

Application Information

Application No: 19-000059

Application Type:	EMS	Agency (City or County):	GEMS Police and Sheriff's Department	Department (Police Dept, DA Office, etc):	GEMS Police and Sheriff's Department
Authorized Representative:	Donna Black	DUNS Number:	111111111	DUNS Expiration Date:	12/7/2017
DUNS Registered Address:	2208 Kausen Drive	DUNS City:	Elk Grove	DUNS ZIP+4:	95758-8500

Application Summary

Grants Made Easy Application Titles and Descriptions are pre-populated. For General Grants, provide the Application Title and Application Description.

Application Title:

Regional Collision Response and Extrication Improvement Program

Application Description:

The city/county/fire protection district will serve as the lead agency for a regional extrication equipment distribution grant for their county. The extrication equipment is used by first responders to safely extricate victims trapped in traffic collisions. "Best practice" strategies will be used to reduce the response time for the arrival of appropriate extrication equipment to traffic collision scenes and the time to extricate the victims of traffic collision, thus increasing survivability. The grant will provide funding for new equipment and training for fire departments without extrication equipment or those that have existing equipment that has reached the end of its usable lifespan and is in need of replacement.

Problem Statement:

GEMS Fire Protection District is the largest fire agency in GEMS County, providing emergency first responder service within approximately 500 square miles. Additionally, several communities and Fire agencies within GEMS County, including the City of Plymouth, Sutter Creek Fire Protection District, Kirkwood Fire Protection District, Lockwood Fire Protection District and the Jackson Rancheria contract with GEMS Fire for all or a portion of their first responder emergency response services. Under these contracts, GEMS Fire provides regional emergency response to the vast majority of GEMS County and also responds under mutual aid and automatic aid agreements to the cities of Jackson, Lone and the adjoining counties of El Dorado and Calaveras. State Highways covered by these first responder services include State routes 16, 26, 49, 88 and 104.

These rural highways experience numerous collisions per year, many of them resulting in serious injuries and/or fatalities. This grant would provide new extrication and stabilization equipment to replace outdated and unreliable equipment, decrease response times for the arrival of extrication equipment to an accident scene and increase extrication capabilities in these heavily traveled but remote areas.

GEMS Fire was formed in 1990 as a result of a regional consolidation of several small volunteer fire agencies. Since that time the demand for service has drastically increased with the influx of a large population of retirees, the growth of a regional wine growing/producing region, bringing a large number of tourists to the area, along with the construction and operation of a large casino which regularly holds concerts and events. The department has struggled financially to provide emergency services since its inception due to very limited funding, and has focused its resources on hiring full time personnel in order to provide 24-hour services to the community. Additionally the economic downturn that affected California beginning in 2008 and continued for several years further exasperated the problem of limited funding thereby reducing the agency's ability to replace old and unreliable equipment. The department hired its first full time firefighters in 2010 and has continued to hire personnel since that time due to the demand for 24 hour service. The majority of extrication equipment currently in use by GEMS Fire is at least 15 years old and older and experiences frequent mechanical breakdowns. The departments one newest set of existing equipment was purchased with the assistance of an OTS grant in 2008,

State highways and roads within GEMS County consist of terrain ranging in elevation from 250' to 9000' and weather conditions varying from summer temperatures in the 100's, to winter temperatures well below freezing involving heavy snowfall and hazardous winter driving conditions. Many of the highways and roads in the county were constructed in the early part of the 20th century and consist of undivided two lane, narrow and winding conditions which results in a high number of serious injury and fatal vehicle accidents. Additionally emergency response resources must travel long distance thereby compounding the problem of getting adequate resources to an emergency scene in a timely manner. Finally, due to the remoteness of the area and the extreme weather and hazardous road conditions, responding apparatus frequently operate independently without assistance from other resources for extended periods of time.

This grant would allow for state of the art, modern and effective extrication and stabilization equipment to be placed on all front line 24-hour staffed apparatus and be delivered to an emergency scene where it can be used efficiently and effectively to extricate and remove trapped victims, reducing serious injuries and death. With a limited number of personnel at an emergency scene, having the most capable and reliable equipment available will equate to a more rapid transport of victims and an increase in patient survivability.

Traffic Data Summary:

Data: Complete the table below using local data, do not use the OTS Rankings or SWITRS. Include all data for each **agency/location** that will receive equipment from this grant.

REGIONAL TRAFFIC COLLISION EXPERIENCE OVER THE PAST THREE YEARS HAS BEEN:

Collision Type	2013		2014		2015	
	Collisions	Victims	Collisions	Victims	Collisions	Victims
Fatal	U/A	U/A	U/A	U/A	5	6
Injury	159	U/A	151	U/A	174	U/A

*N/A=not applicable

*U/A-unavailable

- For each station requesting equipment, explain the following under Problem Description: whether the station is located in a rural or urban area (list the community or city), the type of collisions (high speed, curvy roadway, over the side), and any section of highway(s) involved. Also indicate whether the station currently has extrication equipment and the age of the equipment. If the station doesn't have equipment, indicate the nearest equipment and estimated time of arrival.

STATION NAME AND NUMBER: GEMS Protection District-Pioneer Station # 111

PROBLEM DESCRIPTION: Outdated Vehicle Extrication and Limited Stabilization Equipment

GEMS Fire Protection District Station 111 is located at an elevation of approximately 3500' and responds along State Highway 88 which experiences a high number of high speed and over the side accidents. The terrain along highway 88 is mountainous with steep inclines, embankments with extensive drop-offs and limited visibility on primarily two lane undivided roadway. These poor conditions are further reduced in the winter due to heavy snowfall and rain. This stations response area is rural and includes over 60 miles of highway from the community of Pioneer to the Alpine County line at an elevation of over 9000' and is the only year round staffed 24-hour emergency response apparatus in the eastern portion of GEMS County. Additionally this station, under a contract for services agreement with the Kirkwood Fire District, responds to the popular Kirkwood ski resort area which experiences a high volume of seasonal traffic. Numerous responses are for vehicles that have left the roadway and are over the bank requiring extensive stabilization and extrication. The equipment being requested will be utilized to replace a set of 1999 Hurst extrication equipment and to enhance the department's vehicle stabilization capabilities. This new equipment is designed to be utilized on modern vehicles which contain high tensile strength steels and composite materials not found in older vehicles. The older outdated extrication equipment currently in use on Engine 5111, was not built to function on these new materials and this equates to prolonged extrication times resulting in further injury and longer transport times to hospital facilities. Additionally Engine 511 currently carries a basic complement of vehicle stabilization equipment including struts and outdated airbags. Replacing and enhancing the complement of this stabilization equipment will greatly shorten extrication times, enhance rescuer safety and not only save lives but reduce injuries.

STATISTICS	2013	2014	2015
Total Number Of Responses (All Calls For Service)	752	777	758
Total Number Of Traffic Collision Related Calls	61	61	66
Number Of Traffic Collision Victims Requiring Extrication In Region	17	13	18
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	U/A	U/A	U/A
Average Response Time For Appropriate Equipment (Receipt Of Call To Arrival At Collision Site)	8:25	9:29	10:34
Average Extrication Time (Arrival At Site To Transport)	U/A	U/A	U/A

*N/A=not applicable

* U/A-unavailable

STATION NAME AND NUMBER: GEMS Protection District Pine Grove Station # 114

PROBLEM DESCRIPTION: Outdated Extrication Equipment

GEMS Protection District needs to replace older, unreliable extrication equipment that is located on Engine 141 which is the first out engine that responds both West and East along Highway 88 near the rural community of Pine Grove, west on Highway 104 and also to the Northern county line. The equipment being replaced is a 2008 set of Hurst hydraulic cutter/spreaders. This engine responds to numerous high speed and over the side vehicle accidents and is also the second due engine to respond to assist Engine 5111 in the Eastern most portion of the county. This engine provides coverage for approximately 75 miles of State Highway 88 when Engine 5111 is committed on other emergency calls and is the second arriving engine backing up engine 5111 in the Eastern portion of GEMS County.

In addition, this engine responds under an automatic aid agreement to the Lockwood Fire Protection District. GEMS Fire provides staffing to Lockwood Fire District and normally arrives at vehicle accidents before Lockwood volunteer personnel can staff apparatus and respond within their own jurisdiction. Therefore E141 regularly performs all required extrication work prior to the arrival of assistance from any other personnel. Finally E141 frequently responds as a second staffed engine to vehicle accidents on and near the Jackson Rancheria along State Highways 104 and 88.

STATISTICS	2013	2014	2015
Total Number Of Responses (All Calls For Service)	564	622	643
Total Number Of Traffic Collision Related Calls	44	41	37
Number Of Traffic Collision Victims Requiring Extrication In Region	11	12	9
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	U/A	U/A	U/A
Average Response Time For Appropriate Equipment (Receipt Of Call To Arrival At Collision Site)	6:28	7:20	7:36
Average Extrication Time (Arrival At Site To Transport)	U/A	U/A	U/A

*N/A=not applicable

*U/A-unavailable

STATION NAME AND NUMBER: GEMS Fire Protection District Jackson Rancheria Station #116
PROBLEM DESCRIPTION: Limited Complement of Extrication and Stabilization Equipment

GEMS Fire Protection District needs to enhance its complement of extrication and stabilization equipment carried on Engine 5368 which is located at the Jackson Rancheria, a Tribal Indian facility in rural GEMS County. This engine responds not only on the tribal land, but also responds to adjacent State Highways 88 and 104. This engine also responds under an automatic aid agreement to the City of Jackson. The Rancheria has a large casino and hotel and holds frequent concerts and events bringing large numbers of visitors to the area in both private vehicles and tour buses. Vehicle collisions that occur are often high speed and are on narrow windy non-divided two lane roads. Engine 5368 carries a 6-year old battery operated combination extrication tool with very limited operational capability. This engine does not carry a full complement of extrication equipment that includes air bags. Newer vehicles contain ultra-high strength press hardened Boron sheet metal which is difficult to cut and separate without high powered hydraulic equipment.

STATISTICS	2013	2014	2015
Total Number Of Responses (All Calls For Service)	N/A	N/A	254
Total Number Of Traffic Collision Related Calls	N/A	N/A	11
Number Of Traffic Collision Victims Requiring Extrication In Region	N/A	N/A	4
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	N/A	N/A	U/A
Average Response Time For Appropriate Equipment (Receipt Of Call To Arrival At Collision Site)	N/A	N/A	5:50
Average Extrication Time (Arrival At Site To Transport)	N/A	N/A	U/A

*N/A=not applicable

* U/A-unavailable

STATION NAME AND NUMBER: GEMS Protection District Plymouth Station # 122
PROBLEM DESCRIPTION: Outdated Extrication and Stabilization Equipment

GEMS Fire Protection District station 122 is staffed 24/7 and is located in the rural city of Plymouth. This station operates under a contract agreement with the City of Plymouth. Engine 221 responds from this station to state highways 49 and 16 which are both non-divided two lane roads. Highway 49 is the primary route used by tourists to access the historic California Gold country and the Shenandoah Valley wine growing region. Highway 16 is the main route used to access the Sacramento area from GEMS County. These roads are undivided, two lane and experience frequent motor vehicle accidents that are high speed in nature and these poor conditions can be exasperated by visibility limiting fog at certain times of the year. In addition, this engine also responds under mutual aid agreements to El Dorado and Sacramento counties and under an automatic aid agreement to the City of Lone. Engine 122 carries a complement of Amkus extrication equipment which was purchased in 2001. The equipment is past its useful operational life and is not effective on modern vehicles which contain high tensile strength Boron steel. The engine also carries a complement of air bags that have passed the manufacturers recommended service life.

STATISTICS	2013	2014	2015
Total Number Of Responses (All Calls For Service)	499	467	554
Total Number Of Traffic Collision Related Calls	54	49	60
Number Of Traffic Collision Victims Requiring Extrication In Region	12	9	14
Number Of Victims Where Mutual Aid Extrication Services Were Provided To Other Jurisdictions	U/A	U/A	U/A
Average Response Time For Appropriate Equipment (Receipt Of Call To Arrival At Collision Site)	6:06	6:56	6:59
Average Extrication Time (Arrival At Site To Transport)	U/A	U/A	U/A

*N/A=not applicable

* U/A-unavailable

SAMPLE

Proposed Solution

Strategies:

This grant proposal will have four positive and immediate outcomes for our community. First, it will replace outdated and mechanically unreliable equipment thereby allowing the most effective and efficient tools to arrive at a collision scene and immediately be used to free trapped victims. The results of this are patients receiving critical medical care in a more timely manner, and the transport of victims to medical facilities faster thereby reducing injury and death.

A second outcome is that all first out responding engines within the vast majority of GEMS County will have similar extrication equipment, and this facilitates effective joint training and responses to incidents. The commonality of equipment improves the working relationship and familiarity between engine companies whether they are protecting the county or are under contract protecting other entities such as the cities, Special Districts or Tribal lands with which GEMS Fire contracts.

The third positive outcome is the increased inter-operability between resources within GEMS County fostering future cost savings and more efficient emergency responses. The most appropriate resource can be moved throughout the county as needed and are commonly equipped to handle collisions no matter where they may occur.

Finally, effective 11/1/16, GEMS Fire has increased it's staffing at four of its six stations to provide constant full time 24-hour 365 days/year coverage and this level of staffing will insure that the requested grant funded equipment will respond to traffic collisions in a time sensitive manner,.

Agency Qualifications:

GEMS Fire Protection District is the host agency for this grant and if awarded the equipment it will insure that it is used regionally in support of not only GEMS Fire's jurisdictional responsibility but also the contract for service agreements between the City of Plymouth, Sutter Creek and Lockwood Fire Protection Districts and the Jackson Rancheria. GEMS Fire will comply with all of the grant regulations and requirements. Each member of the organization will receive specific, dedicated and ongoing training in the use, care and maintenance of the equipment and joint training will be conducted to support inter-operability and coordination. GEMS Fire has full time dedicated administrative staff who are familiar with grant requirements and who have successfully managed and completed other state and federal grant programs.

Program Sustainability:

The extrication equipment that is being requested will have a service life of from 10-15 years and this grant will allow the organization to specifically budget for future replacement equipment. GEMS Fire received one set of extrication equipment in 2008 from an OTS grant which is still in service, however at that time the department was made up 100% of volunteers. Since that time the department has added full time 24-hour/365 day staffing to four of its six stations. This grant will provide the needed extrication equipment to those 24-hour staffed stations insuring that modern and reliable extrication equipment is dispatched and able to respond immediately to traffic collisions. This grant further supports GEMS Fire's existing regional contracts for service and will allow for future expansion and enhancement of these services, creating an ever widening ring of commonality and response with like equipment throughout the County. The funding of this grant will allow time for GEMS Fire to further enhance its general fund revenue collection through the development and implementation of benefit assessments and community facilities districts.

Goals

Required Goals

Description

Reduce the number of persons killed in traffic collisions.

Reduce the number of persons injured in traffic collisions.

Applicant-Defined Goals

Custom Description

Target Number

SAMPLE

Objectives

Objectives Associated with Selected Application Type. Enter a Target Number or '0' if Target Number is not applicable.

Select?	Target Number	Description
Yes	0	Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.
Yes	0	Develop Memorandums of Understanding (MOUs) with recipient agencies which contain the following: a list and description of equipment; an explanation of the submission of data collection and quarterly reporting; the responsibility of maintaining equipment; and the yearly reporting of fair market value of equipment.
Yes	0	Purchase and place fully equipped extrication systems in strategic locations within the jurisdiction.
Yes	0	Purchase and place pieces of specialized rescue equipment in strategic locations within the jurisdiction.
Yes	0	Decrease the average response time for the arrival of appropriate equipment at the collision site in rural areas from minutes to minutes.
Yes	0	Decrease response time (time of notification to hospital treatment or transport) in the service area from minutes to minutes.
Yes	0	Improve the EMS delivery system in communities through the replacement of out-dated and unreliable emergency/rescue vehicles and/or equipment.
Yes	0	Train at least first responders, Emergency Medical Technicians or Paramedics in the recognition and treatment of trauma victims.
Yes	0	Purchase and place pieces of medical equipment in strategic locations within the jurisdiction.
Yes	0	Conduct traffic safety presentations with an effort to reach persons and communities.
Yes	0	Display the OTS funded equipment days during Public Safety Fairs, community festivals and or other Department or community events.
Yes	0	Notify OTS in the event grant-funded equipment is used to save a life and provide the facts involving the incident.

Applicant-Defined Objectives. Users have the option to delete after adding if necessary.

Select?	Target Number	Custom Description
Yes	0	

Method of Procedure

Phase 1 - Program Preparation:

- Determine specific equipment requirements.
- Request equipment vendor price quotation for the required equipment per host agency requirement.
- Submit purchase orders to equipment vendors for purchase of the equipment.
- Prepare and execute Memorandums of Understanding (MOU) with recipient agencies.

Media Requirements

- Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.

Phase 2 - Program Operations:

- Inventory the new equipment following delivery.
- Disperse equipment to identified recipient agencies.
- Plan a media event announcing the grant funded equipment.
- Recipient agencies will identify training needs and objectives and coordinate instructional staff to conduct a high quality training program for their respective agency.
- Recipient agencies will develop a preventive maintenance schedule for the new equipment following manufacturers' recommendations.

Media Requirements

- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator.
 - If an OTS template-based press release is used, the OTS PIO and Coordinator should be copied when the release is distributed to the press. If an OTS template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead time would be 10-20 days prior to the release date to ensure adequate turn-around time.
 - Press releases reporting the results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
 - Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Include the OTS logo, space permitting, on grant-funded print materials; consult your OTS Coordinator for specifics.

Phase 3 - Data Collection:

- Invoice Claims (due January 30, April 30, July 30, and October 30)
- Quarterly Performance Reports (due January 30, April 30, July 30, and October 30)
 - Collect and report quarterly, appropriate data that supports the progress of goals and objectives.
 - Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
 - Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
 - Collect, analyze and report statistical data relating to the grant goals and objectives.

SAMPLE

Budget

Travel Expenses

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
1.0	B. Travel Expenses	None	\$0.00	0	\$0.00

Travel Expenses: \$0.00

Equipment (must have Unit Cost of at least \$5000)

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
1.0	D. Equipment	Paratech Strut Kit	\$5,394.60	2	\$10,789.20
400.0	D. Equipment	Fully Equipped Extrication System	\$32,063.04	4	\$128,252.16

Equipment: \$139,041.36

Other Direct Costs

Display Order	Cost Category	Item Name	Unit Cost or Rate	Units	Calculated Cost to Grant
1.0	E. Other Direct Costs	Extrication Items	\$4,710.37	2	\$9,420.74

Other Direct Costs: \$9,420.74

Indirect Costs

Item Name should indicate the % and the Cost Category for Indirect Costs e.g. 15% of Salaries and Benefits. Use the Percent Paid by Grant for the Indirect Rate and the Unit Cost or Rate field to indicate the total amount for which Indirect Costs will be claimed. The system will calculate the Cost to Grant.

Display Order	Cost Category	Item Name	Indirect Rate	Amount Subject to Indirect	Calculated Cost to Grant
0.0	F. Indirect Costs	None		\$0.00	\$0.00

Indirect Costs: \$0.00

Total Requested Funding: \$148,462.10

Narrative Review

Review and update Narrative for Budget Items

Item	Narrative
None	None
None	None
Paratech Strut Kit	Paratech TC strut kit consisting of 3-long struts and 1 short strut with base plates, pins and chains
Extrication Items	Extrication Items - Grantee Agency may purchase and distribute to various locations extrication items which may include the following: airbags and accessories, axes, combi-tools, cribbing, cutters, driver-side airbag covers, extrication gloves, generators, hoses, portable lights, rams and supports, rescue saws, rescue struts and plates, retrofit kits, ropes, sawzalls, and step chocks. Additional items may be purchased if approved by OTS. Each item must have a unit cost of less than \$5,000 (including tax, shipping and installation). Each extrication item must operate independent of a grant-funded power unit.
Fully Equipped Extrication System	Fully Equipped Extrication System - Fully equipped extrication systems are generally comprised of a hydraulic pump, fluid, hoses, control valves, and hydraulically actuated spreaders and cutters used primarily for vehicle extrication incidents. It includes every piece of extrication equipment, modifications, attachments, accessories, and auxiliary apparatus necessary to make it usable for the purpose it was acquired, and costs \$5,000 or more (including tax, shipping, and installation).

Upload Documents (Optional)

Please try to include all information in the application itself, but if necessary, upload additional documents here

Document Name	Update Date/Time
Application Report 2017-01-11 00:18:49.pdf	6/1/2017 10:35 AM

Evaluation, Support, and Submittal

Evaluation, Support, and Submittal

Method of Evaluation:

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

Administrative Support:

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

Total Requested Funding:

\$148,462.10

SAMPLE