

**Summary**

Input #	#1 - Support concept of fire truck	#2 - Price is reasonable	#3 - Capable people in family	#4 - Summer days present in TC	#5 - Willing to learn to operate	#6 - Willing to operate when in TC	#7 - Assist in maintenance
1	Yes	Yes	2	20			
2	No				No	No	
3	Yes	Yes	3	14	Yes	Yes	Yes
4	Yes	Yes	2	50	No	No	No
5	No						
6	No	No					
7	Yes	Yes	2	60	Yes	Yes	Yes
8	No						
9	Yes	Yes	6 to 8	Varies	Yes	Yes	Yes
10	No						
11	Neutral	Yes	0	Varies	No	No	Maybe
12	No						
13	No						
14	Yes						
15	Yes	Yes	4	100	Yes 3	Yes 3	Yes 2
16	Yes		2		Yes		
17	Yes	Yes	3	20	Yes	Yes	No
18	Yes	Yes	1	2 to 3	Yes	Yes	Yes
19	No	No		40	No	No	No
20	No						
21	No	Yes	1	30-45	Yes	Yes	No
22	Yes	Yes	maybe 1	120+	Yes	Yes	Maybe
23	No	Unsure	3 to 4	15-20	Yes	Yes	Maybe
24	No						
25	No	Unsure	2	90	Yes	Yes	Maybe
26	No	No			No	No	No
27	No	No				No	

Yes - 11

No - 15

Neutral - 1

**Information from Others**

A Hugo Ferchau  
Chief, Gunnison Volunteer Fire Department

B Harlan Nimmo  
Glenwood Springs Battalion Chief

C Matt Grant  
Division Health Safety Security & Environmental Manager for Kiewit Offshore Services

**TCCA Survey Tabulation  
Cost Comments**

**Fam #**

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- 12 TCCA should not try and purchase the 50 year old truck as it will break the Association to bring it up to proper operating order.
- 18 Price seems low for a good truck. How many real miles?
- 20 This is a 50 year old unit. Are the hoses 50 years old? What deterioration do the hoses have? What inspection has been done on the unit and was the inspector qualified in evaluating a fire unit? Are parts still available for the Fire Portion (pump) of the unit?
- 27 \$3500 for a 49 year old truck is only the tip of the iceberg. There will be 4-5 times that amount in repairs right away: all rubber hoses, gaskets, wires, belts, etc are likely bad. Brakes, pump mechanicals, starter, etc etc. This is way too much to bite off without an enormous war chest and organization.

**TCCA Survey Tabulation  
Training Comments**

**Fam #**

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20 Training (who with what qualifications), with residents spending part time spent in Tin Cup how would this be accomplished. My opinion of this training situation is a deal breaker.

21 There is a LOT of training involved to be able to respond adequately. To take the training lightly is not fully understanding the task involved. I'm not sure how training could take place with people constantly coming and going throughout the summer.

24 Fire management is a very specialized skill. There are so few people in TC at any given time who would be involved, that having someone in charge who actually knows/understands what they are doing is unlikely. For anyone becoming a 'fire fighter', how will you monitor/control their actions? Will they go onto properties, into structures, near burning vehicles etc ? What will their exposures be to hazards like burning chemicals, falling debris, unstable ground etc. True fire fighters, even volunteer departments, ALWAYS have a very strict structure of command, with someone highly trained as the lead. No one does anything without their permission or order. This isn't possible at TC, and would open a huge box of potential problems.

A I am more than willing to help with training. The issue that has been expressed to me is scheduling. Our academy starts tomorrow and I would assume that most of Tincup has left for the season. We train all year long and a new department would be welcomed to attend any training that we have. With the amount of interest being shown around the county, we may be having some additional academies coming up to try and keep up with demand.

B Anyone performing fire suppression duties, whether volunteer or paid, must adhere to all applicable OSHA standards (proper training, equipment, and performance standards).

C The people running the truck need to be well trained on how it runs and practice regularly. Our local volunteer department here has issues running their truck most of the time and they "train" on a scheduled basis. It's not an automatic deal with any fire truck. PTO's, pumps, hoses, water sources, etc all need to be well understood or not much will happen at the end of the hose when it's needed most.

**TCCA Survey Tabulation  
Maintenance Comments**

**Fam #**

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- 20 Who is qualified to do maintenance on the Fire Truck? Any maintenance on the truck by a non qualified person opens up a big question of liability
- 24 It's old. Odds are that seals, moving parts, etc., will all eventually fail. You're talking about a vehicle that is 50 years old, and only getting older. If you get it, people will count on it. It's unrealistic to believe everything will be fine when it comes to crisis time, and even more unrealistic to think that a community will be able to maintain it. Ownership will add yet another burden to the TCCA.
- 25 Ensuring the truck is maintained and kept in a ready condition will be a challenge. Early on, there may be lots of interest in the truck, but after a few years, interest will likely decline. Plans need to be in place to keep that from happening. One solution is to have a contract with an auto repair shop to come up and service the truck once per year. Maybe it could be used in a 4<sup>th</sup> of July parade, assuming the purchase is made
- A The district has two Emergency Vehicle Technicians on staff. I'm sure some sort of deal could be worked out similar to what is in place with Ohio City, Sargents and Pitkin
- B Fire pumps and hoses need to be tested annually according to NFPA standards
- C A 1970 truck WILL be problematic to keep running: 11,000 miles is not the real story on a fire truck; hours run on the engine and pumps is what wears out a fire truck. After 45y it will be laborious to keep in firefighting condition. We might have someone that loves to do that and if so they will have a project to keep them occupied. Pumps and pipes wear out/corrode easily on fire trucks.

**TCCA Survey Tabulation  
Storage Comments**

**Fam #**

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- 4 Suggest the old saw mill building for winter storage
- 20 Currently there is no where to store the unit and if one is located what is the cost?
- 21 Any equipment would have to have shelter at all times. This would need to be in place and secured for the future prior to purchasing equipment.
- 27 Beyond maintenance there are huge storage costs...buy a building?? If the Board spent the entire \$65,000 in our 50 year old savings they could not cover all the costs, and then there would be nothing left for any other endeavor.
- A Fire apparatus stored outside don't stay functional too long, especially were it gets as cold as it does here.

**TCCA Survey Tabulation  
Liability Comments**

**Fam #**

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- 11 I have to agree, unfortunately liability is a big issue
- 18 I thought the liability issue was prohibitive about this in the past?
- 21 "Purely volunteer and loosely organized group to operate the truck" opens up unlimited problems and liability. The TCCA should in NO WAY be involved in any such activity. This is a statement of trying to avoid the regulatory laws in place and opens up anyone associated with this activity to liability. The waiver is a nice way of trying to get around an issue of liability, but it will most likely not hold up in court. This issue alone stops the purchase of this or any fire truck
- 22 Concerned that insurance would be required for the operators/responders (volunteers). If someone gets injured/(or worse) will insurance cover costs? Insurance would be required to protect properties inadvertently damaged by a fire reposne. Actions taken in good faith could be considered negligent by others. The concept is for a "loosely organized group." If it looks like a fire department with a fire truck etc., there would be an expectation of more proper service and to not have the proper response potentially could be a liability issue.
- 24 Liability. It is completely contrary to "community" and "being a good neighbor" but it's unfortunately very much a part of the world in which we live. Who is liable for the property damage an 'unnecessary response' would create? Who pays medical bills (potentially life-long?) after a chemical exposure or injury while using the truck? Is there liability for a failed response that results in property damage or death, when a jury gets to hear that a truck was purchased and should have been available? Who gets to decide which properties have priority? I see so much potential for anger, resentment, and legal retaliation with this. I think it would be so, so much easier to simply not go this direction.
- 25 What are the issues if a firefighter gets injured? Or if there is an accident with the truck and another vehicle? I think speaking to an attorney with experience on Colorado's Good Samaritan laws should be done.
- 27 The Gunnison Fire Chief said anyone volunteering that has not been certified by the state is civilly liable for any "negligence" committed during a response, they would NOT be covered by Good Samaritan laws which protect TRAINED firefighters

C Assuuming TC has a "volunteer dept" as defined by state law (attached): Immunity of volunteer firefighters, incident management teams, and their employers or organizations - definitions - legislative declaration. (1) A VOLUNTEER FIREFIGHTER WHO, IN GOOD FAITH, TAKES PART IN FIREFIGHTING EFFORTS OR PROVIDES EMERGENCY CARE, RESCUE, ASSISTANCE, OR RECOVERY SERVICES AT THE SCENE OF AN EMERGENCY, ANY INCIDENT MANAGEMENT TEAM, AND ANY PERSON WHO, IN GOOD FAITH, COMMANDS, DIRECTS, EMPLOYS, SPONSORS, OR REPRESENTS ANY SUCH VOLUNTEER FIREFIGHTER OR INCIDENT MANAGEMENT TEAM SHALL NOT BE LIABLE FOR CIVIL DAMAGES AS A RESULT OF AN ACT OR OMISSION BY SUCH VOLUNTEER FIREFIGHTER, INCIDENT MANAGEMENT TEAM, OR OTHER PERSON IN CONNECTION WITH THE EMERGENCY; EXCEPT THAT THIS EXEMPTION SHALL NOT APPLY TO GROSSLY NEGLIGENT, WILLFUL, WANTON, OR RECKLESS ACTS OR OMISSIONS.

**TCCA Survey Tabulation  
Liability Comments**

**Fam #**

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- C It would not stop a pissed resident that just lost their residence to a fire from starting a suite against the Association for Gross Negligence. Gross Negligence is the knowingly indifference to someone's safety or wellbeing. For example, if one has borrowed or conracted to take care of another's propery, then gross negligence is the failure to actively take the care one would of his/her own property.
- C Gross negligence is hard to prove but it would cost money to fight.
- C If the Association does go forward with purchase and use of a fire truck the waver needs to have some strong and VERY specific language in it about the agreement between the association and the residences.
- C The association's insurance company would need to know what is planned for the fire truck to make sure it's coverage is correct. I'm guessing coverage and premiums will change.

**TCCA Survey Tabulation  
VFD Comments**

**Fam #**

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- 6 The trailer was the perfect solution for a community of our size. There are not enough residents available consistently to man a truck. It would be a great idea if the TCCA was able to reach out to the surrounding communities and perhaps get a Taylor Valley volunteer fire station established.
- 11 I think we should pursue a Taylor park, volunteer fire dept. The state provides coverage , training and expertise.
- 12 Lets do this the right way and form a Southern Taylor Park Fire Department which will cover a much broader range and take the liability risk away from the TCCA! A Volunteer Fire Department regulated by the State and County is the only option we should be considering.
- 20 Form a Volunteer Fire Department that would not be in any way associated with the TCCA; regulated by the state and county. Southern Taylor Park Fire Department including the Trading Post, Mary's Trailer Park, Murdy Subdivision, Holt's, Rainbow and Tin Cup
- 25 If there is a fire at Rainbow or one of the RV and cabin resorts, and we are asked for help, will we? It would be hard to say no. Or what about cabins just outside of Tincup? It seems if we have a fire truck, the entire Taylor Park might want to be able to use it. Maybe there is a way to organize for that (a Taylor Park volunteer fire department?). Is there a possibility that the Forest Service could provide some support?
- 26 A "loosely organized group", in my opinion, is being irresponsible. I agree with Hugo Ferchau that trying to organize a brigade that would service Taylor Park is a good idea . He said there may be funds for this from the county.
- 27 If the energy is put into a substation at Rainbow that would benefit Tin Cup, Rainbow, and Murdy, we might be able to get funding from Gunnison County (according to the Fire Chief).
- A Not a fan of a loosely organized anything regarding public safety. A department being established that provides benefit to more than just Tincup makes sense. It seems to me that there would be some economies of scale that would present themselves if more people were to be involved.
- B Another option is for the interested parties to start a fire protection district with it's own tax based revenue source.
- C The Association needs to precisely define the parameters of the volunteer FD will use when fighting a fire / what they will accomplish: keep the fire from spreading to other structures; extinguish a structure; enter into a burning structure to "rescue" someone inside: when to call for help (if even available from Gunnison)?

**TCCA Survey Tabulation  
Other Comments**

**Fam #**

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- 1 I'm not sure there are enough People who can commit the time to be "on call" while they are in Tincup. Great idea, just don't know how or who would commit to the management of the human resources required.
- 2 I see a lot of potential liability, and maintenance. I can't commit to helping or training as I really don't know how much I will be in Tin Cup over the next years. The idea is nice, but I can't support this acquisition.
- 5 We went through this back in the mid-1980's. To make a long story short, the liability insurance was not affordable, the maintenance, winter storage preparation and storage costs were too high, and there were too few willing to volunteer to become proficient at operating the equipment and fighting fires
- 9 This is a complex issue with many variables to consider so I would urge the board to error on the side of caution when making the final decision. If we had firefighting equipment available and could help someone save their home we would not consider ourselves a fire department, just good citizens.
- 15 I appreciate all of the detail that has been shared with the community. I also believe it would bring a shared endeavor to Tin Cup.
- 21 We really need to have a full plan in place before spending any money and potentially putting people in harms way. Obtaining a fire truck needs to occur only after the other issues mentioned are fully vetted and it is determined a fire truck and associated commitments/responsibilities are feasible. Seems like we're getting the "cart before the horse" so to speak. Will this truck be able to serve the 7 cabins on American Mountain?
- 23 There are too many unanswered maintenance, liability, and legal issues at this time. We would support further investigation of the concept.
- 24 Keep in mind that the expectation of most of the homeowners is that they will take care and be responsible for their own world. If their cabin burns down, it burns down. That's a risk we all take by being in a remote location. And if there's a large fire, like a forest fire, well that's a risk we all take by getting to be in a National Forest.
- 25 What is the water capacity of the truck versus the amount of water needed to put out a cabin fire. Will it have enough water to do that? Our assumption is the truck would be used until more able units can arrive. But will it be enough, or are we just asking for a lot of trouble?
- 26 This is putting the cart before the horse. I feel all the pieces need to be in place before purchasing of any firefighting equipment. For example, how to fundraise, donations ( not any of our TCCA monies) need to be in place first.

**TCCA Survey Tabulation  
Other Comments**

**Fam #**

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- 27 Many things need to be done first and in place, for instance, an active group of dedicated volunteers to fundraise every year to pay for training, equipment, insurance, maintenance, and other costs. Our community is mostly composed of older citizens, who may have the mindset they can be effective, but their physiques do not match up to the tasks. Firefighting is hard and dangerous. The Almont station has been closed for lack of volunteers.
- A There are currently some preliminary talks happening about what to do to address the insurance issues that everyone is having throughout the District. The only way to help with insurance issues is to have a fire station that is recognized by ISO within 5 road miles of any given property. That makes you Class 9. To get to a lower hazard class, a pressurized water source has to be located within 1,000 feet of the structure. I think Class 9 is what we are shooting for. The fire engine on site will also need to meet NFPA 1901 specifications to be recognized. Keeping those two things in mind and trying to get the most bang for your buck make sense to me.
- B Worker's compensation and disability insurance would need to be provided to any employee or volunteer. If you get in the business of providing fire protection, you may have an expectation to provide a service that you may not be able to perform. The state of CO has a variety of specific laws pertaining to firefighters. An example is the presumptive cancer bill, this is one worth looking at, if a firefighter is diagnosed with cancer it is assumed that the cause was from performing work as a firefighter and the employer or organization is required to bear certain financial responsibilities.
- C Who will be the qualified personnel operating the fire truck? I think you are trying to get to this in the questions below but this is a real deal. Look at the gross negligence definition when the association knows there are not enough folks to cover the shifts of the truck.... 24/7 coverage is very hard to maintain when people are paid let alone volunteer. You could have one "operator" with supplementals picked up from around the community. No guarantee there will be anyone when needed. 2-3 "operators" needed at all times in TC in clear mind for their shift. Clear mind will be important for liability reasons as well. (might be hard in a vacation community)
- C In summary, having a truck filled with water and with trained and competent people to run it in TC is a good thing. Even if not operating at 100% is still a good thing. I think there's a lot of things that haven't been thought through and it could be a waste of \$3500 and more importantly give people the false hope that if a fire were to happen it would be stopped quickly by the truck. In my mind the Association needs to define what they hope the truck will accomplish and decide if that is realistic then be honest with themselves if this truck and the people of TC can handle that scope of work.