

Abstract of information provided to JCESA Board on January 13, 2021.

Summary and complete report follow this document.

****The following are based on what was known as of 1/13/21 and do not reflect any changes that may have been made by BRMVFC since then.**

1. None of the 3 available facilities provide safe, suitable accommodations for the ESA staff assigned to the mountain.
 - Station 5 does not have sleeping quarters, a workstation, or washer/dryer. Staff have no place to distance themselves during events held in the common areas where crowds are not wearing face coverings.
 - Station 5-1 does not have sleeping quarters, a washer/dryer, kitchen, or shower. It has become entirely uninhabitable since renovations began in the spring/summer of 2020. No permit was obtained and construction ceased once it was learned that the renovations do not meet building code. It remains in an unfinished state with numerous safety concerns.
 - The Public Safety Building has a small wastewater tank that can overflow since the building has been occupied by two first responders on 24-hour shifts. There is no washer/dryer therefore crews cannot wash uniforms after exposure to infectious diseases and must take those soiled items home with them. Additionally, there is no shelter for the ambulance, which BRMVFC has directed JCESA staff to keep with them.
2. The vehicles ESA staff are expected to operate have numerous deficiencies, some of which are safety concerns. Deficiencies often remain unaddressed by BRMVFC for months or years.
 - Rescue Engine 5 has numerous inoperable lights and switches that have been reported numerous times without being addressed. It has been missing a dry chemical extinguisher, which has been reported since October 24. Several warning lights in the dash remain illuminated, i.e., transmission temperature.
 - Rescue Engine 5-2 has a PTO air leak, inoperable lights, and a compartment door that drops on the head of personnel unexpectedly.
 - Tanker 502 has an inoperable turn signal, no hand lights, and an inoperable AED. The AED, which is required equipment, has been reported and removed by ESA staff over the last 1-2 years and is placed back on the unit, still inoperable, by BRMVFC.
 - Ambulance 5-2 has an air compressor that runs constantly, inhibiting patient assessment, compartment door struts that fail unexpectedly causing the door to drop on the head of those beneath it, and no heat in the patient compartment.
 - Brush 502 fire pump leaks fuel. BRMVFC states it only leaks while sitting, not while running, and directs staff to only put fuel in it upon arrival at a fire and not to test it as part of the routine inspection for readiness. Additionally, the WVSP vehicle inspection expired over a year ago.

3. The primary ambulance being kept outdoors with a space heater running overnight creates a safety risk to ESA staff and may be detrimental to patient outcomes.
 - A space heater was placed in the ambulance due to it being kept outdoors but has failed to adequately control the temperature. Placing a patient into a cold ambulance and administering cold oxygen and cold liquids can be harmful rather than helpful.
 - Safety risks are created when a space heater is running overnight through an ambulance that has had previous electrical issues and is kept close to the structure in which the first responders are housed.
4. Volunteer participation as one of the required staffing elements for EMS calls is nearly non-existent.
 - Each EMS call requires a driver and an attendant. For the period of August through November, there were 134 EMS calls. BRMVFC provided a volunteer driver for 3 of these and did not provide a volunteer attendant for any. Therefore, without JCESA staffing, having BRMVFC EMS units listed in an available status would likely only serve to delay the dispatch of a unit that will respond.
5. BRMVFC has attempted, on several occasions, to circumvent the dispatch method that was implemented by the County Commission to reduce response time.
 - On one such occasion BRMVFC kept an ambulance in an available status when the unit was not only inoperable, but not physically present in the county. This delays the dispatch of an ambulance that is truly available and delays the response to the patient.
 - This was one of three instances in four months of this ambulance being incorrectly reflected in CAD by BRMVFC to prevent the dispatch of an available unit from another company to the mountain.
6. The management practices of BRMVFC cause concern regarding the safety of ESA personnel operating under BRMVFC leadership on emergency incidents.
 - A preventable grease fire erupted under a tent on BRMVFC property on October 24. A video recording shows BRMVFC firefighters, under the supervision of the fire chief, fighting the fire with water and without donning any personal protective equipment.
 - Several people who have been cleared by BRMVFC as driver/operators of Tanker 502 received no training whatsoever prior to being cleared and have never even driven the unit.
 - After the brakes failed on RE5 during a daily inspection, BRMVFC asked JCESA staff to drive the unit to the shop for repair. BRMVFC has expressed their disagreement with JCESA's position that we will not drive a piece of heavy apparatus on which the brakes have failed until it is repaired.
7. Unfulfilled pledges of improvement and the repetition of some unfavorable situations weaken the trust JCESA has in BRMVFC, which is critical when we are placing our most valuable asset, our people, in their hands.

- The renovation of Sta 5-1 was supposed to be complete by Oct 1. That project and all previous plans appear to have been abandoned.
- Many of the deficiencies with vehicles and equipment are documented on daily inspection sheets, which are provided and maintained by BRMVFC, spanning days or months with no resolution.
- Despite numerous occasions of JCESA management explaining that JCESA staff cannot be housed in either BRMFVC station until the facilities are equipped with the proper accommodations, meet building codes, and approved by the authority having jurisdiction over occupancy, BRMVFC continues to request JCESA house employees there, permanently or temporarily.

I. Summary

1. None of the 3 available facilities provide safe, suitable accommodations for the ESA staff assigned to the mountain.
2. The vehicles ESA staff are expected to operate have numerous deficiencies, some of which are safety concerns. Deficiencies often remain unaddressed by BRMVFC for months or years.
3. The primary ambulance being kept outdoors with a space heater running overnight creates a safety risk to ESA staff and may be detrimental to patient outcomes.
4. Volunteer participation as one of the required staffing elements for EMS calls is nearly non-existent.
5. BRMVFC has attempted, on several occasions, to circumvent the dispatch method that was implemented by the County Commission to reduce response time.
6. The management practices of BRMVFC cause concern regarding the safety of ESA personnel operating under BRMVFC leadership on emergency incidents.
7. Unfulfilled pledges of improvement and the repetition of some unfavorable situations weaken the trust JCESA has in BRMVFC, which is critical when we are placing our most valuable asset, our people, in their hands.

II. BRMVFC Stations (buildings)

A. Background

BRMVFC operates from two stations. The main station known as Station 5 is on Keys Gap Rd and a substation known as Station 5-1 is on Mission Rd. Both stations lack some essential accommodations and sleeping quarters. Essential accommodations are those customarily present in a fire station such as a sanitary kitchen for meal preparation, a day room, a workstation with a computer connected to reliable internet service and common peripherals including a printer and scanner, a clothes washer and dryer, a shower, and a restroom. Because staff work with HIPAA protected material, the workstation must not be immediately accessible to the public. Sleeping quarters are enclosed room(s) separate from the public and apparatus bay furnished with beds.

The ESA has repeatedly explained to Cogle that staff are not permitted to sleep overnight in either station until approved sleeping quarters that meet all safety requirements are provided. BRMVFC continues to request the ESA require staff to sleep in the stations. [\[Attachment A\]](#)

B. Deficiencies

1. Station 5
 - a) no sleeping quarters
 - b) no workstation
 - c) no clothes washer or dryer
 - d) The dumpster and apparatus parked in front of the bay create unnecessary difficulty in maneuvering heavy apparatus into and out of the bay.
 - e) Units cannot be washed at this facility due to an issue with the water supplier
2. Station 5-1
 - a) workstation that lacks reliable connectivity/functionality/peripherals
 - b) workstation is in a front corner of the apparatus bay between the entry door and bay door making it immediately accessible to the public and directly exposed to apparatus exhaust
 - c) no dayroom
 - d) no sleeping quarters
 - e) no kitchen in which to prepare meals
 - f) no clothes washer or dryer
 - g) no shower
 - h) Staff cannot complete a unit inspection of the engine without moving it out of the station due to obstructions that prevent opening some compartment doors inside the bay to access and inspect equipment.
 - i) Staff must climb over or move appliances, cords, or other items to access their fire gear in the gear racks.

- j) Medical supplies, most of which are prescription-only, are stored in the open of the apparatus bay
 - (1) WV 64CSR48, 4.11.1, requires “...adequate and clean storage spaces in an enclosed area for equipment and supplies.”
- k) The Oxygen (M tanks) kept by the main entrance at Sta. 5-1 are not secured in any way. These tanks contain approximately 3,000 liters of oxygen under a pressure of about 3,450 psi when full. An accidental breach or malfunction could result in this metal tank becoming a deadly projectile. [\[Attachment B\]](#)

C. Station 5-1 Renovations

1. In the spring of 2020 BRMVFC announced the start of renovations to Sta. 5-1 to create a day room, sleeping quarters, workstation, shower, and laundry facility.
 - a) Chief Cogle told Director Keyser that this project would be complete by October of 2020.
 - b) Demolition and subsequently construction began under the direction of Chief Cogle with various individuals including ESA staff performing the work.
 - c) Director Keyser and Operations Commander Burner were given a tour of the building by Chief Cogle as construction began and expressed to Chief Cogle that the intent and effort were great but that documentation of approval from an authority having jurisdiction (AHJ) for the use of sleeping quarters would be required prior to allowing ESA staff to occupy such sleeping quarters.
2. Throughout the summer construction materials and debris occupied much of the station.
 - a) There was no longer a space for the front-running ambulance.
 - b) Crews were finding that by the time they completed the daily inspection on the engine their uniforms were soiled with dust and debris from the construction.
 - c) Chief Cogle directed ESA staff to keep the front-running ambulance with them whether they were at Sta 5, the PSB, or Sta 5-1.
3. When the second 24/7 ESA staff member was added to the mountain, ESA staff were generally expected to be at one of the BRMVFC stations (5 or 5-1) during the hours of 0800-1600.
 - a) Staff were permitted to go to the PSB during these hours for meals and use of the workstation for agency business and were permitted remain at the PSB from 1600-0800 each day and respond to incidents from that location.
4. Sta. 5-1 became uninhabitable due to construction, and social gatherings were being held in the main room at Sta 5.
 - a) These gatherings included large numbers of people and face coverings were not being worn.
 - b) ESA staff had nowhere to distance themselves in these situations.

- c) The ESA changed policy to allow staff to use the PSB anytime they were on-shift and no longer require their presence at either station for any period of time other than to conduct daily unit inspections, restock, and ready units for the next incident.
- 5. On September 2, 2020, ESA Deputy Safety Officer Ryan was at Sta 5-1 to address safety concerns raised by staff regarding RE5. While there, he was given a tour of the construction by Chief Cogle who stated the renovations did not include bunk rooms but relaxation rooms.
 - a) Ryan understood Cogle's explanation to mean that these rooms were intended as sleeping quarters, but that purpose would not be stated when obtaining approval for occupancy.
 - (1) Ryan recommended that the ESA not allow staff to sleep in these rooms until or unless the intended purpose was truthfully stated when obtaining approval to occupy from the AHJ. [\[Attachment C\]](#)
- 6. The Jefferson County Department of Engineering, Planning, and Zoning learned of the renovation project after being notified by a member of the public.
 - a) Upon inspection, it was determined that the plans failed to meet building code.
 - b) Progress ceased.
 - (1) The state of the building is illustrated in photographs taken on November 12, 2020. [\[Attachment D\]](#)
 - (a) A visit to the building on December 21 by Keyser and Burner revealed no notable changes.
 - (2) Construction remains unfinished with most framed walls uncovered, exposed wiring, holes, a stairway handrail that fails to meet safety requirements, construction material occupying space in the bay, a window on the back wall missing glass, wiring draped over the gear racks leading to a heater thermostat lying on a surface rather than mounted to the wall, etc.
- 7. In mid-December, Chief Cogle advised Burner that BRMVFC would be adjusting their plan and finishing only the first-floor renovations at Sta. 5-1 and abandoning efforts to provide all the accommodations previously planned.
 - a) Cogle stated, BRMVFC's efforts would be re-directed to Sta. 5 where, in the spring, there would be an addition and renovations to create sleeping quarters and other accommodations and include a sprinkler system.

III. The Public Safety Building (PSB)

A. Background

The PSB, which is owned by the Sheriff's office, is located at 23 Lowery Ln adjacent to Blue Ridge Elementary and approximately mid-way between stations 5 and 5-1. In March of 2017, the ESA increased staffing at BRMVFC from one person 12 hours per day to one person 24 hours per day. With permission from the Sheriff, who was not using the building at the time and had no plans to do so, the ESA furnished the PSB and designated it as the day room, sleeping quarters, kitchen, workstation, and shower for staffing assigned to BRMVFC. This was a temporary solution until BRMVFC could create these accommodations within one of the stations.

B. Deficiencies

1. The capacity of the sewage holding tank at the PSB is only 250 gallons.
 - a) Since the ESA increased staffing at BRMVFC in July of 2020 from one person 24 hours per day to two people 24 hours per day there have been several instances of the wastewater tank overflowing and creating a swamp.
 - b) The PSB simply cannot accommodate two people 24/7.
2. No clothes washer or dryer and those cannot simply be installed, because:
 - a) The wall in the PSB with the appropriate connections for laundry appliances was re-purposed some time before ESA occupied the building to host communications hardware and numerous wiring connections; and
 - b) See III.B.1
3. There is no shelter for the ambulance, thus it is parked outside and exposed to the elements and outdoor air temperature.
 - a) A space heater has been placed in the patient compartment but, even so, the temperatures in the patient compartment have been noted in the 40's and winter has just begun.
 - (1) Prior to responding, the crew must unplug and relocate the space heater otherwise breakers trip on the unit.
 - (2) This unit has had issues within the electrical panel therefore it raises safety concerns to have a space heater plugged in and operating in this unit overnight while parked only a few feet away from the building in which the crew is sleeping.
 - b) Keeping an ambulance outside creates several issues, including:
 - (1) Medications carried on the unit are susceptible to fluctuating (and sometimes extreme) temperatures that may render them ineffective.
 - (2) Supplies and equipment, in addition to medications, assume the ambient temperature.
 - (a) In many medical emergencies, placing a patient on a cold stretcher with cold blankets could be detrimental.

- (i) The simple act of shivering increases myocardial O2 demand by 400%, which is significant in situations such as myocardial infarction, hypovolemia, and many other medical states.
 - (3) During cold or inclement weather frost, and possibly snow, must be cleared before responding to an incident, especially during overnight and early morning hours.
- c) The alternative is to house the ambulance at Sta. 5-1 if space were made available in the bay.
 - (1) This would require the crew to travel from the PSB to Sta 5-1, retrieve the ambulance, and then respond to the incident – making BRMVFC the only company in the county where the staffing and the ambulance were in separate locations.
- 4. Sheriff-Elect Hansen intends to begin using the PSB daily, almost immediately after taking office, for a deputy to operate out of.
- 5. While the Sheriff expressed that he does not want to ‘run anybody off,’ having two ESA staff assigned there 24/7 is already beyond the facility’s capacity and doing so in addition to a deputy being assigned there is just not feasible without significantly costly upgrades and renovations.

IV. Volunteer Engagement

A. The mission of JCESA is to “...assist the volunteer...”

- 1. The most recent membership roster submitted to JCESA by BRMVFC includes **one** EMS provider. [\[Attachment E\]](#)
- 2. The last time BRMVFC handled an EMS incident with an all-volunteer crew (both driver and lead provider were volunteering) was on May 4, 2019.
- 3. Between August 1 and November 30, 2020, BRMVFC ambulances have been on 134 documented EMS patient encounters. [source: ESO ePCR Data]
 - a) The crew composition included a BRMVFC volunteer driver on 3 of those incidents and a BRMVFC volunteer lead provider on zero of them.
 - b) ESA staff served as the driver 131 out of 134 times
 - c) ESA staff served as the lead provider 134 out of 134 times.

V. Vehicles & Apparatus

A. Quantity

1. There are 19 (nineteen) vehicles operated by or on the property of BRMVFC, including fire apparatus, ambulances, and others.
 - a) That is 1.9 vehicles per operational member based on the most recently submitted roster.
 - b) The true ownership of some of these vehicles is unknown.
 - (1) One of the vehicles marked as 'duty 5' is operated by Chief Cogle for personal transportation (to/from work, etc) and fire department business.
 - (a) Cogle advised Keyser and Burner that he had personally purchased this vehicle from the department for his own use.
 - (b) However, it still bears a volunteer fire department license plate, is labeled as BRMVFC, and is equipped with department/county communications equipment.
 - (2) An ATV, that has been on an incident as ATV 5 and is housed at Sta. 5.
 - (a) President Long advised ESA staff that this unit was personally owned by Chief Cogle and not available for use or dispatch.
2. The number of vehicles in the fleet at BRMVFC is about double that of any other fire company in the county.

B. Age

1. The front-running engines, RE5 and RE52, are 20 years old and 30 years old, respectively
 - a) NFPA 1911, 2017, Annex D.1 recommends:
 - (1) *"fire departments should seriously consider the value (or risk) to fire fighters of keeping fire apparatus more than 15 years old in first-line service"*
 - (a) Apparatus over 15 years old, that has been properly maintained and is in serviceable condition, should be
 - (i) placed in reserve status,
 - (ii) upgraded in accordance with NFPA 1912
 - (iii) incorporate as many features as possible of the current fire apparatus standard.
 - (2) apparatus over 25 years old should be replaced.
 - (a) Older vehicles are more likely to have mechanical issues that can adversely affect drivability and the function of the pump, which is essential for getting water from the tank to the fire.
 - (b) Older vehicles lack contemporary safety features and engineering controls intended to protect personnel.

C. Identification

1. The numerical designation of Tanker 502, Brush 501, and Tanker 501 are inconsistent with the customary numbering and identification practice in Jefferson County.
2. This identification convention is similar to that used by the Metropolitan Washington Council of Governments (MWCOG).
 - a) In the MWCOG, the number 5 is assigned to Prince William County.
3. This deviation from customary practice can cause confusion that adversely alters strategic decisions, which is contrary to the goal of interoperability.

D. Deficiencies

1. Numerous instances of mechanical/safety deficiencies have been discovered and reported to BRMVFC by ESA staff during daily unit inspections of the apparatus.
 - a) BRMVFC eventually corrects some identified issues, often after repeated notifications over an extended period of time and some corrections are temporary rather than long-term solutions.
 - b) ESA staff have been directed to immediately cease riding or operating any unit if they or their colleagues have identified a safety deficiency.
 - c) Some deficiencies remain uncorrected after being reported over a period of months or years.
2. Rescue Engine 5
 - a) On September 2, 2020, Technician Smith sent Chief Cogle a list of deficiencies on Rescue Engine 5, all of which had been previously reported, some as far back as mid-July.
 - (1) The deficiencies included:
 - (a) TIC still not operational, not charging
 - (b) Drivers side scene light switch not operational
 - (c) CO Meter requires calibration update
 - (d) Yellow emergency lights are all out around bottom of unit, one on the D.S. is arching and popping when lights are on
 - (e) Melted gas can needs replaced, still being used but spills gas out of the neck that's melted in half
 - (f) Hand tools are laying loose and not secured in cab, some mounts are broken and some not staying latched.
 - (g) One portable in RE 5 has broken channel knob
 - (h) Gauge on Water Can extinguisher needs replaced
 - (2) Burner ordered ESA staff to cease operating the engine and directed Deputy Safety Officer, Matt Ryan, to go and physically inspect the deficiencies and provide a recommendation.

- (3) Upon Ryan's arrival at Sta. 5-1, Cogle expressed his displeasure of Ryan's presence to conduct an inspection and questioned his qualifications to do so, but ultimately allowed Ryan to look at the engine.
 - (4) At the conclusion of Ryan's inspection, the major safety concerns were resolved or in the process of being resolved. Staff were permitted to resume operating the engine based on Ryan's recommendation. [\[Attachment F\]](#)
- b) On November 13, 2020, the ESA staff assigned to BRMVFC moved Rescue Engine 5 out of the bay and onto the apron to complete the daily inspection the unit drifted downhill despite the brake being set.
 - (1) Upon notification, Chief Cogle asked the on-duty ESA staff to drive the piece to Tabb's to have them look at it. The ESA staff rightfully refused this request and the on-duty lieutenant concurred with their decision not to drive a piece of heavy apparatus with questionable stopping ability.
- c) Current deficiencies
 - (1) Switches to lower & raise rescue box from top of engine are inoperable.
 - (a) The equipment stowed in this compartment cannot be easily accessed.
 - (2) Curb side rotator light is inoperable
 - (3) Yellow emergency lights around the bottom of unit do not illuminate
 - (4) One portable radio is missing a piece on the channel selector
 - (5) No dry chemical extinguisher
 - (a) This was used on the tent fire on October 24, 2020 and has not been replaced
 - (b) Required per *Requirements for West Virginia Fire Departments, Appendix B*.
[\[Attachment G\]](#)
 - (6) Several marker lights not illuminating
 - (7) Reverse light not illuminating
 - (a) Required to function if present per WV Chapter 17-C, Article 15, Section 19
 - (8) Driver side scene light is intermittent, depending on wire position
 - (9) Transmission temperature gauge reads high at approximately 350°
 - (10) Warning lights illuminated on dash, including transmission temperature
- 3. Rescue Engine 5-2
 - a) During the daily inspection on November 13, 2020 the ESA staff noted that RE5-2 would not go into pump gear. The staff notified Chief Cogle as well as the on-duty lieutenant and displayed a recorded video of the steps taken and the result.
 - (1) Upon notification, Chief Cogle went to Sta. 5-1 to inspect the issue and subsequently reported that there was no issue.
 - (2) Upon further discussion amongst Chief Cogle, the ESA staff, and lieutenant on-duty, the explanation is that the mechanism used to engage the pump on this engine is obsolete and unlike those commonly seen on other fire apparatus.

- (3) There is a clip attached to the knob and, when this clip does not drop as designed which, given its advanced age now requires a certain finesse to ensure, the pump does not engage.
 - (4) Inability to get water out of the tank and to the fire can be fatal and, as such, the mechanism that controls this function should not be dependent upon the operator's ability to finesse it.
- b) Current Deficiencies
 - (1) PTO leaks air until it reaches approximately 100psi
 - (2) Overhead door struts fail, causing the door to drop on the head of personnel at the compartment.
 - (3) Rotator emergency light above driver inoperable
- 4. Tanker "502"
 - a) Current deficiencies
 - (1) No hand lights.
 - (a) 2 are required per Requirements for West Virginia Fire Departments, Appendix D. [\[Attachment H\]](#)
 - (2) AED is inoperable.
 - (a) ESA staff have removed the AED several times in the years that it has been inoperable.
 - (b) BRMFVC returns the inoperable AED to the unit advising it is required to be on there and it will be fixed.
 - (i) The *Requirements for West Virginia Fire Departments, Appendix D* do not specifically state that the required AED must be functional but it is implied by the fact that carrying a non-functional unit would serve no purpose other than to potentially delay emergency care. [\[Attachment H\]](#)
 - (3) Driver side front turn signal inoperable
 - (a) Required to function per WV Chapter 17-C, Article 15, Section 18
- 5. Ambulance 5-2
 - a) Air compressor runs constantly which vibrates the patient compartment, inhibiting patient history taking and obtaining vital signs
 - b) Drug compartment struts fail, resulting in the door dropping on the head of personnel.
 - c) There is no heat in the patient compartment.
- 6. Brush "502"
 - a) Fire pump leaks fuel. BRMFVC advises that it only leaks when sitting, not while it is running, and has directed ESA staff as follows:
 - (1) The pump must be fueled upon arrival at an emergency incident prior to use.
 - (2) Pump is not inspected for proper operation as part of the regular check off routine.

- b) WVSP annual inspection expired in November of 2019. [\[Attachment I\]](#)
- 7. SCBA compressor, located at Sta. 5
 - a) No posted documentation of quarterly air samples
 - b) No posted documentation of test dates.

VI. Management Practices

A. Circumventing Quickest Route

1. On Oct 14, 2020, Chief Cogle advised the ECC that A52 was out of service and directed that A51 be dispatched as the ambulance resource for all EMS calls within 500 boxes.
 - a) This would circumvent the Quickest Route (QR) dispatch protocol which is the method ordered by the County Commission and supported by the ESA for the dispatch of EMS units.
 - b) ECC Director, Jeff Polczynski, explained the appropriate way to handle an ambulance being out of service and why Chief Cogle's request was not feasible – one ambulance cannot be in two places at the same time.
 - c) Chief Cogle rejected this explanation and insisted that no other company should be dispatched to the mountain and that he was not going to allow other companies to come into BRMVFC's first due and take BRMFVC's calls.
 - d) Burner directed the ECC to place A51 in the most appropriate zone, place A52 OOS, and dispatch according to Quickest Route. [\[Attachment J\]](#)
2. On Nov 12, 2020, Burner observed during a station visit that A52 was not physically present at either station, yet it was listed in CAD as being on duty in zone 5 (Sta. 5.) ESA staff at BRMVFC confirmed the unit was physically out of the area, out of service, and not available.
 - a) Misrepresenting A52 as in service when it is actually out of service creates a 5-minute delay in the dispatch of an available ambulance when the ESA staff are committed to another call either on A51, fire apparatus, or otherwise.
 - b) Burner directed the ECC to reflect A52 as OOSRV and A51 ONDT in zone 51, notified Chief Cogle, and advised ESA lieutenants to handle ECC notification of out of service units on the mountain in the same way as every other station we serve. [\[Attachment K\]](#)
3. On January 11, 2021 ESA staff reported on the daily conference call that they believed A52 was "still out of service"
 - a) The CAD unit status of A52 at the time of the conference call was ONDT
 - b) Burner contacted the ESA staff at BRMVC and inquired as to why they believed the unit was out of service and, if that were accurate, why it might be listed as on duty in CAD.
 - c) FF/Paramedic Sneathen explained that;
 - (1) A52 had been out for repair until Saturday 1/9/21.
 - (2) When A52 was returned, the vacuum pump issue had been repaired but other issues remained, including;

- (a) A significant oil leak
- (b) No heat in the patient compartment
- (c) Wires and what appear to be vacuum lines not connected
 - (i) While attempting to help Chief Cogle trace and identify unconnected hoses and wires a week or so prior, Sneathen found a remnant in the engine compartment of what appeared to be a previous vacuum line repair that had been made with oxygen tubing and medical tape.
- (3) Sneathen observed that the CAD status was ONDT and, with approval from BRMVFC A/C Royce, contacted communications and requested the status be changed to out of service.
 - (a) Sneathen advises that Chief Cogle and ESA staff that were on duty and assigned to BRMVFC in the 24 hour period between his last shift and today all deny having requested the ECC change the status since Sneathen placed it out of service on 1/9.
- (4) There is no drug bag on the unit. It had been removed when the vehicle went for repair and has not been returned – suggesting it is still out of service.

B. Inaccurate information with WVOEMS

1. On January 2, 2021, Paramedic John Mills asked Burner who the point of contact was for EMS at BRMVFC as WVOEMS had contacted him regarding an upcoming agency licensure inspection and he wanted to refer them to the appropriate contact.
 - a) Mills is listed in Continuum as the BRMVFC Training Officer.
 - b) Mills advises he has not held that position since July of 2018.

C. Grease Fire

1. During a fundraiser held at Sta 5-1 on October 24, 2020 a kettle of cooking oil that poultry was being cooked in, under a canopy tent, ignited. [\[Attachment L\]](#)
 - a) Chief Cogle reported the fire to the ECC for dispatch.
 - b) Members of BRMVFC, under the Chief's supervision, attacked the grease fire:
 - (1) with water via a hose line
 - (2) without donning any Personal Protective Equipment.
 - c) ESA staff extinguished the fire using a dry chemical extinguisher.
 - (1) BRMVFC advised ESA staff that they had attempted to extinguish the fire with a dry chemical extinguisher but were unsuccessful.

D. Refueling

1. BRMVFC has had several unusual refueling processes in recent years.
 - a) Originally there was a fuel tank and pump at Sta 5-1 used to fuel all diesel units.
 - b) When that practice ended, crews were required to call Chief Cogle to meet them at the gas station to pay for the fuel needed for the unit.

- c) Now there is one fuel card, kept in A51, for all vehicles.
 - (1) This is a debit card, not a fleet fuel card.
 - (2) If fuel is required in any unit other than A51, the debit card must be retrieved from A51, taken with the unit to be refueled, and then returned to A51 afterward.

E. Special Services

1. BRMVFC has endeavored to engage in several special services, without consensus from the JCFRA or input from JCESA.
 - a) Truck 5
 - (1) A used ladder truck was purchased and placed in service
 - (a) The vendor that performed the labeling and striping of this piece contacted JCESA seeking payment for their services when the invoice remained unpaid by BRMVFC.
 - (2) BRMVFC hosted a Truck Company Operations course
 - (3) Months later the truck was decommissioned and dispositioned
 - b) Wildland Firefighting
 - (1) One of the enclosed trailers kept at BRMVFC is equipped with a cache of wildland firefighting equipment.
 - (2) It is not known if any of the members of BRMVFC have been offered or completed wildland firefighting training
 - (3) ESA staff have not been trained in wildland firefighting, nor does the ESA have the resources to commit to such an incident
 - (4) It would be a rare occasion that a wildland firefighting unit would be necessary in Jefferson County

F. Driver Training

1. Some of the firefighters who have been cleared as driver/operators of “Tanker 502” have not received training on it, nor have they even driven the piece.
 - a) While driver training policies are department-specific, it is reasonable to expect the training process to include some drive time.

G. Water Consumption

1. Jefferson Utilities recently reported concerns regarding poor communication and an allegation that water is being taken from their hydrants to be used for fundraising.
[Attachment M]

Attachment A

e-mail correspondence regarding Chief Cogle's request to require ESA staff to stay at Sta. 5.

From: Bob Burner
Sent: Monday, December 14, 2020 11:10 PM
To: Allen Keyser; Earl Cogle
Subject: Re: Snow event

Chief,

We appreciate the offer of hospitality. Our staff may spend time at the station but, as you know, they are not permitted to spend the night in the absence of approved sleeping quarters.

Bob.

From: Yahoo! [REDACTED]
Sent: Monday, December 14, 2020 8:05 AM
To: Bob Burner [REDACTED]; Allen Keyser [REDACTED] >
Subject: Snow event

Good morning

Just wanted to reach out to you guys due to the up coming snow event I'm asking that your guys be stationed at are mainstation to cover all of the brmvfc calls that way ambulance 51 will be placed inside at the substation and ambulance 52 will be the first out running unit we did this back in 2016 we have cots they will need linings we have a full kitchen shower tv cad heat this way they can have a place that the unit will be inside I would hope that with the amount of snow they are calling for that you guys will support this I will help provide breakfast foods and some meals for your staffing please give me a call also are trucks will be geared up with chains as needed again I greatly appreciate your support for all you guys give us and your staff it means alot to me and all of are members and the community

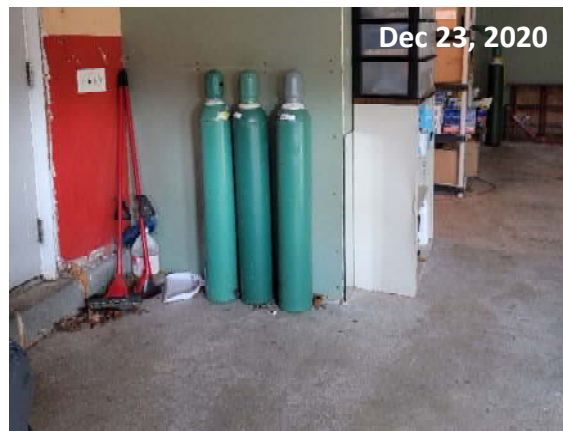
Thank you

Chief Cogle

Brmvfc
[REDACTED]

Attachment B

Oxygen tanks not secured. Photos taken November 12, 2020 and December 23, 2020.



Attachment C

Correspondence from Deputy Safety Officer, Matt Ryan, regarding construction at Sta. 5-1.

From: Matthew Ryan
Sent: Wednesday, September 2, 2020 4:41 PM
To: Allen Keyser; Bob Burner
Subject: Fire Station 5 construction.

Chief,

After inspecting RE 5 I asked Chief Cogle about the renovations to Station 5. He gladly took me inside and gave me a tour.

Other than crooked studs and walls the only thing that really jumped out at me construction wise was the rise and run of the steps leading to the upstairs. They were just a little uncomfortable walking up and down. Typically, you would want an 8 1/4" rise to no less than a 9" run. I'm not sure what their measurements are but if their within code I guess their good.

I think the most pressing issue for ESA is the bunk facilities. As Chief Cogle was giving me the tour I asked about the bunkroom facilities. He told me there was not going to be a bunkroom. However, (in air quotes) he did say there was going to be 2 relaxation rooms downstairs. Later in the conversation he said they were there because the ESA personnel would not be able to make it down there when there's a foot of snow on the ground.

I believe from the statements that Chief Cogle made, their intentions is for these rooms to be bunkrooms but are calling them relaxation rooms to circumvent portions of the life safety codes.

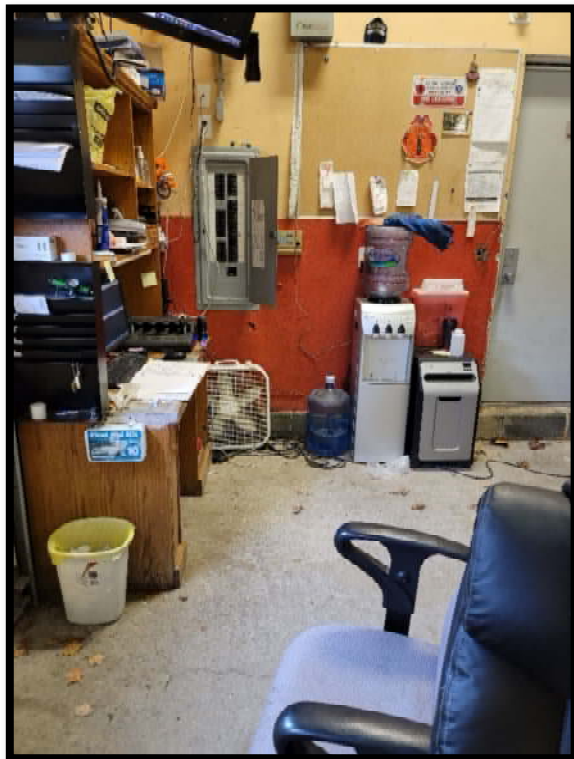
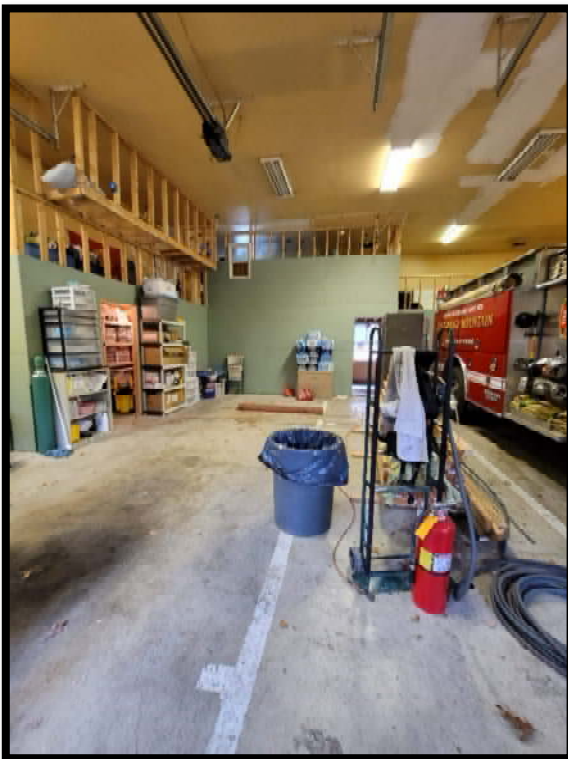
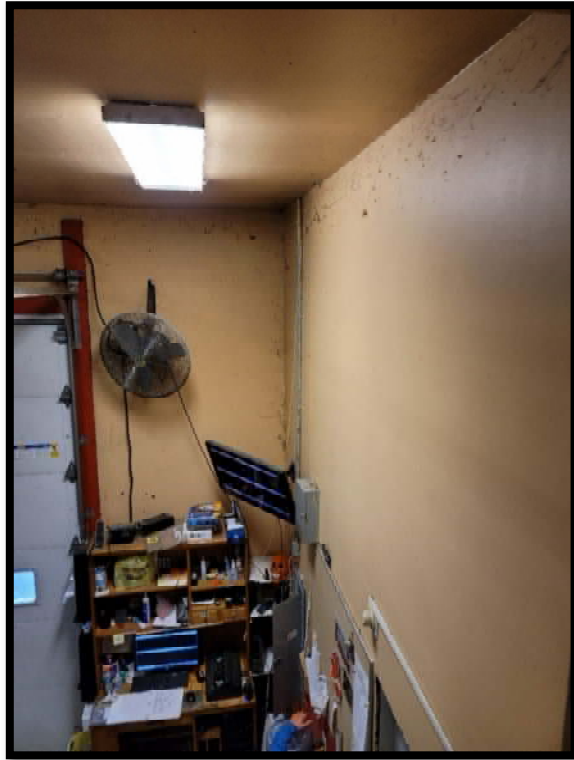
I would not recommended ESA personnel use those rooms as overnight accommodations unless a permit is provided with the true use of those rooms stated.

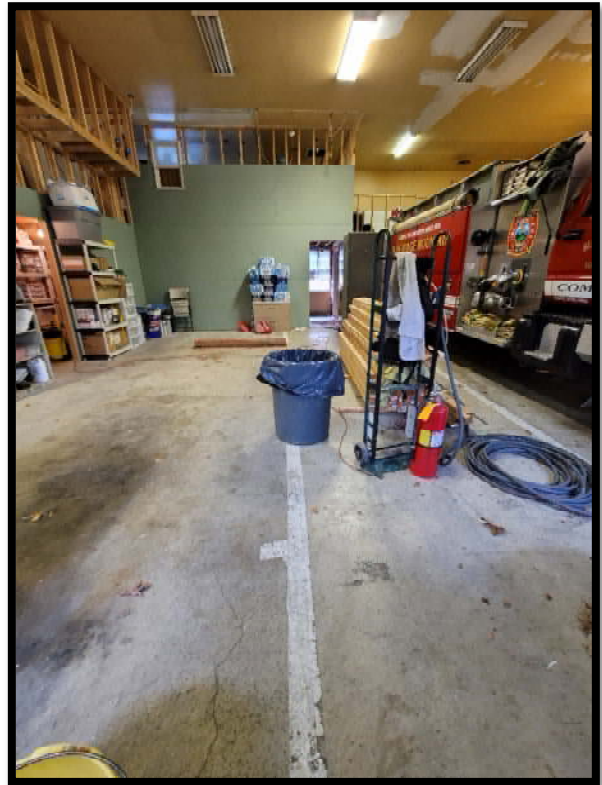
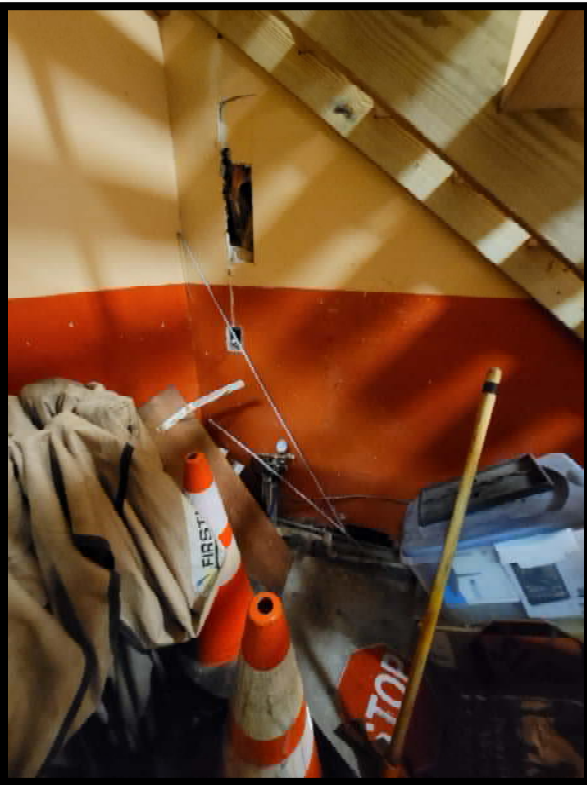
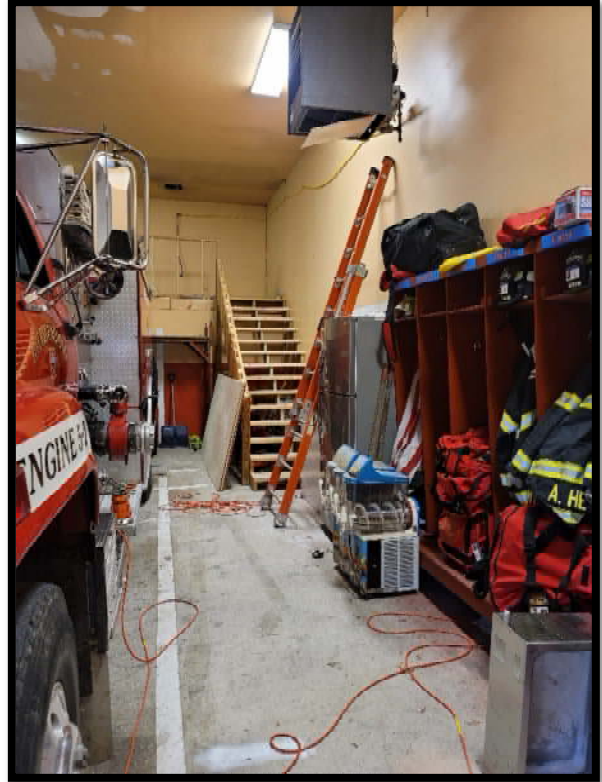
Respectfully,
Matt

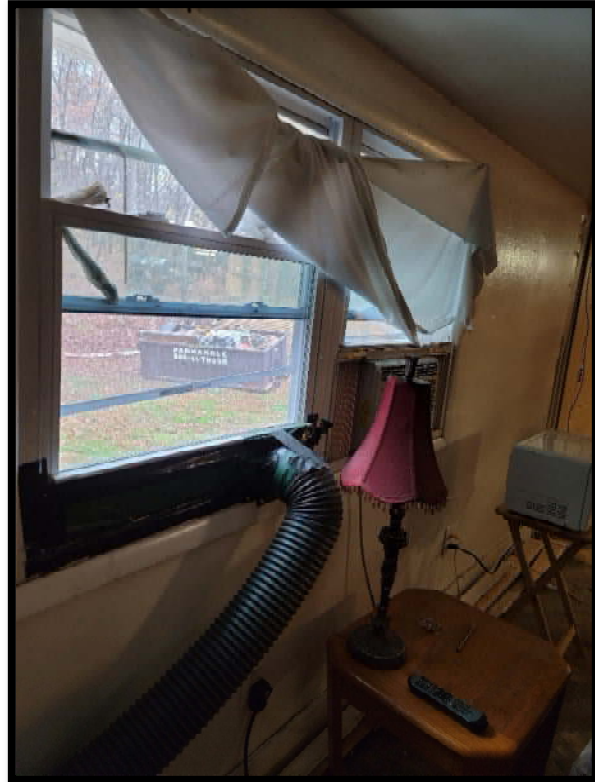
Sent from my iPhone

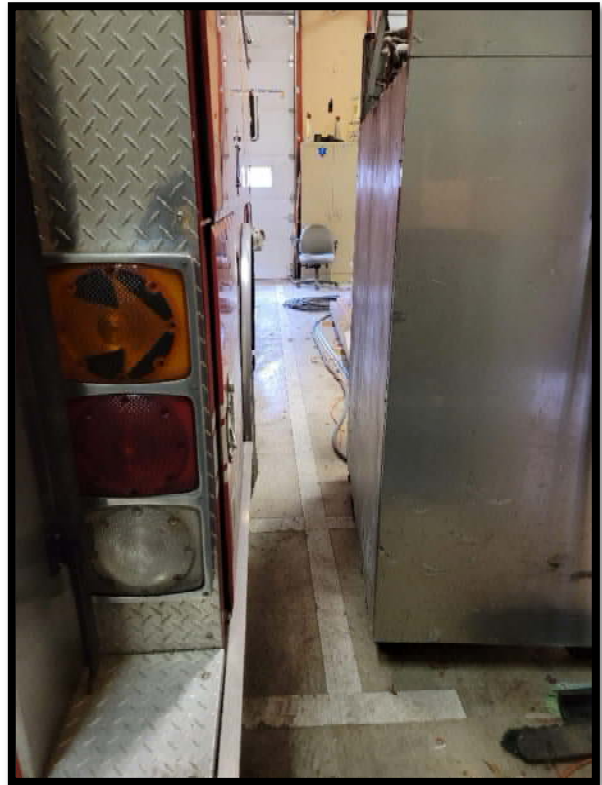
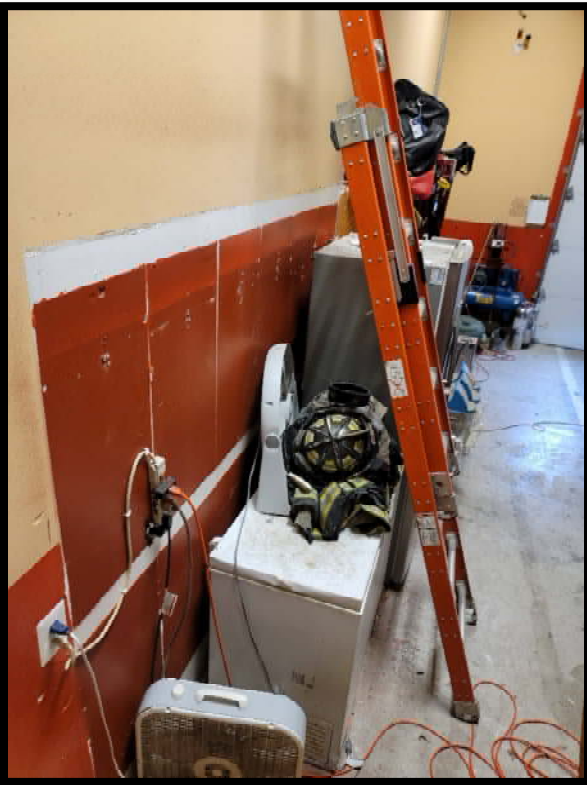
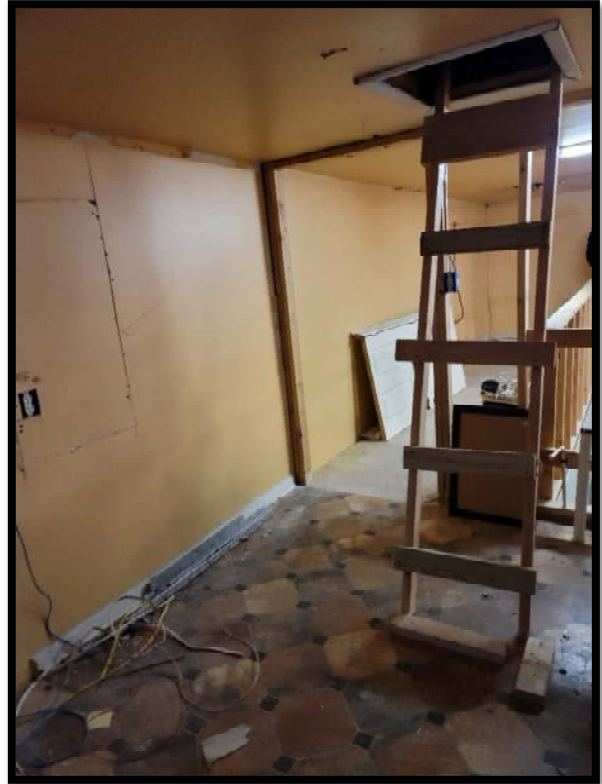
Attachment D

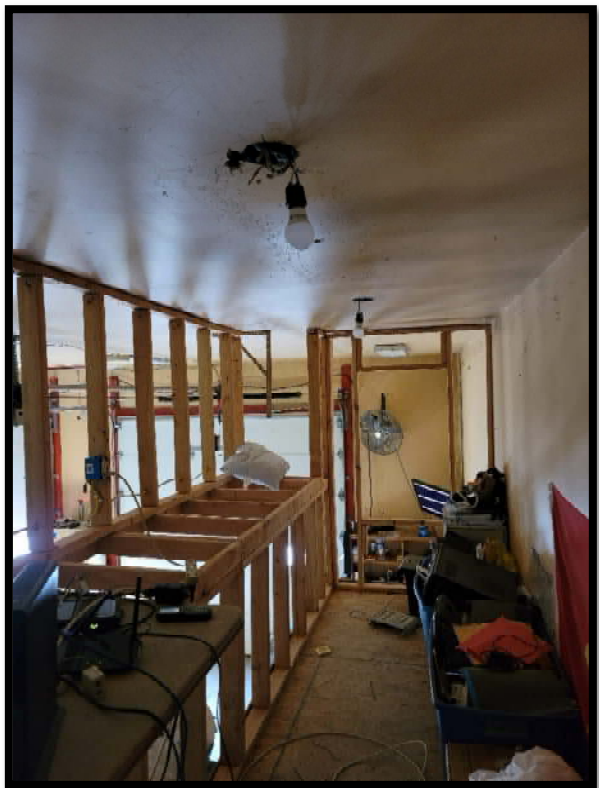
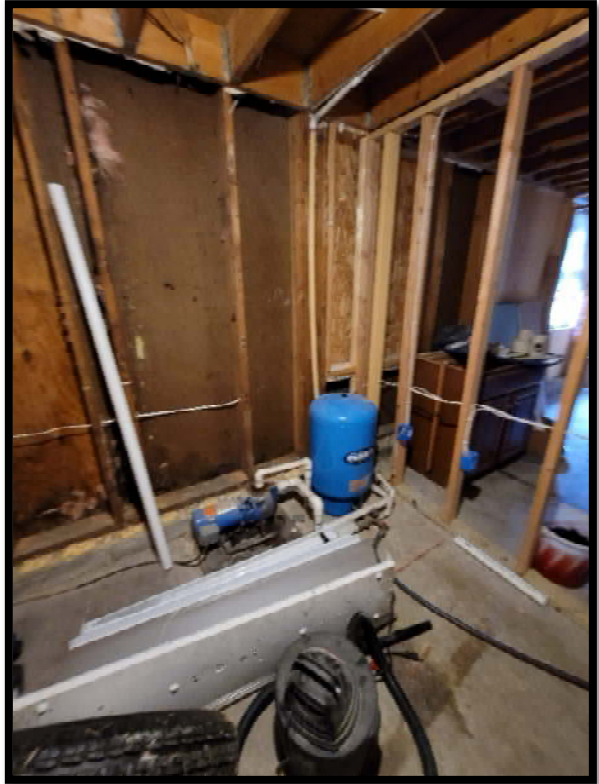
Photographs of Sta 5-1 taken on November 12, 2020.













Attachment E

Membership roster submitted by BRMVFC.

BLUE RIDGE MOUNTAIN VOL. FIRE COMPANY
MEMBERSHIP ROSTER

2

Member Name	Duties Performed	
Cogle, Earl	Auxiliary <i>Fire Chet Support</i>	<i>cpr/first aid</i> 2-21-21
Gray, Jason	Fire Fighter, Support, Auxiliary	2-21-21
		
Cogle, Tracey	Support, Auxiliary	
Hess, Adam	EMT, Fire Fighter Support, Auxiliary	2-21-21
Lerendu, Tim	Fire Fighter, Support, Auxiliary	2-21-21
Long, Tiffany	Support, Auxiliary	2-21-21
Ott, Terry	Fire Fighter, Support, Auxiliary	2-21-21
Royce, Warren	Fire Fighter, Support, Auxiliary	2-21-21
Smith, Contina	Fire Fighter, Support, Auxiliary	2-21-21
Smith, Jessie	Fire Fighter, Support, Auxiliary	2-21-21
Stampfer, Tim	Fire Fighter, Support, Auxiliary	2-21-21
Weaver, Susie	Auxiliary	
Nessacary, Tim	Fire Fighter <i>new member</i>	2-21-24
Dignazio, Julie	Support, Auxiliary	
Lerendu, Paula	Support, Auxiliary	

Attachment F

e-mail correspondence regarding ongoing deficiencies with Rescue Engine 5.

From: Matthew Ryan
Sent: Wednesday, September 2, 2020 3:45 PM
To: Bob Burner
Cc: Allen Keyser
Subject: Station 5 Inspection

Follow Up Flag: Follow up
Flag Status: Completed

Captain Burner,

I went to station 5 today to address the concerns Technician Smith listed. I was greeted by Chief Cogle on the front ramp.

Chief Cogle was unhappy and expressed concerns about my certifications to inspect apparatus. He began to calm down after several minutes of allowing him to express his dissatisfaction. I provided him my background and experience in inspecting apparatus and equipment. I asked him if it was OK to look over RE 5. He said he was OK with me looking over it and personally walked me around the apparatus to address all the issues that technician Smith brought up.

First and foremost addressed what I deemed were the critical safety issues.

- All loose tools were removed from the cab and placed in a compartment. all loose tools were removed from the cab and placed in a compartment. In addition to the loose stools, there were two axes mounted in the cab that were not secured by appropriate brackets. I recommended they'd be moved to a compartment also. He said he would work on moving them. NOTE: one of Chief Cogles officers showed up after completing the inspection. He had new brackets to install the loose tools
- The battery charger/inverter mounted between the driver and Officer does have exposed connectors. Chief Cogle assured me that he would have the charger/inverter removed within a week. Until the time it can be removed by a mechanic he will wrap those exposed connectors in electrical tape.
- he is going to remove the water can and replace it with a new can that he has at the main station.
- I did notice that the fire extinguisher brackets in the cab were broken with one extinguisher being held in place by a bungee cord. He said he would repair that bracket.
- I did notice that the SCBA we're in their brackets but not secured to their brackets by their safety strap. We need to remind our employees to ensure those straps are in place.
- Chief Cogle was replacing the gas can and had already repaired the side marker light before my arrival.

Chief Cogle was beginning the process of wrapping the bare electrical connection when I left. Once this is complete, I would recommend we allow our personnel to operate or ride RE 5.

Please pass this information on to the crews at Station 5 and let me know if you need any further.

Regards,
Matt

Sent from my iPhone

From: Bob Burner
Sent: Wednesday, September 2, 2020 10:56 AM
To: Matthew Ryan; Josh Smith; Allen Keyser; Ryan Napier
Subject: RE: J Smith

I've spoken with Chief Keyser and Chief Cogle. Here's the plan.

Chief Cogle is on the way to the station (maybe there by now) to correct the issues – maybe not completely fix things, but make them safe.

Napier:

- 1) Direct your staff at Sta 5 today NOT to ride RES.
- 2) Send Technician Ryan, our Dep. Safety, to Sta 5-1 this afternoon. Backfill him from 1300 on so he can get up there and still get off on time.

Matt:

Please inspect the reported issues and see if they have been made safe. If so, our folks can resume riding that unit. (you are welcome to stop by Sta 11 and pick up Allen's car (in the bay) and take it to the mountain. If things have not been made safe, we'll notify all staff that we are not to be on that unit UFN, which will be when we get a green light from Matt Ryan.

Unless I'm missing something or there are any objections, carry on.

Bob.

From: Matthew Ryan <[REDACTED]>
Sent: Wednesday, September 2, 2020 9:46 AM
To: Bob Burner <[REDACTED]>; Josh Smith <[REDACTED]>; Allen Keyser <[REDACTED]>; Ryan Napier <[REDACTED]>
Subject: Re: J Smith

Captain Burner,

I've read through Technician Smith's email regarding the safety issues at Fire Station 5. My recommendation is to immediately advise ESA personnel NOT to operate or ride these vehicles. The loose tools and "live" electrical connections poses an immediate injury or death hazard to our employees. I would also recommend that the gas can, thermal imager and portable radio be removed until those items can be corrected.

In addition to the personal safety concerns Technician Smith brought forward, there is now a liability responsibility for the Emergency Services Agency since it has been brought forth to the Agencies Senior Staff. Ceasing our personnel from riding the apparatus would remove the risk to our personnel and the agency.

Regards,

Matt

From: Bob Burner
Sent: Wednesday, September 2, 2020 9:30 AM
To: Josh Smith; Allen Keyser; Matthew Ryan; Ryan Napier
Subject: RE: J Smith

Absolutely. See something, say something. Whenever there's a deficiency with equipment or a station, the first thing I try to look it is whether there's an easy way for us to help resolve it. I don't expect you to buy a gas can, re-wire the lights, or anything like that – but if we can help by offering to get a radio out to the ECC and get it fixed, it takes little time, no special skills or money and isn't outside the realm of what we should be messing with. I agree, wait for a response at this point.

From: Josh Smith <[REDACTED]>
Sent: Wednesday, September 2, 2020 9:27 AM
To: Bob Burner <[REDACTED]>; Allen Keyser <[REDACTED]>; Matthew Ryan <[REDACTED]>; Ryan Napier <[REDACTED]>
Subject: Re: J Smith

He may allow me to have that correction made, I will wait for a response so that I'm not being pushing about it plus I'm trying very hard to adjust to the way things are but when you know better you have to say something or else the finger is always pointed at the patch.

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From: Bob Burner <[REDACTED]>
Sent: Wednesday, September 2, 2020 9:23 AM
To: Josh Smith; Allen Keyser; Matthew Ryan; Ryan Napier
Subject: RE: J Smith

I think you did well by sending the list to Chief Cogle to make sure he is aware (and created documentation of same in a separate place.) It can't be claimed that it wasn't reported.

As for the matter of safety and whether our people should be riding or operating that piece with these known issues, we'll need Chief Keyser's verdict on that. I see many things on that list that are concerning and would be listed, at least in part, of failures in a safety investigation by NIOSH or whomever. It's not just about liability though, we should be practicing safety to prevent the necessity for such an investigation. Chief Keyser, now that Chief Cogle has received a comprehensive list, my suggestion is that we allow a short interval for those issues to be addressed and then we go up there on Tuesday and if they are still un-addressed, make a decision about prohibiting our staff from using that piece.

The channel knob on the radio could be easily fixed by Brooke. Will the Chief allow you to make that happen?

Bob.

From: Josh Smith <[REDACTED]>
Sent: Wednesday, September 2, 2020 9:08 AM
To: Bob Burner <[REDACTED]>; Allen Keyser <[REDACTED]>; Matthew Ryan <[REDACTED]>; Ryan Napier <[REDACTED]>
Subject: J Smith

All,

I wrote an email to Chief Cogle that I've blind copied each of you on with list of problems that I explained in that email that have been issues for a long time and each shift I am reminded that "someone will be here to fix it".

That list of equipment problems is not safe for county staffing or volunteers to operate on emergency calls. I wanted make sure that if something should happen you were in the loop on the list of operational issues on the primary fire unit. I know responsibilities fall back to the VFD Chief but also can fall on ESA brass shall there be a Mayday, injury or a death that is particularly related to non operational fire equipment.

The hand tools in the cab are hanging and laying loose which causes safety concerns because of the obvious fact that someone could be injured while riding.

There is a melted gas can that we have to use which is not safer all when refueling equipment that has been operating and is already hot. The power inverter has burned up which sits between the driver and officer. There is still live voltage with expose brass battery terminals that could easily be bumped and possibly shock either the officer or driver.

The TIC has been OOS since I started here in July and twice a week I remind the Chief and he tells me someone will up to fix it. This has become the normal process since then for everything that is not operational on our primary suppression piece.

Thanks

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From: Josh Smith <[REDACTED]>
Sent: Wednesday, September 2, 2020 8:57 AM
To: Earl Cogal
Subject: RE 5

Follow Up Flag: Follow up
Flag Status: Completed

Chief,

I'm not sure who checks the daily check log at the station but I wanted to reach out about several issues that have been listed for awhile in which have not been corrected. Not sure if you know about all the issues or not so I figured I'd send an email.

I'm not complaining but ensuring I cover these topics because most of these items are safety concerns and can hinder or slow the process of staff and volunteers in performing their duties during emergencies which can have a negative outcome for us and those we are serving.

- TIC still not operational, not charging
- Drivers side scene light switch not operational
- CO Meter requires calibration update
- Yellow emergency lights are all out around bottom of unit, one on the D.S. is arching and popping when lights are on
- Melted gas can needs replaced, still being used but spills gas out of the neck that's melted in half
- Hand tools are laying loose and not secured in cab, some mounts are broken and some not staying latched.
- One portable in RE 5 has broken channel knob
- Gauge on Water Can extinguisher needs replaced

Thanks
Josh Smith

Attachment G

WV State Fire Commission/Fire Marshal policy regarding fire apparatus.

Requirements for West Virginia Fire Departments
EFFECTIVE DATE: October 22, 2014
DURATION: This policy is effective until superseded or removed.

Page 22 of 29

APPENDIX B - PUMPER FIRE APPARATUS

Ladders. The following fire department ground ladders shall be carried on the apparatus:

- (1) One straight ladder equipped with roof hooks
- (2) One extension ladder
- (3) One folding ladder

Stepladders and other types of multipurpose ladders meeting ANSI A14.2, Ladders — Portable Metal — Safety Requirements, or ANSI A14.5, Ladders — Portable Reinforced Plastic — Safety Requirements, with duty ratings of Type 1A or 1AA shall be permitted to be substituted for the folding ladder required in 5.7.1.2(3).

Fire Hose and Nozzles. The following fire hose and nozzles shall be carried on the apparatus:

- (1) 800 ft (240 m) of 2½ in. (65 mm) or larger fire hose
- (2) 400 ft (120 m) of 1½ in. (38 mm), 1¼ in. (45 mm), or 2 in. (52 mm) fire hose
- (3) One handline nozzle, 200 gpm (750 L/min) minimum
- (4) Two handline nozzles, 95 gpm (360 L/min) minimum
- (5) One playpipe with shutoff and 1 in. (25 mm), 1 in. (29 mm), and 1¼ in. (32 mm) tips

The following additional equipment shall be carried on the apparatus:

- (1) One 6 lb (2.7 kg) flathead axe mounted in a bracket fastened to the apparatus
- (2) One 6 lb (2.7 kg) pickhead axe mounted in a bracket fastened to the apparatus
- (3) One 6 ft (2 m) pike pole or plaster hook mounted in a bracket fastened to the apparatus
- (4) One 8 ft (2.4 m) or longer pike pole mounted in a bracket fastened to the apparatus
- (5) Two portable hand lights mounted in brackets fastened to the apparatus
- (6) One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus
- (7) One 2½ gal (9.5 L) or larger water extinguisher mounted in a bracket fastened to the apparatus
- (8) One self-contained breathing apparatus (SCBA) complying with NFPA 1981, Standard on Open-Circuit Self-Contained Breathing Apparatus (SCBA) for Emergency Services, for each assigned seating position, but not fewer than four, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer
- (9) One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space
- (10) One first aid kit
- (11) Four combination spanner wrenches mounted in brackets fastened to the apparatus
- (12) Two hydrant wrenches mounted in brackets fastened to the apparatus

- (13) One double female 2½ in. (65 mm) adapter with National Hose (NH) threads, mounted in a bracket fastened to the apparatus
- (14) One double male 2½ in. (65 mm) adapter with NH threads, mounted in a bracket fastened to the apparatus
- (15) One rubber mallet, suitable for use on suction hose connections, mounted in a bracket fastened to the apparatus
- (16) Two salvage covers each a minimum size of 12 ft × 14 ft (3.7 m × 4.3 m)
- (17) Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released
- (18) One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, Standard for High-Visibility Public Safety Vests, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front
- (19) One automatic external defibrillator (AED)

Attachment H

WV State Fire Commission/Fire Marshal policy regarding fire apparatus.

Requirements for West Virginia Fire Departments
EFFECTIVE DATE: October 22, 2014
DURATION: This policy is effective until superseded or removed.

Page 27 of 29

APPENDIX D - MOBILE WATER SUPPLY FIRE APPARATUS

Required Equipment. The following fire hose and nozzles shall be carried on the apparatus:

The mobile water supply apparatus shall be equipped with at least 200 ft (60 m) of 2½ in. (65 mm) or larger fire hose.

If the mobile water supply apparatus is equipped with a fire pump, the following shall be provided:

(1) 400 ft (120 m) of 1½ in. (38 mm), 1¾ in. (45 mm), or 2 in. (52 mm) fire hose

(2) Two handline nozzles, 95 gpm (360 L/min) minimum

One 6 lb (2.7 kg) flathead or pickhead axe mounted in a bracket fastened to the apparatus

(One 6 ft (2 m) or longer pike pole or plaster hook mounted in a bracket fastened to the apparatus

Two portable hand lights mounted in brackets fastened to the apparatus

One approved dry chemical portable fire extinguisher with a minimum 80-B:C rating mounted in a bracket fastened to the apparatus

One 2½ gal (9.5 L) or larger water extinguisher mounted in a bracket fastened to the apparatus

One SCBA complying with NFPA 1981, Standard on Open-Circuit Self-Contained Breathing Apparatus (SCBA) for Emergency Services, for each assigned seating position, but not fewer than two, mounted in brackets fastened to the apparatus or stored in containers supplied by the SCBA manufacturer

(One spare SCBA cylinder for each SCBA carried, each mounted in a bracket fastened to the apparatus or stored in a specially designed storage space(s)

One first aid kit

Two combination spanner wrenches mounted in a bracket fastened to the apparatus

One hydrant wrench mounted in a bracket fastened to the apparatus

One double female adapter, sized to fit 2½ in. (65 mm) or larger fire hose, mounted in a bracket fastened to the apparatus

One double male adapter, sized to fit 2½ in. (65 mm) or larger fire hose, mounted in a bracket fastened to the apparatus

Two or more wheel chocks, mounted in readily accessible locations, that together will hold the apparatus, when loaded to its GVWR or GCWR, on a hard surface with a 20 percent grade with the transmission in neutral and the parking brake released

One traffic vest for each seating position, each vest to comply with ANSI/ISEA 207, Standard for High-Visibility Public Safety Vests, and have a five-point breakaway feature that includes two at the shoulders, two at the sides, and one at the front

One automatic external defibrillator (AED)

Attachment I

Expired state inspection on "Brush 502" since November of 2019. Photo taken Nov. 12, 2020



Attachment J

October e-mail correspondence regarding an out of service unit being reflected appropriately in CAD.

From: Bob Burner
Sent: Friday, October 16, 2020 1:50 PM
To: Jeffrey Polczynski; Allen Keyser; Stephanie Grove
Subject: RE: A52 Out of Service

Yes, please.

From: Jeffrey Polczynski <[REDACTED]>
Sent: Friday, October 16, 2020 12:47 PM
To: Bob Burner <[REDACTED]>; Allen Keyser <[REDACTED]>; Stephanie Grove <[REDACTED]>
Subject: RE: A52 Out of Service

Is that what you want us to do?

Jeffrey A. Polczynski, ENP | Director of Communications | [REDACTED] | C:
[REDACTED]

From: Bob Burner
Sent: Friday, October 16, 2020 12:27 PM
To: Jeffrey Polczynski <[REDACTED]>; Allen Keyser <[REDACTED]>; Stephanie Grove <[REDACTED]>
Subject: RE: A52 Out of Service

I believe that is the more accurate representation of where it physically is and would produce the most accurate recommendations based on the situation.

I understand that Chief Cogle wants that ambulance dispatched in any 5xx box, but it just isn't possible, or appropriate, to place one ambulance in two places.

From: Jeffrey Polczynski <[REDACTED]>
Sent: Friday, October 16, 2020 12:18 PM
To: Bob Burner <[REDACTED]>; Allen Keyser <[REDACTED]>; Stephanie Grove <[REDACTED]>
Subject: RE: A52 Out of Service

You are correct in the assumption that Co 1 would then be recommended on the north side of 500 boxes if we placed A51 in the substation zone.

I would suggest that it be placed in the substation zone if the ambulance is at the public safety building.

Jeffrey A. Polczynski, ENP | Director of Communications | [REDACTED] | C:
[REDACTED]

From: Bob Burner
Sent: Friday, October 16, 2020 12:02 PM
To: Jeffrey Polczynski <[REDACTED]>; Allen Keyser <[REDACTED]>; Stephanie Grove <[REDACTED]>
Subject: RE: A52 Out of Service

Thanks for the heads-up.

Wouldn't this be resolved by placing A5-1 (the ambulance that is in service) in the substation zone or public safety building zone rather than the main station zone? Of course, that too would likely be an issue for Chief Cogle as I suspect it would mean Co 1 would be dispatched into the Chestnut Hill Rd side of the mountain.

ESA staff are with that unit, unless they are on fire apparatus, and have it either at the substation, main station, or public safety building. As the only ambulance in service up there, it spends most of its time at the public safety building, since the Chief has directed our staff to take the ambulance with them.

Just a suggestion. We fully support quickest route and are not looking to falsely manipulate the algorithm.

Bob.

From: Jeffrey Polczynski <[REDACTED]>
Sent: Friday, October 16, 2020 11:14 AM
To: Bob Burner <[REDACTED]>; Allen Keyser <[REDACTED]>; Stephanie Grove <[REDACTED]>
Subject: FW: A52 Out of Service

Just an FYI, as you know A52 which is in the substation zone is currently out of service. I sent an email to Earl Cogle letting him know that if there was not an ambulance in the sub-station zone, that it is a high probability that the ambulance out of station 2 will be recommended for all calls in the Shannondale area because Quickest Route will recommend it since A2 is closer than A5 sitting at the main station.

You can discern Chief's email below however, I'm just giving you the FYI on the dispatch processing of EMS calls. Like I told him, we will always use Quickest Route for EMS dispatching since the responsibility of this side of the house lies with the County Commission.

We do alert their station via ringdown but we won't dispatch A5 nor would they get an Active911/IAR notification via their mobile phone.

Jeff

Jeffrey A. Polczynski, ENP | Director of Communications | [REDACTED] | C:
[REDACTED]

From: Yahoo! [REDACTED]
Sent: Friday, October 16, 2020 8:43 AM
To: Jeffrey Polczynski <[REDACTED]>
Subject: Re: A52 Out of Service

Okay Jeff I understand your zones we have two stations and are staff is always with the units at either station so citizens fire company is not quicker on response to mission rd we have already been threw this I have two ambulances and if one is out the other will cover are 500 boxes I don't need anyone covering my area when I have a unit available also saying that Charlestown companies are busy trying to take care of there own area in which alot of times they can't keep up so there for we go help them I understand quickest route but I can be at mission rd from the mainstation as citizens can I'm not going to let my ambulance crew just set at the station while someone else enters my first due it doesn't make since yes I understand that it maybe from gps saying they are faster but that isn't the case so I'm not trying to start a fire but I will go to Bob and Alan about this also I'm not trying to go against the great job you guys do but I'm also not going to let other people take are calls when I have a unit ready to go.
Thank you
Chief cogle

On Wednesday, October 14, 2020, 12:42:17 PM EDT, Jeffrey Polczynski [REDACTED] wrote:

Chief,

I want you to be aware of the dispatch of EMS in the zones listed as 5 and 51 under quickest route which is what the ECC strictly uses for EMS dispatching.

Zone 5 is the main station while zone 51 is the sub-station's area. Traditionally you have A52 as the ambulance in zone 51. This afternoon, you indicated to the ECC that A52 is out of service and to dispatch A51 throughout station 5's zone. If you are going to keep A51 at the main station, then the dispatch center will be dispatching following the QR recommendations and A2/A21 out of Station 2 will be recommended for calls throughout Shannondale before A51 will be recommended since station 2 apparatus are quicker to the incidents in Shannondale. I just wanted you to be aware of this.

Should you decide to move A51 to the substation, then the dispatcher will need to change the zone of the ambulance to zone 51 and that ambulance will then be recommended prior to the station 2 apparatus however, the ambulance from station 1 will likely be recommended to other locations in the northern part of zone 5.

Jeff

Jeffrey A. Polczynski, ENP | Director of Communications | [REDACTED] | C: [REDACTED]
[REDACTED]

Attachment K

November e-mail correspondence regarding an out of service unit being reflected appropriately in CAD, again.

From: Bob Burner
Sent: Thursday, November 12, 2020 4:12 PM
To: Sara Currence; George Wilson [REDACTED]; Chris Tennant ([REDACTED])
Cc: Ryan Napier
Cc: Craig Horst; Allen Keyser
Subject: FW: A5-2

Follow Up Flag: Follow up
Flag Status: Flagged

FYI. I'm pretty sure that, at every other station, units are placed OOS in CAD when they are physically incapable of being run (or not even physically present.) That's how it should work and how it has to work. Everywhere else I believe our staff at the stations place units OOS and place them back in service as they go out and return. The mountain shouldn't be any different (but I understand why it is.)

I'm not complaining that we didn't get this unit listed as OOS – I understand why you and your crews at 5 have not intervened on that issue. But, going forward, if there's an issue such as this on the mountain, where you know an ambulance is inoperable or not even in the area, please go ahead and notify the ECC to list it as OOS – just like we would at every other station. If there are any complaints, direct them to me or Chief Keyser.

Thanks,
Bob.

From: Bob Burner
Sent: Thursday, November 12, 2020 4:04 PM
To: [REDACTED]
Subject: A5-2

Chief,

We noticed today that A5-2 was showing as on duty in CAD in zone 51, but it is physically not in service. I asked the ECC to change its status to OOSRV and update A5-1 to zone 51.

I understand that you prefer to have CAD reflect an ambulance in service at each of your stations so that other companies are not dispatched to those areas. But, the Commission has established the expectation that EMS units be dispatched based on CAD/quickest route, and having units listed ONDT when they are not actually available circumvents the system and prevents CAD from working as intended.

With no ambulance currently listed in zone 5, it is likely that A1 and ALS5 will be dispatched for incidents in some areas. It's not a problem for ALS5 and their partner to respond in A5-1 and place Co 1 in service. Having an extra unit dispatched on some calls and quickly placed in service is far more favorable than the alternative, as would be the situation when A5-1 or its staff are already committed on another call and the dispatch of a next due company is delayed by 5 minutes to allow for A5-2 to reach scratch time, which will happen on 100% of those calls because A5-2 is not present.

When A5-2 returns to service and is capable of responding, it would be appropriate to notify the ECC that it is back in service in zone 5.

Bob Burner, MS, NRP
Operations Commander - Captain III
Jefferson County Emergency Services Agency
419 Sixteenth Ave - Ranson, WV 25438



www.jcesa.org

Attachment L

Photographs of the grease fire taken on October 24, 2020.





Attachment M

e-mail correspondence regarding water usage via Jefferson Utilities' hydrants.

From: [REDACTED]
Date: January 3, 2021 at 10:59:50 AM EST
To: [REDACTED]
Subject: Fwd: Fire Hydrant Usages
Reply-To: [REDACTED]

I asked her if she could provide us a list of hydrants, or even a map, for the ones that Jefferson Utilities are responsible for. Ross

-----Original Message-----

From: Stephanie Reel: [REDACTED]
To: Todd Fagan <[REDACTED]>
Cc: Morgan, Ross [REDACTED]
Sent: Tue, Dec 29, 2020 1:07 pm
Subject: RE: Fire Hydrant Usages

Thank you very much.

My goal is to get practical fire hydrant numbers we can place on our annual reports. We have quite a few fire departments that use our fire hydrants. I am realistically just guessing right now and I hate doing that. I also want to get an idea of usage so when we notice heavy usage on our mission systems; we can explain in and not be wasting our staff's time on chasing a "leak".

For example, Blue Ridge Fire Department is constantly using our fire hydrants to fill up their tanker in the Blue Ridge Mountain communities. I have heard it is being used to fill pools and cisterns for donations for training. The fire chief even spoke to our foreman that they were always filling up on Bluff Lane when we were out looking for a leak. The leak turned out to be them and I was wasting my staff's time on a wild goose chase. We have no idea what is being used and they do not call it in ever. We have asked and unless it takes down our plant, which it has done twice now in the last 3 months, they don't give me a direct answer.

Any help you can give me would be extremely helpful.

Stephanie L. Reel
General Manager
Jefferson Utilities, Inc.
270 Industrial Boulevard
Kearneysville, WV 25430

[REDACTED]
www.juiwater.net

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From: Todd Fagan ([REDACTED])
Sent: Tuesday, December 29, 2020 12:44 PM
To: Stephanie Reel <[REDACTED]>
Cc: Morgan, Ross ([REDACTED])
Subject: RE: Fire Hydrant Usages

Stephanie,
I'm forwarding your question to Chief Ross Morgan of Co 3 in Shepherdstown.
It's my understanding that he will be the new Fire Assoc. President in 2021.
Perhaps he can answer your question.
Good Luck,
Todd

From: Stephanie Reel <[REDACTED]>
Sent: Tuesday, December 29, 2020 12:24 PM
To: Todd Fagan <[REDACTED]>
Subject: Fire Hydrant Usages

Todd,

Who do I need to speak to in order to obtain reports of hydrants and gallons used during fires? We have been trying to go through the fire departments but there must be an overall county log. Any help you could give would be greatly appreciated.

Thank you,

Stephanie L. Reel
General Manager
Jefferson Utilities, Inc.
270 Industrial Boulevard
Kearneysville, WV 25430



www.juiwater.net

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