30.12	50.00
Water Supply			
	616 Credit for Supply Systems	27.79	30.00
	621 Credit for Hydrants	2.96	3.00
	631 Credit for Inspection and Flow Testing	2.40	7.00
	640 Credit for Water Supply	33.15	40.00
Divergence		-4.53	
	1050 Community Risk Reduction	3.68	5.50
	Total Credit	70.30	105.50

FSRS Feature (2012)		Earned Credit	Credit Available
Receiving and Handling Alarms			
	414 Credit for Telephone Service	1.90	2.00
	422 Credit for Operators	3.00	3.00
	432 Credit for Dispatch Circuits	1.65	5.00
	440 Credit for Receiving and Handling Fire Alarms	6.55	10.00
Fire Department			
	513 Credit for Engine Companie	7.95	10.00
	523 Credit for Reserve Pumpers	0.69	1.00
	532 Credit for Pump Capacity	5.00	5.00
	549 Credit for Ladder Service	3.10	5.00
	553 Credit for Reserve Ladders and Service Trucks	0.47	1.00
	561 Credit for Distribution	2.48	4.00
	571 Credit for Company Personnel	3.09	15.00
	581 Credit for Training	2.56	9.00
	590 Credit for Fire Department	25.34	50.00
Water Supply			
	616 Credit for Supply Systems	32.46	35.00
	621 Credit for Hydrants	1.98	2.00
	631 Credit for Inspection and Condition	1.94	3.00
	640 Credit for Water Supply	36.38	40.00
Divergence		-8.05	
	Total Credit	60.22	100.00

Item 549 - Credit for Ladder Service (4 points)

The next item reviewed is Item 549 "Credit for Ladder Service (CLS)". This item reviews the number of response areas within the city with 5 buildings that are 3 or more stories or 35 feet or more in height, or with 5 buildings that have a Needed Fire Flow greater than 3,500 gpm, or any combination of these criteria. The height of all buildings in the city, including those protected by automatic sprinklers, is considered when determining the number of needed ladder companies. Response areas not needing a ladder company should have a service company. Ladders, tools and equipment normally carried on ladder trucks are needed not only for ladder operations but also for forcible entry, ventilation, salvage, overhaul, lighting and utility control.

The number of ladder or service companies, the height of the aerial ladder, aerial ladder testing and the equipment carried on the in-service ladder trucks and service trucks is compared with the number of needed ladder trucks and service trucks and an FSRS equipment list. Ladder trucks must meet the general criteria of NFPA 1901, Standard for Automotive Fire Apparatus to be recognized.

The number of needed ladder-service trucks is dependent upon the number of buildings 3 stories or 35 feet or more in height, buildings with a Needed Fire Flow greater than 3,500 gpm, and the method of operation.

The FSRS recognizes that there are **3 ladder companies** in service. These companies are needed to provide fire suppression services to areas to meet NFPA 1710 criteria or within 2/2 miles and the number of buildings with a Needed Fire Flow over 3,500 gpm or 3 stories or more in height, or the method of operation.

The FSRS recognizes that there are **0 service companies** in service.

Item 549 "Credit for Ladder Service (CLS)" = **2.60 points**

Item 553- Credit for Reserve Ladder and Service Trucks (0.50 points)

The next item reviewed is item 553 “Credit for Reserve Ladder and Service Trucks (CRLS).” This item considers the adequacy of ladder and service apparatus when one (or more in larger communities) of these apparatus are out of service. The number of needed reserve ladder and service trucks is 1 for each 8 needed ladder and service companies that were determined to be needed in Item 540, or any fraction thereof.

Item 553 “Credit for Reserve Ladder and Service Trucks (CRLS)” = 0.00 points

Item 561- Deployment Analysis (10 points)

Next, Item 561 “Deployment Analysis (DA)” is reviewed. This item examines the number and adequacy of existing engine and ladder-service companies to cover built-upon area of the city.

To determine the Credit for Distribution, first the Existing Engine Company (EC) points and the Existing Engine Companies (EE) determine in Item 513 are considered along with Ladder Company Equipment (LCE) points, Service Company Equipment (SCE) points, Engine-Ladder Company Equipment (ELCE) points, and Engine-Service Company Equipment (ESCE) points determine in item 549.

Secondly, as an alternative to determining the number of needed engine and ladder/service companies through the road-mile analysis, a fire protection area may use the results of a systematic performance evaluation. This type of evaluation analyzes computer-aided dispatch (CAD) history to demonstrate that, with its current deployment of companies, the fire department meets the time constraints for initial arriving engine and initial full alarm assignment in accordance with the general criteria of in 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.

A determination is made of the percentage of built upon area within 1 ½ miles of a first-due engine company and within 2 ½ miles of a first-due ladder-service company.

Item 561 “Credit Deployment Analysis (DA)= 5.71 points.

Item 571 - Credit for Company Personnel (15 points)

Item 571 "Credit for Company Personnel (CCP)" reviews the average number of existing firefighters and company officers available to respond to reported first alarm structure fires in the city.

The on-duty strength is determined by the yearly average of total firefighters and company officers on-duty considering vacations, sick leave, holidays, "Kelley" days and other absences. When a fire department operates under a minimum staffing policy, this may be used in lieu of determining the yearly average of on-duty company personnel.

Firefighters on apparatus not credited under Items 513 and 549 that regularly respond to reported first alarms to aid engine, ladder, and service companies are included in this item as increasing the total company strength.

Firefighters staffing ambulances or other units serving the general public are credited if they participate in fire-fighting operations, the number depending upon the extent to which they are available and are used for response to first alarms of fire.

On-Call members are credited on the basis of the average number staffing apparatus on first alarms. Off-shift career firefighters and company officers responding on first alarms are considered on the same basis as on-call personnel. For personnel not normally at the fire station, the number of responding firefighters and company officers is divided by 3 to reflect the time needed to assemble at the fire scene and the reduced ability to act as a team due to the various arrival times at the fire location when compared to the personnel on-duty at the fire station during the receipt of an alarm.

The number of Public Safety Officers who are positioned in emergency vehicles within the jurisdiction boundaries may be credited based on availability to respond to first alarm structure fires. In recognition of this increased response capability the number of responding Public Safety Officers is divided by 2.

The average number of firefighters and company officers responding with those companies credited as Automatic Aid under Items 513 and 549 are considered for either on-duty or on call company personnel as is appropriate. The actual number is calculated as the average number of company personnel responding multiplied by the value of AA Plan determined in Item 512.D.

The maximum creditable response of on-duty and on-call firefighters is 12, including company officers, for each existing engine and ladder company and 6 for each existing service company.

Chief Officers are not creditable except when more than one chief officer responds to alarms; then extra chief officers may be credited as firefighters if they perform company duties.

The FSRS recognizes **10.00 on-duty personnel** and an average of **17.65 on-call personnel** responding on first alarm structure fires.

Item 571 "Credit for Company Personnel (CCP)" = 3.61 points

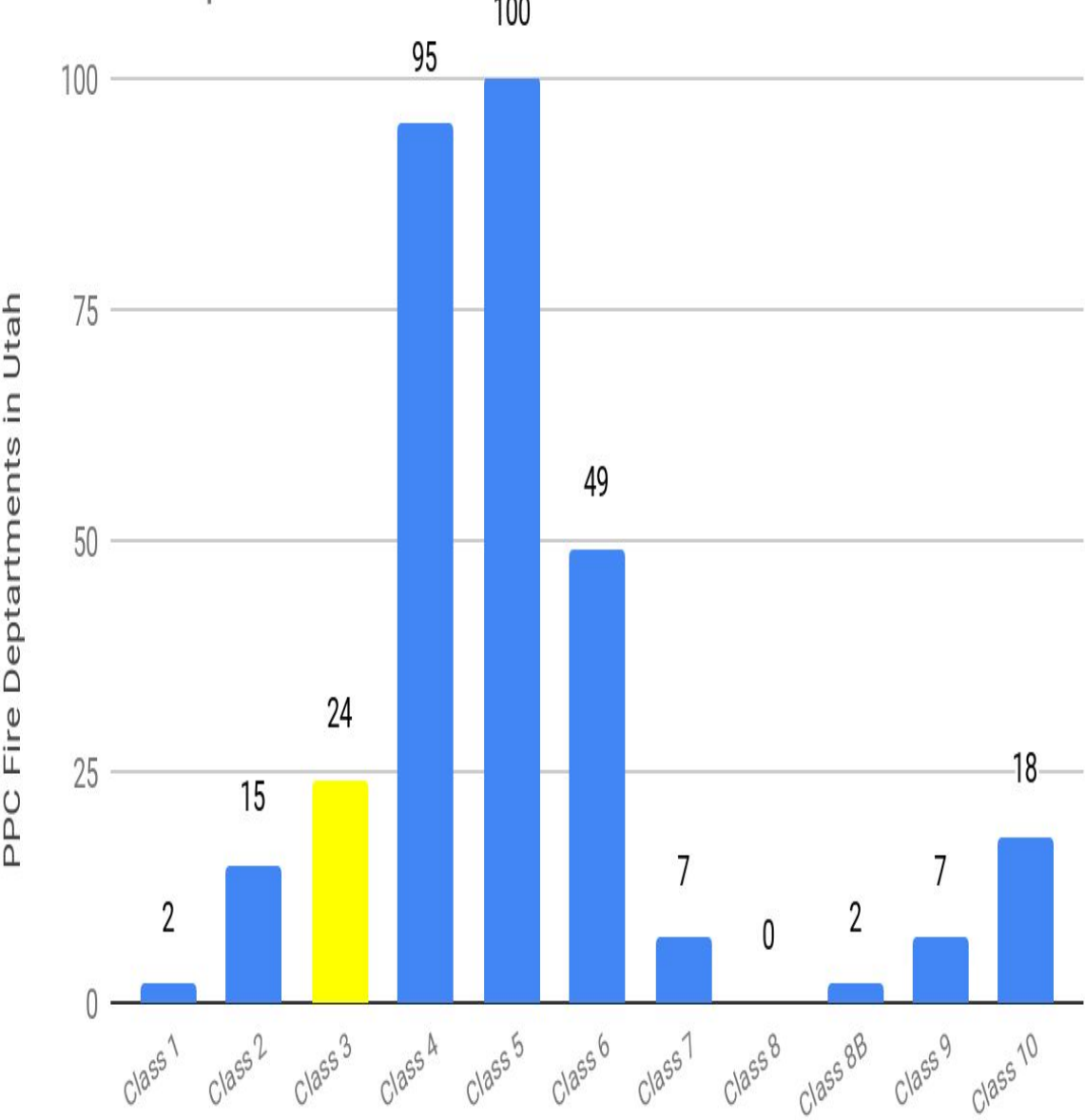
PPC Review

ISO concluded its review of the fire suppression features being provided for Saint George. The resulting community classification is **CLASS 03/3X**

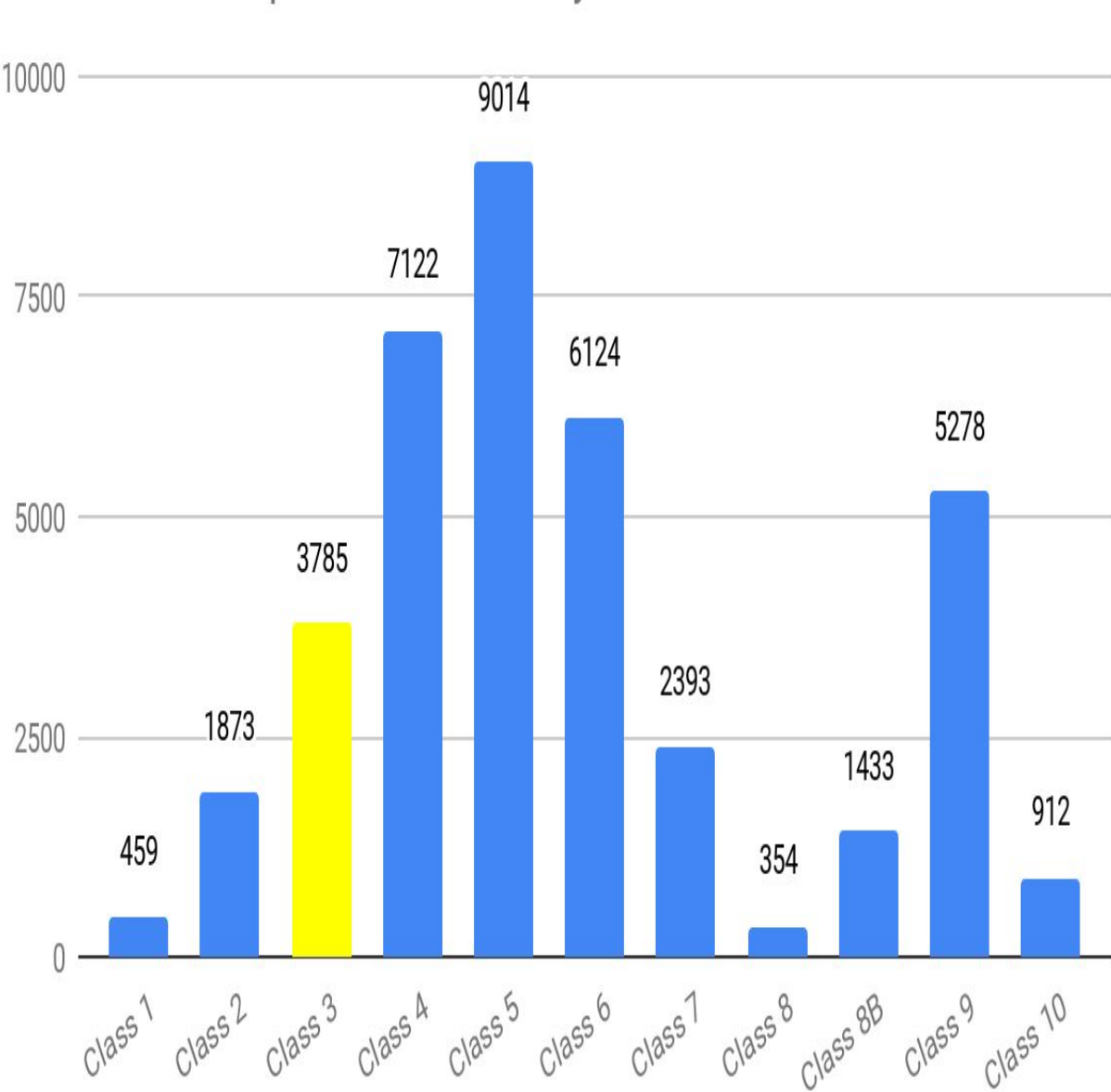
If the classification is a single class, the classification applies to properties with a **Needed Fire Flow of 3,500 gpm or less** in the community. If the classification is a split class (e.g., 6/XX):

- The first class (e.g., “6” in a 6/XX) applies to properties within 5 road miles of a recognized fire station and within 1,000 feet of a hydrant or alternative water supply.
- The second class (XX or XY) applies to properties beyond 1,000 feet of a fire hydrant but within 5 road miles of a recognized fire station.
- Alternative Water Supply: The first class (e.g., “6” in a 6/10) applies to properties within 5 road miles of a recognized fire station with no hydrants distant requirement.
- Class 10 applies to properties over 5 road miles of a recognized fire station.
- Class 10W applies to properties within 7 to 7 road miles of a recognized fire station with a recognized water supply within 1,000 feet.
- Specific properties with a Needed Fire FLOW in excess of 3,500 gpm are evaluated separately and assigned an individual classification

PPC Fire Departments in Utah



PPC for Fire Departments country wide



National Fire Protection Association (NFPA) Standards

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

4.1.2.1 The fire department shall establish the following objectives:

- (1) Alarm handling time to be completed in accordance with 4.1.2.3.
- (2) 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
- (3)*240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident
- (4) For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (5) For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident
- (6) 240 seconds or less travel time for the arrival of a unit with first responder with automatic external defibrillator (AED) or higher level capability at an emergency medical incident
- (7) 480 seconds or less travel time for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with AED or basic life support (BLS) unit arrived in 240 seconds or less travel time

5.2.3 Operating Units. Fire company staffing requirements shall be based on minimum levels necessary for safe, effective, and efficient emergency operations.

5.2.3.1 Fire companies whose primary functions are to pump and deliver water and perform basic fire fighting at fires, including search and rescue, shall be known as engine companies.

5.2.3.1.1 These companies shall be staffed with a minimum of four on-duty members.

5.2.3.1.2 In jurisdictions with a high number of incidents or geographical restrictions, as identified by the AHJ, these companies shall be staffed with a minimum of five on-duty members.

5.2.3.1.2.1 In jurisdictions with tactical hazards, high-hazard occupancies, or dense urban areas, as identified by the AHJ, these fire companies shall be staffed with a minimum of six on-duty members.

5.2.3.2 Fire companies whose primary functions are to perform the variety of services associated with truck work, such as forcible entry, ventilation, search and rescue, aerial operations for water delivery and rescue, utility control, illumination, overhaul, and salvage work, shall be known as ladder or truck companies.

5.2.3.2.1 These fire companies shall be staffed with a minimum of four on-duty members.

Specific City Considerations

- Obstructions such as the I-15 freeway, rivers, washes, and mesas.
- Road miles used to measure distances and response times.
- Future growth in specific areas within the city, geographic expansion. Projected growth areas may change over time due to economic climate. i.e. Ledges projected station replaced by Sunriver.
- Increased calls for service.
- Increased traffic and roadway congestion resulting in increased response times.

2020 Impact Fee Study - Fire Department Section

Fire Impact Fee Facilities Plan (IFFP)

Impact Fee Analysis (IFA)

SECTION 1: EXECUTIVE SUMMARY - FIRE IMPACT FEES

The purpose of the Fire Impact Fee Facilities Plan (“IFFP”), with supporting Impact Fee Analysis (“IFA”), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fees Act”, and assist the City of St. George (the “City”) in financing and constructing necessary fire capital improvements for future growth. This document will address the future infrastructure needed to serve the City through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service (“LOS”). The City has provided much of the information utilized in this report

- **Impact Fee Service Area:** The service area (“Service Area”) includes all of the City and is defined in Section 3.
- **Demand Analysis:** The demand unit used for this analysis is calls for fire services generated from development within the Service Area. It is anticipated that future growth will affect the City’s existing services through the increase in calls for service. Section 3 of this report outlines the growth in calls for service and illustrates the calls per developed unit calculations.
- **Level of Service:** The LOS for this analysis is based on an average call per land-use type, as well as an estimate of public facilities square feet (“SF”) per call. Response times were also considered in planning for future facilities. Additional details regarding LOS are found in Section 3.
- **Existing Facilities and Excess Capacity:** This analysis uses the Plan Based Methodology for calculating the impact fees, and assumes existing facilities are at capacity for the purposes of impact fee calculations. Future facility costs will be allocated to new development based on the growth-related calls for service anticipated within the IFFP planning horizon.
- **Outstanding Debt:** The City does not have any outstanding debt related to fire facilities and apparatus to consider in this analysis.
- **Future Capital Facilities:** The costs of future system improvements related to new growth and funded with future impact fees are estimated at \$12.72 million for three new fire stations, to expand existing stations, the relocation of the dispatch center, and for three new fire apparatus.
- **Funding of Future Facilities:** No financing costs are considered in this analysis and thus it assumes all future facilities will be funded on a cash basis.

PROPOSED FIRE IMPACT FEE

The IFFP must meet the legislative requirements found in the Impact Fees Act if it is to serve as a working document in the calculation of impact fees. The calculation of impact fees relies upon the information contained in this analysis. Impact fees are then calculated based on many variables centered on proportionality share and LOS.

FIRE IMPACT FEE CALCULATION

Based on the growth-related projects, a cost per call for fire services is determined. Historic call volumes are taken from various land use categories, as determined by the City, and the number of calls per unit of development within each land use category is calculated. The fee per call is then applied to the calls per unit for residential and commercial users, as shown in Table 1.1.

TABLE 1.1: FIRE PROPORTIONATE SHARE ANALYSIS			
	IMPACT FEE ELIGIBLE COST TO FIRE	CALLS SERVED	COST PER CALL
Station Expansion	\$10,944,644	2,647	\$4,135
Relocation of Dispatch Center	\$71,458	4,628	\$15
Professional Expense*	\$9,675	1,218	\$8
Facilities Total	\$11,025,778		\$4,158
Apparatus**			
New Apparatus	\$1,693,727	1,642	\$1,032
Apparatus Total	\$1,693,727		\$1,032
Total Impact Fee Cost per Call (Residential)	\$11,025,770		\$4,158
Total Impact Fee Cost per Call (Non-Residential)	\$12,719,505		\$5,190
* The professional expense is allocated to demand in the next six years. The impact fee analysis should be updated within the 6-year horizon. ** The apparatus portion can only be assessed to non-residential development. See Utah Code 11-36a-202(2)(a)(i)			

Demand Units

The IFFP, in conjunction with the IFA, is designed to accurately assess the true impact of a particular user upon the City's infrastructure and prevent existing users from subsidizing new growth. Impact fees should be used to fund the costs of growth-related capital infrastructure based upon the historic funding of the existing infrastructure and the intent of the City to equitably allocate the costs of growth-related infrastructure in accordance with the true impact that a user will place on the system

Demand Analysis

This section focuses on the specific demand units related to fire services, which will be calls for service. The demand analysis focuses on two main elements:

The existing demand on public facilities; and,

The future demand as a result of new development that will impact public facilities.

To do this, two data sets are utilized: existing land-use data and calls for service. Table 3.1 shows the breakdown of calls by land use type, specifically the number of calls per dwelling unit for residential land and per 1,000 SF for non-residential land. LYRB evaluated call data from 2015-2017, as this was the most recent call data available at the time this study was initiated. For purposes of calculating levels of service, 2017 call data was utilized.

TABLE 3.1: FIRE CALLS PER LAND USE TYPE			
	DEVELOPED UNITS	2017 CALLS	EXISTING LOS (CALLS PER DEVELOPED UNIT)
Residential Single-Family (per dwelling unit)	30,879	2,374	0.08
Residential Multi-Family (per dwelling unit)	7,296	1,156	0.16
Mobile Homes(per dwelling unit)	1,325	60	0.05
Professional Office (per 1,000 square feet)	2,904	152	0.05
Commercial (per 1,000 square feet)	8,631	1,150	0.13
Industrial (per 1,000 square feet)	4,792	118	0.03
Total	55827	5,010	

A total of 5,010 calls for service were attributed to residential and non-residential development (not including calls placed from public land-uses or calls that cannot be traced to identifiable land-uses).

It is anticipated that new growth in the Service Area will increase call volumes as well as response times, which will in turn impact the City’s existing facilities. Fire services will need to be expanded in order to maintain the existing LOS as development continues throughout the City. The IFFP, in conjunction with the impact fee analysis, are designed to accurately assess the true impact of a particular user upon the City’s infrastructure. Projections of call data on a per capita basis into the future suggest the City will receive an increase of 2,211 fire calls by the year 2029. These additional calls will require additional staffing in each department, along with additional facilities to handle the increase in staff. Response times to calls are critical. As such, the City has put great effort into future planning to ensure that as growth continues, response times are not compromised, and the Fire Department is still able to provide the same service to future development as additional demands are placed on the system.

TABLE 3.2: PROJECTED CALLS FOR SERVICE

YEAR	POPULATION	ADJUSTED CALLS	ANNUAL % CHANGE
2017	95,349	5,010	
2018	98,028	5,151	2.73%
2019	100,822	5,298	2.77%
2020	103,851	5,457	2.92%
2021	107,600	5,654	3.48%
2022	111,484	5,858	3.48%
2023	115,509	6,069	3.48%
2024	119,679	6,288	3.48%
2025	123,999	6,515	3.48%
2026	128,475	6,751	3.48%
2027	133,113	6,994	3.48%
2028	137,919	7,247	3.48%
2029	142,898	7,508	3.48%
2030	148,056	7,779	3.48%

TABLE 3.5: EXISTING LEVEL OF SERVICE (RESPONSE TIME)

NATURE	RESPONSE TIME
Fire-Alarm	0:06:29
Fire-Brush	0:06:53
Fire-Other	0:06:54
Fire-Structure	0:05:56
Fire-Trash	0:04:43
Fire-Vehicle	0:07:17

Source: City of St. George Dispatch, 2011

Approximately 74 percent of fire calls are within 1.5 road miles of at least one fire station.⁵

Challenges that face the department to achieve the response goals are the rapid growth rate that occurs in areas that are beyond the desired distances and how quickly the impact fee fund allows for the construction of the needed stations.

As traffic congestion increases and new developed areas required fire protection services, the fire department will need to construct new facilities to ensure the existing response times and service levels remain the same. While the needs assessment below is intended to maintain proportionality, or that facilities similar to the facilities provided for the existing development are built for future development, the location and timing of the new facilities should be based on response times.

⁵-City of St. George, GIS 2011

FIRE FACILITIES NEEDS ASSESSMENT

To determine the impacts new development will place in the existing system this analysis also considers the current building square feet per call. Impact fees cannot be used to finance an increase in the level of service to current or future users of the infrastructure. Based in the historic call data shown above there is approximately calls annually. This equates to 11.20 sq. ft. of existing facilities per call

TABLE 3.6: FIRE FACILITIES NEEDS ASSESSMENT

FIRE FACILITIES 2011/2022 (est.)	
Total current Sq. Ft.	48,754/56,671
Average total calls	4,353/5,010
Sq. Ft./Call	11.20/11.31
Future calls to Buildout	4,052/5,128
Additional Square Feet Needed (IF Eligible)	45,382/58,000

Based on the historic level of service, a total of 45, 382/58,000 new square feet will be necessary to serve new development and maintain the same proportionality of square footage at buildout. This is based in 11.20/11.31 sq. ft. per call as identified in the needs assessment.

Plan Based (Fee Based on Defined Capital Improvement Plan)

Impact fees can be calculated using a specific set of costs specified for future development. The improvements are identified in the IFFP or CIP as growth-related projects. The total project costs are divided by the total demand units the projects are designed to serve. Under this methodology, it is important to identify the existing LOS and determine any excess capacity in existing facilities that could serve new growth. As stated in Section 4, this analysis assumes existing facilities are at capacity for the purposes of impact fee calculations. Furthermore, the LOS discussion in Section 3 illustrates the City will need to construct additional facilities to maintain the adopted LOS.

Summary of Future Capital Projects

Based upon the projected growth throughout the City, City staff has identified future facilities and apparatus that must be constructed or acquired over the next ten years to serve future development within the planning horizon. The costs of these projects are detailed in Tables 5.1-5.3. The projects listed in the table below have a useful life of more than ten years. The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. A two percent annual construction inflation adjustment is applied to projects completed after 2019 (the base year cost estimate).

Table 5.1 illustrates the new facility SF added to the City, while applying a credit for the replacement of existing SF, as this is not impact fee eligible. Based on this analysis, a total of 44,780 SF is being added to the system.

TABLE 5.1: SUMMARY OF FUTURE CAPITAL FACILITIES SF ALLOCATION

FACILITIES OR ENGINES	CONSTRUCTION YEAR	TOTAL SQ. FT.	% NEW SF	NEW SF	SF Funded with Current Impact Fee Funds	Added Capacity SF
Stations						
Station #9 (Little Valley/Fort Pierce)	2020	12,000	100%	12,000	3,129	8,871
Station #10 (Desert Canyon)	2023	12,000	100%	12,000	3,129	8,871
Station #11 (Ledges)	2025	12,000	100%	12,000	3,129	8,871
City Center Station (Main Street)	2027	22,000	25%	5,500	1,434	4,066
Station Subtotal		58,000		41,500	10,823	30,677
Apparatus						
Little Valley Apparatus	2020	NA	100%	-	-	-
Desert Canyon Apparatus	2023	NA	100%	-	-	-
Ledges Apparatus	2025	NA	10%*	-	-	-
Apparatus Subtotal		NA		-	-	-
Dispatch Center						
Relocation of Dispatch	2021	5,660	58%	3,280	-	3,280
Dispatch Subtotal		5,660		3,280	-	3,280
Total				44,780		33,957

*According to the City, the apparatus for the station will primarily serve residential development, with 10% attributed to non-residential development.

SECTION 6: FIRE IMPACT FEE CALCULATION

The written impact fee analysis relies upon the information contained in this analysis. The following briefly discusses the methodology for calculating fire impact fees.

PROPOSED FIRE IMPACT FEES

The fire/EMS impact fees proposed in this analysis will be assessed within all areas of the City. The impact fee assumes that 100% of the cost of new stations and apparatus will be attributed to new demand. The cost per call for facilities, engines, and ladders is found in Table 5.1 and is the basis for the maximum impact fees per land use category shown in Table 5.2

The following details how the cost per call was determined for stations, engines, and ladders.

Stations and Facilities: New demand assumes 11.20 sq. ft. per call as shown in Table 3.6. Based on the square footage of the two new stations, new demand would be approximately 2,036 calls. This varies from the 4,052 future calls shown in Table 3.6 which shows demand at **buildout**. While additional square feet will be required at buildout, some stations will not be constructed within the IFFP planning horizon, thus only the stations and apparatus anticipated for the next five to ten years are included.

Engines: The City currently owns one engine which serves an estimated 1,197 non-residential calls. Thus, assuming the same level of service, two additional engines will serve approximately 2,394 calls.

10-Impact fees cannot be used to increase the level of service provided to the community. Since the City does not currently have a training center, impact fees may not be used to fund the training center: .

TABLE 5.1: ESTIMATE OF IMPACT FEE COSTS PER CALL				
	ESTIMATED COST	NEW DEMAND	IF ELIGIBLE	COST TO IMPACT FEES
Future Stations and Facilities				
Southeast Station (Little Valley/Fort Pierce)	\$2,132,009	1,018	100%	\$2,132,009
Training Center10	\$1,020,100		0%	\$0
West Station (Tonaquint/Dixie Drive)	\$2,174,863	1,018	100%	\$2,174,863
Impact Fee Cost				\$4,306,872
Calls Served by New Facilities				2,036
Cost per Call (Facilities)				\$2,116
Future Engines				
Engine/Pumper	\$703,869		100%	\$703,869
Engine/Pumper	\$718,017		100%	\$718,017
Impact Fee Cost				\$1,421,886
Calls Served by New Engines				2,394
Cost per Call (Engines)				\$594
Future Ladders				
Aerial ladder	\$1,248,725		100%	1,248,725
Impact Fee Cost				1,248,725
Calls Served by New Ladder				1,197
Cost per Call (Ladder)				\$1,043
Professional Expense				
Professional Expense				\$8,000
Total Calls through 2018				5,196
Cost per Call (Professional Expense)				\$2

Existing and Proposed Fire Station Maps

LEVEL OF SERVICE STANDARDS

TARGET LEVEL OF SERVICE (RESPONSE TIME AND ROAD MILES)

The target response for service for the fire department is ***four to six minutes or to be within 1.5 road miles from a station***. The time portion of the response is recommended through the state and NFPA standards and the mileage portion of the response is standard that ISO uses for insurance grading purposes. The department has master planned general station locations using the 1.5 mile guideline for future expansion of station sites.

EXISTING LEVEL OF SERVICE (RESPONSE TIME AND ROAD MILES)

While the City's target response time is four to six minutes, actual response time may be slightly higher due to the nature of fire incidents, as shown in the table below. Weighted average response time is approximately 6.27 minutes.

Existing Fire Stations

Station 1, 51 South 1000 East (1986)

Station 3, 2315 South River Road (1990)

Station 4, 3521 South Manzanita Road (1970's) (Bloomington FD)

Station 5, 150 North Dixie Drive (1990)

Station 6, 184 North 2450 East (1998)

Station 7, 1912 West 1800 North (2002)

Station 8, 1096 West Bluegrass Way (2011)

Station 9, 2225 East Commerce Drive (2022)

Current and Projected Construction and Overall Project Costs								
Proposed Facility	Scheduled Construction Start		Begin Operation		Eligible Project Costs		Inflation Factor to Scheduled Start of Construction	Projected Adjusted Project Cost at Start of Construction
					Constr. Budget 2nd Qtr. 2022	Overall Project Budget 2nd Qtr. 2022		
Headquarters Fire Station No. 1	2nd Qtr.	2023	2nd Qtr.	2024	#REF!	#REF!	6.60%	#REF!
Desert Canyon Fire Station No. 10 Including Police substation	4th Qtr.	2022	4th Qtr.	2023	\$ 5,737,072	\$ 6,545,296	4.00%	\$ 6,807,108
Tonaquint Fire Station No. 2 Including Police substation	1st. Qtr.	2024	1st. Qtr.	2025	\$ 5,144,577	\$ 5,919,558	11.93%	\$ 6,625,761
Ledges Fire Station No. 12 Including Police substation	1st. Qtr.	2025	1st. Qtr.	2026	\$ 4,884,317	\$ 5,643,540	17.53%	\$ 6,632,655
Airport Public Safety Facility Expansion Combined Police and Fire Facilities	1st. Qtr.		1st. Qtr.		\$ 3,525,500	\$ 3,752,453	23.40%	\$ 4,630,633
Police Headquarters Expansion and Remodel Remodel Existing Police HQ and Former City Hall Building	1st. Qtr.	2024	1st. Qtr.	2025	\$ 4,054,775	\$ 4,744,087	11.93%	\$ 5,310,056

STATION 10- DESERT CANYONS	Quantity		Rate			Comments
Demolition					\$ -	Proposed Parcel is currently clear
Sitework	110,442	S.F.	\$ 10.00	/S.F.	\$ 1,104,420	Landscaping Improvements by City
Building	11,746	S.F.	\$ 350.00	/S.F.	\$ 4,111,100	
Contingency			10.00%		\$ 521,552	
Estimated Construction Cost					\$ 5,737,072	
Base A-E Fees			6.00%		\$ 312,931	
Survey					\$ 6,500	Allowance
Geotechnical Investigations					\$ 7,500	Allowance
Construction Testing & Inspection			0.35%		\$ 18,254	
Builders Risk Insurance			0.25%		\$ 13,039	
Utility Connection Fees					\$ -	Unknown TBD
Water Flow Analysis					\$ -	Unknown TBD
Land Acquisition Cost					\$ 450,000	
Development Impact & Permit Fees					\$ -	Unknown TBD
Estimated Project Soft Costs					\$ 808,224	
Total Estimated Project Costs					\$ 6,545,296	
Additional Project Costs		Not included in total-			\$ 256,514	FF&E, FF&E design fees, audio/visual

STATION 2- TONAQUINT	Quantity		Rate		Sub-Total		Comments
Demolition					<u>\$ 50,000</u>	\$ 50,000	Allowance
Building	10,596	S.F.	\$ 350.00	/S.F.	\$ 3,708,600	\$ 3,708,600	
Estimated Construction Cost						\$ 3,758,600	
Base A-E Fees			6.00%			\$ 225,516	
Survey						\$ 6,000	Allowance
Geotechnical Investigations						\$ 7,500	Allowance
Construction Testing & Inspection			0.35%			\$ 13,155	
Builders Risk Insurance			0.25%			\$ 9,397	
Utility Connection Fees						\$ -	Unknown TBD
Water Flow Analysis						\$ -	Unknown TBD
Land Acquisition Cost						\$ 450,000	
Development Impact & Permit Fees						\$ -	Unknown TBD
Estimated Project Soft Costs						\$ 711,568	
Total Estimated Project Costs						\$ 4,470,168	
Additional Project Cost			Not included in total-			\$ 254,354	FF&E, FF&E design fees, audio/visual

STATION 12-LEDGES	Quantity		Rate		Sub-Total	Comments
Demolition					\$ 50,000	Allowance
Sitework	77,224	S.F.	\$ 12.00	S.F.	\$ 926,688	Landscape Improvements by City
Building	9,896	S.F.	\$ 350.00	S.F.	\$ 3,463,600	
Contingency			10.00%		\$ 444,029	
Estimated Construction Cost					\$ 4,884,317	
Base A-E Fees			6.00%		\$ 266,417	
Survey					\$ 6,000	Allowance
Geotechnical Investigations					\$ 7,500	Allowance
Construction Testing & Inspection			0.35%		\$ 17,095	
Builders Risk Insurance			0.25%		\$ 12,211	
Utility Connection Fees					\$ -	Unknown TBD
Water Flow Analysis					\$ -	Unknown TBD
Land Acquisition Cost					\$ 450,000	
Development Impact & Permit Fees					\$ -	Unknown TBD
Estimated Project Soft Costs					\$ 759,223	
Total Estimated Project Costs					\$ 5,643,540	
Additional Project Cost		Not included in total-			\$ 239,234	FF&E, FF&E design fees, audio/visual

Operating costs (staffing, building and apparatus)

Utilities for fire station 8 last year: \$7,579.27

Non-utilities cost for station 8 was around \$1,500.00

Routine maintenance and fuel costs: \$24,500.00 yearly

Staffing (Average Costs for salary and benefits):

3 person engine crew- Captain, FF level III, FF level II

$$\$257,733 \times 3 = \$773,199$$

Provide an academy to recruit potential fulltime and part time staff

**May need a budget opening if the 170,000 that I have requested is not sufficient in FY23 for part time staffing.*

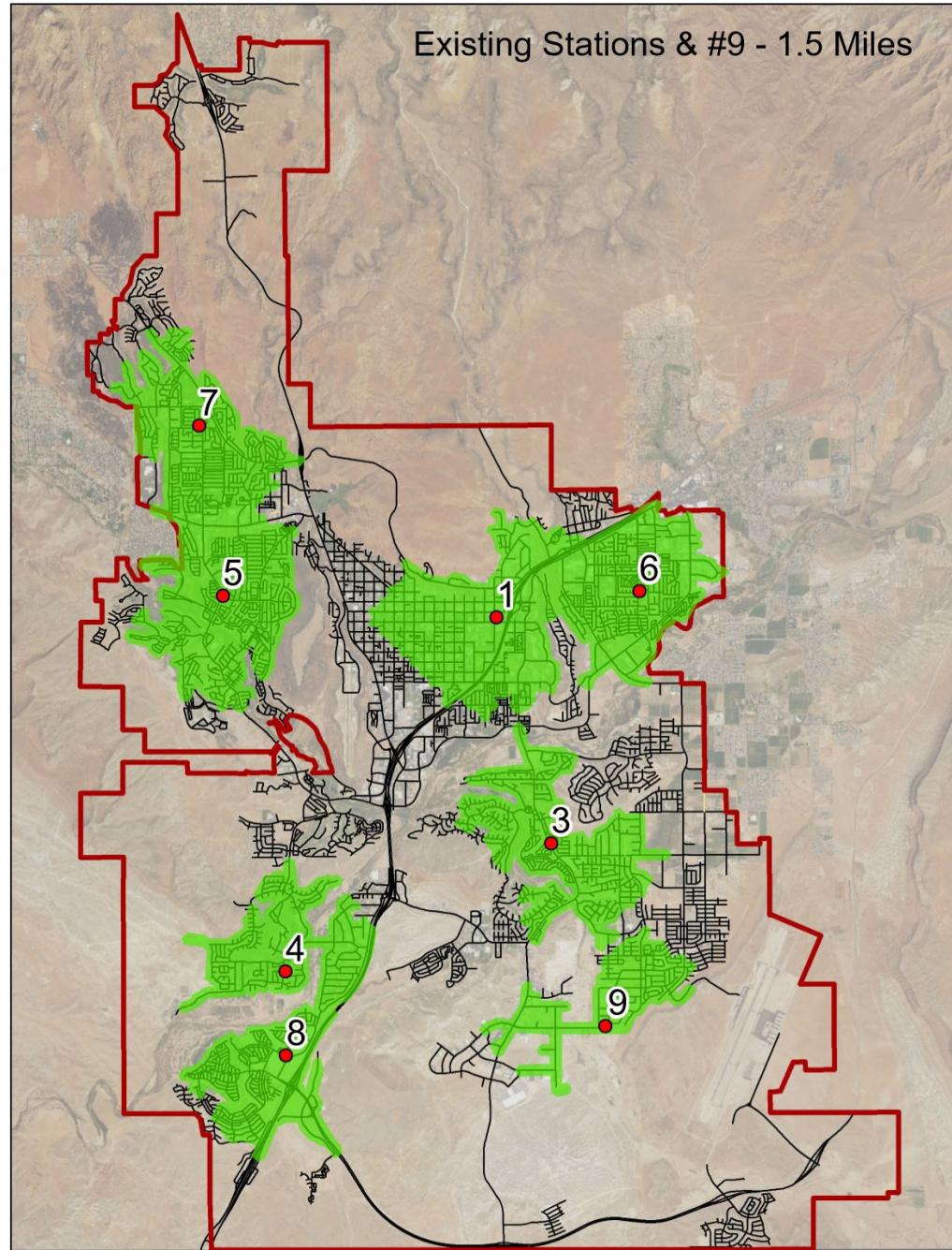
As we increase our department staffing we will also need to increase command and support staff.

Operating costs (staffing, building and apparatus) cont.

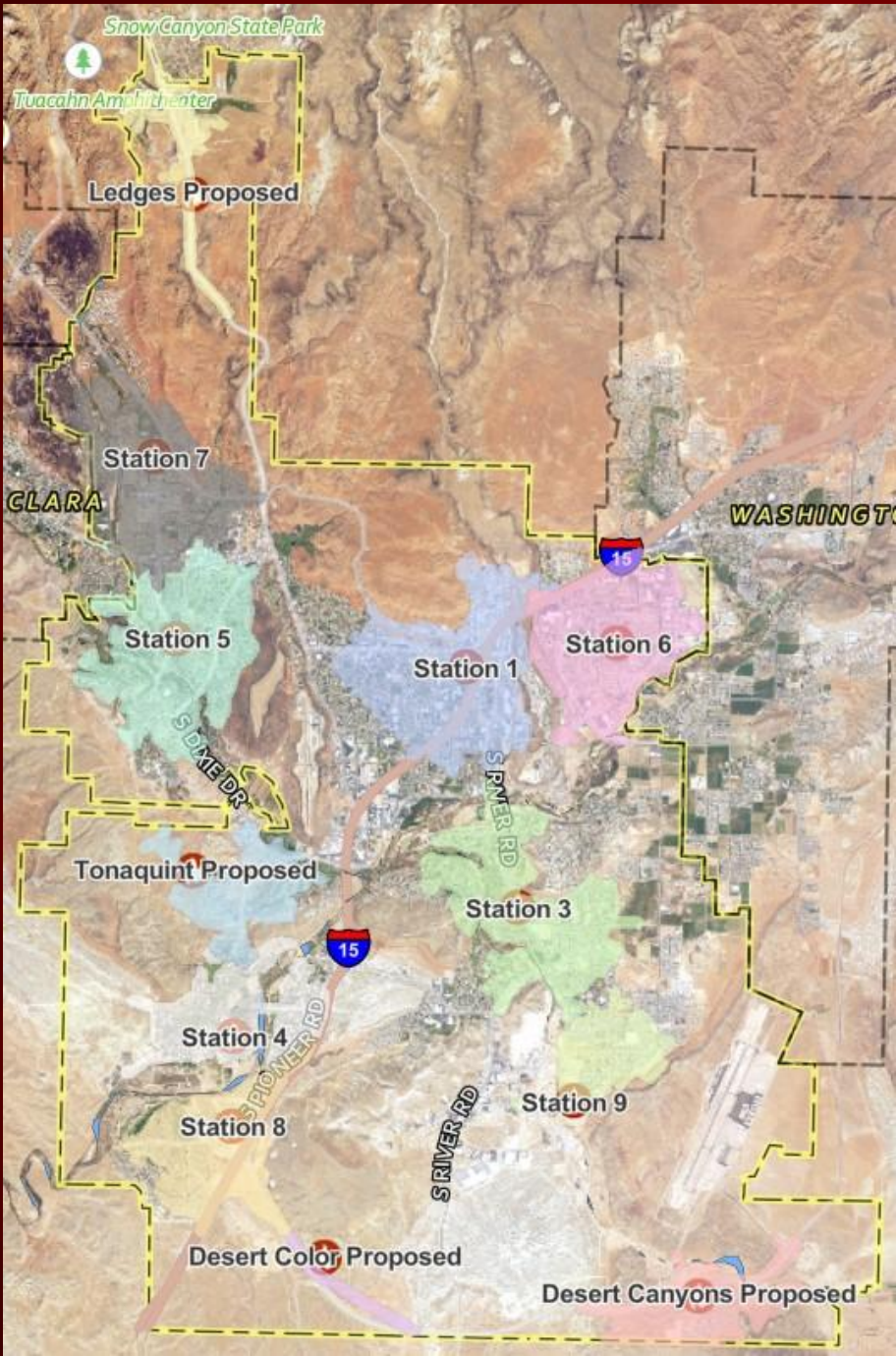
Item	Estimated cost	Quantity	Estimated total
Land 2 -3 acres	\$1,000,000.00	1	\$1,000,000.00
Station current area station design	\$3,200,000.00	1	\$3,200,000.00
Apparatus with equipment (engine/pumper)	\$1,200,000.00	3	\$3,600,000.00
Apparatus with equipment (quint/ladder)	\$1,500,000.00	2	\$3,000,000.00
Admin vehicles	\$60,000.00	4	\$240,000.00
Wildland/brush truck w/ equipment	\$150,000.00	3	\$450,000.00
Medical Equipment per station	\$60,000.00	4	\$240,000.00
SCBA's w/ charger bank	\$12,086.00	60	\$725,160.00

Current Staff		FY23	FY24	FY25*	FY26	FY27
Fire Chief	1					
Deputy Chief	1			1		
Battalion Chiefs	4			3		
Office Administrator	1		1	1		
Captains	16	3	3	3	3	3
Firefighters FT	33	6	6	6	6	6
Total FT	56	65	75	89	98	107
Firefighters PT	8	3	3	3	3	3
Total PT	8	11	14	17	20	23
Firefighters Res.	37	3				
Total Res.	37	40				
<i>*reclassify deputy to Asst. Chief and hire 1 (FY25)</i>						

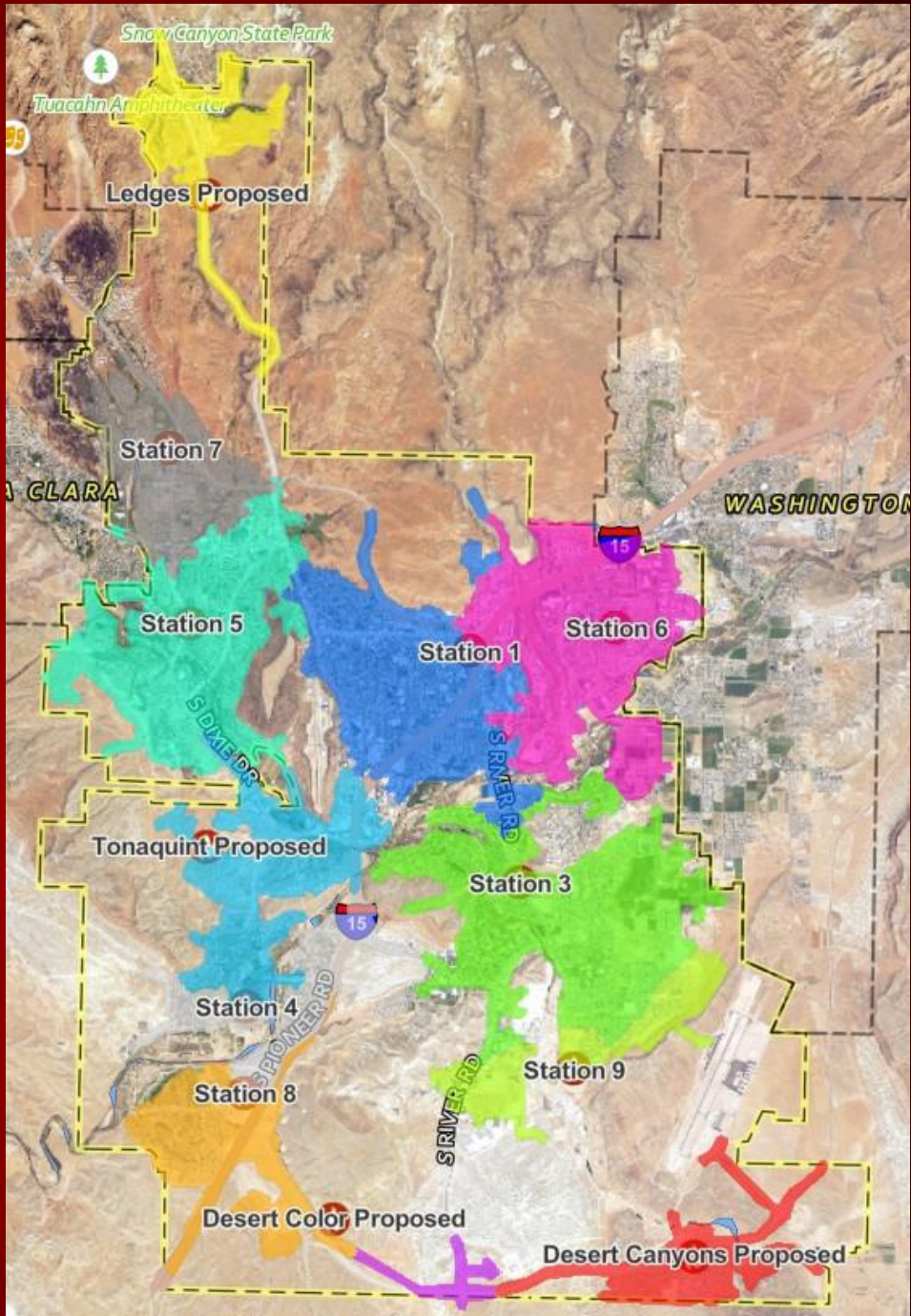
Existing Stations & #9 - 1.5 Miles

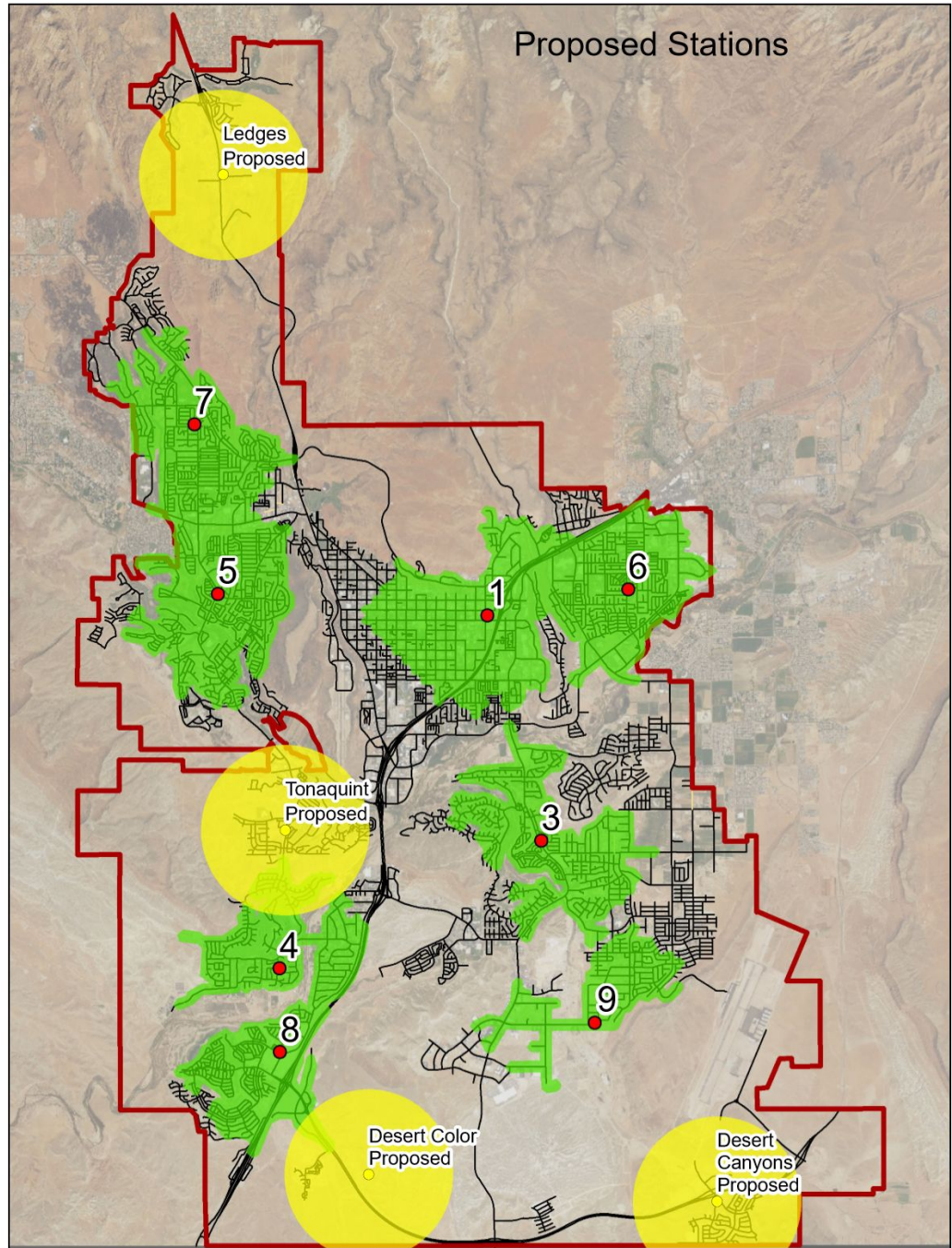
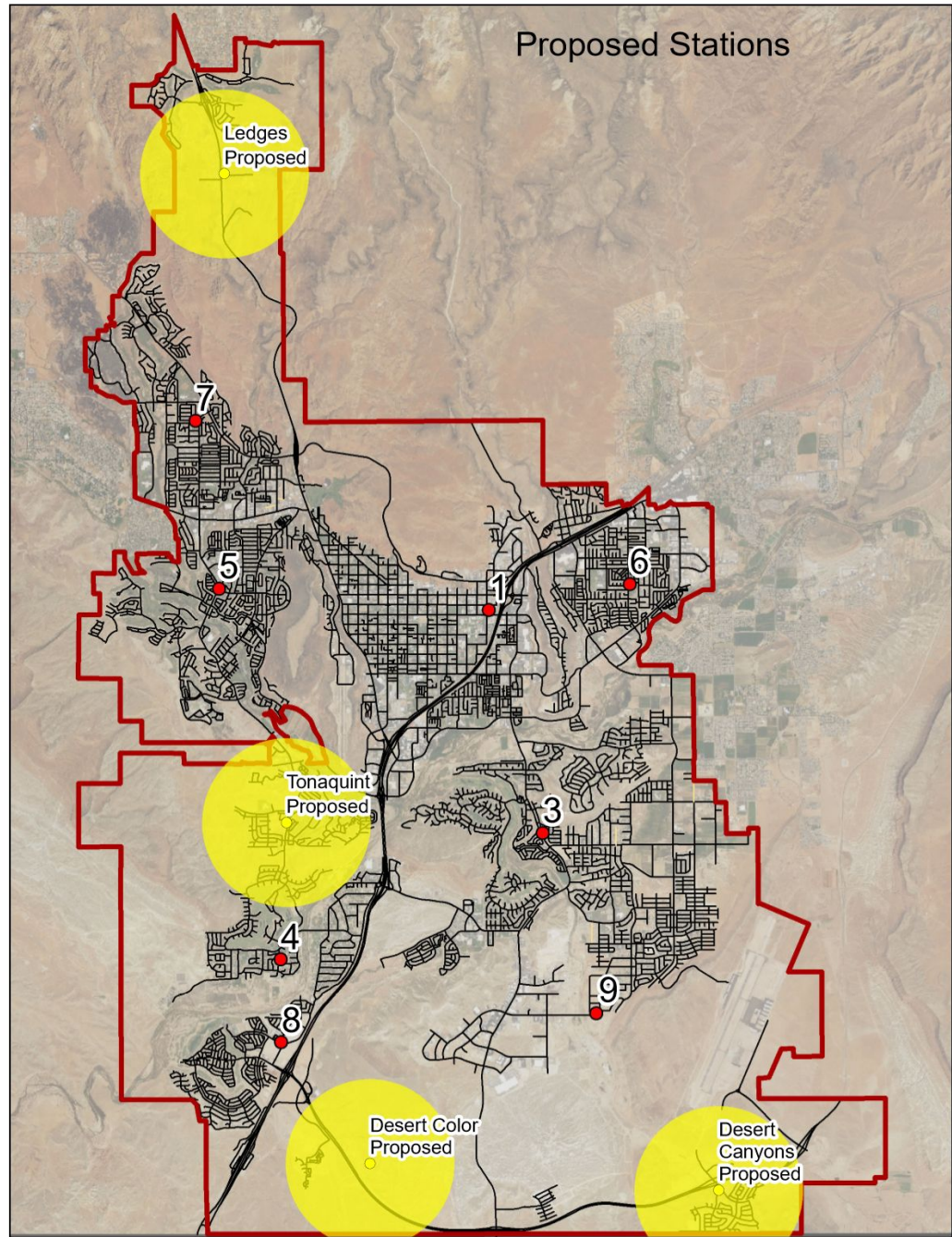


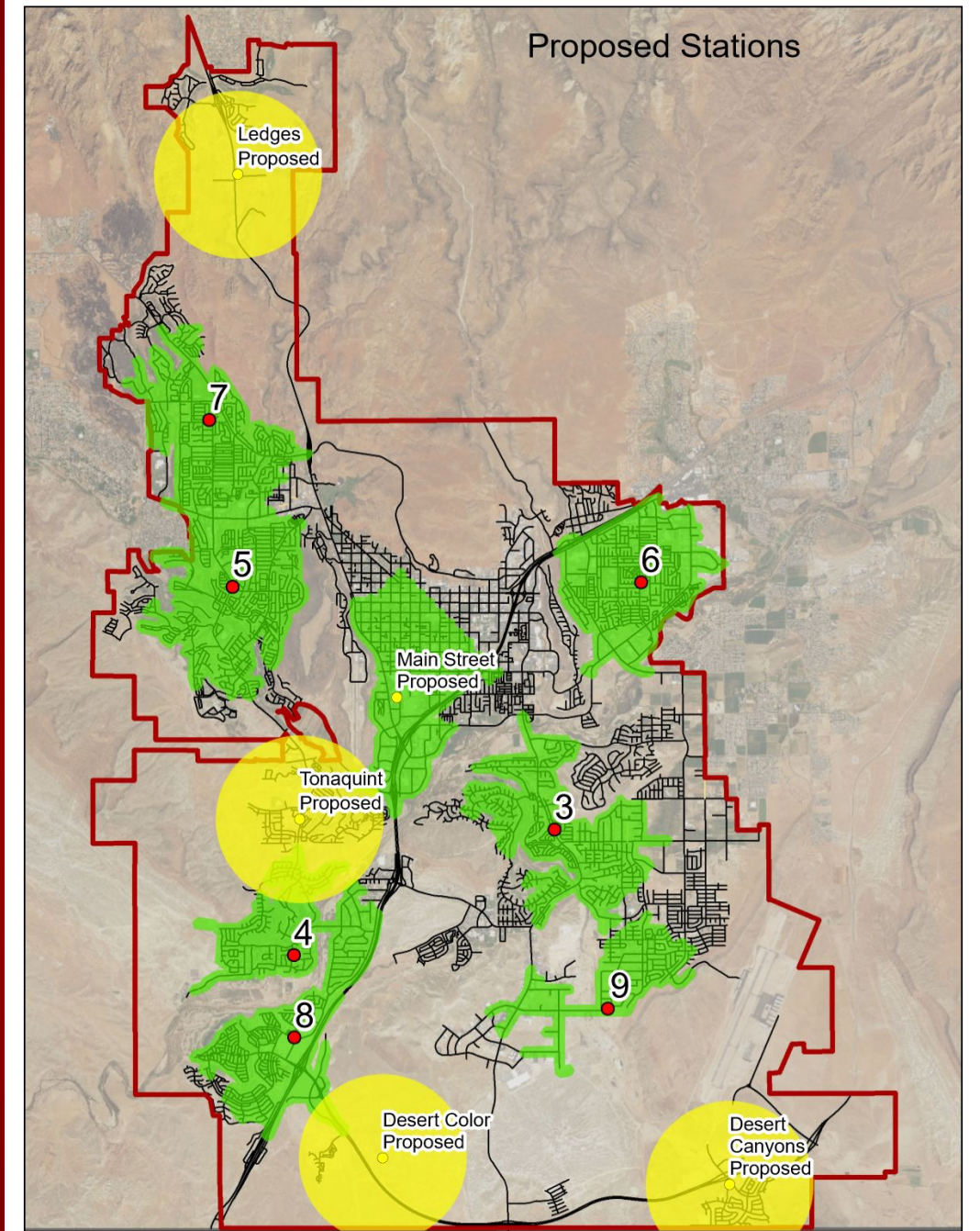
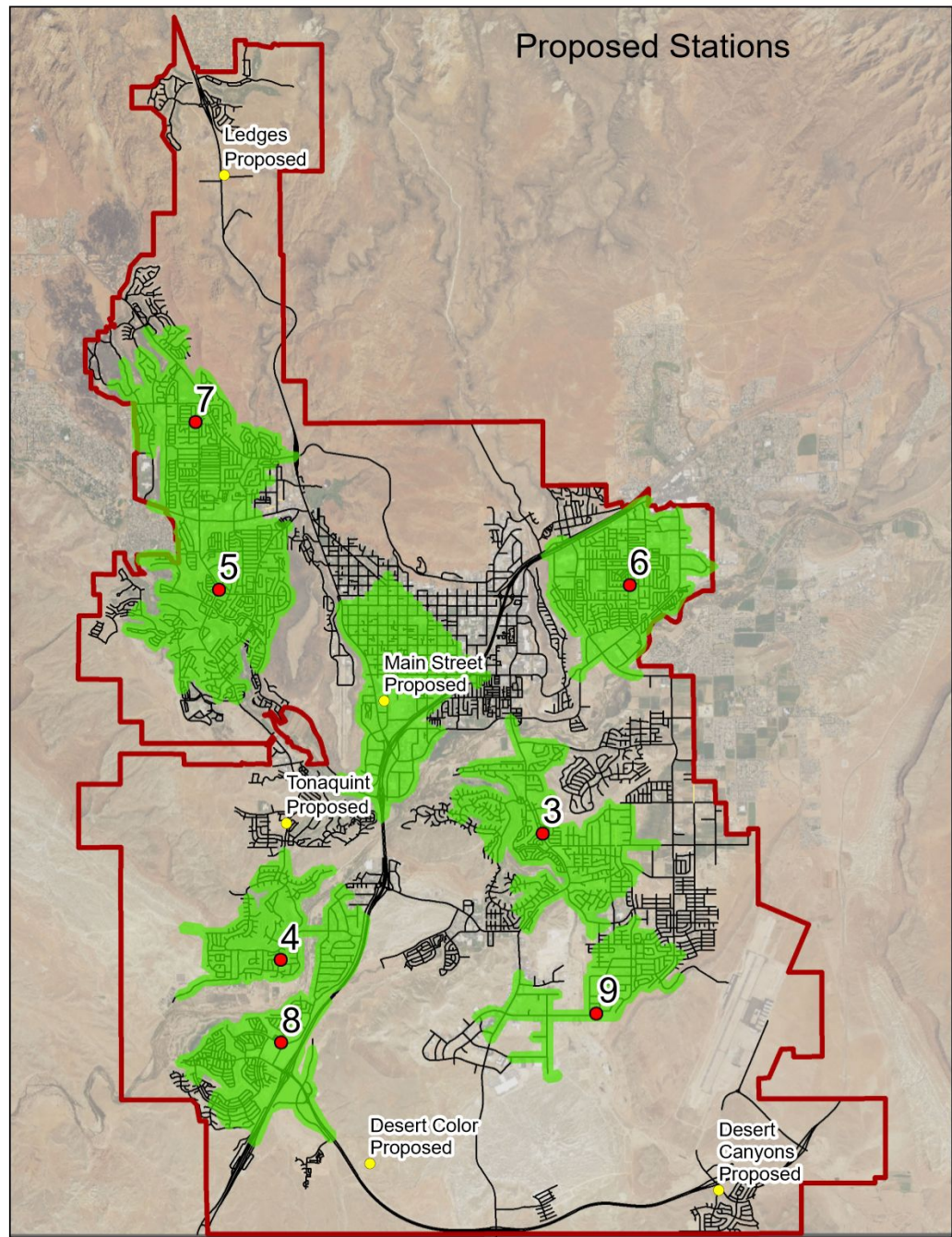
1.5
miles

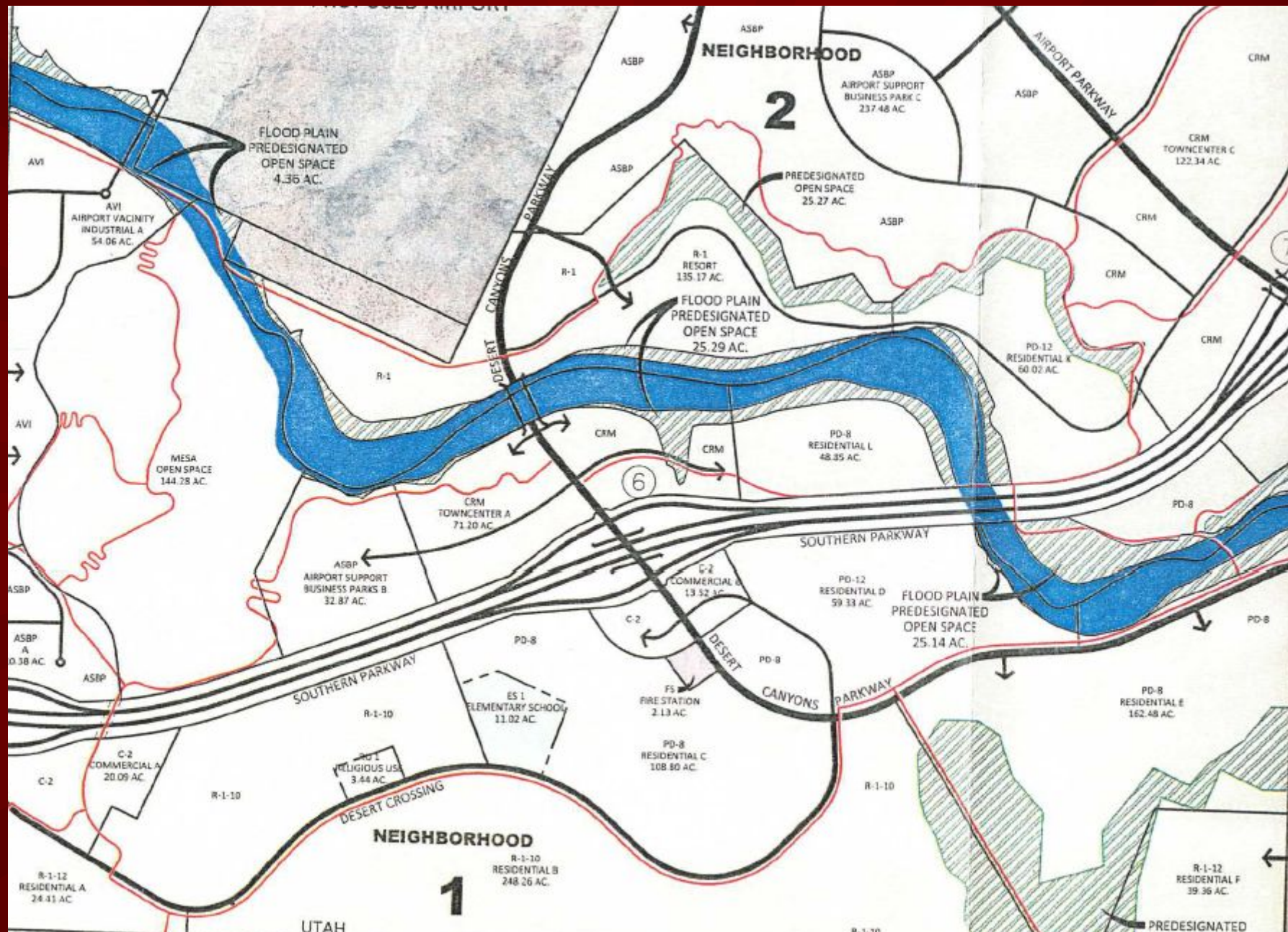


2.5
miles









MAP LEGEND

POD/ZONE

	PD-R TN2
	PD-R TN2 RESORT
	PD-C
	HORIZONTAL MIXED USE OVERLAY
	OPEN SPACE
	AGRICULTURAL

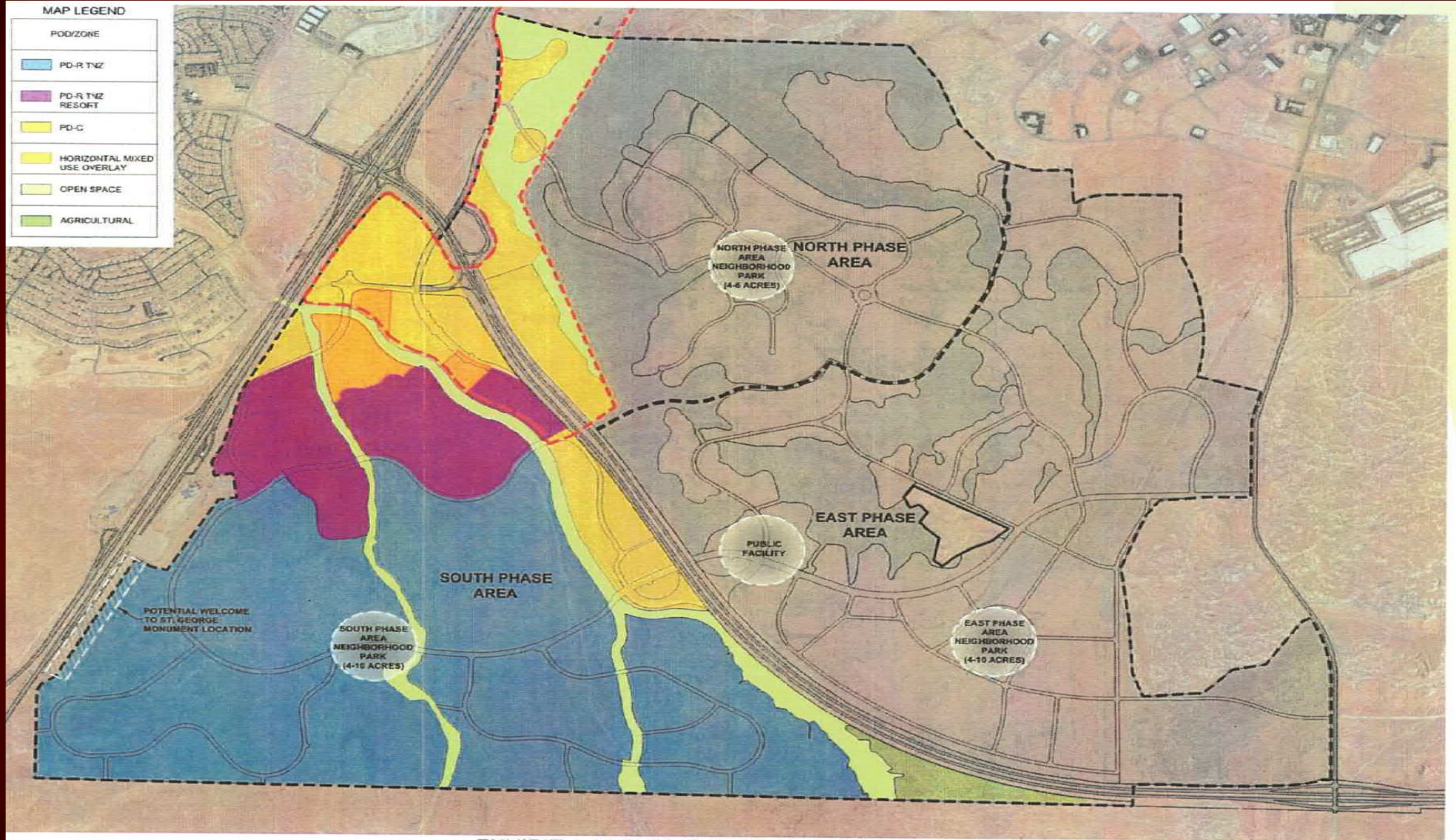
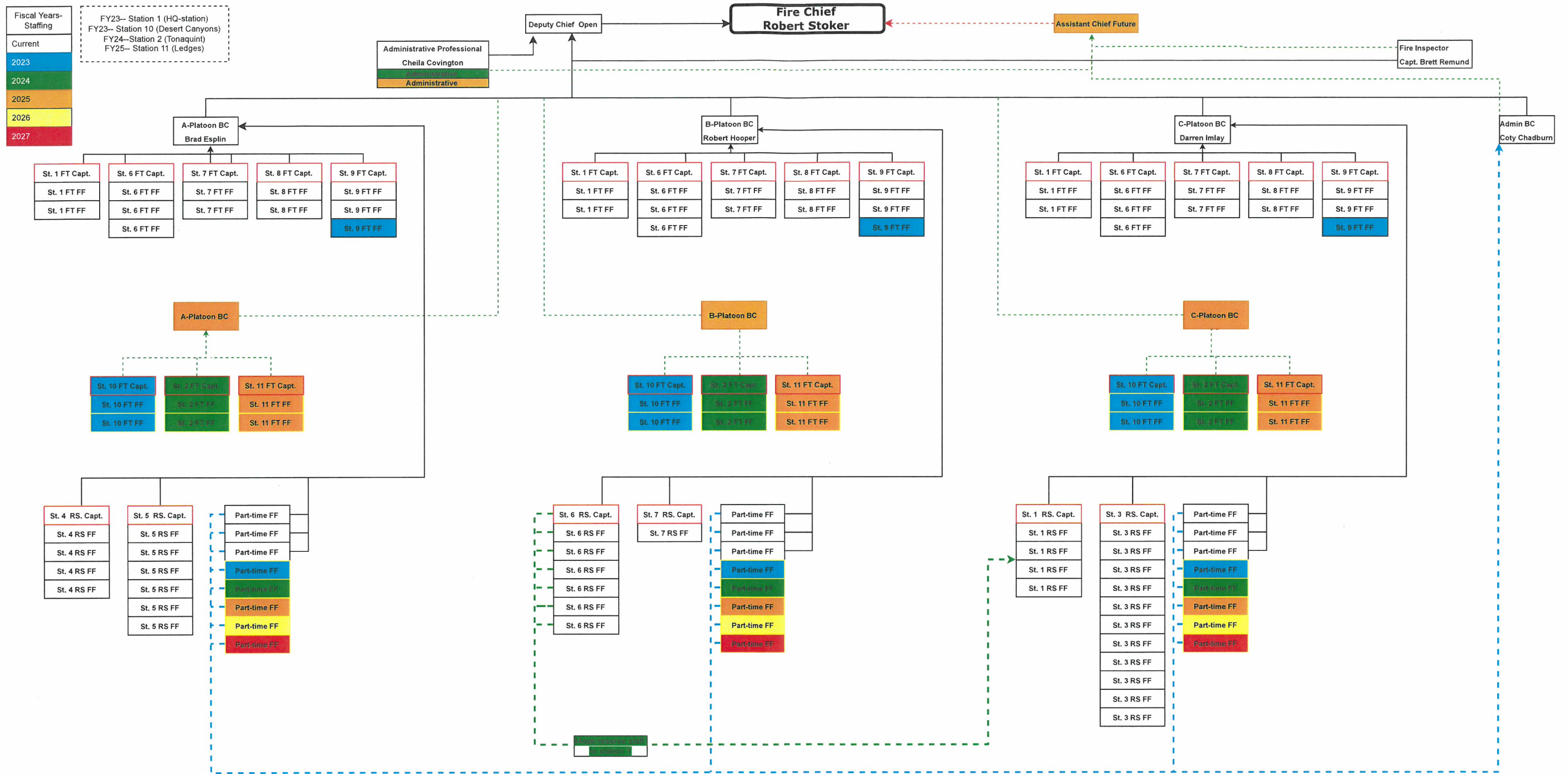


EXHIBIT 1-14 PUBLIC FACILITY LAND DONATION

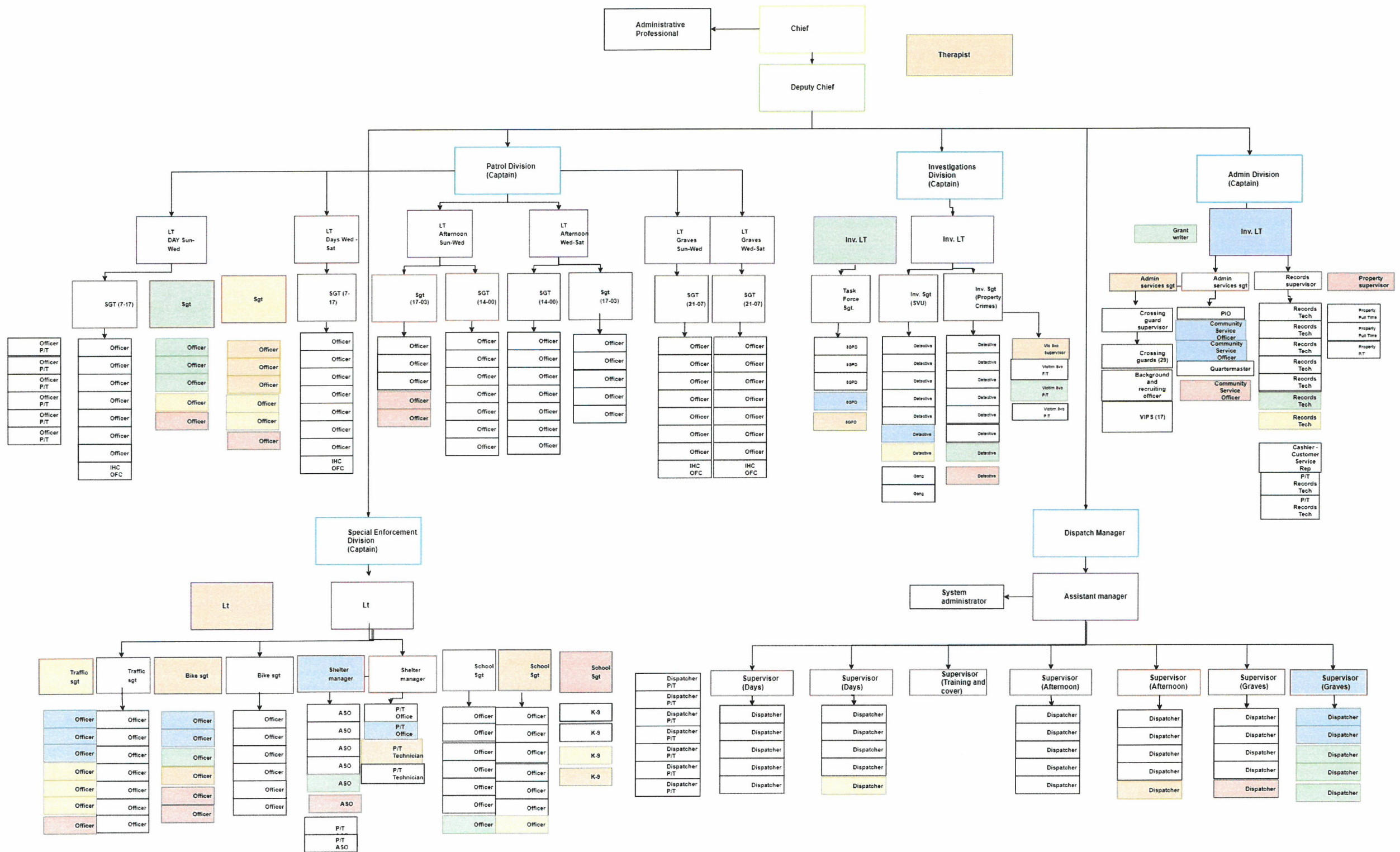
St. George Fire Department Analysis Source References

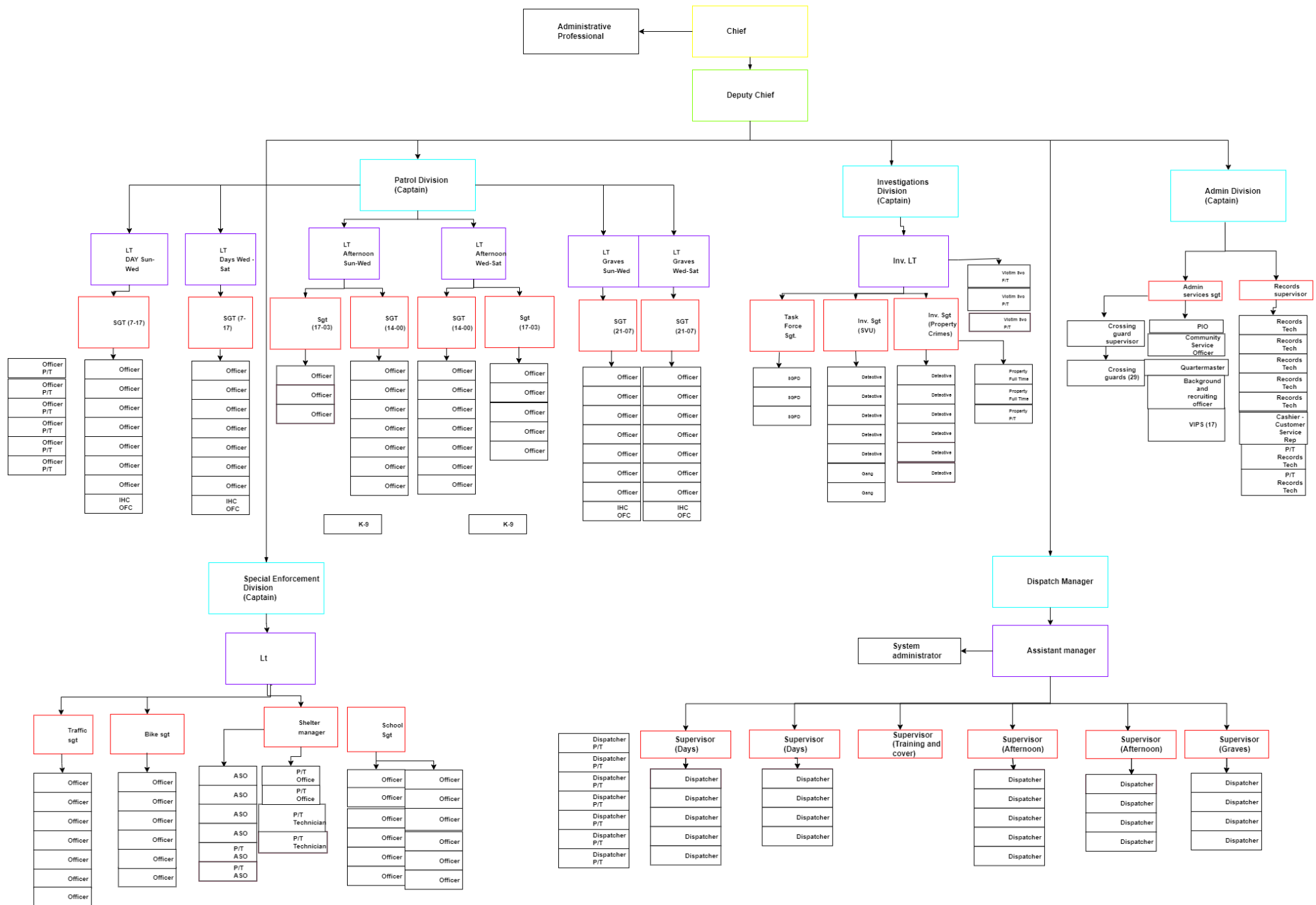
- Lewis Young Robertson & Burningham, INC (LYR&B) Impact Fee Study 2017.
- Insurance Service Office (ISO) Fire Suppression Rating Schedule.
- National Fire Protection Association Standards (NFPA)
- Specific City Considerations.

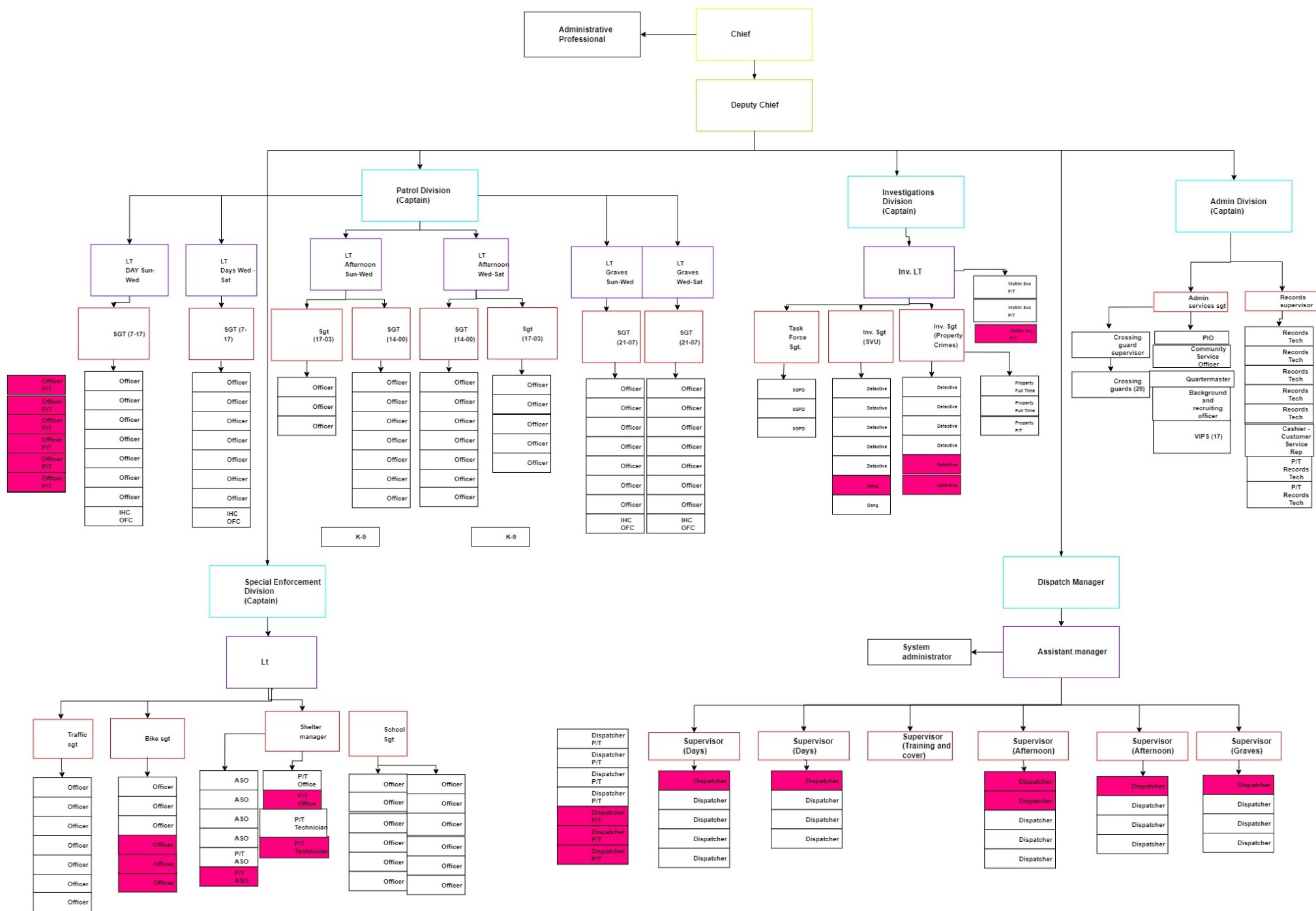


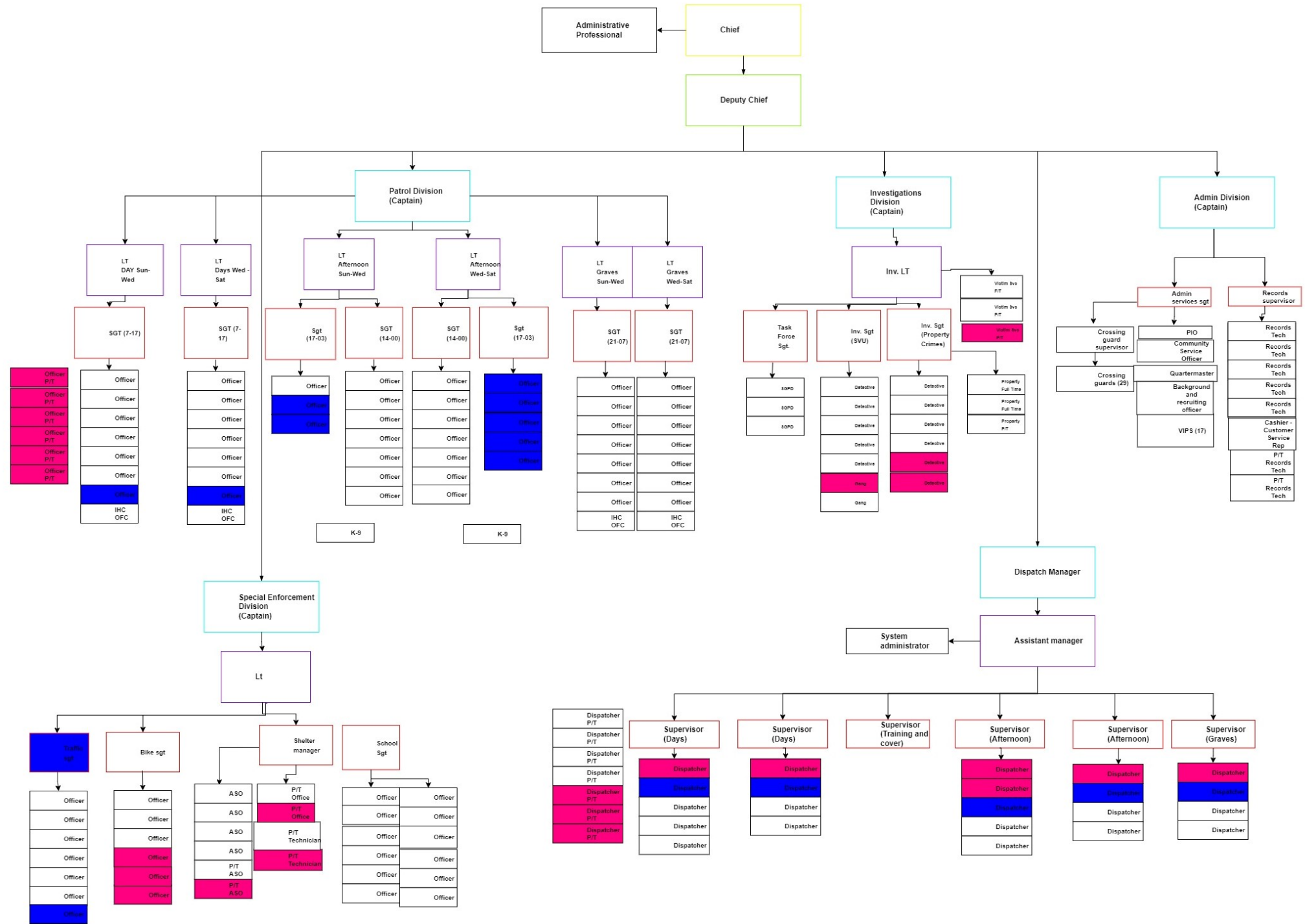
Station 1				Station 1 - NEW				Station 3				Station 4				Station 5				Station 6							
FT Headquarters 1000 E				FT Headquarters 400 E				Reserve River Rd				Reserve Bloomington				Reserve Green Valley				FT 2450 E							
Address	Personnel			Name			Title			Name			Title			Name			Title			Name			Title		
	Robert Stoker	Chief			Robert Stoker	Chief			Milne, Wade	Captain-R			Vandermyde, Brandon	Captain- R			Holt, Sam	Captain-R			Gafa, Clint	Captain-R					
	Taylor, Kevin	Deputy Chief			Open	Deputy Chief			Adams, Quincy	FF-R			Davis, Greg	FF-R			Chapman, Jeff	FF-R			Chivers, Terry	FF-R					
	Coty Chadburn	Battalion Chief			Coty Chadburn	Battalion Chief			Cabell, Lee	FF-R			Green, Jacob	FF-R			Friedel, Tom	FF-R			Costanza, John	FF-R					
	Brett Remund	Fire Inspector			Brett Remund	Fire Inspector			Calder, Shane	FF-R			Hansen, Darrel	FF-R			Larson, John	FF-R			Dotson, James	FF-R					
	Chelia Covington	Admin Asst			Chelia Covington	Admin Asst			Callister, Matt	FF-R			Larson, Sam	FF-R			McLauchlin, Sean	FF-R			Fawcett, Jeff	FF-R					
	McDonald, Jody	Captain-R			McDonald, Jody	Captain-R			Curtis, Devin	FF-R			Metcalf, Ron	FF-R			Paul, Randall	FF-R			Zabriskie, Ryan	FF-R					
	Larson, Kelly	Captain-R			Larson, Kelly	Captain-R			Glauser, Neil	FF-R							Taylor, Tom	FF-R			Basso, Daniel	Captain-A					
	Graff, Travis	FF-R			Graff, Travis	FF-R			Hansen, Robert	FF-R											Young, Adam	FF-A					
	Hiltbrunn, Tom	FF-R			Hiltbrunn, Tom	FF-R			Milne, Jim	FF-R											Skinner,Skylar	FF-A					
	Tomlin, Ryan	FF-R			Tomlin, Ryan	FF-R			Newby, Troy	FF-R											German, Garrett	FF-A					
	Christiansen, Josh	Captain-A			Imlay, Darren	Battalion Chief- C			Shaw, Nate	FF-R											Cazier, Dan	Captain-B					
	Mudlier, Vasu	FF-A			Hooper, Robert	Battalion Chief- B															Carlile, Dave	FF-B					
	Washburn, Logan	FF-A			Esplin, Brad	Battalion Chief- A															Wallace, Logan	FF-B					
	Hullinger, Clayton	Captain-B			Christiansen, Josh	Captain-A															Vacant	FF-B					
	Cox, David	FF-B			Mudlier, Vasu	FF-A															Talbot, Tyler	Captain- C					
	Rodriguez, Javier	FF-B			Washburn, Logan	FF-A															Provstgaard, Matt	FF-C					
	Nelson,Rick	Captain-C			Vacant	FF-A															Humphries, Dusty	FF-C					
	Peterson, Nick	FF-C			Hullinger, Clayton	Captain-B															Potter, Morgan	FF-C					
	Beckstrand, Brian	FF-C			Cox, David	FF-B																					
	Redd, Brandon	FF-C			Rodriguez, Javier	FF-B																					
					Vacant	FF-B																					
					Nelson,Rick	Captain-C																					
					Peterson, Nick	FF-C																					
					Beckstrand, Brian	FF-C																					
					Redd, Brandon	FF-C																					
					Future admin	#2																					
					Future admin	#3																					
					Future AC	#2																					
Bay 1	6025	E-21	2012 Pierce VELOCITY	6026	L-21	2017 Pierce VELOCITY	6113	B-23	2004 FORD F- 450	6112	B-24	2000 Chevrolet 3500	6110	B-25	1998 Chevrolet 3500	6029	E-26	2017 Pierce VELOCITY									
Bay 2	6026	L-21	2017 Pierce VELOCITY	6025	E-21	2012 Pierce VELOCITY	6024	E-23	2008 Pierce PUMPER	6020	E-24	2000 Pierce DASH	6021	E-25	2003 Pierce DASH	6019	E-261	1997 KME PUMPER									
Bay 3	6022	SQ-21	2005 Pierce LANCE	6017	E-213	1995 Pierce ARROW	6001	L23	1986 Spartan LADDER	6009	Studebaker	1936 Studebaker ANT.	6018	SQ-25	1996 FORD F-800	6005	B-26	1972 Chevrolet 2500									
Bay 4	6122	B-21	2013 FORD F-550	6119	Red truck (heavy rescue)	2008 FORD F-3506129	Heavy		Same as bay 2 (not big enough to store back to back)				Same as bay 2 (not big enough to store back to back)		Same as bay 1 (Fulltime crew to pull through)												
Bay 5	Same as bay 1 (Fulltime crew to pull through)			Same as bay 1 (Fulltime crew to pull through)			Same as bay 3 (not big enough to store back to back)						Same as bay 3 (not big enough to store back to back)		Same as bay 2 (not big enough to store back to back)												
Bay 6	Same as bay 3 (not big enough to store back to back)			6122	B-21	2013 FORD F-550											6008		SQ-26	1986 Chevrolet 2500							
Bay 7				6022	SQ-21	2005 Pierce LANCE																					
Bay 8				On Duty BC's																							
Outside	6118	Coty Chadburn	2007 Chevrolet TAHOE	6118	Brett Remund	2007 Chevrolet TAHOE											6100	Station 6 Truck	1997 Chevrolet 2500								
	6123	Robert Stoker	2015 Chevrolet TAHOE	6123	Robert Stoker	2015 Chevrolet TAHOE																					
	6128	2018 Chevrolet TAHOE		6128	Coty Chadburn 2018 Chevrolet TAHOE																						
	6002	Brett Remund	2003 Chevrolet TAHOE	6002	2003 Chevrolet TAHOE																						
	White Admin S-10 truck			White admin vehicle S-10																							
	6121	Station 1 trailer 2011 VICTORY TRAILER																									

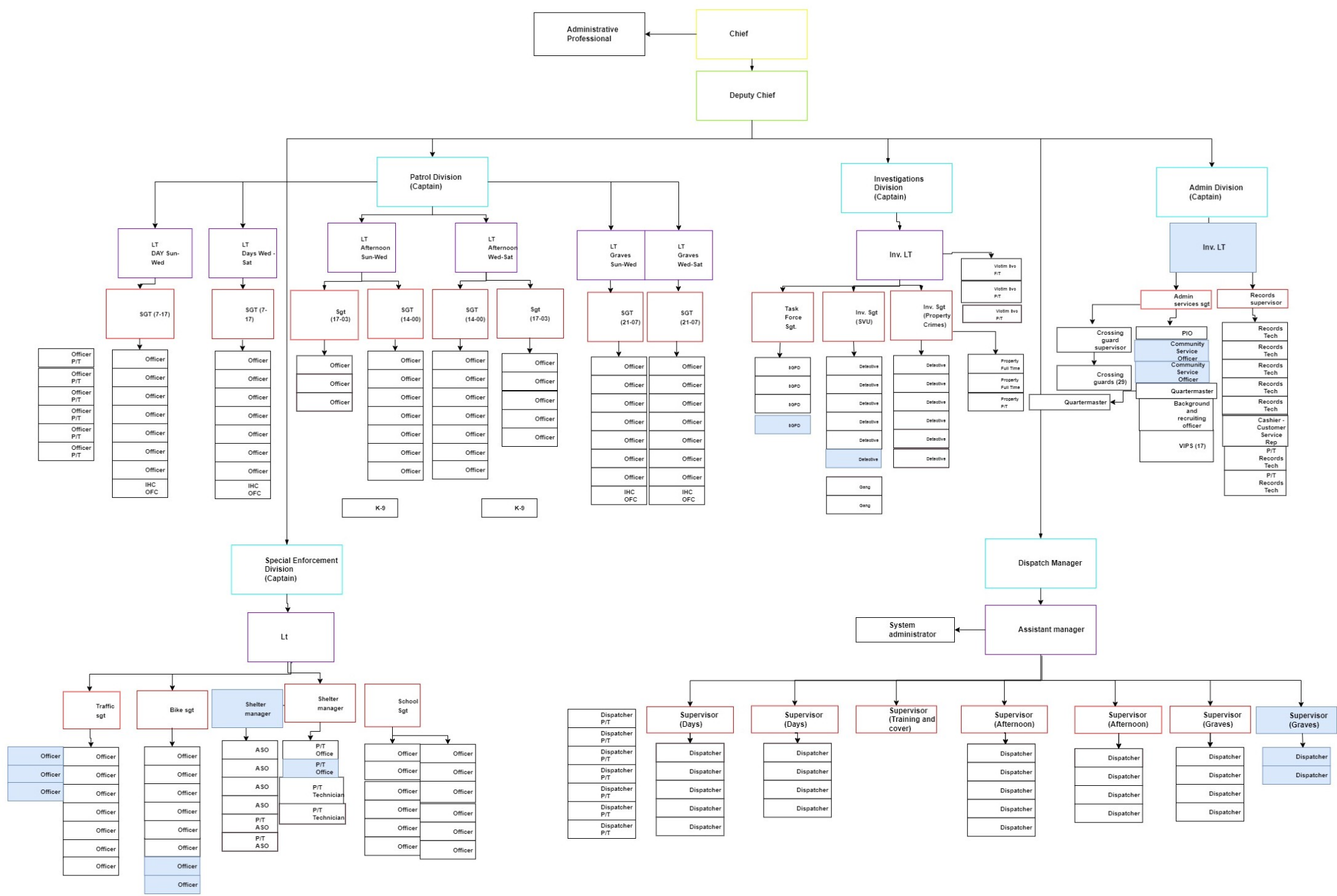
	Station 7				Station 8				Station 9				Station 10				Station 2				Station 11			
Address	FT Dixie Downs				FT Sun River				FT Little Valley				FT Desert Canyons				Future FT Tonopah				Future FT Ledges			
Personnel	Name	Title			Name	Title			Name	Title			Name	Title			Name	Title			Name	Title		
	Dansie, Eric	Captain-R			Slack, Dave	Captain-A			Existing Captain	Captain-A			Future BC	Battalion Chief- A			Future Captain	Captain-A			Future Captain	Captain-A		
	Hutchings, Andrew	FF-R			Fackrell, Brent	FF-A			Existing FF	FF-A			Future Captain	Captain-A			Future FF	FF-A			Future FF	FF-A		
	Quayle, Jay	Captain-A			Topalian, Dylan	FF-A			Existing FF	FF-A			Future FF	FF-A			Future FF	FF-A			Future FF	FF-A		
	Nay, Kyle	FF-A			Pizzo, Cameron	FF-A			Future FF	FF-A			Future FF	FF-A			Future Captain	Captain-B			Future Captain	Captain-B		
	Wilson, Kloe	FF-A			Harward, Tyrone	Captain-B			Existing Captain	Captain-B			Future BC	Battalion Chief- B			Future FF	FF-B			Future FF	FF-B		
	Ferraro, Bretton	FF-A			McAllister, Kirk	FF-B			Existing FF	FF-B			Future Captain	Captain-B			Future FF	FF-B			Future FF	FF-B		
	Ray, Justin	Captain-B			Gleed, Garret	FF-B			Existing FF	FF-B			Future FF	FF-B			Future Captain	Captain-C			Future Captain	Captain-C		
	Whitehead, Tyler	FF-B			Burton, Zachary	FF-B			Future FF	FF-B			Future FF	FF-B			Future FF	FF-C			Future FF	FF-C		
	Storwold, Kennedy	FF-B			Snyder, Justin	Captain-C			Existing Captain	Captain-C			Future BC	Battalion Chief- C			Future FF	FF-C			Future FF	FF-C		
	Taylor, Armsworthy	FF-B			Taylor, John	FF-C			Existing FF	FF-C			Future Captain	Captain-B										
	Peacock, Scott	Captain-C			Santy, Bryce	FF-C			Existing FF	FF-C			Future FF	FF-B										
	Swayt,Austin	FF-C			Vacant	FF-C			Future FF	FF-C			Future FF	FF-B										
	Brimley, Mike	FF-C																						
	Helvey,Garret	FF-C																						
Bay 1	6023	L-27	2006 Pierce AERIAL		Open	E-28	2017 Pierce VELOCITY		new engine	E-212	1994 Pierce ARROW			TBD			TBD			TBD				
Bay 2	6027	E-27	2017 Pierce VELOCITY		6028	E-28	2017 Pierce VELOCITY		6016	E-212	1994 Pierce ARROW			TBD			TBD			TBD				
Bay 3	6111	B-27	1998 Chevrolet 3500		6115	White hazmat truck	2007 Chevrolet 2500		6003	Fox	1946 Ahrens - Fox PUMPER			TBD			TBD			TBD				
Bay 4	Same as bay 1 (Fulltime crew to pull through)				6015	E-210	1991 Pierce ARROW		6126	Station 8 deployment Trailer	2015 Mirage Cargo T			TBD			TBD			TBD				
Bay 5	Same as bay 2 (not big enough to store back to back)				6004	E-211	1960 GMC Pumper		Same as bay 1 (Fulltime crew to pull through)					TBD			TBD			TBD				
Bay 6	6124	UTV	2015 POLARIS RANGER6125		2015 Mirag				Same as bay 2 (Fulltime crew to pull through)					TBD			TBD			TBD				
Bay 7					6601	Hazmat decon trailer	2004 Wells Cargo TRAI LER		Same as bay 3 (not big enough to store back to back could					TBD			TBD			TBD				
Bay 8					Same as bay 4 (not big enough to store back to back could park small				6121				Station 1 trailer	2011 VICTORY TRAILER					TBD					
Outside	6127	Brad Esplin	Chevrolet TAHOE																					

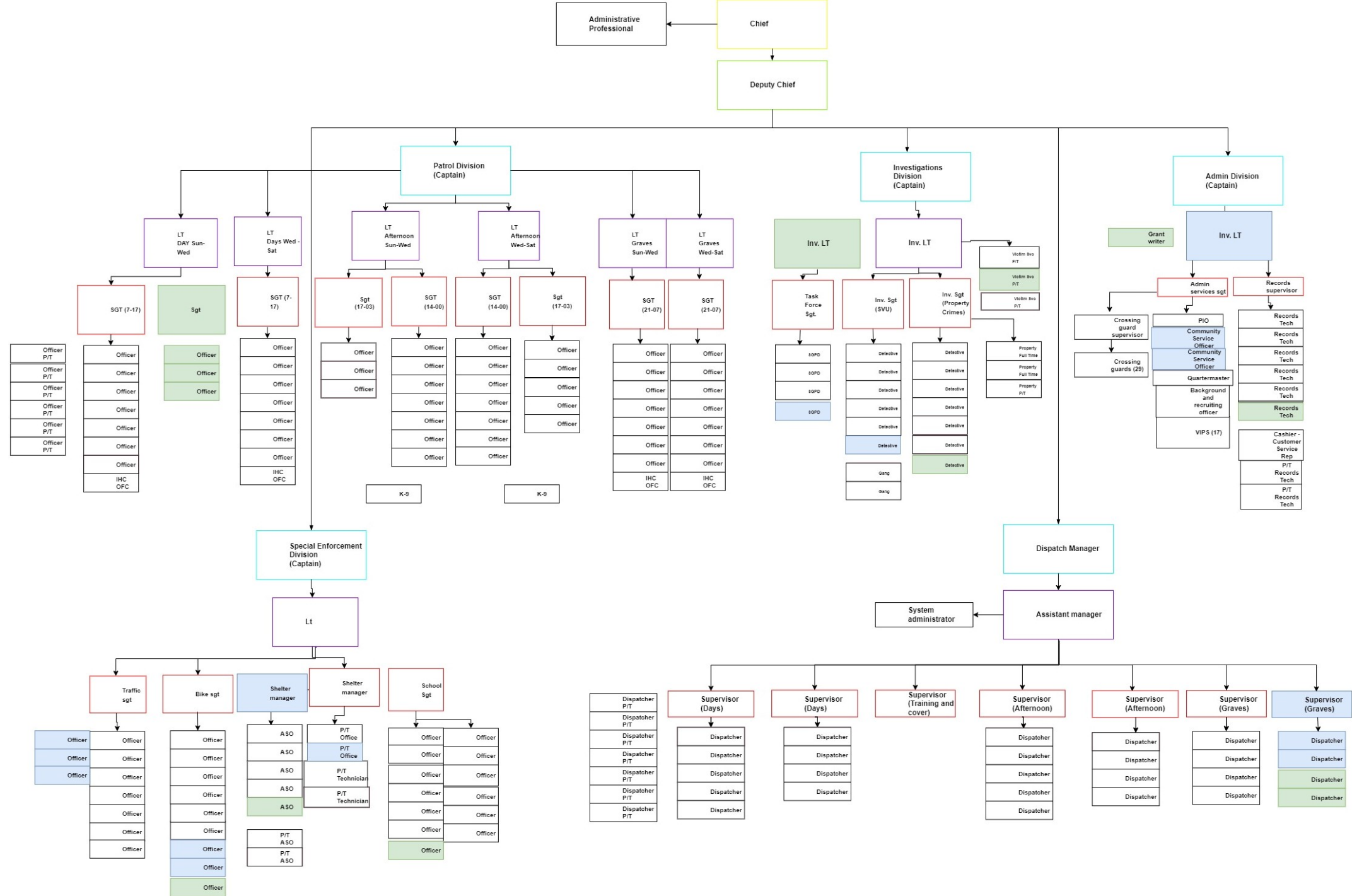


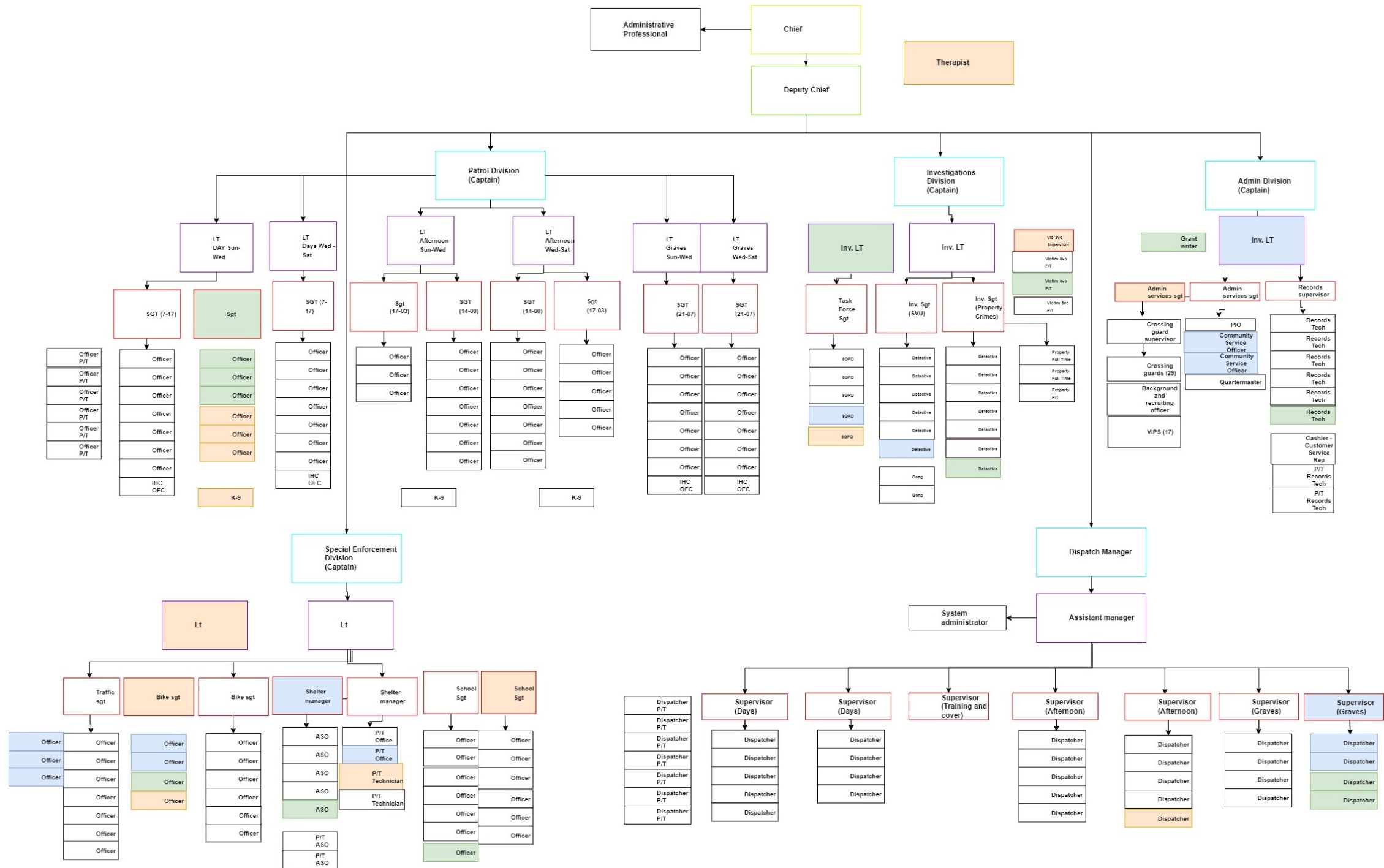


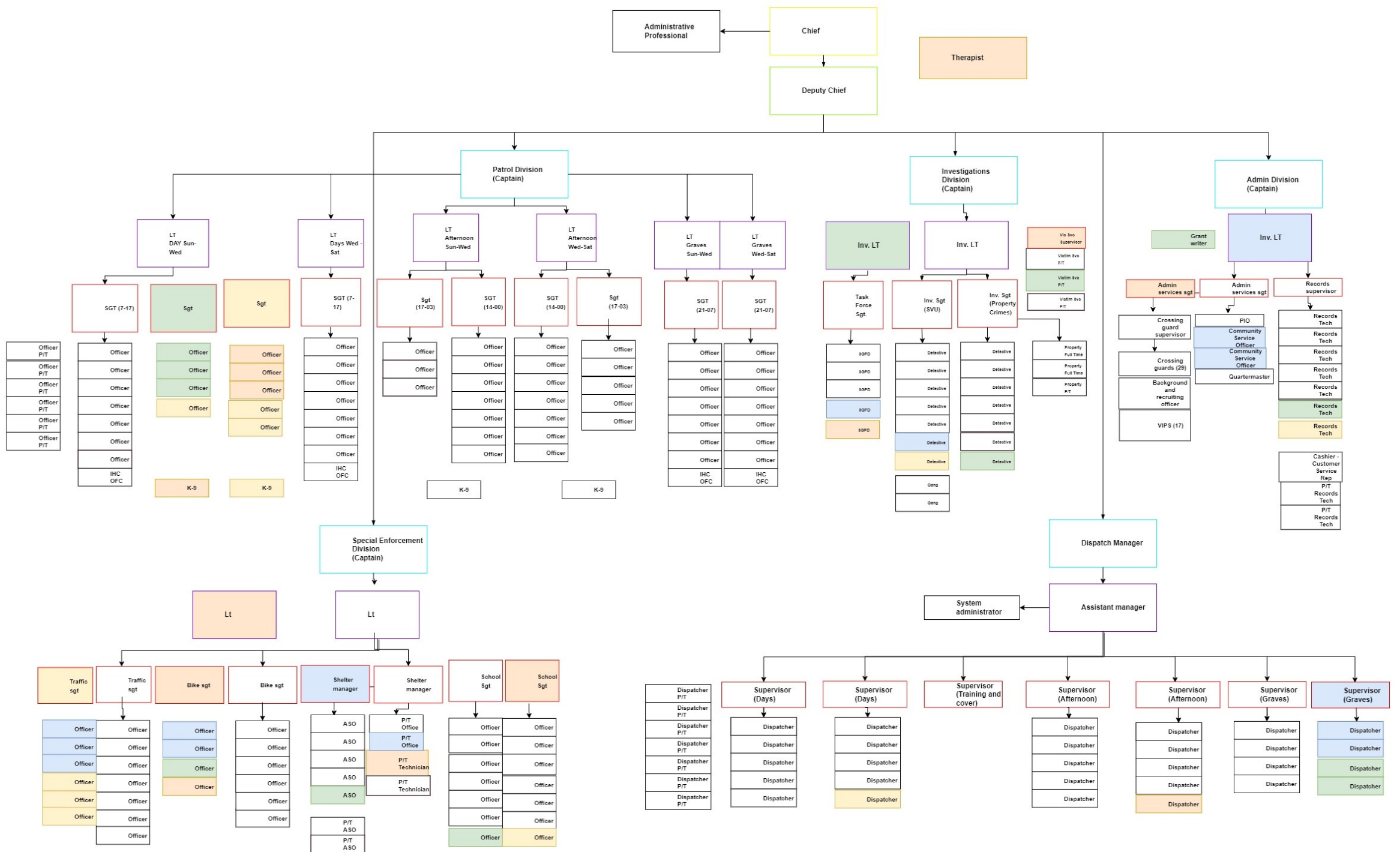


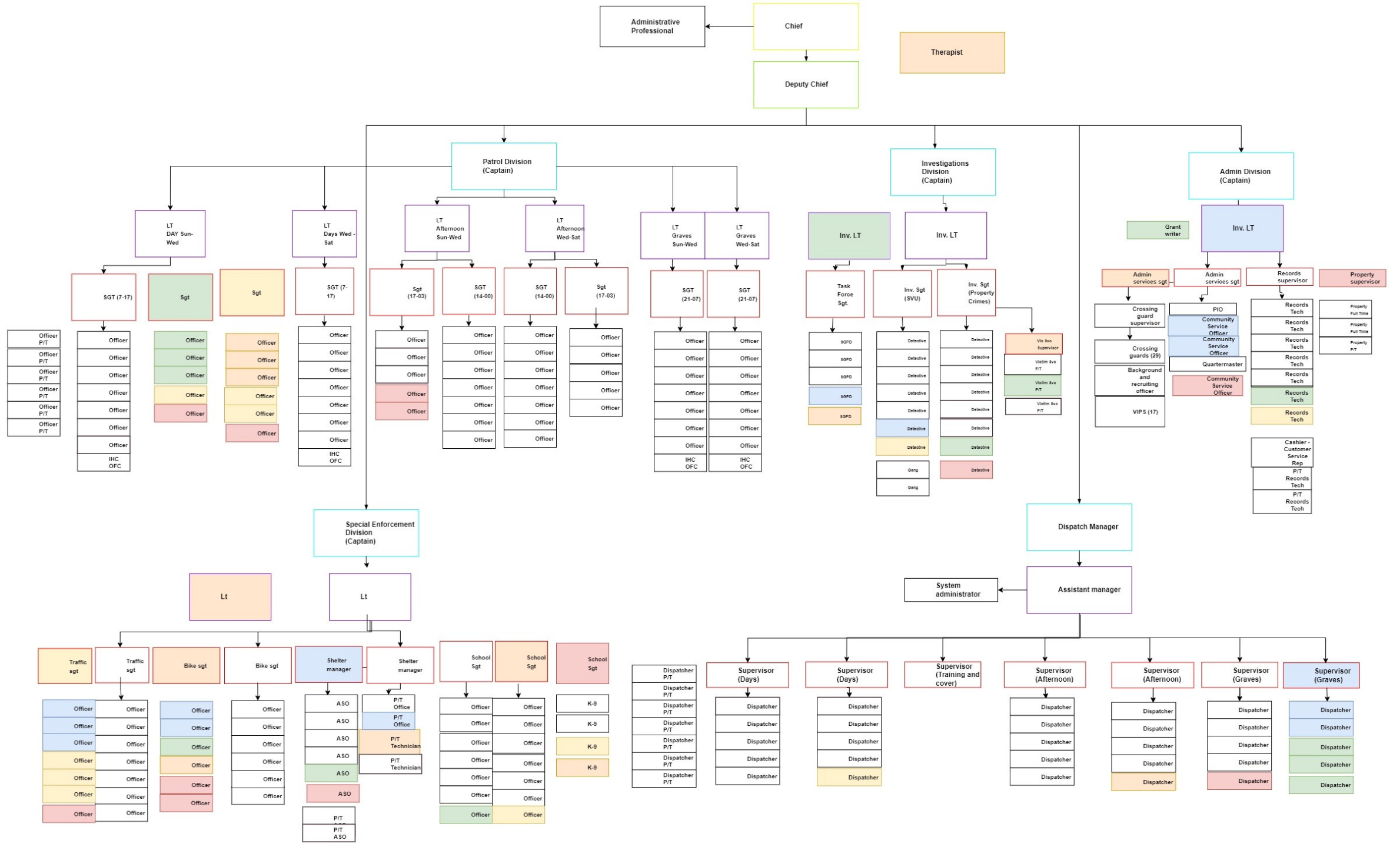












Employee costs (compensation, equipment, vehicle) + •

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PO I

\$154,078

PO III

\$188,555

Civilian staff

\$55,000-
\$70,000

ASSET NUMBER	DESCRIPTION	2023	2024	2025	2026
0291	2008 GMC YUKON	165,412	177,412	189,412	201,412
0202	2005 FORD Crown Victoria	160,511	172,511	184,511	196,511
6120	2002 FORD ESCAPE	149,310	161,310	173,310	185,310
0138	2001 FORD Crown Victoria	138,353	150,353	162,353	174,353
0220	2007 FORD Crown Victoria	135,318	147,318	159,318	171,318
0169	2003 FORD F-150	133,070	145,070	157,070	169,070
0235	2007 FORD F-150	130,980	142,980	154,980	166,980
0168	2003 FORD F-150	127,255	139,255	151,255	163,255
0273	2010 FORD F-150	126,461	138,461	150,461	162,461
0244	2008 DODGE CHARGER	125,953	137,953	149,953	161,953
0215	2006 FORD Crown Victoria	125,005	137,005	149,005	161,005
0203	2006 FORD F-150	124,858	136,858	148,858	160,858
0209	2006 FORD Crown Victoria	122,388	134,388	146,388	158,388
0297	2012 Chevrolet TAHOE	121,980	133,980	145,980	157,980
0261	2010 DODGE CHARGER	120,520	132,520	144,520	156,520
0248	2008 DODGE CHARGER	120,191	132,191	144,191	156,191
0240	2007 DODGE CHARGER	111,160	123,160	135,160	147,160
0217	2006 FORD Crown Victoria	106,222	118,222	130,222	142,222
0416	2015 FORD F-150	104,821	116,821	128,821	140,821
0250	2008 FORD ESCAPE	104,173	116,173	128,173	140,173
0223	2007 FORD Crown Victoria	104,000	116,000	128,000	140,000
0218	2006 FORD Crown Victoria	100,225	112,225	124,225	136,225
0282	1998 FORD Explorer	100,037	112,037	124,037	136,037
0404	2014 FORD Police Interceptor Utility	97,238	109,238	121,238	133,238
0401	2014 DODGE CHARGER	96,672	108,672	120,672	132,672
0411	2015 FORD Police Interceptor Utility	95,926	107,926	119,926	131,926
0222	2007 FORD Crown Victoria	95,640	107,640	119,640	131,640
0444	2016 FORD Police Interceptor Utility	93,923	105,923	117,923	129,923
0436	2016 FORD Police Interceptor Utility	93,622	105,622	117,622	129,622
0407	2014 FORD Police Interceptor Utility	92,459	104,459	116,459	128,459
0288	2013 DODGE CHARGER	90,344	102,344	114,344	126,344
0449	2016 FORD Police Interceptor Utility	88,573	100,573	112,573	124,573
0253	2009 FORD Explorer	88,463	100,463	112,463	124,463

0407	2014 FORD Police Interceptor Utility	92,459	104,459	116,459	128,459
0288	2013 DODGE CHARGER	90,344	102,344	114,344	126,344
0449	2016 FORD Police Interceptor Utility	88,573	100,573	112,573	124,573
0253	2009 FORD Explorer	88,463	100,463	112,463	124,463
0438	2016 FORD Police Interceptor Utility	87,421	99,421	111,421	123,421
0409	2015 FORD Police Interceptor Utility	87,176	99,176	111,176	123,176
0433	2016 FORD Police Interceptor Utility	87,175	99,175	111,175	123,175
0290	2013 FORD Police Interceptor Sedan	85,744	97,744	109,744	121,744
0227	2007 DODGE CHARGER	85,561	97,561	109,561	121,561
0270	2010 DODGE CHARGER	85,359	97,359	109,359	121,359
0421	2016 FORD Police Interceptor Utility	85,105	97,105	109,105	121,105
0424	2016 FORD Police Interceptor Utility	84,378	96,378	108,378	120,378
0435	2016 FORD Police Interceptor Utility	83,879	95,879	107,879	119,879
0277	2011 DODGE CHARGER	83,175	95,175	107,175	119,175
0422	2016 FORD Police Interceptor Utility	82,537	94,537	106,537	118,537
0413	2015 FORD Police Interceptor Utility	82,254	94,254	106,254	118,254
0412	2015 FORD Police Interceptor Utility	80,882	92,882	104,882	116,882
0445	2016 FORD Police Interceptor Utility	80,304	92,304	104,304	116,304
0281	2011 FORD F-150	79,104	91,104	103,104	115,104
0443	2016 FORD Police Interceptor Utility	78,774	90,774	102,774	114,774
0427	2016 FORD Police Interceptor Utility	78,632	90,632	102,632	114,632
0426	2016 FORD Police Interceptor Utility	78,565	90,565	102,565	114,565
0454	2016 FORD Police Interceptor Utility	78,324	90,324	102,324	114,324
0452	2016 FORD Police Interceptor Utility	78,108	90,108	102,108	114,108
0267	2010 DODGE CHARGER	78,085	90,085	102,085	114,085
0446	2016 FORD Police Interceptor Utility	77,306	89,306	101,306	113,306
0283	2013 FORD F-150	76,634	88,634	100,634	112,634

0452	2016 FORD Police Interceptor Utility	78,108	90,108	102,108	114,108
0267	2010 DODGE CHARGER	78,085	90,085	102,085	114,085
0446	2016 FORD Police Interceptor Utility	77,306	89,306	101,306	113,306
0283	2013 FORD F-150	76,634	88,634	100,634	112,634
0431	2016 FORD Police Interceptor Utility	74,579	86,579	98,579	110,579
0418	2016 FORD Police Interceptor Utility	74,542	86,542	98,542	110,542
0453	2016 FORD Police Interceptor Utility	73,317	85,317	97,317	109,317
0406	2014 FORD Police Interceptor Utility	72,112	84,112	96,112	108,112
0432	2016 FORD Police Interceptor Utility	72,061	84,061	96,061	108,061
0448	2016 FORD Police Interceptor Utility	71,933	83,933	95,933	107,933
0419	2016 FORD Police Interceptor Utility	71,722	83,722	95,722	107,722
0451	2016 FORD Police Interceptor Utility	70,563	82,563	94,563	106,563
0410	2015 FORD Police Interceptor Utility	69,200	81,200	93,200	105,200
0400	2014 DODGE CHARGER	69,061	81,061	93,061	105,061
0423	2016 FORD Police Interceptor Utility	68,267	80,267	92,267	104,267
0402	2014 DODGE CHARGER	68,128	80,128	92,128	104,128
0441	2016 FORD Police Interceptor Utility	67,971	79,971	91,971	103,971
0464	2017 FORD Police Interceptor Utility	66,628	78,628	90,628	102,628
0434	2016 FORD Police Interceptor Utility	66,207	78,207	90,207	102,207
0463	2017 FORD Police Interceptor Utility	66,100	78,100	90,100	102,100
0442	2016 FORD Police Interceptor Utility	65,775	77,775	89,775	101,775
0430	2016 FORD Police Interceptor Utility	65,645	77,645	89,645	101,645

0434	2016 FORD Police Interceptor Utility	66,207	78,207	90,207	102,207
0463	2017 FORD Police Interceptor Utility	66,100	78,100	90,100	102,100
0442	2016 FORD Police Interceptor Utility	65,775	77,775	89,775	101,775
0430	2016 FORD Police Interceptor Utility	65,645	77,645	89,645	101,645
0414	2015 GMC YUKON	65,458	77,458	89,458	101,458
0471	2018 FORD Police Interceptor Utility	60,998	72,998	84,998	96,998
0450	2016 FORD Police Interceptor Utility	60,830	72,830	84,830	96,830
0405	2014 FORD Police Interceptor Utility	59,616	71,616	83,616	95,616
0439	2016 FORD Police Interceptor Utility	59,143	71,143	83,143	95,143
0437	2016 FORD Police Interceptor Utility	56,396	68,396	80,396	92,396
0462	2017 FORD F-150	55,140	67,140	79,140	91,140
0440	2016 FORD Police Interceptor Utility	54,307	66,307	78,307	90,307