

**ORCHARD PARK BOARD OF FIRE COMMISSIONERS
MINUTES OF THE SPECIAL JANUARY MEETING**

The special meeting of the Board of Fire Commissioners of the Orchard Park Fire District was held on January 30, 2016 at 10 AM in the training room of the Orchard Park Fire Hall. The meeting was called to order by Chairman Macheimer.

Roll Call:

Chairman:	Kenneth Macheimer	Dist. Chief:	Joseph Jensen Sr.
Commissioner:	Jack Putnam	Secretary:	Roberta Buczkowski
Commissioner:	Robert Eiskant		
Commissioner:	Frank Wierzbowski		
Commissioner:	Gregory Gill		

Fire Company Officers Present:

Orchard Park Chief:	Rich Mrugalski
1 st Assistant Chief:	Matt Cavanaugh
2 nd Assistant Chief:	John Newell

Chairman Macheimer started the meeting stating he would like to start over and forget what has happened in the past. Everyone has to work together.

District Chief Joe Jensen agreed with Chairman Macheimer but also stated that with starting over would like to see the truck committee trimmed back to people who can work together. Was extremely disappointed in the members of the committee who came to the meeting and voiced their opinions the way they did.

Commissioner Gill stated that he understands the frustrations and that no matter what it done or how it is done there will always be those who disagree. Where are the Departments going? Where is Hillcrest, Orchard Park and Windom going? If it is the intent of the District Chief to make this new truck a District vehicle then it has to be planned that way and the time taken to make it that way.

District Chief Jensen stated that the way the truck was presented was proper. Had some input that we wanted to put into the vehicle. Have been talking to Commissioner Wierzbowski regarding the ice water rescue equipment will come off the truck. When Windom 882 is no longer an ambulance it will become the ice water rescue vehicle. There is no need to put the ice water rescue equipment on the new vehicle and not use it nine (9) months out of the year.

Question as to where would that truck be stored? Per District Chief Jensen, it would be at Central after the maze is gone. Per Chairman Macheimer; space is always an issue and always being looked at to where more space can be added.

Chief Mrugalski stated that he agreed with Chairman Macheimer and the direction he wants the truck to be in is to stay a heavy rescue vehicle for the Fire Company and the Fire District. Chief Mrugalski then asked the Board if there were any other specifications that they were looking at with regards to this truck, any size requirements, and compartments etc that are different from the original specs. Per Chief Jensen the truck size remains the same. It can't be any longer than the specs are now. Question from Commissioner Gill as to any studies done or any data available as to how the streets are with regards to a turning radius. Per Chief Mrugalski the trucks are designed to navigate most anything. Most of what is being built know with regards to streets will have the smaller radiuses.

Chief Mrugalski asked the question of getting back to the existing specifications, is everyone on board with what has been done so far. Per the board the existing specs are ok.

Question from Commissioner Gill with regards to producing drivers for the new truck, are there firefighters out there who are qualified to drive the new truck. His concern is people being intimidated by the size and there will be very few who will be willing to drive it. Per Chief Mrugalski there is a few who are intimidated by the size and, two to three years ago we were very limited to our drivers; we are now starting to get more of the younger members to be qualified to drive the bigger vehicles but still not available during the day. The trucks are being deployed with only two on board for a fire just to get the truck in place. Obviously it is different for a rescue call. The training on apparatus, like OP 6 is not offered as much as the chiefs would like. Apparatus like OP7 does not need as much training as apparatus like OP6.

Chairman Machermer asked Chief Mrugalski if he was able to go back to the original specs and use them. Per Chief Mrugalski, the cab is pretty much set, may have to tweak it a little bit. The first compartment, L1 and R1 are probably not going to change. It is the other ones that we are going to do some modifications to. So for the most part the specs are ok. Motor wise he has talked to the manufacturer and have talked to Firefighter Dick Galas and if the motor has to be brought down in size a bit that is ok. We will be carrying the same load just will not have the extra axel and an extra five (5) feet on it. Will have to make sure the back end is the proper size. So again, for the most part the specs should not change unless the commissioners have something different in mind that they want to see. Question from Assistant Chief Cavanaugh; He would like a little bit of clarification as to the size of the truck, can't be any bigger than what is given out there now, that in and of itself is not enough information. We are under the impression that the cab is going to be different then the cab design that we have now, so are we being told that the footprint can't change with regards to putting an eight (8) person cab on the truck and the back end can't be any longer than what is out there right now or are you telling us that the tool box that is on the current OP 7 is going to be the same size tool box on the new OP7. Yes the overall spec per Chief Jensen. Per Assistant Chief Cavanaugh; so what you are doing is taking an eight (8) cab, which is a lot bigger than what is on there now and you are taking the tool box and chopping it. Per Chief Jensen, probably taking the command post and turning it into part of the cab. Then you have the whole rest of the truck as your tool box. Per Assistant Chief Cavanaugh, then the way you see it is that because we are losing the command post and is being used as rescue equipment storage. Per Chief Mrugalski, feels that in order to keep the back end of the truck the same then the cab, storage and command post will have to radically change. Does the L1 and L2 compartments then become traverse, how do we lay that out to have maximum space. Also with regards to the ice water rescue equipment, does not want to see another vehicle in OP Central for ice water rescue equipment. Feels that OP7, if the effort is taken with regards to the design; then probably room can be made for the ice water rescue equipment as well as the rope rescue equipment or what we do is basically make some coffer compartments and during the winter months switch out the rope rescue for the ice water rescue equipment; just cycle it around during the months each is needed.

Per Chairman Machermer; what about a trailer to store and haul this equipment, by OP 9 or 10's vehicle, just a thought.

Per Commissioner Putnam; a hitch could be put on the mechanics truck. Per Commissioner Wierzbowski there will be another bay at Hillcrest once that project is completed.

Per Chief Mrugalski, once again where does the district want to go with regards to all this equipment? Before a trailer is bought, before 882 to convert to whatever the district needs a CFu unit, Per OP10 H7 serves as that now. Again Chief Mrugalski question to the Board as to where they want to go with the district when it comes to some of the technical rescue; feels that a Cfu unit is needed if nothing else, i.e. a trailer. Per OP10, Hillcrest 7 is the CFu unit. It has been outfitted with all the equipment.

Per Assistant Chief, on the Erie County fire web site there is a document listing everything. Per OP10 that is what firefighter Marino has been working on.

Per Chief Mrugalski-getting back to the original question, H7 may be the Cfu unit now but moving in the direction of centralizing a true Cfu would be a heavy rescue 450-550, five (5) man cab with enough room to throw their equipment in and go. Then perhaps a trailer would be the next step.

The truck should be the needs now and ten (10) years down the road.

Per OP10 Hillcrest has the majority of the rope rescue. Per Commissioner Wierzbowski, there will be a certain amount of redundancy within the district.

With regards to the question of where the district will be in ten (10) years; per OP10 probably see the district with less and less ambulances as EMS Inc grows and eventually will own all the ambulances with the district having one small 7 unit for house calls and probably one less pumper.

Assistance Chief stated that what he is getting out of all the conversation is that there should not be an extra axle on the new truck. What he sees as being counterproductive to that is (just his opinion) is that the board/OP10 saying a blanket statement that the footprint of the new truck has to stay the same. There is still room to grow without putting the extra axle on the truck. OP Chief stated that a couple of extra feet could probably be added on to what the truck is now.

Commissioner Gill while in agreement with looking ten (10) years down the road when designing the new truck; but also wonders if any of the conversations regarding the future and the new truck has been taken to Hillcrest and Windom Chiefs. A plan is needed as to what the companies want in five to ten years.

Would like a meeting with all the chiefs regarding that issue. He would like to see another bay added to the North Station for EMS response car. Per Commissioner Wierzbowski has had the discussion with Chief Mrugalski. Per Chief Mrugalski that is what the Cfu unit is for and if the district goes in that direction then that vehicle can be equipped with high level house bag, a backboard. The New OP7 will have rescue equipment such as a backboard.

Per Commissioner Gill asked what the chiefs of the other two companies thought of the truck. Per OP10 the general consensus was that the truck was too big and did not fit in the budget. Windom is watching very closely as they are next for a new truck. So if the Board states that OP can have whatever they want then so can Windom and Hillcrest.

Per OP 10 there was a meeting at Central and it was written down \$750,000.00, take an axle off the back of the truck and shorten the truck up by five (5) feet. That paper was given to Chief Mrugalski and the committee came back with the same truck; the committee was then told that the truck with the specs the committee wanted would not work, the committee stated it would work, committee members Chris Couell and Tim Gibbons stated that it would work, that is what they wanted and that is what they were going to get so now the committee is in this situation with the bids being rejected and if the committee would have adhered to the specs by the board instead of wasting three (3) months worth of work, the truck would have been being built.

Per OP 10, feels that Commissioner Machermer started this meeting the correct way and while we could point fingers and lay blame that is not the purpose of this meeting. Let's go back to what we are trying to do. Commissioner Gill is of the mindset that we need to bring the other chiefs in. No problem that he can see except that it would drag the process out another three to six months and if that is what the board wants that is fine.

With the specs on this truck some amends and accommodations will have to be made. OP10 want the ice water rescue equipment off the new truck and loaded on 882. Chief Mrugalski does not like that at all as Chief of the Orchard Park Fire Company; accommodations can be made to fit the equipment on the truck. Per Commissioner Putnam, have the meeting with the chief on the truck and the equipment only. Come prepared.

Per Commissioner Putnam this new vehicle will be the "Tool Box" for the District and should be constructed with that in mind.

As far as the equipment it should be new and the truck should be built and then the equipment comes after as the budget allows.

Per OP Chief you should have one district heavy duty vehicle not three medium duty trucks because eventually you get into too many people wanting too much and then the cost skyrockets. So it comes

down to the overall picture and the overall direction for the District and the District as one entity with three (3) companies operating as one district. By the time we sit down with the different manufacturers it is a minimum of three (3) months to put it back together again; will probably go back to Spartan.

Per OP 10 when they come up with their bid specs there will be nothing in there that eliminates any of the other manufacturers. There is no proprietary at all.

Per OP Chief, will have to let everybody know that; and again if there is to be meetings with the other chiefs then you will be pushing this out, time wise, again. Per Commissioner Gill; but if you don't let them know then you will have the fire storm. Per OP Chief you will be building a truck like to have today but building it for the next twenty (20) years.

Per Chairman Macherer; we don't need the thousands of opinions and if you want to do this in the future fine.

Commissioner Gill would still like to see the Chiefs of all the companies meet. Chairman Macherer asked if the Chiefs meeting would be about the truck itself or the equipment to be put on the truck; agrees with the meeting for the extra equipment but not if it will be only about the truck. The committee as it stands has put a lot of time and effort into this truck and to bring in others at this point is a little unjust in Chairman Macherer's opinion.

Commissioner Wierzbowski stated that the concept of the truck is what it is, nobody is trying to change that; but to have the chiefs' input on the extra equipment would not be a bad thing. Chairman Macherer agrees completely with that concept. Assistant OP Chief stated that the committee that was created has a lot of experience and expertise and training so what was put together was a collaboration of all of that whereas the other two companies could get involved with that but may not have that proper training and like OP Chief stated it is just going to turn into a free for all.

Per Chairman Macherer; if you want to move into the future then you have to make that proposal to all three companies so a committee of chiefs and assistant chiefs should be formed.

Per OP Chief, could have a meeting with all chiefs to go over how the new truck is fitting into the district and how any new apparatus will fit into the district now and in the future, so a one-time meeting would be fine.

Opinion of OP Chief does not like the idea of putting old equipment on a new vehicle, not all the components but a good number of components should be new. If the equipment is five to ten years old should be stored as a spare. If it is less than five years old can be put on the truck.

Per Commissioner Wierzbowski; doesn't know if the district can do that. We are capped just like everyone else at 2%. Can apply for a variance but can't do that every year. Does agree with replacing the equipment but not all at once. Per the Chairman the old truck would garner \$40,000.00 so can use that for new equipment but above and beyond would be next year.

Commissioner Eiskant asked if the same people would be on the new committee who were on the old committee.

As far as the committee OP 9 would like to have the following:

OP10 as liaison

Orchard Park three chiefs

Firefighter Jordan Kellerman

Current Lt. Ryan Kelly

Past Lt. Andy Kowalski

Commissioner Jack Putnam

Per OP Chief: Will have the sit down meeting with the chiefs of the other companies.

OP Assistant Chief would still like Firefighter Couell and Firefighter Gibbons on the committee. Per the Board, because of the "blowback" from the February meeting these firefighters should not be on the committee.

Assistant OP Chief stated that he felt that he was a target also because of the actions of the other committee members at the February meeting. Per the Board and OP10 this is certainly not the case and the Board and Committee will be moving forward on the new truck.

Meeting ended at 11:30am

Respectfully submitted
Roberta Buczkowski