

**MORONGO VALLEY COMMUNITY SERVICES DISTRICT
BOARD OF DIRECTORS**

11207 Ocotillo Street
Morongo Valley, CA 92256

REGULAR BOARD MEETING MINUTES

Covington Park, Community Building MPR
11165 Vale Drive
Morongo Valley, CA 92256

7:00 p.m. Regular Business

November 19, 2019

The Morongo Valley Community Services District complies with the Americans with Disabilities Act of 1990. If you require special assistance to attend or participate in this meeting, please call (760) 363-6454.

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A. CALL TO ORDER

The Regular Board Meeting of November 19, 2019 was called to order at 7:02 PM.

B. ROLL CALL

1. Gayl Swarat, President X
2. Kristina Brook, Vice President X
3. Matthew Campos, Director X
4. Laurie Klimowicz, Director X
5. Johnny Tolbert, Director X

All Directors were present

C. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was lead by President Swarat.

D. APPROVAL OF THE AGENDA

The Board generally considers items in the order listed on the agenda. However, items may be considered in any order as established by the direction of the Board. Under certain circumstances, new agenda items may be added by a two-thirds vote of the Board. [Gov. Code Sec. 54954.2(b)(2)]

1. Agenda for the Regular Board Meeting of November 19, 2019

President Swarat requested to move the Public Comments on non-agenda items (Item M) before the Closed Session Meeting.

MOTION: Director Tolbert Motioned to approve the Regular Board Meeting Agenda of November 19, 2019 with the amendments.

SECOND: Director Brook Seconds.

RESULT: Motion to pass with a 5-0 Vote

E. PUBLIC COMMENTS ON AGENDA ITEMS

The Board of Directors now takes time to consider your comments on items which are on the agenda. The President will recognize you at the appropriate time in order to assist in the orderly and timely conduct of the meeting. When called upon to speak, please state your name and residence. Comments will be limited to three (3) minutes or less. If you wish to comment on an agenda item or non-agenda items during Public Comment, fill out a Request to Speak form and give it to the General Manager. There will also be a one (1) minute Public Comment period before each agenda item.

There were no public comments at this time.

F. AGENCY REPORTS

1. Sheriff's Report – San Bernardino County Sheriff's Representative
Sheriff Mauricio Hurtado Was not in attendance.

2. Director of Operations Report – Gerald Yearsley
Director of Operations Yearsley spoke about the upcoming events Operation Gobble and the Christmas Tree Lighting. He mentioned that the Morongo Valley Fire Department were requested on two different assignments during the month of October. One being the Hillside Fire the other the Maria Fire. Director Campos asked who was taking care of SCBA equipment. Director of Operations Yearsley informed them Engineer Sundahl is keeping up on the SCBA equipment.

MOTION: Director Brook motioned to approve the Director of Operations Report.

SECOND: Director Klimowicz Seconds.

RESULT: Motion to pass with a 5-0 Vote

3. Risk Management and Public Relations Ad Hoc Committee Report –
Directors Klimowicz and Brook

There was nothing to report at this time.

4. Morongo Valley Youth Softball League – Carl "Buddy" Stogner
Buddy Stogner was not in attendance.

G. CONSENT CALENDAR

Items on the consent calendar are considered to be routine matters or formal documents covering previous District Board instruction. Items may be acted on by one motion of the Board unless a Board Member requests a separate discussion and/or action on an item.

1. Minutes of the Regular Board Meeting of October 17, 2019

It was mentioned that the motion on page 3, item 2 should be 3-0-1-1.

MOTION: Director Brook motioned to approve the Regular Board Meeting Minutes of October 17, 2019 with corrections.

SECOND: Director Tolbert Seconds.

RESULT: Motion to pass with a 5-0 Vote.

2. Minutes of the Special Board Meeting of October 23, 2019

MOTION: Director Brook motioned to approve the Special Board Meeting Minutes of October 23, 2019.

SECOND: Director Campos Seconds.

RESULT: Motion to pass with a 5-0 Vote.

3. Cash/Checks Disbursements & Credit Card Purchases

President Swarat spoke about the financials. The Morongo Valley CSD and Fire Department spent \$76,053.21 during October 2019.

MOTION: Director Brook motioned to approve the Cash/Checks Disbursements and Credit Card Purchases.

SECOND: Director Klimowicz Seconds.

RESULT: Motion to pass with a 5-0 Vote.

H. OLD/CONTINUED BUSINESS

1. Medic Engine Driving Parameters Policy

There was much deliberation on this topic. A verbatim account of the topic is transcribed below.

The result of this item, was that an Ad Hoc committee was formed and led by Directors Brook and Tolbert to go over what exactly the Fire Department needs and to figure out a better deployment of Fire Apparatus response.

Gerald Yearsley: I was under the understanding that we went over some of this at the last meeting.

President Swarat: No, we had tabled it till you got back.

Gerald Yearsley: Okay, the purpose of this is for the Medic Engine to go on the side roads and the roads that are bad. The purpose is we have been taking it on roads that it's not made to go on. It goes into the fact of the weight of the truck and that the trucks mainly built to go on paved roads. Well, we don't have a lot of paved roads and as since I've been here we've tried to make all kinds of designs on the map, color coding it and stuff so the Engine would not be damaged, ruined, get stuck, or not make it to calls. So, what I've done is, I've taken and made this map with direction of where the roads are passable and some of them are even still pretty rocky but the Engine would be able to go to these. What brought this about is two things. We, to respond out fast, it's best to have your first out engine right up front and ready to go. But, for Morongo Valley, That's not an easy thing to always have available because most of your calls that are on the Highway on the 62, you're going to take your Medic Engine, all the other ones up on

Pioneer or all of your paved roads, you're going to want to take the Engine because there's no problem with them. But the sketchy area becomes when you start going off on Rose Eden, or you go off on North Star Trail or you get all up on Oskar, or you get one of these calls. Well, to get everybody together on what they can go on and what they can't has been a real problem. And I look at it as a liability if we can't get on scene or we get on scene and get stuck and have to spend \$4,000 to repair and get the Engine back running again and it's been out of service for seven hours. So, I went through and drew the line and working with the Captain that goes out on a lot of these calls too and we found kind of the best line we put to say this is where the Engine can and this is where we take the Brush Engine. I don't know if everyone understands how an Engine is built. It's built with a front cab and then a utility bed in the back for everything else we need. In the middle is just two runners of beams that run the back. So every time you go up a dirt road and the wheel drops in a hole or drops, you know, in a wash out, the whole truck torques to the side, tweaking the frame. You can only do that so many times before the frame is going to be broken. You're going to start ruining things. You've got your exhaust that hangs down because you're not supposed to be up on dirt roads, they hang a lot of items down. There's a lot of equipment that hangs down below the framing down below, even the motor mounts and all that stuff that can be hit. The exhaust has been hit several times. The guys are really good when they get back about fixing it again, but it's just not made to go up in these areas. So, the cost to keep it going is going to start really getting to us because all of the shocking in the front is all leaf spring and in the back is shocks that are just not made for that. So, it's going to start separating the shock leaves and the suspension, so pretty soon, we're going to have a twenty to thirty thousand dollar bill to keep this thing going. If the frame breaks, it's done. So, that's one thing to look at is the cost to keep it running. Is it as it runs right now, are you going to have it for twenty years like you're supposed to? No. I would guess that thing won't make it ten years if we keep running like we are. That's number one. Number two, I don't know how many people in here live up a long way but if one of my firefighters take the wrong vehicle, and they get stuck or can't make it into your location, they have to hike in. So, if you have somebody with a heart attack or a stroke or whatever it may be, and they are stopped half a mile away and have to hike in, that person probably isn't going to make it. Then we are going to look into having lawsuits because you have the vehicle to get there but you didn't take the right one. And I'm responsible to make sure that we have the right one going in. So, to cover myself, I think I have to write this policy and try to see if the Board will pass it because if one of my firefighters takes an engine to go in on a CPR in progress and he makes a mistake on where he's going to go and that person dies, it's going to come back to us because we have the vehicle to make it. There is an argument that some of these roads outside of that line are passable but none of them are smooth enough that it doesn't articulate the frame. So, if we want that to last, then we need to use it as what it was built for. There is all kinds of specs in this things that tells the weight of it, the things it's going to cause to go bad but I think the commitment to get to the people's house, to me is the biggest one. If we can't get there and the guys, if you've ever carried equipment and you've got to go in half a mile, it will take you awhile. Okay, I've personally gone on two runs on Oskar Lane where we have been stopped a quarter mile away once and a half mile away once, where luckily I was with them on both those and the paramedic got in the truck with me and we drove in my four wheel drive truck. I don't think the blame is on anyone because I don't think our guys want to do anything but service the area but it's to me, we have a Brush Engine for a reason. The Brush Engine goes to certain places. I want you to understand, also, that they have to move equipment around. It's not an easy change over. We have Narcotics, we have Monitors and stuff that they do have to change over. There's no easy way on doing the change over other than us buying all other equipment to go with it and then some of the other complaints would be we don't have everything on the Brush Engine that we have on the Medic Engine. 9So, if we're coming back from another call and we can't take care of that, we have to go down and get the Medic Engine and come back. We should only be concentrating on the call that we are on. I do know of a call a couple of years ago that the guys were on and on the way back, they came up on a big fatality on their way back. That was a big accident so it can happen but at the same time it's only happened maybe once that it was that big of a problem but going back down the hill and coming back up, I don't think they needed anything on that fatality that you wouldn't have had on the Brush Engine anyway. Because there wasn't much they could do, they needed to supply a little bit of water I think, or maybe they went back up for water. I don't know, it's been a little while. But to me that engine needs to last us another fifteen to twenty years and it absolutely will not with the way it's running right now. We might have to maybe put a little more money into a new monitor and maybe a few more things but we just don't have two big bays. It would be really nice if we had two gigantic bays, the guys could put the Brush Engine in one side and the Medic Engine on the other side stocked and ready to go. We absolutely, two years ago, we bought tools for the Brush Engine to have extrication tools on it. They are now on the Medic Engine because the guys wanted it on there, of course they are their favorite instead of the hydraulics. So, it doesn't have the E-Tools on there but, now we're going to go into this later but we are getting extrication tools, the three piece set for the Medic Engine in the OTC Grant. So, that will take care of that problem. We may have to find money to get another/ a new monitor, whatever we need to do but this, as far as I'm concerned, for the safety of the patients we go on, and make it so we can always get to their house. I think this is something we need to look at and we need to make Policy there may be a road or two outside of this and I wouldn't be opposed to as the guys find this, to come and have a meeting on it and maybe put a red line or something so the guys know where they can go but as a general rule, I have to have something down because every road is different. You can have one road that's a quarter mile off the road and it's impassable. You can think Oskar Lane is passable, one day it rains, the next day you can't even get near. So, I don't really want to go on

for that long, I just think for the safety of number one our guys. I've seen the guys get up to a place they can't turn around, they have to back out a long way. The guys get in too far, get stuck in the sand and they have to back out for a mile because there is no turn-a-rounds within a mile and this is just something I think needs to be put past.

President Swarat - Yeah, I mean, unfortunately, when the big Engine, when we got it on a grant, I know Matthew and I along with a couple of the guys on selecting the Engine, and I know that Matthew and I, everytime we emphasized that we wanted an Engine that goes on dirt roads over and over again and we were ensured that, yes, this was the right Engine. It turns out that it wasn't. That's where we're at and I really think that we need to listen to Chief and Because I know you've had calls but like you say, it's lucky you were there because you could take the Medic up to the house because the Engine got stuck.

Gerald Yearsley - Or just couldn't make it. It doesn't happen very often where they drive and get stuck. Most the Engineers are really good and it doesn't get to that point. They stop, the Engineer usually has to stay with the Engine, so that puts them down to a three man crew hiking in. Hiking in can take, who knows because sometimes you don't even know the exact location, you've got an address and so they're hiking in with gear and looking for this address when they had never been there before, sometimes at night. I've been in on three, one was in the day and two were at night.

Director Brook - And also I think it's important

Director Campos - How often does this happen?

Gerald Yearsley - In just the past few months, three times. In about the last three months.

President Swarat - And it also costs us money.

Gerald Yearsley - And that's just one where they had to park it. We had to take someone in. That's not where they pushed it and got it up in places it shouldn't have gone. We probably do that on a pretty often basis, where it goes up and it's articulating in stuff it shouldn't even be in.

Director Tolbert - My first question is real simple. Is why is this coming to the Board? This isn't a Board Policy. This can be implemented by the Fire Chief. We don't have to implement this. Fire policy is normally implemented by the Fire Chief in the past but why is it coming to us tonight?

Gerald Yearsley - Information for you guys.

Director Tolbert - No you asked us to approve it, this is not information.

Gerald Yearsley - yeah well, I'm asking because there has been a lot of controversy over it and I just want the Boards backing on this to do it and I think that's, you know.

Director Tolbert - Like I said, this stuff should be approved by the Fire Department not by the Board and also I would like to hear from the Engineers, How do they feel about this? We have some here tonight, correct?

Director Brook - and before we do that, can I also just mention because there are people that are new to our community that, purchase of this Fire Engine happened on the FEMA grant before this administration. I want you to know that it was another Fire Chief, so we're left with the decision that was made at that time. I know that Matt and Gayl did work with them very much and said everything that Gayl said about we need something that goes on dirt roads but it was not this administration that purchased that.

President Swarat - Thanks Kristina for clarifying that.

Resident - You mentioned that one of your primary concerns is the firefighters not getting to the calls and then being involved in a lawsuit from it.

Gerald Yearsley - They can get there because they can hike back there, but it takes a long time to hike a ways with all of our gear. That would be a delay thing, you getting on scene to take care of a stroke or a heart attack or whatever it might be.

Resident - Given those safety parameters, isn't it something, would it be worth while exploring options to work with Caltrans or San Bernardino to designate certain roads as evacuation routes so that the Fire Engine could get back there. Given the fact that you have to buy a new engine likely based on

Could this money be allocated towards the roads to make them at least passable.

Director Brook - well, I could maybe answer your question a little bit. My grandfather built the house that I live in in the early 60's, the roads been exactly like that since the beginning of the 1960's. Because basically a lot of the roads in morongo valley are owned by the homeowners. We have tried to get homeowners to band together to pave our streets better but it never happens and we have looked into trying to get grants or go to the County or whatever, they said it is not their jurisdiction. These roads are the home owners jurisdiction. Ours is a big road called Navajo trail, it's a very bumpy horrible road kind of like how rawsen is, so we are not really on County's list to be fixed. We have looked into it.

President Swarat - Well I mean, people who have properties on these dirt roads, they would have to pay to get into a county system of road maintenance. Most of the people here don't want to spend. Its money again, they don't want to pitch in money to have it done.

Resident - Is there the equivalent of an auto insurance policy, to insure these trucks?

Director Tolbert - All of our vehicles are insured

Director Brook - They are all insured, yeah

Resident - Wouldn't we have deductibles, then, so we wouldn't have to pay \$4,000 here and \$4,000 there?

Gerald Yearsley - Well it depends on how they were damaged, i mean if you got into an accident with them, yeah it would be covered, but if it's just wear and tear damage from running them on the wrong roads or twisting the frame or whatever, that wouldn't be an accident

Resident - And none of these vehicles can be lifted?

Gerald Yearsley - I've asked the place to see if we could lift this one, but they don't make a system for it. It would have to probably be developed for it.

Resident - Going back to the Emergency Evacuation Route, given the fact you've isolated these. This is the basic designation of roads that are do-able?

Gerald Yearsley - For the Engine, Yeah.

Resident - We have someone in our neighborhood, that after it rains, they come out with a tractor trailer and clears the area. Could somebody like that be contracted to fix some of these routes?

Gerald Yearsley - Well people have offered to do it, people will pave it but nobody wants to pay. People have gone to Caltrans and talk to them and they tell them how much it's going to cost. There's guys all over that will come out with tractors that I've seen when we go up on the roads, and as long as people want to help pay then they will do it but nobody wants to pay. In fact we had one guy who rented a tractor just to clear just in front of his driveway but not out to the 62, because no one would help pay for the tractor. So i guess its ongoing for a long time, even before I got here. People have tried to put something together but we haven't got much response.

Director Brook - yeah, it's just been kind of a feature, I would say.

Resident Glen Shepard - This is San Bernardino County, One of the biggest Counties in the state and also one of the poorest.

Director Brook - So, we are kind of like pioneers and we have to take care of our own road and somebody comes out and helps with it. Some of them are getting beyond repair, I mean it makes total sense that we should be only running it, the vehicle, unfortunately we didn't know, you guys didn't know those that were working on the committee, that this wasn't exactly the right vehicle. But it can go on a pretty large area, I mean when you look at the map, it's pretty large. I've been on some of these back roads, and you can barely drive a car, let alone a fire engine. So it just seems like we should, you know I would be in support in this kind of a policy. We don't have to vote on it but I would give them my support on it because it makes sense. Also as somebody that volunteers to do some grant writing, this is a perfect opportunity, this is the kind of need we have and we need to outfit the brush engine completely because it has to be able to have the same equipment that the medic engine has. It's tough, we live in a tough area, tough terrain.

President Swarat - I think if we were to pass this as a resolution or as a policy, I think it seems to me that the Chief is asking for the Board who have listened to what he had to say and read this, He is asking us to back up this policy with a Board approval. So that everyone will know, yes the Board has approved this for the use of the Medic Engine and the Brush Engine. I don't see any reason why we shouldn't do that. The board, we are responsible for the equipment and for everything. That's our duty, to be fiduciaries for the community and this is part of it. If the Chief thinks this will help him, I don't see any reason why we would not want to pass this.

Director Tolbert - So you're telling me you want to go down and redo all the SOP's and SOG's in the fire department so we can approve them. There is no need for this.

Gerald Yearsley - Okay, then lets just move on to the next item.

President Swarat - No, no, no, wait a minute.

Director Tolbert - I'm not done, I did ask to hear from the firefighters.

Director Brook - I was just going to say, I would be interested, of course, in the feedback of the Engineers as well

Director Klimowicz - Can we summarize what's going on here first Chief before hearing from the firefighters? What I'm understanding is that we have two vehicles, one which can not go on the dirt roads and one that can. Now from here on, whoever is driving or going out on the call, is going to be responsible for saying "Oh that call is off the road over here, so I have to take the Brush Engine" or "Oh that call is within this line so we can take the Medic Engine." Essentially that's what you're saying? They will be responsible for picking which vehicle goes out based on where the emergency area is.

Director Campos - How much time does it take to load the necessary equipment from the Medic Engine on to the Brush Engine?

Gerald Yearsley - I've got different times on that, some say a couple of minutes, some say three minutes. You know it depends on where they've got it, if it's in the back in the middle of the night or if its up in the front where they had it staged ready to go

Director Campos - or if it's out on a call

Gerald Yearsley - well if it's out on a call then we don't go out on the next call. If they are out on a call, then it would be a mutual aid call. It's just on the calls they got, in the day time they have it staged usually in the front. At nights, when they are sleeping, it is in the back locked up.

Director Campos - But you have a map of roads and knowing which ones are passable and don't they go out and check on these roads on a somewhat regular basis?

Gerald Yearsley - Well, we don't the vehicle for them to do that, so they don't do it out in their own vehicle. They do it as they do runs. I drive out and go on them and that's how I've determined this, with my vehicle.

Director Klimowicz - So we still have problems with not having all the equipment on both the Engines.

Gerlad Yearsley - Yeah, it's about, depending on where its at and what they tell me, it's about two to three minutes to change it .

Director Brook - How much money would you need to fully equip the Brush Engine so you wouldn't have to switch out?

Gerald Yearsley - Well we have a Narc Box, a locked Narc Box and then we would have to have another monitor and I think that's all they would need. Everything else should already be on it.

Director Brook - So to grab a Narc Box...

Gerald Yearsley - Because we're getting the extrication equipment for the Engine.

Director Campos - It doesn't have enough room for all the equipment and all the personnel, does it?

Gerald Yearsley - Yes, it can take the four personnel and the combi tool and the ram we bought for extrication does fit in there, that's what we bought it for, for the Brush Engine.

Director Klimowicz - an additional other couple pieces you just mentioned, costs you how much? How much are we looking at?

Gerald Yearsley - Another Monitor is \$35,000 if we get a new one and \$17,500 for the used.

Director Brook - And a Narc Box, how much is a Narc Box?

Gerald Yearsley - Oh, it's just a little lock box, just small, probably just \$25.00 lock box. And then like I said, you know, there's other things that they could run into. They could run into fires and stuff. It just depends on what they might run into, what they would have to switch or what they would have to have.

Director Campos - You know honestly, from my perspective, I don't see how this really saves or solves anything because you said yourself, even at a moment's notice the terrain can change. You have a hard and fast rule, you've got a hard and fast line, that maybe those roads change suddenly and they are still within the boundaries but the road has become detrimental.

Gerlad Yearsley - The roads that change are the roads that are outside of the boundary.

Director Campos - It is a little bit bothersome to me to have such a hard and fast rule without utilizing the professionalism and judgement of your professional Engineers.

Gerald Yearsley - I just told you, I talked with the Captain on doing this and we talk all the time on the roads.

Director Tolbert - Basically you have on here is Highway 62.

Director Brook - I'm looking at the roads you have by my house right now, because I know them, and that seems really reasonable because I can't even take my car on Oskar Lane there and North Ridge is bad and Panorama. I know that look reasonable to me that the pink line ends there. Hey, if they make a little bit of a mistake and they go out of the line a little bit, okay. He's just saying, we've got to stay with some kind of a perview.

Director Campos - That exists already, That exists already, because I know they've got a map with the roads delineated as to which condition they are in. It's all color coded, i've seen it in the engineering office and these guys go out there and they know these roads.

Director Brook - But we've been getting stuck.

Director Campos - Well, but there's nothing to guarantee that that's not going to happen with this either. I think that making such a hard and fast rule like this under our jurisdiction is first of all a bad precedent, it doesn't belong to us and secondly, their judgement and their parameters already exist.

President Swarat - Okay, Okay. Matthew, so why do we even have a Chief who is the person, Just a minute let me finish please, the Chief has driven the roads. We have had incidents where the Big Truck, the Big Engine, which we never should have bought but we bought because we were told something wrong and we bought that engine, is going out on roads even when the Chief says do not take this on those roads, they still are being taken on those roads. He wants the Board to back him up on this issue and I don't see why you think that the other, if he talked with the Captain and they worked this out, why you think what he is saying is wrong and that the guys know everything. The guys are all kind of a lot of them are younger, they don't have the experience that the chief has and if the chief is asking us to back him up on doing something that's going to save our engine, we've already had to pay out money, lots of money, to have the thing towed out of a situation where it shouldn't have been in. They knew it shouldn't have been there.

Director Tolbert - I totally disagree with you

President Swarat - No, don't interrupt me

Director Tolbert - No, No

Director Klimowicz - Don't Interrupt

President Swarat - Do not interrupt me

Director Tolbert - Do not raise your voice at me

President Swarat - Do not interrupt me

Director Tolbert - You need to be quiet, put your hand down, do not raise your voice.

President Swarat - I'm going to close the meeting if you're going to...

Director Tolbert - Whatever

President Swarat - ...Be that way. You should have the courtesy to let me finish what I am saying and then you will have the floor.

Director Tolbert - You will not raise your voice at me. Get it straight.

Director Brook - Okay, I think what we are saying is that everybody needs training on these roads. It is very difficult terrain. But I would like to hear some feedback from the Engineers. From their point of views so that we can be informed about this. So, who would you like to call up first Chief?

Gerald Yearsley - Whoever wants to talk, it doesn't matter.

Engineer Murphy - We have four Driver Operators here tonight.

President Swarat - Come on up here so we can all hear you.

Engineer Murphy - Hello, my name is Ryan. I am an Engineer. I've been with this department for six years now. I've worked in the Morongo Basin for fourteen years now. Our last engine was the 1992 International with no frame damage from the 27 years it was on the road. There's one instance there, the change over that Chief was talking about. The two to three minutes is, in my opinion and I've timed it before, it takes nine to ten minutes to transfer all our equipment. As far as the transferring over of equipment, we also need to transfer all of our gear over, all our medical equipment over, and if we are going to any other type of call, a smoke check, a hazmat, we need to change over our gas monitor, there is a variety of tools and equipment that need to be transferred over. The Brush Engine doesn't have ladders on it, like chief said, the medical equipment as well as the monitor which could cost up to \$35,000, we would also need a second set of narcotics as well as the equipment. I honestly, you can ask one of the paramedics, I don't know the cost off hand. You'd have to ask one of them. I was part of the committee that specked out our new engine. The \$450,000 engine and the reason we didn't get four wheel drive is because we couldn't afford it. It was another additional \$80,000 to \$100,000 for the engine to be specked out. We went with the Demo model so it could pretty much fit in the bay and meet our needs. The \$4,000 in repairs, I don't know where you're getting that number from. I've been back now for six months after my litigation and we have not had any repairs besides we've had two tires that needed to be replaced, an air leak, as well as a tire that got a nail in it. Yes, there was a call that happened on a dirt road. It got paged out on a paved road on Mockingbird. That's why they took the type one engine. A split decision was made to take that engine because of the maps we use and another decision was made and they took the engine down a road that it shouldn't have gone down. That individual has been addressed with the situation and we all learn from our mistakes and we all make mistakes. I think that cost us \$2,800 so I don't know where you're getting the repair cost for \$4,000.

Resident Glen Shepard - Can I interject?

Engineer Murphy - Sure

Resident Glen Shepard - Can I ask you why he was taking that engine down that dirt road?

Engineer Murphy - Because there was a fire.

Resident - Is it possible to trade or sell the Engine that isn't a good fit here to get one that is?

The Board - No

Director Tolbert - It was purchased by a grant, you can't just trade it off.

Engineer Murphy - As far as that, in my opinion, for Changing over tools and equipment, we're wasting time that could be provided to the public. That's all I got.

Gerald Yearsley - Yeah, I have a question for you. How many times have you been stuck where they had to hike in a quarter of a mile. Which would take more than thirty minutes.

Engineer Murphy - Typically I don't because I have you following me Chief, right behind in the vehicle so if we do need to stop, we will stop at a good turn out, safe turn out, we will hop in the vehicle that is four wheel drive and we will hop in one of the Chief Officers Vehicle to go to the call. There are some roads out here that, honestly, the four wheel drive vehicles should not even go on.

Gerald Yearsley - Now isn't Oskar Lane marked as a road not to take it on?

Engineer Murphy - Yes is it.

Gerald Yearsley - But you went anyway

Engineer Murphy - Yes, because it was a CPR in progress.

Reserve Firefighter Vasquez - About that, even the Brush Engine is Two Wheel Drive. So now we would be taking another engine out of service also potentially.

Director Tolbert - I did not know that

Reserve Firefighter Vasquez - It's two wheel drive. The only equipment we have for four wheel drive wise here is the Chief's vehicle, when he does go home, he takes his keys and we have no access to that vehicle. The second is the brush patrol, but it is currently not working because the pump went down. So we have two four wheel drive vehicles and we can't use either.

Engineer Chavez - I just want to say, in my opinion, most of these roads you can use the engine on. Now it takes skills and practice but unless you have done it yourself in the engine, not in a fricken regular passenger car, you would know this. It just takes smarts and I think you can get through any of these roads. I've done it myself, I haven't got stuck.

President Swarat - What's the difference in the weight from the brush engine and the big engine filled with water.

Engineer Chavez - The big engine fully staffed and all that good stuff, roughly fifty-five to sixty thousand. The brush engine roughly, what, thirty thousand.

President Swarat - Yeah, so going down a bumpy dirt road in something that weighs fifty thousand pounds, you're going to have a lot of wear and tear. I mean we all, a lot of us, live on the dirt roads and we know how bad they can be.

Engineer Chavez - But a vehicle is going to get wear and tear anyways. It's just a vehicle.

President Swarat - I understand that, I understand that, but that main engine that we have is supposed to last us for a long time, we aren't going to be able to get another grant for an engine like that.

Engineer Chavez - That's understandable, but sometimes on some of our calls are going to be a life saving apparatus we are going to need to take. For example, a huge structure fire, I don't want to take that Brush Engine. It doesn't have enough gallons per minute to save my life and my crew, I need that Medic engine.

President Swarat - How long does it take Cal Fire to get there if there is a house fire or a big fire?

Engineer Chavez - Now let me say one thing, Cal Fire is bringing a Brush Engine too, that's not going to have the gallons per minute. The only one that helps us out is County fire because they have another type one engine. And they get theirs down plenty far, I've seen them. The gallons that we need.

President Swarat - Anybody else?

Reserve Firefighter Vasquez - Along with what engineer Murphy said, my name is Gilbert Vasquez, I was here, some of you guys do know me. Thanks for taking the time to let me talk or speak. But I was here for two years from 2013 to 2015 and you could check my records. Check it. I worked for an Air Force Marine Base as a qualified certified DOT and State Fire Marshal office certified Engineer. It's not basically, it's not a judgement call that's going to save our engine, with the terrain we have out here, like I said, our brush engine is two wheel drive also. So it doesn't matter if it's a brand new \$450,000 - \$500,000 engine, that brush engine is the same thing but less equipment that we have and all you guys are here because you live in Morongo right? So if we show up and don't have the proper equipment to be able to do our jobs, how would you guys feel on that because it's designated by a Chief Officer that we go to school to be Engineers, we go to school to be Captain, so we are put in those positions and to make those decisions at a seconds notice. And it takes, like I said, minutes. You put your guys' family in that house with a CPR full arrest and tell me if you guys are happy that we are taking 10 to 12 minutes to switch out our unit. Then we don't have our time to put our turnouts on to put our brush gear on, put all our stuff that we need for four people to put gear on. We are worried about getting the essentials. But now if we bust a fire up there, a structure fire, now we don't have our structure fire stuff so your house is going to burn. So it should not have to be that the Chief Officer has to basically draw out a map for us. If we go past that, and I did want to ask this to the board, but if we go past this highlighted line, how is our job going to be secure? Is that what this is about? Or is this about the life safety of every single one of your families and our knowledge that we can pull our certifications that says we are trained Engineers to show you guys.

President Swarat - But are you trained on dirt roads?

Reserve Firefighter Vasquez - Sure I am, I was born and raised in the high desert. When I was here when we had the type one engine which you guys brought up the international engine was here, I drove that too, I was here. That thing would go five miles an hour up the grade, and it did the same thing and how long did that engine last here?

Director Tolbert - it was here for 27 years.

Reserve Firefighter Vasquez - But there also is a policy and procedure per NFPA that those engines are supposed to be retired after a certain amount of years. Why are we stressing on an engines lifespan when it's supposed to hit the state fire marshal NFPA code to replace an apparatus?

President Swarat - Okay, Thank you.

Resident - I would just be careful as a Board about the potential liability in making a decision with these parameters, because it prohibits them from going back there, it could give some sort of liability.

Director Tolbert - That's we don't

Reserve Firefighter Vasquez - What is the regular question if we as an Engineer, that are qualified per the state and per department of transportation that says we deem to go off this road, do we just listen to Chief and say okay, we can't do it. I mean what's going to happen if we do go off that area of the map? Are we going to be written up, are we going to get fired? We are here to provide a service to not only our community that is here right now but to our Board Members that live here. The reason our engine just recently got stuck, was not because it was a young person or an old person, it was a lack of knowledge.

President Swarat - Okay, Thank you

Reserve Firefighter Vasquez - Thanks for your time

Captain Gorter - My name is Captain Gorter. I was the Captain that sat down with the Chief and drew this line that you see before you today. I am not here to sit and argue back and forth. My job is simple, I'm here to get the brunt of the right decisions and the wrong decisions. I trust my drivers, they're my drivers, I'm in charge of making sure they are up to par trained and I do take responsibility for that. So, if we end up choosing the wrong engine for the wrong call, that's not on them, that's on me and that's what I get paid to do and I thank you guys for the opportunity to be here to do that. I think it is an issue that we need to work out, I don't know if a blanket policy statement is going to solve that. We do have a map that is color coded and we do, for the most part, pick the right engine on the road. The call that's in question that happened most recently was very simple and it happens all the time. It came out as a paved road, it's the perspective illusion. So, you see a header and that's where the reporting party calls it in, it's actually a mile south of the 62 somewhere in the hills. The only question that I ask is, would it be feasible to go back

and grab the Brush Engine at that point. Now, I'm not saying that we have to drive that Medic Engine into that area, this is SRA as well as IRA, that's State Resource Area as well as Local Resource Area. So, what that means is that we need to utilize our cooperators that have four-wheel drive type 3 engines. Our type 3 is not a four-wheel drive, but it also does the job that we need it to do. Medic Engine 41 from San Bernardino County, assisted us on a vegetation fire and got stuck in the same area, so it happens. Yes, unfortunately the business is expensive. And we understand that we want to the best job for the public that we can with the equipment that we have. We cannot do anything about the fact that we can't get rid of this type one engine but again, I am here to work with the Chief, work with the Board in any way that we need to do to get this nailed down and get this right because I understand that we need to do whatever we can to save money and I also understand that we have a duty to act and a duty to provide the best service possible and I think that Morongo Valley Fire Department can do that. So, I think we all need to work together. Don't blame them, blame me.

Director Klimowicz - Thank you Captain, I appreciate what you were saying. I'm not sure that as this is written, it even could be a policy or whether or not we should look at it. It doesn't matter. What he was saying seems to be the most true thing that I've heard so far, which is you have to use your education and your instinct, whatever, your brain to make the decision and sometimes the decision ends up being stuck in the mud, sometimes it doesn't. The one feeling I'm taking away from this whole issue that's come up tonight is Holy Cripes, we don't have protection in this town. They don't go to my house, my house ain't in there. So, I think that the Captain is right. We need to look at the fact that they are professionals and do the very best that they can do with what we have been given, all be it, not the right kind. And perhaps also work on the idea that Ms. Brook had about getting the grant to supply both engines with more equipment.

Director Brook - And it sounds like we now need a grant for a four-wheel drive Engine, is what we need. One of the things, when I'm listening to the comments, is that 1992 engine that we have was a big old heavy duty clunker thing with big wheels. We called it like the museum piece. It was a lot of heavier frame than what we are dealing with.

Director Tolbert - Excuse me Director Brook, you got them confused. You're talking about Engine 462. You're talking about the old 462 one that we sent down to Rio Hondo.

Director Brook - Oh yes that one! So I'm talking about the 1992 one that's the ancient one that's over there at 462?

Director Tolbert - You're talking about the Engine 462. They were talking about Engine 461 that we moved when we bought the newer Engine. You're talking about the wrong engine, sorry.

Director Brook - Oh, okay. So, that 1992, I thought the old 462 was about 1992 and that's an old clunker, looks like a tonka truck or something. You know too, we were talking about the Engine 461's got ladders on it and stuff on it like that, but a stuck fire engine, the ladder's not going to do any good anyway, it's stuck. I kind of am leaning towards, this is like maybe a discussion that need to keep going on, but that the pink line is the prudent areas, like when you're making your decisions on where you're going to take the vehicle you're like, okay you know this would be the most prudent thing for me to probably take the Brush Engine because I'm going to go way out here down Little Morongo Road or whatever way back there. You know so you use your judgement but the Board also has to help save the equipment too, our assets. So, we have to work together as a team to make these kind of decisions. So I think we are not ready to vote on any kind of SOG or something tonight. I think we need to talk about it a little more. We have voted on SOG's in the past, Johnny, when we worked with Chief Label and when we had to that so I don't think it is unusual that we would help vote on SOG's.

Director Tolbert - We do SOP's through the CSD. We don't do the SOP's for the Fire Department. Those were always done by the Fire Chief.

Director Brook - But we have worked, back when Chief Label was here. We worked very closely with him.

Director Tolbert - Yeah, No. We did all the SOP's to run the District.

Director Brook - So, now there are some and now we have to maybe help with this. So, we want to work in collaboration. What we are hearing and probably the Fire team should be hearing is, there is kind of like a zone that looks like it is safer than another zone to follow on. And a stuck engine isn't going to help anyone anyway if you have to hike in a half mile or something. So, why don't we just keep on talking about it, why don't we start talking about where we should be putting our effort into grant writing because it sounds like we need a four by four and it sounds like we need more double equipment and the AFG grants are coming out again, so maybe we can get some more equipment. It's a shame that we have the engine that we have, but that's the way it turned out. I know you guys are always doing your best no matter what, when you are driving out there. Nothing about that.

President Swarat - So we are going to, it looks like, we are going to table this for now.

Director Brook - I think we need to study more about it. Maybe there needs to be a little Ad Hoc Committee? What do you think, Johnny, about having an Ad Hoc Committee to work with some of the fire personnel and us?

Director Tolbert - I'd be willing to do that, if you think it would help. I'd be willing to do that, sure.

Director Brook - Just to say, we hear what you're saying too Chief, that this is the Pink line that some are prudent where you can have the vehicle to be. But on a bad day it could get stuck there too, so is it his thought to say I want to write you guys up? No, it's not that. Saying hey guys this is probably the most prudent way we can do it. I don't think that's the issue, I don't think we are looking for wrongdoing or anything like that. Just trying to save our equipment.

President Swarat - So, I think we are all in agreement to table this for now?

Director Brook - And Johnny wanted to do an Ad Hoc Committee, who would you want? Would you serve with him Gayl?

President Swarat - No.

Director Brook - Okay, do you want me to?

President Swarat - Sure.

Director Brook - I'd be interested, maybe it makes sense that I would be because I would be writing grants for it. Alright so, me and Johnny and whoever on the fire team, we can get together and see what we need, see what kind of equipment we need. So, let's think of it positive that we are going to try to get more equipment to meet our needs here, because we are certainly a needy community. The AFG grants are popping this month or January. So we better write for it. Chief Brakebill, is there something you wanted to say?

Chief Brakebill - I happened to be the Duty Officer the night or the afternoon that the fire broke out in the canyon. The call came out on Mockingbird, it's a paved road. The Engineer on duty that afternoon, because it was on a paved road, he took the Type 1 Engine with 1,000 gallons of water. There was no fire on Mockingbird, but on the way back he saw the header. I was over in the preserve. At that time he had a decision to make. It's heavy fuels and there is a lot of brush, it's a canyon so you also have the chimney, it was 10 to 15 mile an hour winds that day with a 25 mile per hour gust, so he made the decision right then and there, do I go take 15 minutes to go back and get the other engine or do I go to the canyon and stop the fire? He went and stopped the fire. When I got there, the fire was already in the vegetation, they used every drop of 1,000 gallons of that water and had the fire out. Okay, so yes the engine got stuck because it leaks when you pump. So, do we run the risk, it's a risk versus gain situation, Do we spend \$625 to tow the engine and save the canyon and all the homes and people in the canyon or do I go back grab another engine and by that time the wind has picked up and the fire has gone up the canyon? I don't want to knock that engineer because he had a split decision to make, and yes you are going to get the engine stuck and yes the brush patrol would have gotten stuck, but again, it was property it was life and he made the right decision.

I. NEW BUSINESS

1. OTS Grant Press Release

Director of Operations Yearsley and Director Brook read the OTS Grant Press Release. This grant release is part of the stipulations to receive the grant. We have to notify the public at least once about being awarded the grant.

2. MOU between Yermo and Morongo Valley

Director of Operations Yearsley read the MOU between Morongo Valley and Yermo. Director Tolbert asked if our attorney had the chance to review this. It was stated that the attorney had not seen the MOU. Director Brook mentioned we need to add the amounts of \$35,914.98 for Yermo and \$49,085.02 for Morongo Valley.

MOTION: Director Tolbert motioned to have the attorney review the MOU between Yermo-Calico Fire Department and Morongo Valley CSD and Fire Department.

SECOND: Director Campos Seconds.

RESULT: Motion to fail with a 3-2-0 Vote.

MOTION: Director Brook motioned to approve the MOU between Yermo-Calico Fire Department and Morongo Valley CSD and Fire Department with the changes as well as have the MOU signed once the changes are complete without having to bring the MOU back to a Board Meeting.

SECOND: Director Klimowicz Seconds.

RESULT: Motion to pass with a 3-2-0 Vote.

ROLE CALL:

Gayl Swarat, President **AYE**

Kristina Brook, Vice President **AYE**

Matthew Campos, Director NAY
Laurie Klimowicz, Director AYE
Johnny Tolbert, Director NAY

3. Equipment Purchase for OTS Grant

It was stated that with the OTS Grant amount of \$49,085.02 was for the Morongo Valley Fire Department and \$36,914.98 was for Yermo-Calico Fire Department. The Morongo Valley CSD and Fire Department will be purchasing a MaxiForce Air Lifting Bag 19 ton, MaxiForce Air Lifting Bag 8.2 ton and a Master Control Kit. It was stated that the Morongo Valley CSD and Fire Department will have to purchase the items, then get reimbursed by OTS.

MOTION: Director Tolbert motioned to approve spending \$49,085.02 of the CSD funds for the OTS Grant Purchase.

SECOND: Director Campos Seconds.

RESULT: Motion to pass with a 5-0 Vote.

4. Equipment Purchase for HSG Grant

Director of Operations Yearsley mentioned that Chief Springer received a call stating we had an open grant. The HSG Grant period was extended for the Morongo Valley CSD and Fire Department. It was mentioned that the items approved needed to be purchased by December. This is also a grant where the CSD would have to pay upfront and then be reimbursed.

MOTION: Director Brook motioned to approve the \$12,393.00 for the HSG Grant.

SECOND: Director Tolbert motioned to approve.

RESULT: Motion to pass with a 5-0 Vote.

J. PUBLIC COMMENTS ON NON-AGENDA ITEMS

The Board takes time to consider public comments on items of concern not on the agenda. When you are called to speak, please limit your comments to three (3) minutes or less. The Board is prohibited by law from taking action or entering into active discussion or deliberation on items not listed on the agenda. [Gov. Code Section 54954.2(a)(2)]

Director Campos mentioned that the Morongo Basin Healthcare District will be at the park on Friday, January 10, 2019 between the hours of 10:00 AM and 2:00 PM. They will be providing mobile services in Morongo Valley. Everybody is welcome to come down for health care services, they accept all services. We are working on making it at least a monthly event.

James stated that he would like to applaud all positive things done. However, he is disappointed in the physical soundness. One case in point is the MOU, it does not

contain forceable promises. So if you guys cannot come to comprise, we would be paying an attorney to come to an agreement for you. How much would this cost? Director brook mentioned it would cost about \$1,000. He stated that paying an attorney for such things would be a waste of money. He would like to know how much the Morongo Valley CSD and Fire Department pays to resolve such disputes between Board Members. President Swarat stated that the conflict is that some Board Members are not treating their fellow Board Members with respect or the Director of Operations with respect especially not at meetings. They are doing things it says in the policy that we cannot be doing. We are supposed to be helping all of our employees not just the Fire Staff, but the office employees as well as the Director of Operations. These Board Members are not working with us but against us. I, as the president, had to go to the attorney and ask what we should do about this situation? He said well you should make another policy for harassment and bullying, so that cost us about \$1,200. James asked if President Swarat could mention the names of the Board Members causing the problems. President Swarat stated that she thinks the public can see where the problems are coming from. James stated that he has sat on many boards and he has never seen such outburst like this board has. He asked, what has this cost so far? President Swarat stated it cost about \$1,250 and we have another thing coming that we don't know the cost yet we haven't gotten the bill yet. James asked, by the time this is resolved, what do you think this will cost? President Swarat stated about \$3,000. James stated \$3,000, that is completely unprofessional, how can we make sure this never happens again? President Swarat stated that she hopes the new policies will help resolve the issues and she is doing her best to try to not have any of this happen.

Glen Shepard mentioned that he has worked hard to provide money to help the Morongo Valley Fire Department. He provided photographs of Engine 462 parked in Yermo-Calico. He continued with saying there should be principles before personalities. He is concerned that this engine is not in our district where it should be. It was mentioned that when Director of Operations Yearsley first got here it didn't run well. The Board of Directors had determined that it wasn't worth fixing. Glen would also like for Director of Operations Yearsley to provide certifications for his position.

K. CLOSED SESSION

1. Public Employee Performance Evaluation
(Government Code Section 54957)
Title: General Manager / Fire Chief

2. Conference with Labor Negotiators
(Government Code Section 54957.6)
District Designated Representative: Gary Yearsley, Fire Chief
Employee Organization: Morongo Valley Professional Firefighters, IAFF
Local 5028

The Board of Directors went into closed session at 9:03 PM.

L. REPORT ON CLOSED SESSION

Closed Session ended at 10:40 PM.

President Swarat reported that there would be two more estimates from other firms before continuing with the Public Employee Performance Evaluation due to cost.

The Morongo Valley Firefighters, IAFF Local 5028 Union is in the process of being formed again. It was stated that as soon as the Board members of the Union are ready, they will meet with the CSD Board to negotiate terms of the MOU. Director Campos mentioned that he would like to be a part of the committee that is formed.

-----END OF ADMINISTRATIVE ITEMS-----

M. INDIVIDUAL DIRECTOR REPORTS

President Swarat- Wishes she had the skill to not let situations get out of hand how they have been. She feels like she has tried. So many people talk about how great the Fire Department is, that's because we have a great leader.

Vice President Brook- Would like to thank the Fire Department and Golden State Water. The families chosen to receive a turkey are eager. Many of the kids are collecting cans for their fellow students.

Director Klimowicz- Agrees with what Director Brook said. Would like to add thanking the Fire Department for their hard work.

Director Tolbert- Would like to thank the Fire Department. There were comments made that are untrue. Untrue statements cause issues and liability to the district.

Director Campos- Would like to thank the guys for everything they do and thank the Auxiliary. He is excited for the upcoming turkey giveaway. He loves Morongo Valley and would like everyone to stay safe.

Morongo Valley Community Services District

N. ANNOUNCEMENTS

1. Next Regular Board Meeting: December 17, 2019

O. ADJOURNMENT

The regular Board Meeting of November 19, 2019 was adjourned at 10:38 PM.