A meeting of the Executive Committee of the Albemarle County Fire/EMS Board was held on Monday, February 3, 2014 at 1600 hours in the Fire Rescue Conference Room of the County Office Building, Stagecoach Road, Charlottesville.

The following members were in attendance:
Dan Eggleston, Albemarle County Fire & Rescue
Preston Gentry, Crozet Volunteer Fire Department
Dayton Haugh, Charlottesville Albemarle Fire & Rescue
Danny Tawney, Seminole Trail Volunteer Fire Department
Kostas Alibertis, Western Albemarle Rescue Squad

Others in Attendance:
David Puckett, Albemarle County Fire & Rescue
Tom LaBelle, Albemarle County Fire & Rescue
Wendy Roberman, Albemarle County Fire & Rescue
John Oprandy, Albemarle County Fire & Rescue

1. Call to Order
Chief Eggleston called the meeting to order at 1600 hrs.

a. From the Board: Agenda Additions
No items were added to the agenda.

b. From the Public: Matters not Listed on the Agenda
None were presented, and the meeting proceeded.

2. Consent Agenda
a. January Minutes

MOTION: Chief Haugh moved to approve the minutes of January 6, 2014. Chief Tawney seconded the motion, which passed 3-0-1 with Chief Alibertis abstaining because he did not attend the meeting and Chief Gentry not present for the vote.

Chief Gentry joined the meeting at this point.

3. Fire Rescue System Strategic Plan
a. Plan progress – worksessions
i. Fleet Plan Policy – Chief Eggleston reported that there is a third worksession scheduled in February, and they've made good headway at the meetings so far.
Chief Puckett said that they've gone through the outline, and the last component is to submit some sort of proposal and start working through the executive FEMS policy regarding any changes to the CIP fleet plan. He stated that he was open to working through this as a regular agenda item or worksession.

Chief Eggleston said they didn’t have any other items pending for a worksession, and apparatus always seems to be a big issue that takes up time.

Chief Puckett stated that prior to the FEMS Board meeting he would try to put together a proposal for that meeting.
Chief Eggleston said that the majority of board members said they would want to see Chief Puckett’s particular plan, and suggested that they move that forward to a worksession.

Ms. Roberman clarified that normally everything goes out one week before the meeting, unless there is a policy being approved – which would go out two weeks before.

Chief Aliberti said it would be helpful to let everyone know there will be a worksession on it so they can prepare for the discussion.

4. Unfinished Business

a. FEMSB Work Plan Items/Policy - for Discussion

Chief Eggleston said that they now have a draft training standards and release process policy, and said that Chief Oprandy would be reviewing it.

Chief Oprandy stated that they had discussed the policy at the last FEMS Board meeting and got some direction on submitting it to the Executive Committee. He referenced the policy summary as distributed and a final draft of the policy itself, stating that the biggest point of contention related to the 28-day waiting period in terms of its value and meaning. Chief Oprandy said that under “Policy-1C” regarding the incident collection phase, the policy states that “the incident collection phase consists of on-the-job evaluations of performance on emergency incidents for a period of 28 days or until 10 successful calls are collected, whichever comes first.” He explained that this will allow for the slower companies to get as many calls as they can and do the rest of training through surprise drills and other measures, with busier stations able to complete the 10 calls in a short period of time to meet the requirements.

Chief Oprandy said that there was time for discussion between this meeting and the next Executive Committee meeting in March with the chiefs and amongst themselves, and he is hoping that at that meeting they will be able to vote on the policy and send it onto the FEMS Board for action.

Chief Aliberti asked when a trainee could start collecting, because if they can start once they finish Fire Attack it wouldn’t matter as they might have months to go before they finish.

Chief Oprandy said that would be applicable for a trainee that gets all their training from start to finish locally, but if someone comes in from another system they would still have to follow the release process.

Chief Aliberti stated that what guides release should be competence, because a trainee could run one call in 28 days and be released – so it really has nothing to do with the numbers or the number of days.

Chief Oprandy emphasized that a trainee couldn’t just run one call and be released, and at the end of the 28 days they would have to go through training evolutions to show competency in the other skill sets.

Chief LaBelle said that the intention is in an attempt to achieve the ability for a trainee to show his competency, the preference is real-world examples – but if that doesn’t happen after 28 days, they will approach it another way.

Chief Eggleston stated that it’s still competency-based, because a trainee could still collect all those calls and still not perform up to standards.
Chief Alibertis asked what would happen if a person collected all of their points in five calls, because they would essentially be penalized for the other two weeks.

Chief Oprandy said that what they're looking for is a trend, because technically a person could perform well on one call as a fluke.

Chief Haugh stated that they have a minimum amount of time, because you're not going to get all your points in 10 calls either.

Chief Alibertis said it's more competency-based, not call-number based, and EMS used to have a 10-call benchmark but realized people weren't hitting their milestones. He reiterated that “10” is just an arbitrary number.

Chief Eggleston stated that it is a number that was recommended with a lot of discussion from the training committee.

Chief Oprandy emphasized that it's a minimum number, and if a person can't prove competency in 10, it may take 20 – but if you go in the other direction, there is no minimum standard.

Chief Alibertis said that if a person demonstrates competency after five calls, they are essentially penalized for 28 days.

Chief Oprandy said “or for five more calls.”

Chief Tawney said that they could still operate on the fire ground, they just can't operate unsupervised – and he isn't sure that's a bad thing.

Chief Eggleston stated that he wasn’t sure he could evaluate somebody with less than 10 calls, as it may be 10 fire alarm activations.

Chief Puckett said that it's really a low bar.

Chief LaBelle stated that hypothetically even if a person is certified nationally, 10 calls and/or 28 days is not enough to understand the system. He said that 10 and 28 are really for the training officer, so they know at what point they can turn around and say that real life calls don’t matter anymore and they can do a mock one. Chief LaBelle stated that training officers needed some sort of “flag” that tells them they can move on in the process.

Chief Alibertis said that it's important not to convey that to the trainees, because they will say, “Hey, I ran my 10 calls…”

Chief Tawney stated that it's not going to be a milestone for trainees at his station, and it will be made very clear to them that that's not their target.

Chief Alibertis asked about the reference to “ALS,” which is only mentioned once.

Chief Haugh asked what they are released as.
Chief LaBelle said that this theoretically applies to each job title, and “what are they” at the end of the process – so if it’s the firefighter release process, they’d be a “released firefighter.”

Chief Oprandy stated that SAPTRN-004 lays out some of those guidelines, so those things would work in conjunction – but he would make sure that it’s clear between the two policies that a person must be certified as Fire Attack.

Chief Alibertis asked for clarification of the statement under 2C in the policy that “a person seeking ALS release may be required to complete an assessment with the medical director,” as there is no explanation of it.

Chief Puckett said that he thinks it’s setting up a framework for the next leg, which is “EMS to be determined.”

Chief LaBelle stated that everywhere else in the process it says that “your local training officer is going to take care of it,” and under this the local training officer is also signing off on it – but the medical director may have more that will trump that. He emphasized that the whole point of this is it will grow with the passage of time and the process would theoretically be the same whether it’s fire or EMS.

Chief Alibertis asked if the 28 days/10 calls standard would apply.

Chief LaBelle said that if you have a more restrictive policy, that would apply – as this just establishes the bare minimum, which is fire.

Chief Alibertis commented that the statement is just not referenced sufficiently.

Chief LaBelle stated that the point of it is that the local training officer would not be the sign-off on it, it would be the medical director, and that’s why the statement is included.

Chief Oprandy said that he would work with Chief Lambert to make the statement more clear in the policy.

Chief Eggleston stated that Chief Lambert and Chief LaBelle had already discussed this with a lot of the stations, and asked that others solicit official feedback so they can move forward with adoption of the policy.

ii. Consolidated Purchasing – Fuel
Chief Puckett said that this has been on the agenda for a while, and his goal was to take it to the FEMS Board meeting in February. He explained that the issue arose at a FEMS meeting about stations sending units to training and thus blowing their fuel budget, or all filling at Station 11 so the fuel supply there was tapped. Chief Puckett said that the initial plan was to approach the Board if the stations went over, but that was deemed to be an inefficient way to address it so they agreed that it should be approached for the County as a whole. He stated that they also identified that a lot of the costs are over the state contract rates, with some stations paying taxes they don’t need to be paying.

Chief Puckett said that the solution they’ve discussed to date is putting all the fuel costs under one line item under ACFR, similar to how they do air pack maintenance, phones for the fire stations, and some other items. He stated that they would need to add additional tanks to the system for the stations that are
Chief Puckett said that the plan currently is to add diesel and gas tanks at stations 8, 4 and 3, and he has contacted the County regarding site plan approvals and other zoning matters. He stated that they are also renting a tank at Station 12, so they will need to purchase that – and procedurally, they will need to have a standard fuel log and a common lock for the fuel pumps with a key provided to each station. Chief Puckett said that this will enable vehicles to fill at different stations without having to go back to their own station to fuel. He stated that they will also have fleet cards through the County for Exxon Mobil stations, so vehicles can refuel with gas or diesel at those locations – and different parameters can be set on the cards so they can only be used for fuel. Chief Puckett mentioned that there would also need to be a process for having receipts sent to the ACFR office, but they can be scanned and emailed.

Chief Puckett presented a map of Exxon stations, noting which had diesel and gas and which were gas only. He said that the Crossroads Store on Plank Road and the Blue Ridge Market are also Exxon Mobil stations. Chief Puckett stated that the Albemarle County Fueling depots could also be used, and they would get a vehicle number and key fob for all of the stations to use. He said that they also want to buy a transfer tank, and the police department has offered their tank. Chief Puckett said that some localities keep a diesel and a gas transfer tank at store locations, which helps get fuel on-scene and helps provide redundancy in the system in the event one station gets overwhelmed with use for an incident.

He said that the estimated cost to do a diesel and gas tank is $6,500, with about $3,600 for Station 12’s tank, and ACFR has received $20,000 from the County’s innovation fund for this specific project. Chief Puckett said that if the project exceeds that figure, they would re-approach the County to see if they can go over a bit. Chief Puckett stated that they anticipate fuel costs to drop off after this is set up, as they will get a better rate globally.

Chief Alibertis asked what the comparison cost was for state rates versus Tiger Fuel.

Chief Puckett responded that the last time he compared, the Tiger Fuel cost was .29 per gallon higher. He said that his figure for annual savings was about $20,000, but he calculated that a long time ago and he wasn’t sure that was the exact number.

Chief Gentry asked if they can get ethanol-free gasoline as part of this.

Chief Puckett responded that they won’t be able to change the state contract, but they can use it if it’s available and ACFR could also go out and get their own contract through the RFP process. He said that he wasn’t certain how the CARS fueling would work at this point because when they submit their budget, fuel is funded partly by the City and partly by the County.

Chief Puckett reported that there had been a question about increased propane costs for individual stations, but Tiger Fuel has assured that the prices aren’t dependent on one another and wouldn’t change beyond normal market fluctuations.

Chief Alibertis mentioned that their generator runs off of their fuel tank, so resupplying it may be an issue and it’s important to be able to get a supply to it.

Chief Eggleston said that he’s sure the contracts have provisions for emergency conditions, adding that engines consume an enormous amount of fuel – with Engine 121 running out of fuel on a call the
previous week, having run through an entire tank. He stated that if there’s a busy brush fire season, they will need roving capabilities from several vehicles as Tiger is not allowed to fuel directly from their trucks due to taxing provisions.

Chief Gentry asked if Engine 121 was full when it went to that call.

Chief Eggleston said that it was full and was set up as the supply agent at the driveway, and they used a lot of water for a long time – flowing at about 700-800 gallons per minute.

Chief Alibertis stated that you must have one of those when responding.

Chief Gentry asked if they were going to buy a pickup to put it on.

Chief Puckett said that hadn’t been determined yet, but ACFR has a request into the police department for a pickup truck as a station vehicle for Ivy since they don’t have anything there currently.

Chief Alibertis suggested getting a trailer, because that can be pulled with anything.

Chief Puckett said that the flip side to that is whether anyone can pull it, and if it’s a full vehicle someone can just get behind the wheel and drive it.

Chief Oprandy asked if Station 4 had run into some problems with their trailer.

Chief Eggleston said that they had some VDOT issues with their trailer.

Chief Alibertis said that you can only have so many gallons on a trailer, but at least you can just leave it at the scene of the incident and trailers usually have anchors to secure the tanks.

Chief Puckett stated that diesel is probably their biggest priority, and he isn’t aware of any gas units that run fuel on the scene.

Chief LaBelle said that it’s a little easier to fuel up the diesels, because with gas just three gallons matters.

Chief Eggleston asked what the next steps were for the policy.

Chief Puckett explained that he would present the same thing to FEMS, and in the current FEMS funding policy it already has a section related to consolidated funding – so they should pursue consolidated funding of fuel as one of the items mentioned. He said that the goal is to have the state procedures in place by July for the new budget year, so if they can approve the procedural matters the policy can follow that.

Ms. Roberman said that she didn’t think they would need to redo the policy if they can get agreement that they’re going to move forward with this procedure for how to do the fueling, because it’s already part of the policy that the fuel is being funded and they’re not funding more or less.

Chief Alibertis asked if this would come off of the individual station line items.
Chief Puckett said that it would, and confirmed that there would still be a line item for propane at each station. He explained that all the bills for fuel from individual stations would come through ACFR to get paid.

Chief Tawney asked if this would be done on an allotment basis, because under this scenario he would be given a certain amount of fuel – so there is the potential for him to receive a bill from the County for how much he’s gone over.

Chief Puckett said that the intent is for them to watch fuel costs as a system, and the vendor may be able to send reports for each stations showing monthly usage.

Chief Tawney said that currently he knows there usage because he is approving the bills.

Chief Puckett stated that it’s important to keep that information so that stations know how much they’re using.

Chief Tawney said that ACFR is going to be in a different situation now by running up against a collective budget number, because currently when he runs up against a budget number he takes it from Seminole Trail savings.

Chief Alibertis commented that fuel is the one line item in the budget that runs over consistently every year, and Chief Tawney agreed.

Chief Eggleston noted that the next step would be to take the policy to the full FEMS Board.

b. FEMSB Work Plan Items/Policy - for Decision
There were no work plan items for decision.

c. Ivy Station Recruitment and Retention Plan – update
Chief LaBelle reported that the Ivy Station has 17 active members currently, and of those four have been released. Of the remaining members, he said, they are all trending towards green except for the three individuals in the Firefighter I class, and the station has just brought on three additional members who are signing up for the March class. He said that they have let one member go in the interim because he was unable to participate at the level necessary, and the station would be hanging up their banner again to announce the Firefighter I class in March.

Chief LaBelle said that he had sent out an email with the notes from the recruitment and retention meeting, and the meetings have been divided into three sections: administration, recruitment, and retention – with the intention of identifying three subjects to work on in each group. He said that he has encouraged those participating to talk about the activities of the committees at local meetings.

Chief Alibertis asked if anyone had picked up water from Kirby Felts.

Chief LaBelle said that Station 6 had, and Training was looking at getting some over to Station 11 for firefighter training classes.

Chief Eggleston noted that Ms. Felts has several pallets of water left and has plenty to give away.

Chief Haugh commented that the problem is it’s all expired.
Chief Alibertis said that purified water just tastes bad once it expires, but spring water doesn’t, and FDA guidelines say that if it’s cared for properly it doesn’t have an expiration date.

d. Automatic Aid Agreement with Charlottesville – update
Chief Eggleston reported that they had anticipated getting something back from the City Attorney, and there has been a lot of misinformation and misunderstandings out in the media – so he has been working with Lee Catlin in the County to try to clarify as much of this as possible. He said that another issue is that there are four new Board of Supervisors members who were not part of the decision to end the previous contract and enter into the new agreement, and he is planning to review it with them at their Board meeting that Wednesday. Chief Eggleston said that he still feels this is a great agreement, and although it may need some tweaking, he is not ready to throw it away and start all over. He commented that it’s tragic that the Carriage Hill Place fire was used an example to try to drive some changes, and he is going to try his hardest to get the right information out to the public.

He reported that they’d done a hot wash with Station 2 on the Carriage Hill Place fire on a few things they need to consider in terms of policy changes, and that would come back before the FEMS Board for consideration.

Chief Tawney asked if they had looked into whether there are other areas in which they’ve opened themselves up to criticism, because the box is close to Station 1 – and he can see why people would be confused as to why it wasn’t toned. He stated that they weren’t on the Carrsbrook fire call, but they were on the February 2nd call.

Chief Puckett said that was a mistake and they should have been on that first call, and he has corrected many programming issues and thinks the majority of the ring issues have been resolved so the City will be on those calls.

Chief Tawney stated that nobody is making decisions that are intentionally counter to serving the public, so any opportunity in which they can avoid those impressions is important.

Chief Eggleston said that the perception is that they withheld resources that were critical to the life safety in that incident – which is simply not true – and the biggest change to the agreement is the mutual aid piece with City resources. He stated that if there are opportunities, the main one would be to automate the process so they don’t have to remember to pick up the radio.

Chief Tawney stated that it was difficult to remember everything that got dispatched, and by the time he gets to his car to respond to a call he isn’t certain exactly which engines and apparatus are responding.

Chief Eggleston said that it’s the area outside of the ring that is really in question.

Chief Tawney said that Engine 6 on the south end is also an issue, because you don’t want an engine essentially driving by one that’s closer.

Chief Haugh stated that if it’s automated, it will somehow happen again – but you can’t always think of things on the fly.
Chief Aliberti said that sometimes there’s just so much radio traffic when it’s busy, and everybody starts marking up, along with everyone banding together on pagers and tack channels as well as dispatch channels – so it’s easy to miss something.

Chief Eggleston said that the perception with the Carriage Hill Place fire that’s been communicated is that a fatality could have been prevented, and explained that years ago Engine 1 responded out Route 250 on the east side – but Engine 111 would beat them there every time, so they changed that response protocol. He said that 111 and Station 2 were the closest, and they were the first ones on the scene. Chief Eggleston stated that Engine 111 didn’t hesitate at all and immediately went into rescue mode, knocking the fire down in the bedroom and getting the victim out before the roof collapsed. He said that six minutes after 111 got there, there were 18 firefighters on the scene – which is “a damn good response for the rural area.” Chief Eggleston said that some citizens have been left with the impression that they were standing around not doing anything, and if the City were there it would have been different. Chief Eggleston stated, “That’s just not true, so I’m going to try to clarify that.” He asked chiefs to convey the correct information if they are approached about it.

Chief Tawney asked Chief Eggleston if he thought the new Supervisors would ask that the strategy be revisited in its entirety.

Chief Eggleston stated that he didn’t think so, and this strategy was cast in 2000 when they first had a contract with the City and the Board wanted to ensure that resources were in place in the development areas. He said that that’s why Station 11 and 12 and Ivy were built, and they indicated that they would continue to invest in that. Chief Eggleston stated that their desire was to get to a level of true automatic aid with the City, and he didn’t anticipate that would change at this point.

5. New Business
   a. Task tracking document for mediation goals and objectives
      Chief LaBelle stated that there was a lot coming out of the strategic action plan, particularly after the mediation process, and he felt it would be helpful to have a “tasking sheet” that the chiefs can look at during or after meetings rather than belabor through them at every meeting or ignore them because it becomes too difficult.

      Chief Eggleston said that it would keep their attention on the very valuable suggestions that came out of the report, without them having to verbalize it each month.

      Chief Tawney said that he had no objections, and he might mimic it for his own station because there are a lot of good intentions that sometimes get lost in the shuffle.

   b. After-action incident review development
      Chief Eggleston stated that they have a policy that guides the after-action review process, and it can be rather labor intensive to pull everyone together for those discussions. He said that in the meantime, they continue to have major events that are stacking up – and he is concerned that they’re going to miss some good recommendations. Chief Eggleston stated that he is looking for input on this process so they can take their experiences from the last few weeks and try to convert them into something they can learn from, applying them back into training or changes in protocol.

      Chief Haugh said that the most accurate information would come soon after an event, and anything that happens after that is mostly “CYA” so there’s not much good information to come out of it. He stated that
it needs to be done right after the event or the next day, and at the very least problems can be reasonably identified.

Chief Alibertis commented that they are “getting beaten by their own stick” by not following the policy they’ve developed.

Chief Haugh said that the policy is overly bureaucratic.

Chief Alibertis said that they should go back and look at it.

Chief Eggleston stated that he wouldn’t mind going back and looking at it, agreeing that it was too bureaucratic and stating that there’s no way they’re going to be able to learn from their operations given the number of recent fires.

Chief Gentry said they should prioritize calls for the after-action review, with the first being the one in which there was loss of life. He stated that the next ones should be those that had dollar loss, adding that the Campbell Lumber fire was a mulch pile that caught and then spread. He commented that there were some problems at Dick Woods Road with water supply and he was aware of issues at Woodland Road, but he didn’t know how the Porters Road fire went.

Chief Eggleston said that in terms of water supply it went well, but there was a lot of damage already by the time they responded. He stated that whenever there are multiple companies responding, there are things to be learned about coordination and communications. Chief Eggleston suggested that they consider a teleconference with the key players involved with each of the fire calls, except for Carriage Trail Place as there have already been discussion about handling that incident in a more formal fashion. He said that while they may not be able to solve all of the problems in the call, they could at least identify the primary issues.

Chief Tawney stated that much of the command structure would have been at all of those incidents, so they could be brought together for one big meeting with detailed discussion of Carriage Trail and smaller discussion about the other incidents.

Chief Alibertis said that it’s nice to bring the rank and file in to listen and learn, and you can still include the officers. He suggesting covering all the events and having someone take the lead on each one.

Chief Tawney stated that he would want his first captains that arrived on scene to be there, and his station was also doing a debriefing on Woodlands Road in their officers meeting.

Chief Haugh asked if they were going to use their Fleet Plan Worksession night for that.

Chief Puckett said they could transition into that topic.

Chief Eggleston suggested that they break it down into the five major items of any fire: water supply, fire attack, staffing, command structure, and [?], and allocate a certain amount of time to each section.

Chief Alibertis said they could address what worked well and what didn’t work.

Ms. Roberman asked if it could be done as a webinar so that other stations could listen in.
Chief Oprandy said that webinar could play a role in it – either as a smaller teleconference with key staff or a larger thing – so people can at least to listen in and participate.

Chief LaBelle asked if they would be reviewing a finished after-action report at the worksession, or putting together the data and conversation at the worksession.

Chief Eggleston said that they would be suspending the current policy that drives their AAR and do something different because of the volume of calls they’ve had.

Chief LaBelle asked if someone would be taking the lead and then the staff would work with them to have conversations and start to put it all together, and the initial conversation wouldn’t happen on the night of the worksession. He said that it wouldn’t be the finished product, but would be close to the finished product by the time they get to the worksession.

Chief Haugh said that he was suggesting getting all of the people together to get the information that could be used, and it’s important that it be provided at some time – except for Carriage Place, which would need a formal process.

Chief Eggleston suggested that they explore the option of having that at the worksession, but would still need to go over the recommendation for the fleet plan.

Chief Puckett agreed, stating that he didn’t know how long that would take on the regular agenda although the last meeting on the fleet plan took about an hour.

Chief Oprandy said that in his opinion, combining those two things is not a good idea as they are both big topics. He stated that it won’t just be chiefs, so the earlier conversation will become larger and will ultimately take longer.

Chief Tawney suggested that the fleet plan discussion just be included as part of the regular FEMS Board meeting agenda, and he didn’t think there were many other items on the agenda.

Chief Puckett said that the training policy would also be on that agenda, but Chief Eggleston said it was coming before the Executive Committee one more time before going on the FEMS agenda.

Ms. Roberman said that the fuel policy would be on the agenda, but Chief Tawney and others said it wouldn’t be a big issue.

Chief LaBelle stated that the draft of the health and welfare of the system report was also due, but that was just in rough format at this point.

Chief Eggleston said that he thought the fleet plan discussion might drag out longer than anticipated.

Chief Tawney said that he didn’t see it as a big issue.

Chief Alibertis said that’s because nothing’s on paper yet.
Chief Eggleston stated that it would be nice to have them both in the same night, but he’s skeptical of making that work and wouldn’t want to miss the opportunity for discussion from the people who were involved in the fire calls.

6. **Next Meeting**
The next Executive Committee will be held on March 3, 2014 at 1600 hrs in the ACFR Conference Room.

7. **Adjournment**
The meeting adjourned at 1712 hrs.
ALBEMARLE COUNTY FIRE AND EMERGENCY MEDICAL SERVICES BOARD

EXECUTIVE COMMITTEE

ATTENDANCE LOG

Date:  Monday, 3 February 2014

VOTING MEMBERS (OR DESIGNATES)

Chief L. Dayton Haugh (CARS):

Chief Preston Gentry (Crozet):

Chief Danny Tawney (Seminole Fire):

Chief Kostas Alibertis (WARS):

Dan Eggleston (Albemarle County):

GUESTS & OTHERS

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AGENDA TITLE/ISSUE: Consent Agenda  
AGENDA DATE: February 3, 2014

MOTION: To approve as written  
MOTION MADE BY: Dayton Haugh  
SECONDED BY: Danny Tawney

SUBSEQUENT MOTIONS/AMENDMENTS:
1.

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I hereby attest that the foregoing is true and complete to the best of my knowledge.

Wendy Rizzo  
Clerk  February 3, 2014  

Date