Capital Area Fire District's Association
THE WEEKLY CAFDA
BULLETIN
July 5th, 2025
Editor, Tom Rinaldi, Tom@rinaldi1.com
Serving the fire service community since 2004

CAPITAL SHORTS:

- Hope everyone is having a safe and pleasant 4th of July weekend. Can we slow down time to that the summer doesn't fly by?
- FASNY offers a valuable benefit to student volunteers through the Higher Education Learning Plan (FASNY HELP). This program provides up to 100% tuition reimbursement (up to $1,500 per semester) for active volunteer firefighters attending a New York State college or taking online courses through Empire State College. Students in any field of study are eligible. Participation is limited to 100 students per semester on a first-come, first-served basis. The next deadline to apply is October 15.

STUFF FOR YOUR BENEFIT, NEED TO KNOW! WWW.CAFDA.NET

GENERAL MEMBERSHIP MEETING Thursday September 11th, in person or Zoom in. 7PM.

Day at the Races Friday August 8th, lunch, snacks, permitted beverages included 11;00 am entry, tickets at "will call"

SAVE THE DATE: CAFDA FALL TRAINING SEMINAR, Saturday November 1st at Verdoy Fire Department

CAFDA is happy to announce the dates for Conference '26 in historic Lake George, April 9th, 10th and 11th, 2026 plan on joining us.

***All correspondence & Capital Area Fire Districts Association Mailing Address* should be directed to:**
CAFDA PO Box 242 East Schodack, NY 12063 or EMAIL: SECRETARY@CAFDA.NET
Financial issues should be addressed to: TREASURER@CAFDA.NET

WHEN YOU SEE ** IT'S A RECOMMENDED READ, TAKE THE TIME TO INFORM YOURSELF!!

CAFDA is happy to announce the dates for Conference '26 in historic Lake George, April, 9th, 10th and 11th, plan on joining us.

THE LATEST FROM THE STATE CAPITAL

Legislative Commentary

In the words of the State Comptroller; "As is often the case in New York, a broken legislative process paired with misguided priorities yielded little of merit during this legislative session. It seems the 2025 session will likely be remembered more for an obvious lack of productivity and missed opportunities than anything else. New Yorkers deserve thoughtful action but were instead met with political theater and half-measures."
The following are the major accomplishments of the fire service in the state, less than stellar through no fault of our lobbyists or those who stated our case, but rather that lack of attention of our majority who have much different priorities no matter how much they drool all over us or say how much they need us. They are clueless and could care less.

- EMS Billing has been extended 5 more years, provisioned in the Budget Bill.

- S688A/A5619A The property tax break has been amended, to *permit* municipalities to adopt a local law or ordinance to allow unremarried spouses of volunteer firefighters or volunteer ambulance workers with between two and five years of service, who are killed in the line of duty, to continue receiving pre-existing property tax exemptions.
- S8011/A8275 & S7852/A8276 The Heart and Lung bills passed in both chambers and have both been extended for another 5 years to 2030.
- S8409/A8657 statewide volunteer firefighter/ambulance worker property tax exemption intended to replace the numerous local bills authorizing such exemptions in various localities. Chapter 670 sets those local exemption bills to expire in 2025. This bill extends the local bills until 2028 to allow municipalities that have not adopted a local law to replace them.
- S779/A596 increases the number of members on the state fire prevention and building code council from sixteen to seventeen with the addition of the commissioner of agriculture.
- S4157/A112 repeals section 3403 of the insurance law relating to anti-arson applications. Recognizing that the reason that this law was originally enacted no longer exists.
- S31/A34 requires the thruway authority to issue emergency services permits to ambulance and fire vehicles, which would exempt such vehicles from paying tolls while engaged in an emergency operation**.**
- S4328/A3343 permits a municipality to enact, adopt, or enforce any ordinance, resolution, or regulation permitting the imposition of fines on alarm system companies solely for false alarms resulting from deficiencies in the alarm system, errors by the alarm system company, or mistakes made by the central monitoring station.
- S1515/A2177A the purpose of this legislation is to remove emergency medical services from the tax cap for local municipalities in order to support local ems services.
- S2703/A3790 Requires that a written report be submitted to the governor and legislature, on or before February fifteenth of each year, on firefighter training activities. Such report shall include at least the following information: the minimum training hours allocated on a county-by-county basis, the training hours requested by each county, any unfulfilled training hour requests, [and] the number of hours used by each county on a county-by-county basis, and a statewide total of the number of hours allocated to each firefighter. *Such report shall also identify the fire department or district providing the training including the number of hours of training and the type of training for each firefighter. In addition, such report shall also list the names of those firefighters qualified to do interior firefighting*. The written report shall be prominently posted on the division of homeland security and emergency services website no later than March first of each year.
- S2748/A8485 this legislation will establish a statewide program where veterans or discharged military personnel are encouraged to volunteer ("vets to vollies") in their local fire department or ems agency.
- S801/A2400 this chapter amendment requires the state fire prevention and building code council to promulgate standards that would require new buildings with new parking to have electric vehicle charging infrastructure and charging stations.
- S737/A440 changes instances of the term moped to limited use motorcycle in relation to lithium-ion battery safety**.**
- S5848/A247 requires the state fire administrator to make available a specialized electric vehicle emergency response training program**.**
- S73/A4641A to provide for the safe collection and disposal of damaged or defective batteries collected by retailers and by government agencies and provides that a battery manufacturer may not sell, offer for sale, or distribute rechargeable batteries in the state unless they are implementing or participating under an approved plan.
- S7501/A8086A establishes an emergency medical services local planning process to provide for counties, cities, towns, and villages to develop a comprehensive plan to provide for a coordinated emergency medical services within their counties.

Note that most of the bills that have passed both chambers now have to go to the Governor's office for signature. Continue to monitor the ScoreCard for updates. **Now that the legislature is out of session, the ScoreCard will be reviewed for activity monthly.**

THE LATEST FROM WASHINGTON

House Homeland Security Bill Marked Up.

On June 24, the House version of the FY26 Homeland Security Appropriations Bill was successfully marked up and reported by the full committee. The bill includes several recommendations of interest to the fire service, including:

- **U.S. Fire Administration**: The bill includes $60.084 million for USFA, a slight increase from prior year levels.
- **AFG/SAFER**: The bill includes $360 million, up from $324 million
- **US&R**: The bill includes $56 million, up from $36 million

The Senate has not yet put forth their version of the bill. The next step in the process is for the full House to consider the House version of the bill and send it to the Senate. Generally, the final bills end up being negotiated between the House and the Senate, so this is simply the House's first foray into the conversation for FY26.

FIRE DISTRICT FINANCES

Local Government and School Accountability Contact Information:

Phone: (518) 474-4037; Email: localgov@osc.ny.gov
Address: Office of the State Comptroller, Division of Local Government and School Accountability
110 State Street, 12th Floor; Albany, NY 12236

OSC Audit Reports

NONE THIS WEEK

STEP INTO THE CHIEF'S OFFICE

***Continuation Of Command: What Happens When The IC Goes Down?*

Vincent Bettinazzi

We spend solid training time preparing our members to respond to a mayday event – a downed firefighter in need of rescue. Our focus is often on the line personnel, providing training opportunities and equipment that will aid them in the event they are needed to rescue one of their own. Some organizations smartly provide training opportunities to the command officers, too – the individuals who will be the decision-makers during these incidents. We give them advice on how to handle the mayday, and give them command aid materials to guide their actions toward a successful outcome. But how would we respond if the mayday involved the incident commander (IC)?

When this question was asked of me, I had to stop to consider how the members of my department would respond to such an event. It's a question I had honestly never thought about before. I wondered what our reflex time would be to gain control and maintain composure during a structure fire where the IC became incapacitated due to a medical emergency, for example. It also made me think about the potential impact this would have on the overall fireground operations.

IC SELECTION IMPACTS ON-SCENE REACTION

Many fire departments struggle to meet the response guidelines advised by NFPA, including the presence of an IC at the scene. How departments achieve this goal varies. Some organizations have a dedicated battalion chief, while others utilize the officer on a first-arriving fire suppression apparatus. Some organizations might provide a command aid for the BC or even respond with multiple command officers.

How an organization establishes the IC role is a key factor in how they would be able to mitigate the loss of the IC. For example, consider if the agency had to remove a company officer from scene operations, rather than pass the command to another staff or command officer already on the scene. This would certainly affect both how the emergency situation is handled and how well incident scene operations continue.

Although I am specifically using the IC as the example here, there are many departments that rely on division supervisors for incident scene operations. An emergency involving one of these command positions could also have a significant impact on scene operations, especially if the supervisor is operating in an IDLH location on the fire scene.

WHAT COULD NEUTRALIZE THE IC?

Several factors could potentially neutralize the IC. For one, a medical issue could impact the IC, resulting in the need for emergency care. This could impact the resources on scene, similar to having a reported patient from the fire. A response resource would be required to assess, treat and potentially transport the IC to a hospital. This would take the unit out of the rotation.

Additionally, an outside distractor or uncontrolled scene could create a hazard for the IC. For example, a disgruntled bystander could engage the IC in a way that prevents the IC from performing their functions. This would likely require assistance from the police department, and may require the support of other on-scene companies to assist with controlling the issue.

Either circumstance would require the transfer of command to another individual on the fireground. Someone will have to step up and fill the void that is created when the IC is impacted. But who?

CONTINUATION OF COMMAND

The fire service has done a better job in recent years at developing officers and training on quick establishment of command. Organizations have written policies on initiating command, and the proper way to transfer command when it is applicable. And while these procedures are practiced, the real-world reaction is a very different scene. It's only natural for there to be confusion when the IC is suddenly unavailable and command needs to be taken back by initial-arriving officers, especially if they are already engaged in firefighting tactics.

With that in mind, let's start by asking whether the impacted IC does a good job of announcing the emergency. Announcing issues early is constantly drilled into our firefighters' training, but does that thought process still exist when it's the IC who is involved? And are they lucid enough to make that announcement? In the case of a medical emergency, that might not be possible.

At a minimum, a transfer of command to another capable individual is clearly needed. In addition, a request for more resources to the incident scene is a prudent move. First, it at least informs the other members operating on the fireground that there is a serious issue involving the IC that, without intervention, could develop into a bad situation. Second, it gets more assistance to the scene, ideally a staff officer or comparable ranking officer who can take on command responsibilities.

POSSIBLE SOLUTIONS

While calling an additional alarm or requesting additional resources is the best first step to get the help you need to continue incident command, it has one drawback: time. There is going to be some reflex time for these resources to arrive on scene. So, what do we do in the meantime?

During your next training session, run through these possible options to drive some discussion:

- The formal IC should identify themselves and announce their location on the fire scene. Announcing the command post location is a good practice, as it notifies the operating companies where the CP can be found, especially subsequent staff officers. If you're in a mobile command position, identifying yourself allows others to know who to look for in the event an emergency occurs. In a mayday event, it is imperative to know who is involved and where in order to respond to the need effectively. The IC giving this information to the troops upon arrival is good practice.
- Consider the transfer of command to another battalion chief already on the scene. This is optimal but not a reality for many departments.
- The reassignment of a Safety Officer or the Command Aid to incident command. This would probably be the second-best option, as these positions likely have some familiarity with the incident action plan and the accountability of resources.

- Another option is the reassignment of the rapid-intervention team officer to incident command. The intention of RIT is to react to emergencies involving our members. This action would ensure continuation of command to a non-committed company officer who should have a knowledge of on-scene actions. The remaining balance of the RIT crew could begin mitigation of the emergency involving the IC or remain in place as RIT for the incident, depending on the scenario.
- Finally, one option is the reassignment of a company on the fire incident. Ideally, my thought would be one that is not committed to interior operations. Best case, a company that was in staging or that has the ability to easily transition to a removed posture and carry on the command responsibilities to follow through with the incident action plan.

FINAL THOUGHTS

We can't discount the potential loss of the IC due to an extenuating circumstance. Maybe your organization has discussed this possibility and has developed some guidelines to handle the event. Or maybe this article nudges you with a "never thought of that moment" like it did for me when I fielded that question. Either way, what contingency plans do you have?

THE ATTORNEY'S OFFICE

City Of Columbia, SC Claims Irmo Fire Department Lied About Firefighter's 2023 Death

Naomi Popa

The City of Columbia is denying allegations in a wrongful death lawsuit filed by the widow of former Irmo firefighter James Muller. Muller died while assisting the Columbia Richland Fire Department two years ago at the Tropical Ridge Apartment complex in Columbia. Muller died after a ceiling collapsed on him while fighting the fire in the burning building.

Muller's widow, Emma, filed the lawsuit against the City of Columbia and Richland County earlier this year. *Now, the city is responding to the lawsuit and they're looking to add the Irmo Fire District as a third-party defendant and accusing them of defamation, among other allegations.*

CITY'S RESPONSE TO WRONGFUL DEATH LAWSUIT

It's seemingly a 22-page document of denial, the City of Columbia, on behalf of the Columbia Richland Fire Department (CRFD), is claiming allegations made by Emma Muller are not true. Those claims include, but are not limited to, the Columbia Richland Fire Department instructing Muller and others from the Irmo Fire District to enter the burning building. *Instead, the city said in the legal filings that Muller was warned not to enter the room but did so anyway.*

CRFD denies the claims that the deck guns and master streams, used to spray large volumes of water on burning structures, should not have been used while people were in the building and that the weight of the water is what caused the roof to collapse with Muller inside.

Among other claims, CRFD denies the mayday call was "mishandled", something Emma Muller and her legal team say led to a delayed rescue for her husband. *The city said they have radio traffic records from that day that disprove that.*

CITY LOOKS TO ADD IRMO FIRE DISTRICT AS A THIRD-PARTY DEFENDANT

The City of Columbia, on behalf of its fire department, is also claiming the Irmo fire District lied about the events that happened on the day of Muller's death. The city claims the Irmo Fire District shared defamatory statements to the public, federal agencies and the media. *The complaint claims the Irmo Fire District made false accusations to the National Institute for Occupational Safety and Health (NIOSH) regarding the city's actions during the fire. N*IOSH notably conducted an investigation following Muller's death and released its report in April

The complaint claims members of the Irmo Fire District continue to pursue, to this date, a narrative that CRFD "caused" the death of James Muller. WIS-TV reached out to both the Irmo Fire District and the City of Columbia for a response to the recent filings. Both parties declined due to pending litigation.

[EDITOR'S NOTE: THE MORAL OF THE STORY IS DON'T MAKE STUFF UP, THE TRUTH WILL COME OUT EVENTUALLY.]

OUR CHANGING FIRE SERVICE –CHALLENGES & POSITIVE IDEAS. LEARNING FROM OTHERS

POSITIVE OUTCOMES

Application Period for DripDrop Hydration Giveback Campaign Will Open on July 8

DripDrop Hydration, PBC, is teaming up with the NVFC for the sixth year to help provide critical hydration to volunteer firefighters. This year, a total of 1,000 volunteer fire departments that have an NVFC member will receive two cases (200 sticks) each of DripDrop electrolyte drink mix. The application period will be open from July 8-22. *Stay tuned to the NVFC web site and newsletter on July 8 for details*!

FIRE SERVICE CHALLENGES

Rush Fire District Releases Details About Town's EMS Service Being Absorbed By Company

Tom Kowalski

The Rush Fire District has released more details about the town's ambulance services being absorbed by the company CHS Mobile.

The Rush Board of Fire Commissioners voted to disband Rush EMS. Its assets will be sold to CHS Mobile, which provides services to several towns in southern Monroe County, including Chili, Henrietta, and Scottsville. Here are the details on the path moving forward from the Rush Fire District:

"Decision to Dissolve: After four years of dedicated efforts to sustain the Rush Ambulance service, the Rush Board of Fire Commissioners have made the difficult decision to dissolve it. This decision was influenced by:

- *A steady decline in volunteer availability*
- *Increasing training and operational requirements*
- *Low transport rates (only 15–20% of calls)*

New Partnership with CHS Ambulance:

- *Since January 2024, CHS Ambulance has been co-responding with Rush Ambulance to ensure consistent emergency coverage.*
- *CHS, which holds operating authority in the town, will now fully assume ambulance services.*
- *The Rush Ambulance vehicle will remain stationed at the firehouse and will operate under CHS Ambulance.*

Opportunities for Current Members:

- *Current Members of Rush Ambulance are encouraged to join CHS Ambulance.*
- *Benefits include continual training opportunities, a quality assurance program, and a well-defined onboarding process.*

Rush Fire District's New Role:

- *The District will now operate as a Basic Life Support (BLS) First Response Agency.*
- *Firefighters will continue to be dispatched along side CHS Ambulance as Basic Life Support (BLS) responders for medical emergencies*
- *This model ensures rapid response in critical situations like cardiac arrests or traumatic injuries."*

CONCERN ABOUT THE CHANGES

News10NBC spoke with John Faugh, chief of the Rush Fire District, about his concern over the new changes.

"It doesn't make a lot of sense," Faugh said. "If you're looking out for the best interest of the community and the best of the patients, the people who need the ambulance, I don't think this was it."
Faugh expressed concern about the future of EMS services following the town's fire commission vote on Tuesday night.
"A lot of townspeople attended the last commissioners meeting and came out with supporting our ambulance," Faugh said. "We thought we were working towards a plan to increase our ridership, get good staffing levels up, and cover more calls. And then last night, they proposed a resolution to merge with CHS, held a vote, and it passed 3 to 2."
Faugh is worried that the changes could impact the speed of ambulance services for Rush residents.
"Just there's a lot of unknowns," Faugh said. "The resolution says that we sell them our ambulance so we no longer own the ambulance itself. We all have to become members of that organization. And again, we don't know what those requirements are specifically."

FF HEALTH AND SAFETY – TAKING CARE OF OUR MEMBERS!

IN 2025 WE HAVE EXPERIENCED 40 FIRE FIGHTER LODD'S

According to FirefighterCloseCalls.com*

In 2024 we experienced 64 LODDs reported nationally.!

*****Stop heat stress before it starts: Fireground and HOT training safety essentials***

Scott D. Kerwood

If you have not been outside lately, then let me tell you this. Summer is here! And "man, it's a hot one, like seven inches from the midday sun," as Carlos Santana and Rob Thomas once lyricized in "Smooth."
Haven't we all felt that kind of heat before? We are out with our family or friends, having fun in the sun without a care in the world. And then suddenly, it hits. You don't feel well and are *really hot* — more so than *normal hot* based on your activities. You feel lightheaded, your muscles start to cramp, and you even notice that you may not be sweating anymore. Before you know it, you are in the middle of a full-blown heat emergency.
What makes a heat emergency like this even more of a concern is that we are in the "heat business." We respond daily to structure fires, wildland fires and hazmat incidents that all require specialized clothing to keep us from getting harmed. All the while, these protective garments zap our strength in the form of sweat and dehydration. And if we do not properly address these issues before, during and after the emergency scene, then we can become a fire service casualty in the form of an injury or even a fatality. The same is true for hands-on training. So what can we do to make sure that our members do not become fireground or training ground casualties?

KNOW THE SIGNS

First things first, understand exactly what constitutes a heat-related illness or injury. According to NIOSH, these illnesses or injuries, also known as "heat-related stress," include a series of conditions that occur when the body is unable to properly cool itself. This can range from mild stress (heat rash) to critical and/or life-threatening stress (heat stroke).
When a body's internal temperature heats up to an unhealthy level, a heat emergency occurs. Some signs of an oncoming heat emergency can include:

- Thirst
- Nausea
- Less frequent or discoloration urination
- Dry or hot skin, mouth or mucous membranes
- Confusion
- Dizziness
- Rapid breathing and heart rate

Your emergency medical training, whether American Red Cross First Aid or National Registry Paramedic, prepares you to identify and treat these heat stresses, not only in others but also yourself.

Keep in mind that these symptoms of heat illnesses exist on a scale from bad to worse. Symptoms like loss of thirst or nausea serve as signs of a heat stress emergency. *That is why it is important to continuously stay hydrated throughout the day.*

THE POWER OF HYDRATION

So again, why is hydration important? Much like an automobile, proper fluids keep your body from overheating. Give your body the hydration it needs just like you maintain your radiator fluid to keep your vehicle from overheating. **Water is your best option** — yes, better than sports drinks. Furthermore, sodas and energy drinks can be the *worst* options for maintaining hydration.

A person should consume at least **64 ounces of water each day**, or 8 full glasses. And at an emergency scene or during HOT, your goal is to match your intake of water with your output of sweat, per **NFPA 1580: Standard for Emergency Responder Occupational Health and Wellness**. *Science shows that you can lose one to four cups of water through sweat, just on a normal hot day, even without your fireground or training ground activities.*

As a firefighter, we could see these health challenges occur at any incident, but it's no surprise that we tend to be more susceptible to their impact as the ambient temperature rises. Heavy, non-breathing PPE, intense work periods and work environments, and limited rest and hydration/rehydration breaks are all contributing factors. You must therefore constantly prepare your body for these external environmental conditions that complicate your service delivery during these hot summer months.

This preparation comes in the form of hydration and exercise. *A firefighter who is in good physical health, which includes being properly hydrated, can more safely navigate the various emergency situations they are called to tackle than an out-of-shape firefighter.*

Tip: During the summer months, try to gradually acclimate to the outside temperatures where you are expected to operate.

HOT EMERGENCIES

Heat-stress emergencies do not just happen at an incident; they can occur during routine training exercises. If they are not properly planned and continuously monitored, heat-stress emergencies can result in firefighter fatalities.

According to NFPA 1580, Chapter 22 – Rehabilitation: Incident Scene and Training (NFPA 1584), training staff for these types of emergencies should include the following:

PRE-TRAINING PREPARATION

Firefighter training involves the same stresses and strains that are found during any emergency. These training events then require you to be in top shape if you are expected to operate in HOT environments. It is therefore important that firefighters participating in HOT training first have a complete an NFPA 1580 physical. This will quickly show whether a firefighter should not only be operating in this training environment, but also at an emergency scene.

Training staff should make sure that on the day of the training there is plenty of water for rehydration. Studies show that room temperature water is better for hydration than cold water. Regardless, water and not electrolyte replacements should be the first stop for rehydration during these training events. Trainees should also be encouraged to prehydrate the day of their HOT training, as though they would on their shift days. Getting ahead of the heat stress is what the goal should be.

ACTIVE TRAINING OPERATIONS

As with pre-training perorations, hydration is the key to not becoming a casualty. Remember that your objective is to replace your amount of sweat by drinking water. During the actual training event, make sure that evolutions are broken into small segments in order to take frequent breaks. The total combined heat from the ambient temperature and PPE will quickly reduce your stamina during these HOT evolutions regardless of if it involves actual fire. *It is also important for the training staff to set up cooling stations by using fans, canopy shade and other active cooling methods*. (Our department uses **KoreKooler chairs**, which are very effective.) Each trainee should open or remove their PPE in order for their body heat to be released with cool air blowing across their perspired clothing. Cool, shaded spots will also help the training staff to review the activities just completed.

POST-TRAINING ACTIVITIES

Again, hydrate, hydrate, hydrate — or in this case, rehydrate. Make sure that, if needed, medical care is provided for anyone who exhibits signs of an oncoming heat emergency. ***Trainees should quickly be removed to an air-conditioned location.*** This should help their condition. If it doesn't, advise on-scene medical units that they are not getting any better, then make sure they are transported to the nearest medical facility per your fire department's requirements. Also, conducting post-training activity medical monitoring as you would do during a HOT emergency will assure the trainees and the trainers that everyone is returning to the pre-training health conditions.

Following HOT training, the training staff should complete a debriefing with all the instructors to talk about what went right, what went wrong, and what should be done differently. Most importantly, if any heat-related emergency occurred during these events, these should be studied in detail to see what changes should occur.

FINAL THOUGHTS

You know it's hot outside. You also know that we go to "heat events" just about every time we answer the bell. This is not the time to be caught off guard by a heat stress event in your fire department. It squarely falls on your shoulders to take care of your crew so they can take care of the people we are sworn to protect. Remember, your most valuable resource in your agency is your personnel. Make sure you don't let anything, especially if it is preventable, happen to them.

DOES'NT HAVE TO BE A FATALITY-JUST A DIBILITATING INJURY, YOU JUST NEVER KNOW!

- Two firefighters, Kootenai County Fire and Rescue Battalion Chief Frank Harwood, 42, and Coeur d'Alene Fire Battalion Chief John Morrison, 52, were killed by a sniper and a third was injured when first responders were ambushed by an hours-long barrage of gunfire after arriving at the scene of a blaze in Coeur d'Alene, Idaho Sunday afternoon. The shooter has been neutralized.
- St. Louis Firefighter, Lee Kraus, suffers medical issue on duty, despite immediate care from colleagues and hospital medical staff, he died
- The West Colesville Fire Company along with the Broome County Office of Emergency Services are saddened to announce the line of duty death of West Colesville Fire Company Fire Chief James Sitek, who passed away while assisting at the scene of a residential fire in the Town of Conklin early on the morning of July 4th.

FIRE APPARATUS ACCIDENTS FOR THE WEEK

- Two Richmond Fire and EMS firefighters have minor injuries after the firetruck they were in was hit by another vehicle on Interstate 95 South. According to Virginia State Police, the firetruck was responding to a single-vehicle crash and was blocking the right and center lanes when it was hit by another vehicle.
- A Mifflin Township, Ohio Fire ambulance responding to a call veered off the road after several deer reportedly ran into its path, the ambulance left the roadway and struck a tree. The driver sustained minor injuries and was transported to Mansfield hospital.
- An ambulance in Currituck County, NC crashed into a ditch following fire response on July 3rd according to Currituck County Fire-EMS. The ambulance left the roadway and crashed into the ditch because of a thunderstorm around 2:30 p.m. The driver and crew were taken to the hospital, but there were no significant injuries.

*****Are Sports Drinks, Water Or IV Fluids Better For Firefighter Rehab?***

Jay MacNeal

Firefighters are subjected to a variety of high-stress situations during training, performing technical rescues and operating on the fireground. Firefighters wearing structural gear are at high risk of thermal stress that, combined with heavy or even mild physical exertion, can rapidly lead to dehydration and other fluid balance illnesses.

While an ounce of prevention is worth a pound of cure, it is easy to get behind in fluid consumption quite rapidly. The use of aggressive pre-hydration and rehydration strategies is paramount to preventing serious illness.

One of the questions commonly considered is the use of oral versus intravenous fluids for firefighter rehab. Frankly, the question is poorly studied in the circumstances of firefighter exertion, dehydration and other fluid balance illnesses.

Although it may seem faster and more effective, rapid boluses of intravenous fluids are not without risks. Let's examine what we know about hydration.

FLUID BALANCE

We live in an age of energy drinks, workout optimizers and highly caffeinated beverages. The lifestyle choice to drink these alternatives to water tends to keep us, paradoxically, in a relative state of dehydration from the very beginning of our shifts.

In fact, a high percentage of firefighters arrive at training in a significantly dehydrated state, and firefighters lose a significant amount of body mass because of firefighting operations. Firefighters are at risk of serious illness or injury because of these circumstances.

While most departments around the country are getting better at rehabilitation processes, firefighters often still avoid the formal process. Whether from fear of being taken out of the action or of missing a particularly exciting fireground activity, or due to the general mentality of being 10 feet tall and bulletproof, *we still are far more likely to die from cardiac stress on the job than from any direct fire suppression activity.*

Fluid balance is an important piece of that cardiac stress algorithm. Cardiac output is the amount of blood the heart pumps through the circulatory system in a minute. The amount of blood put out by the left ventricle of the heart in one contraction is called the stroke volume.

The stroke volume and the heart rate determine the cardiac output. If stroke volume is decreased due to dehydration and hypovolemia, the only way the body can compensate is to increase the heart rate. This leads to less blood supply to the heart, as the heart gets most of its supply in the diastole phase. When cardiac output is decreased, the cooling capacity of the body is also reduced. It is a vicious cycle.

ORAL FLUIDS: WATER OR SPORTS DRINKS?

To beat the vicious cycle of thermal load and dehydration hypovolemia, we need to maintain adequate hydration. Understanding how best to do that is important. Oral hydration was the first means of hydration and arguably may still be the best. There is an entire multibillion dollar industry dedicated to just that.

But when should sports drinks should be used instead of water? Most firefighters and EMS providers have heard of hyponatremia (abnormally low sodium levels) in athletes after drinking only water. Although rare, in extreme situations, fluid replacement with only water can lead to hyponatremia and when severe, seizures, coma and possibly death. Anecdotally, many people overcompensate to prevent hyponatremia by drinking only sports drinks.

A study of 488 runners in the Boston marathon showed that 0.6 percent had critical hyponatremia at the end of the run. These runners were more likely to have consumed more than three liters of water, have slower finishing times and be at extremes of BMI. This study of marathon runners suggests that the individual's physical fitness plays a role in sodium regulation.

Another sodium issue is hypernatremia, abnormally high concentration of blood sodium levels, which is a very real threat on the fireground as well. Concentration of blood sodium levels through essential fluid loss can and will lead to a hypernatremic state which also leads to dysrhythmias, seizures, coma and death.

INTRAVENOUS HYDRATION FLUIDS

Other than treating a medical emergency, is there a reason for IV fluids in rehab operations? Fluid replacement studies have been done in the athletic population. Although not a direct correlation to the fire service, there are some similarities. More importantly, at least one study has been done in the fire service.

In the Hostler study, subjects were given water, sports drink or IV rehydration therapy. Firefighters were dressed in protective gear and asked to complete a variety of upper and lower body exercises in a timed exercise period to reflect firefighting scene duties.

There was no difference in performance in the three study groups, *thus the study showed no benefit to intravenous therapy over oral fluid consumption.*
The routine use of intravenous therapy cannot be recommended as best practice. Given the lack of benefit of intravenous hydration, the use of intraosseous or rectal fluid administration is also not recommended.

BEST FLUID OPTIONS FOR FIREGROUND REHAB

Based on the research, water, is in most situations the ideal rehydration beverage for firefighters receiving fireground rehab. Sports drinks can be beneficial but should not totally replace the use of water from company-level or formal rehab operations.
The avoidance of caffeinated beverages is highly recommended. The diuretic effect of caffeine can be counterproductive to hydration efforts.

PRE-HAB FOR FIREFIGHTERS

Prior to heavy exertion, many athletes will pre-hydrate. Firefighters and EMS providers do not have the benefit of scheduled responses. Maintaining hydration during non-emergency operations is an important piece of response planning.
Implementation of a pre-hab strategy to drink a bottle of water while en route to an incident that is likely to cause a large thermal load seems to be a reasonable strategy. The amount of water should not be excessive to the point of causing nausea.

CONCLUSION

Although it can be tempting to provide rapid rehydration with intravenous or intraosseous fluids, there is unlikely to be any benefit in most routine rehab situations. ***It is reasonable and a best practice to practice moderation, consume a combination of commercially available sports drinks and water or in some cases to dilute an electrolyte drink with water. Perhaps Grandma was right: moderation is the key.***
Any provider not able to manage his or her hydration with oral fluid consumption will likely require additional medical support. ***Any responder requiring intravenous fluids is at risk of electrolyte imbalance and should be transported to the nearest appropriate medical facility for formal evaluation and treatment.***

***Apparatus Crashes: Don't Let The Intersections Control You

The #2 cause of Firefighter death and injury.

Marc Bashoor

My passion for fire apparatus driver safety traces back to a fatal ladder truck wreck in 1988. I was a career firefighter for Prince George's County, and my wife was a volunteer at the Bowie Volunteer Fire Department's Station 39, where I started my own career seven years prior.
I was off duty, and we heard the call go out on my Bearcat scanner: "Truck 39 to communications. We've been involved in an accident in front of Bowie High School. We're going to need a squad."
The ladder truck was en route to a call that was later canceled, when they entered an intersection with lights and sirens blaring. The 16-year-old driver whose vehicle collided with the apparatus, and who reportedly had a green light, never had a chance.
Upon arrival, we parked my car in the high school parking lot, and I jumped in the back of the medic unit, while Laura jumped in the driver's seat. I performed compressions on the young girl for the long and bumpy ride to Prince George's trauma center, while both medics did what medics do. Despite their efforts, the girl passed away.
I have had a healthier respect for intersections from that day forward.
Ladder trucks and fire engines can always be replaced. The lives they impact cannot. The apparatus driver (a friend of ours who has since passed away), along with everyone else involved in that incident, will live with that girl on our minds for eternity.

LESSONS LEARNED OR PROBLEM IDENTIFIED?

The incident was the catalyst for the Maryland State Highway Administration to finally accept traffic light preemption as an option across the state. You could consider the outcome of the wreck a true lesson learned, if only we *never* had another wreck at an intersection. I'll still chock it up to a positive step forward in intersection safety; however, traffic light preemption is just one of many possible solutions for intersection

control. The automatic digital mapping notification system HAAS is in most of our apparatus today, and civilian drivers can manually input our locations. These are important tools available to us all.

While I fully recognize that distracted civilian drivers may inadvertently sabotage the efforts emergency drivers take and technology provides to safely navigate the roadways, I also firmly believe that most factors in intersection control lie within the emergency vehicle driver's direct control. *Bottom line:* We must do more ourselves to prevent these crashes, as this has become a growing problem, as you will see below.

A GROWING PROBLEM — AND SURPRISING TREND

Civilian drivers dying in intersections after being struck by fire apparatus is not just a problem from the 1980s — "the way it used to be." It's very much a "here-and-now" problem.

I've noticed an uptick of significant emergency vehicle intersection wrecks, many of them fatal. What surprised me in my review of incidents was that100% of the fatal wrecks occurred during calm and dry weather. Of the six fatal emergency vehicle intersection wrecks that I have found so far in 2025, all occurred on dry roads, and three of those happened during daylight hours — the same conditions as the 1988 crash.

This revelation prompted me to look back at the last five years of incidents involving fire apparatus. Before we delve into the research, let me be clear that I recognize the thousands of intersections that are safely cleared by great emergency vehicle drivers every day. Regardless of those thousands of success stories, we have a responsibility to prevent every death we can, especially those within the direct control of our actions.

Incident snapshot from the past five years:

- All 26 fatalities were civilians. Many firefighter/EMS injuries also occurred and are listed where known.
- In two cases, the fatality was a patient in an ambulance.
- In all but two cases, the emergency vehicle was responding to another incident.
- In all but one case, the wreck occurred at a signalized, stop sign or stop-controlled intersection.
- Of the 17 incidents listed, 100% occurred on dry roads.
- All but five (70%) of the incidents occurred during daylight hours.

2025 incident breakdown:

- New York City; May 25 at 11:55 p.m.: Responding fire engine and motorcycle collide. **One civilian dead**. Conditions: Dry, dark.
- St. Louis, Missouri; April 26 at 11:20 p.m.: **One civilian dead** after she fell off the roof of a car that turned in front of the responding fire engine, at an intersection. Conditions: Dry, dark.
- Los Angeles; March 30 at 10:45 a.m.: **One civilian dead**. Conditions: Dry, light.
- Lewistown, Pennsylvania; March 23 at 12 p.m.: Fire department vehicle overturned, struck an apartment building and took out power to town. **Two firefighters injured**. FD driver charged with "careless driving" — entered the intersection against a red light at over 40 mph. Conditions: Dry, light.
- Medford, New York; March 20 at 12:30 p.m.: **One civilian dead** at incident in a reportedly preemption-controlled intersection. Conditions: Dry, light.
- Austin; March 4 at 1 p.m.: **One civilian dead**. Conditions: Dry, light.
- Plant City, Florida; Feb. 7 at 12 a.m.: Ambulance in non-emergency mode at a stop sign was struck by a tractor-trailer. FD driver was charged with failure to yield the right of way, resulting in **one ambulance patient dead**. Conditions: Dry, dark.

2024 incident breakdown:

- Delray Beach, Florida; Dec. 28 at 10:45 a.m.: **FD driver charged after apparatus-train collision**, resulting in **15 injured** (12 on a train). Conditions: Dry, light.
- Newton, Missouri; Sept. 16 at 3:28 p.m.: The civilian driver was charged after collision at an "uncontrolled" intersection, with the engine was in response mode. **Five civilians injured**. Conditions: Dry, light.
- St Paul, Minnesota; Aug. 3 at 6:45 p.m.: **One civilian dead**. Conditions: Dry, light.
- Tulsa; Feb. 26 at 5:30 p.m.: Civilian driver was charged with failure to yield the right of way and tested positive for THC. **Five civilians dead**. Conditions: Dry, dusk.

2023 incident breakdown:

- Los Angeles; Sept. 5 at 12:38 a.m.: **Two civilians dead** in incident involving cars racing, deemed as NOT the fire department's fault. Conditions: Dry, dark.

- Pasco County, Florida; Aug. 8 at 7:24 p.m.; **One ambulance patient dead**. Conditions: Dry, dusk.

2022 incident breakdown:

- Magnolia, New Jersey; Jan. 19 at 9:40 a.m.; Fire department driver crossed yellow line and entered red light at high speed. **Two civilians dead, three firefighters injured**. FD driver charged with vehicular homicide. Conditions: Dry, light.
- Jersey City, New Jersey; Sept. 10 at 5:30 p.m.: **Eight firefighters injured** when two fire engines wreck. Conditions: Dry, light.

2021 incident breakdown:

- Kansas City, Missouri; Dec. 15 at 10:30 p.m.: FD driver entered the red-light intersection at 51 mph in a 35-mph zone. **Three civilians dead**. FD driver convicted on three counts. Conditions: Dry, dark.
- Denham Springs, Louisiana; June 13, 2021, late morning: **One civilian dead**, FD driver charged. Conditions: Dry, light.

DRY ROADS, DAYLIGHT HOURS

We tend to talk a lot about slowing down during bad weather, when it's dark, or when the roads are wet. It's safe to say that most drivers — emergency operators and others — pay at least a little more attention during inclement weather and in the dark than they do when it is dry and sunny.

I surmise that this current glut of dry road/daylight wrecks is a combination of increasing traffic congestion and driver distractions, but it may be related to us all driving faster and more aggressively during more favorable conditions. The evidence from the past five years does not suggest that people are dying in fire apparatus wrecks during inclement weather; I believe we have succeeded in getting our people to use more caution when the weather is bad.

It's time to start working on safer driving during good weather.

RED LIGHTS, STOP SIGNS AND RAILROAD CROSSINGS: ORDERS, NOT SUGGESTIONS

Gone are the days when firefighters got the proverbial "pass" in the legal system. Several of the incidents listed above resulted in convictions of fire department drivers. Beyond the legal convictions, the psychological trauma on fire and EMS personnel, the families involved, departments and communities has deep and long-lasting effects. And we haven't even touched on the financial implications of the wrecks and lingering legal cases that can drag on for years.

With this in mind, let's consider some of the legal verbiage at play here. State laws vary in language; however, most give emergency drivers permission to run red lights and stop signs if they're responding to a call with their audible and visual warning devices are in use, as long as drivers use "due caution" or "care." Because of this type of verbiage, some firefighters even say "the law is on your side" when you've got lights and sirens on. But tell that to the families of the lives lost at intersections across the country.

Most state statutes use language that puts the onus on both the civilian vehicle driver (e.g. "yield the right of way to an emergency vehicle") and the emergency driver (e.g. "use due care"). Here's a sampling of the legal language or its synopsis from various states:

- California: "Give the right-of-way to any law enforcement vehicle, fire engine, ambulance, or other emergency vehicle using a siren and red lights."
- Maryland: "… can pass a red or stop signal, a stop sign, or a yield sign, but only after slowing down as necessary for safety, according to Maryland Transportation Code Section 21-106."
- Florida: "… authorized emergency vehicles can proceed through red lights when enroute to an emergency, but they must also exercise due diligence for the safety of others." They are permitted to proceed through red lights, according to Florida Statute 316.126.
- New York and Iowa: Proceed past a steady red signal, flashing red signal, or stop sign, but only after slowing down as necessary for safe operation.
- Utah: The operator of an authorized emergency vehicle may proceed past a red light or stop signal or stop sign, but only after slowing down as may be necessary for safe operation.

THE RIGHT OF WAY IS NOT AUTOMATIC

Every one of the laws I found talks about the emergency driver using some level of "due diligence" or "care for safe operation." Most statutes say the other drivers must "grant right of way" to emergency vehicles. To avoid

wrecks or mishaps, we still have a responsibility to wait until that other driver *actually* grants us the right of way. Slow down, pay attention and make sure other drivers have granted you the right of way.

The best tool we have available to reduce these wrecks is *us*. We need to pay better attention to the intersections, no matter the road conditions or time of day, and we need to understand that *we do not own the road*. Early warning and pre-emption options are the next most important tools available to us. But remember, traffic light preemption is simply a tool, not a law. We still have the responsibility to ensure the intersection is clear before we blast through.

Ending other driver distractions will be a constant education effort that we can influence in our public education efforts — but one we cannot directly control. Yes, we've got to get "there" quickly, but we can't help those who need us if we don't get there in the first place.

We can keep sticking our heads in the sand and blaming "those other distracted drivers," or we can slow down a bit and make sure that we are controlling the intersections.

The intersections must not control us!

BUYING APPARATUS, WHAT YOU NEED TO CONSIDER

Fire Apparatus Supplement 2025: Building the Buggy

Marc Aloan

Changes in the fire service's mission and staffing have caused fire department apparatus specifications to grow in complexity over the years. Designing a chief's vehicle no longer is the exception to that rule.

Often referred to as "the car," "the buggy" or "the livery," the conveyance of the modern operational chief officer has evolved from a sedan, station wagon or van that's outfitted with little more than a radio and limited emergency lighting to SUVs and pickups that are specially upfitted with the technology and connectivity that's required to meet the demands of the all-hazards environment. Although chief's vehicles, generally, are replaced more frequently than the rest of a department's fleet, equal time and planning should be given to their design.

NEEDS ASSESSMENT

On the surface, procuring a chief's vehicle might seem as straightforward as heading to the local dealership. However, the process should be approached much differently than that by considering how the vehicle will be used.

Although administrative vehicles can be accommodated with a minimalistic approach, all staff vehicles still should provide some level of operational command capability and space to transport personnel and have towing capability to move trailers and equipment. Those who primarily operate in the field will utilize their vehicle for far more than just personal transportation and must plan for the storage, power and data needs of operational positions.

Regardless of to whom the vehicle will be assigned, as budgets and resources continue to shrink as fast as call volumes and expectations continue to grow, versatility is the best practice when procuring these vehicles.

VEHICLE TYPE

As our mission has expanded, the use of smaller vehicles has declined, with the SUV and pickup becoming more prevalent options today. The pros and cons of each vehicle type weighed against the needs assessment determines the correct fit. For example, an SUV might maneuver better on tight city streets and provide cheaper upkeep than a pickup but sacrifices storage space and payload. Conversely, a larger pickup might not handle as well as an SUV but can accommodate a variety of storage solutions, ranging from generic slide-out trays and tonneau covers to full bed remounts that include custom cabinets. This makes the SUV more common for administrative use, while the pickup continues to emerge as the popular choice for operational positions, such as battalion and district chiefs, training chiefs and safety officers.

Although the use of the vehicle should be the primary selection factor, other considerations exist. Vehicles that are intended for civilian use aren't necessarily a bad option, but vehicles that are purchased through fleet programs tend to have greater availability of aftermarket parts, such as push bumpers, consoles, cabinets and even camper shells that commonly are used in emergency vehicles. Fleet vehicles can be less expensive through contract purchase pricing but might not be available with certain features, such as four-wheel drive,

comfort systems, driving sensors and vehicle-integrated connectivity. They also might be limited in color, which would add wait time for a factory run of a desired shade or the additional cost to repaint or wrap the vehicles to match the rest of the department fleet. A little planning can balance these factors. Overlooking them can negatively affect budgets and timeframes.

OPERATIONAL DESIGN

Designing a vehicle for an operational chief should center on two main uses: field supervision and incident command. For example, if the department runs incident command from the cab of the vehicle, choosing a functional, ergonomic console in the cab would be a primary consideration; departments that run command from the rear of the vehicle or the street are better served by investing in the layout of a command box or the storage and access of portable command boards.

If the department routinely uses operational chief officers as forward supervisors in the immediately dangerous to life or health environment, a slide-out or command box that provides easy access to PPE is crucial to rapid donning. Those who function primarily in command rolls at or near the vehicle instead might prioritize access to command boards, communications equipment and accountability systems. Although that seems fairly straightforward, good intentions can blur the line between primary functions and lesser utilized capabilities when one is trying to maximize utilization of the vehicle.

The location and the accessibility of equipment might not seem problematic when dealing with passenger vehicles, but still, it's important that both of these matters be assessed. For example:

- Are running boards or steps required?
- How far will the slide-out extend? Will its contents be obstructed by a tailgate, hatch or the sides of the vehicle?
- Can a person who is of average height access items that are stored within the cargo area or bed?
- Can the camper shell integrate toolboxes? If so, what are the dimensions?
- Is there space to transport supplies and equipment or a need to access-control certain items?
- Is there storage space for maps, manuals, forms, references materials and writing utensils?
- Could a portable printer be advantageous? (This is more common in law enforcement.)

The design phase also should recognize that the chief's vehicle is a hub for interoperability and information-sharing at a range of incidents, from structure fires to active shooters. It isn't uncommon to find two or more mobile radios for monitoring multiple radio channels or systems simultaneously or for the vehicle to be utilized as a mobile repeater. One or more devices likely are employed as mobile data terminals in conjunction with accountability software, live feeds from cameras and other equipment, or as secondary display monitors.

It also might be advantageous to incorporate secondary work areas for command aides or operational liaisons. These features might be integrated into the passenger compartment, mounted on slide-out cabinets, built into specially designed compartments or a combination thereof.

The design also should consider use of electronics and connectivity.

- Will cellular data be provided by a vehicle-specific plan, portable device or other system?
- Can the vehicle function as a hotspot for other units or devices?
- Where should power and data ports be positioned in the cab and in the cargo area or command box?
- Will an inverter be required to charge equipment? If so, what size?
- Does the vehicle need an additional battery or larger alternator?
- How will the vehicle's battery charge when the vehicle isn't used?

Many of these design elements can be added later but are much easier to install on the front end.

UPFITTING

The vehicle itself tends to dominate the planning process, so the upfitting of equipment often goes overlooked. Upfitting includes the installation of aftermarket vehicle equipment, consoles, communications equipment, warning lights and devices, and mountings.

Because of its relatively small size compared with other fire apparatus, the chief's vehicle should be outfitted with carefully designed warning packages, to make it more visible both responding to the scene and operating at it. Warning technology now can incorporate multiple-color light heads, high- and low-frequency siren tones, and different flash patterns for day and night use. A robust package of spotlights and floodlights is an easy, affordable addition that pays dividends when operating at night or after larger support units leave the scene.

As for equipment mounting, this should be done, of course, securely but in places that don't obstruct view. Proper upfitting ensures that the vehicle is laid out efficiently and permits changes, repairs and upgrades to be made easily.

Yes, some departments have their own maintenance division that's suited to completing the upfit process, while other departments are fortunate enough to be capable of utilizing members who possess upfitting knowledge and skills. For departments that don't have these specialties available to them, third-party companies can procure, install and program aftermarket items.

Remember, although upfitting is a common area where a "do-it-yourself" approach can be used to cut costs, improperly integrating with the electronic systems in modern vehicles can result in costly repairs. This means that installation by trained, experienced upfitters is a sound investment.

THE FINAL TOUCHES

When the general public sees their fire department's livery, they don't see a vehicle; they see a solution. All department vehicles should be equipped with basic items, such as jumper cables or a jump-start box, traffic cones, a medical bag, an AED and a fire extinguisher. All operational positions should carry a minimum of a water extinguisher, a set of irons and SCBA, because those members might find themselves in a position to effect rescue before suppression apparatus arrive.

As departments struggle to meet the impossible task of doing more with less, items that traditionally are carried on suppression apparatus might need to be carried in the chief's vehicle. Although doing so can require a tradeoff in cost and storage, it could be the best option to ensure that items arrive at an incident in a timely manner because of the likelihood of a chief responding to incidents of greater scale and/or complexity for departments that have limited funding, staffing and resources.

CURRENT AND FUTURE NEEDS

Chief vehicles often are overlooked in both function and design but should be approached no differently than any other apparatus. With the increasing availability and rapid proliferation of technology, planning for future needs can be just as critical as meeting current needs, particularly with extended replacement cycles and manufacturing times. The costs of equipping and upfitting must be considered, because they can double or triple the price of the vehicle. Building your next buggy likely will be limited more by budget than options, but putting operational needs first always is a recipe for success.

RETENTION AND RECRUITMENT

Volunteer Firefighter Recruitment Crisis Demands Action

Terence McSweeney

As a second-generation volunteer and professional firefighter, I often reflect on the growing challenges we face in recruiting and retaining firefighters on Long Island.

My connection to the fire service runs deep — not just as a job or duty, but also as part of a family of firefighters. Growing up, I watched my father respond to alarms at all hours, returning home smelling of smoke and sharing stories of emergencies. The respect he commanded — often without saying a word — left a lasting impression on me. To be a firefighter, someone who puts others first, always felt more meaningful than any high-profile career. I joined the North Babylon Volunteer Fire Department in 2000. Shortly after being sworn in, I responded to my first working house fire. As I rode the fire engine, nerves and excitement surged. Sitting across from me was my father. His steady voice, and more than 50 years of experience, guided me through that pivotal moment — the start of 25 years as a volunteer and more than two decades with the New York City Fire Department.

My love for the fire service is why I'm so concerned about the current decline in the number of volunteer firefighters across Long Island. Volunteer firefighting is a noble and rewarding calling — one that should inspire future generations.

Nationwide, volunteers make up 65 percent of all firefighters. Yet that number has dropped significantly — more than 220,000 volunteers lost — even as the U.S. population has grown from about 236 million to more than 331 million. The numbers make one thing clear: volunteerism in fire and emergency services has not kept pace with the nation's growth.

The trend is especially troubling in New York state, where fire departments on Long Island have seen a 30 percent drop in the number of volunteers. Departments are increasingly relying on aging firefighters and mutual aid to respond to calls, often stretching resources thin. The result: longer response times and fewer personnel available to protect families and property.

Recruiting and retaining volunteers is more challenging now than it was decades ago. In 1980, firefighters were required to undergo just 36 hours of training. Today, certification can take up to a year, with hundreds of hours of instruction — often completed while trainees juggle jobs and family life. And while recruitment is difficult, retention can be even harder. Busy schedules, expanding responsibilities, less-flexible employers and increased training demands all contribute to a shrinking volunteer force. So what are the benefits of becoming a volunteer firefighter or EMS member?

In Suffolk County, incentives include property tax reductions, state income tax credits, free health screenings, insurance coverage, college tuition reimbursement, service pensions, and free equipment and training. Last year, the state began offering small stipends to volunteers, and in January, Gov. Kathy Hochul proposed legislation that would allow localities to modestly compensate qualified firefighters and cover training costs with state funds.

For many, volunteer firefighting is also a family affair. I've seen firsthand how involving loved ones in firehouse events creates a sense of belonging that strengthens commitment. Even those who don't serve directly — spouses, children or relatives — provide crucial support that keeps volunteers engaged and departments strong.

Yet with the number of emergency calls increasing and volunteer numbers declining, it's becoming harder for departments to fulfill their mission. Nationwide, volunteer firefighters save an estimated $3.8 billion annually in wages and benefits. That number underscores just how vital they are to public safety — and how urgent it is to support their continued service.

Volunteering offers more than financial value. It builds deep bonds, community respect and pride in work that truly matters. There's nothing quite like the fulfillment that comes from helping others when they need it most. Whether you live in Nassau or Suffolk County, your community needs you!

In addition to his service in the fire department, Terence McSweeney is a Babylon town councilman.

Virginia County Launches Pay-Per-Call Program To Boost Volunteer Firefighter Recruitment

Bill Carey

BOTETOURT COUNTY, Va. — As volunteer fire departments nationwide face staffing shortages, Botetourt County is launching a new pay-per-call program starting July 1 to help boost recruitment and retention.

The new program will offer volunteer firefighters $5 to $20 per call based on their certifications and experience.

The Fincastle Volunteer Fire Department is one of several in the county hoping the new program will increase firefighter staffing.

"Most of our volunteers just have the community heart to serve and do this, and none of this is really done for the money," Fincastle Fire Chief Bobby Simmons said. "It's done for our community, and this is just a little bonus on top of that to help out and incentivize and show appreciation and support for our volunteer system."

Additional bonuses up to $1,000 are available for completing major certifications and maintaining active service.

The county will also launch a new volunteer fire academy in August to help attract and train new recruits.

"Nobody does this for the money, but certainly we hope that it helps in that aspect of folks that are in need of additional funds," Ferguson said.

BUILDING CODE ISSUES AND REPORTED FIRE FATALITIES

If we had sprinklers in 1 & 2 family homes by now the death toll of 700+ would be a hell of a lot less and fewer firefighters would be injured. But because builders and realtors make big contributions to politicians, sprinklers have been negotiated out of the Code!!

Residential sprinklers are a component of the plumbing system, with approximately 1 head per room. The purpose of residential sprinklers is to allow time for the occupants to escape. Residential sprinklers are designed for quick response and only one at the most two heads may be triggered. With residential sprinklers present, the civilian death rate is 89% LOWER. Residential sprinklers will assist responding firefighters to do their jobs and save firefighters lives also, especially since everyone is short staffed!!

CHIEFS NEED TO SPEAK UP: Our fire problem would not be as bad if there were residential sprinklers!!

HOME FIRE FATALITIES REPORTED BY THE MEDIA FROM THE US FIRE ADMINISTRATION FOR 2025	
Fire Deaths in 1&2 Family Dwellings in NYS	42
Last fire death 6/30/25 Russia, Herkimer Co., TBD	
Fire Deaths in any type of Dwelling in NYS	74
Fire Deaths in 1&2 Family Dwellings Nationally	556
Top 3 States with the greatest 1&2 Family Deaths	#1 PA/48
	#2 NY/42
	#3 IL/34
Civilian home fire fatalities in 2025: 1136 2046 civilian home fire fatalities in 2024	
Week 27 of 2025, fire has claimed on an average 42 lives PER WEEK, perhaps OSHA should examine *that* death toll.	
Both the states of Maryland and California as well as Wash. DC require sprinklers in 1&2 family dwellings. According to realtors and builders only old homes burn, so sprinklers are not needed in new homes: so when does a new home become an old home?	

GREEN TECHNOLOGY & THE FIRE SERVICE

CFSI VIRTUAL MINI SYMPOSIUM: LITHIUM-ION BATTERIES

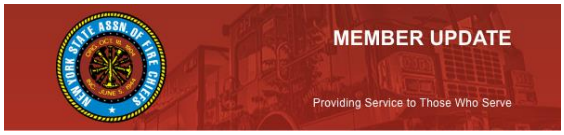
Tune in on July 16th and July 23rd for the next installment of CFSI's new online educational series, the CFSI Virtual Mini Symposium Series! In this symposium we focus on lithium-ion batteries, and cover important topics including an overview of micro mobility, updates of current legislation, available trainings for fire service personnel and more.

Wednesday July 16th Noon to 1pm
Wednesday July 23rd Noon to 2PM

A special thank you to UL Standards & Engagement for sponsoring this installment.

REGISTER FOR THIS SYMPOSIUM AT THIS LINK:
https://cfsi.org/cfsi-virtual-mini-symposium-series-lithium-ion-batteries-micromobility/

STUFF FOR YOUR OFFICERS AND MEMBERS!



New York Yankees Firefighter Appreciation Special

Join the **New York Yankees** at Yankee Stadium as they show their appreciation to the dedicated members of the fire and emergency services!

This special event runs from **September 5-7** (vs. the Toronto Blue Jays) and on **September 9** and **September 11** (vs. the Detroit Tigers).

All purchased tickets will include a $15 meal and beverage voucher, and a Yankees firefighter trucker hat.

Questions? Email Jess Tragale, New York Yankees Account Executive, Group Sales & Service, for assistance!
LEARN MORE AND PURCHASE TICKETS AT THE FOLLOWING LINK:
https://www.gofevo.com/group/Firefighterappreciation33?ref=Tragale

---

National Fire Protection Association Webinar

A Comprehensive View of Renewable Energy Installations Through the Lens of the Electrical Cycle of Safety

Tuesday, July 29, 2025
12:00 PM Eastern Daylight Time
1 hour
REEGISTER AT THE FOLLOWING LINK:
https://event.on24.com/wcc/r/4893775/4727F8AA54981A958884C7D552CF3CFD?partnerref=email&utm_source=emil&utm_medium=email_medium&utm_campaign=emil0344&utm_content=webi&order_src=e811

ESIP EMERGENCY SERVICES INSURANCE PROGRAM
BY McNeil&Co.

NVFC NATIONAL VOLUNTEER FIRE COUNCIL
FIRE • EMS • RESCUE

Webinar - Fire Up Your Recruitment Game: Harnessing Digital Tools for Recruitment Success

Aug. 7 at 2pm ET
Presenter: Katie Bulla

Webinar - The Continuing Evolution of Utility-Scale Battery Energy Storage System Design and Safety

July 8 at 2pm ET
Presenter: Mike Simpson
Sponsored by: aes

NEW YORK STATE ASSN. OF FIRE CHIEFS

2025 Seminar Series, Short-Handed Firefighting

34 years ago, this class was developed by Firefighter Andrew A. Fredericks. At that time, the fire service was starting to suffer from a shortage of members, especially but not limited to the volunteer ranks. Today, as we all know, departments across the nation have experienced a large drop-off in membership. With today's hotter, faster-moving fires, it is imperative that we get on the road ASAP and are ready to mount an aggressive interior attack – especially where life-saving attempts must be carried out. This class will look at new apparatus and equipment designed to make our jobs less labor-intensive. In many places, where it used to take one or maybe two departments to handle the job at a single-family residence, now up to six departments are necessary due our diminished ranks. We must protect our residents and, just as important, our members and make sure everyone goes home.

Mike Healy has been a member of the Rockland County fire service for 54 years, serving with the Blauvelt F.D. for 14 years, followed by the Central Nyack F.D. for 40 years. He has served as a chief for three terms. Healy is currently the coordinator of education for the Rockland County Fire Training Center. ***Jeff Daniels*** is a 23-year fire service veteran. He served with the Air National Guard as a crash rescue firefighter for 17 years and was a member of the West Haverstraw Volunteer F.D. for 14 years. In 2002, he was hired as a NYS DMNA firefighter and served for over four years before being appointed to the FDNY. Daniels was assigned to Ladder Co. 39 for 12 years and was later an instructor for the FDNY Fire Academy. Currently, he is a member of Squad 61. He also teaches at the Rockland County Fire Training Center.

Coming to These Counties in 2025 (7:00 p.m. Starting Time):

Cortland (October 28) • **Erie** (October 8) • **Fulton (September 9)** • **Jefferson** (October 15) • **Monroe** (September 30) • **Nassau** (November 5) • **Niagara** (March 12) • **Oneida** (September 24) • **Onondaga** (February 18) • **Orange** (April 29) • **Otsego** (September 15) • **Rensselaer (October 20)** • **Rockland** (April 23) • **St. Lawrence** (March 24) • **Suffolk** (April 2) • **Westchester** (September 3)

$35 – NYSAFC members • **$50** – non-members (per person)

REGISTER AT THIS LINK: https://www.nysfirechiefs.com/2025seminarseries

---

ASSOCIATION OF FIRE DISTRICTS OF THE STATE OF NEW YORK

Coming Attractions:

- **October 2-4, 2025, Thursday - Saturday**, Annual Meeting and Vendor Expo at the Saratoga Hilton and City Center, Saratoga Springs
- **October 8-10, 2026**, Annual Meeting and Vendor Expo at the Saratoga Hilton and City Center, Saratoga Springs

---

NVFC TRAIN STRONG

NATIONAL VOLUNTEER FIRE COUNCIL – TRAINING TIMES – COURSES/WEBINARS/EVENTS

LINK TO THE VIRTUAL CLASSROOM: https://virtualclassroom.nvfc.org/featured_courses

---

NEIGHBORS HELPING NEIGHBORS

Gansevoort Fire Department Breakfast

The fire company thanks you for your support!! Breakfast will resume in September.

Clifton Park Fire Department Breakfast

See you in October when we start up again. **Thank you for your support!**

Asking for a Friend

Help needed, is there a District/Company that accepts EMS applicants only. What are your requirements for those members that respond to EMS calls only, but are still considered firefighters for VFBL or LOSAP purposes? Contact me at my email address, asking for a friend. If you have a written policy and are willing to share please send to tom@rinaldi1.com, thanks.

GENERAL INTEREST

Steps to Combat Change Resistance in the Fire Service

Chad Costa

KEY TAKEAWAYS:

1. Leaders at all ranks must model change-positive behavior and work together to maintain consistency and alignment in driving initiatives forward.

2. Change is more readily accepted when firefighters trust their leaders' intentions, there is transparency and consistent communication within the organization.
3. Adequate training and hands-on practice reduces anxiety and builds confidence when adopting new procedures or implementing technologies.

Change resistance within the fire service is a critical issue in our effectiveness, evolution and duty to the community. It poses significant challenges to implementing new methods, technologies and organizational improvements, thus hindering our ability to adapt to evolving demands and to better serve the community. Understanding the root causes of this resistance and developing strategies to manage it are crucial to creating and sustaining a positive culture.

UNDERSTANDING CHANGE RESISTANCE

Reluctance to accept or support organizational changes can take various forms, from passive skepticism to outright opposition and conflict. Two of the key factors that contribute to this are deep-rooted traditions and culture.

Fire organizations often have a strong sense of identity and history. These traditions create a cultural barrier to change, because firefighters might perceive new methods or technologies as threats to their established way of doing things. Understanding this is crucial for leaders, because it helps them to better comprehend their personnel's mindset and address their concerns.

Additionally, fear of the unknown can introduce uncertainty, which can lead to anxiety among personnel. Firefighters might worry about adapting to new roles, technologies or procedures, which can further increase resistance.

Effective leadership and clear communication are essential to navigate these barriers and alleviate fears associated with the unknown.

TRUST IS IMPERATIVE

Building and maintaining trust in leadership is one of the most effective strategies for managing change resistance. When firefighters have confidence in their leaders' intentions and competence, they are more likely to embrace the changes that are proposed by those leaders. This trust isn't built overnight, but it's crucial to fostering a positive culture and facilitating accepting changes.

To promote this trust, leaders must communicate transparently, involve team members in decision-making and demonstrate a commitment to those members' well-being. Leaders can achieve this by being visible and approachable and by providing continuous support and training opportunities.

FOSTERING A CULTURE OF CONTINUOUS IMPROVEMENT

Encouraging firefighters to view change as a positive and ongoing process rather than a one-time event can reduce resistance significantly. This promotes innovation and adaptation as integral parts of the fire service's mission to protect and serve the community. Leaders can do this by celebrating small wins, recognizing efforts to adapt, and continually highlighting the benefits of new practices and technologies.

Implementing a continuous improvement culture involves creating an environment where feedback is regularly sought and valued. This includes conducting regular debriefings after incidents to identify areas for improvement and encouraging firefighters to suggest innovations. By embracing this practice, departments can create a mindset that embraces change and that sees it as an opportunity for growth and enhancement of skills and services.

ENGAGING AND EMPOWERING PERSONNEL

Engaging firefighters in the change process is crucial. Personnel who feel involved and valued are more likely to support and participate in change initiatives. This can be achieved by soliciting feedback, involving firefighters in decision-making and creating forums for open discussion about proposed changes.

Empowering firefighters to take ownership of change initiatives also can be effective. When individuals feel as though they have a stake in the outcome, they are more motivated to contribute positively. Creating subgroups or ad hoc committees that comprise a diverse selection of members empowers members to feel as though they belong and allows them to embrace change.

Empowerment also involves providing firefighters with the authority to make decisions that are within their areas of expertise. This decentralized approach can increase their commitment to change initiatives, because

they feel more responsible for the success of these efforts. Leaders should encourage firefighters to lead on specific projects or improvements, to foster a sense of pride and ownership in the implemented changes.

PROVIDING ADEQUATE TRAINING AND RESOURCES

Resistance often stems from a lack of confidence in adapting to new methods or technologies. Providing adequate training and resources can mitigate these fears.

Leaders should ensure that all personnel receive comprehensive training on new procedures and have access to the necessary tools and resources to implement changes effectively.

Continual education and professional development opportunities also can help firefighters to feel more prepared and less anxious about changes.

In addition to formal training sessions, creating opportunities for hands-on practice and simulations can be beneficial. These practical experiences allow firefighters to familiarize themselves with new equipment and procedures in a controlled environment, which reduces anxiety and builds competence.

Ongoing support and refresher courses also should be part of the training strategy, to reinforce learning and address emerging challenges.

EFFECTIVE COMMUNICATION

Effective communication is critical in managing change resistance. Leaders must clearly articulate the reasons for change, the benefits that it will bring and the specific steps that will be taken to implement it.

Transparency throughout the process helps to build trust and reduce uncertainty. Regular updates, open forums and opportunities for feedback can help to maintain open lines of communication.

It also is essential to listen to the concerns and suggestions of firefighters and to address them promptly.

Leaders should use multiple communication channels, including face-to-face meetings, to reach all members. Tailoring the message to different audiences that are within the department also can enhance understanding and buy-in. For example, explaining the operational benefits to front-line firefighters and the strategic advantages to higher-level officers can ensure that the message resonates with everyone.

BUILDING A SUPPORTIVE LEADERSHIP TEAM

Leaders at all levels of the organization must be aligned in their support for change initiatives. This unity of purpose helps to reinforce the message that change is necessary and beneficial.

Leaders should model the behaviors and attitudes that they expect from their crews and provide consistent support and encouragement throughout the change process.

Creating a cohesive leadership team involves regular meetings to discuss progress, challenges and strategies that are related to change initiatives. Leaders should share insights and collaborate on solutions, to present a united front to the rest of the organization. This collaborative approach also can help to identify and address resistance within the leadership team, to ensure that all leaders are fully committed to the change process. This is critical in the chain of organizational success; if one link is broken, the rest of the chain is deemed a failure.

ADDRESSING THE EMOTIONAL EFFECTS OF CHANGE

Change can affect firefighters' emotions significantly. Acknowledging and addressing these emotions is a critical aspect of managing resistance.

Leaders should be empathetic and understanding and provide support and reassurance as needed. Creating a supportive environment in which firefighters feel comfortable expressing their concerns and fears can help to alleviate anxiety and build resilience.

Emotional support can be provided through various means, such as counseling services, peer-support programs and stress-management workshops. Leaders also should recognize and validate the feelings of their personnel, to show that they understand the emotional toll that change can incur. This empathetic approach can foster a sense of community and solidarity, to help firefighters to navigate the emotional challenges of change.

HIGHLIGHTING SUCCESS STORIES

Sharing success stories from other departments that successfully implemented similar changes can be a powerful motivator. These examples demonstrate the tangible benefits of change (e.g., improvements in efficiency, safety and service), provide a roadmap for successful implementation, and help to build momentum

and to reduce skepticism. Detailed and relatable stories resonate with firefighters' experiences and challenges, to foster a sense of shared purpose and accomplishment.
Equally important is celebrating and highlighting the success stories within one's own organization during the progression along the roadmap for success and while meeting critical benchmarks. Showcasing achievements motivates members and validates efforts and strategies.
By celebrating these successes, leaders can inspire confidence and optimism about the potential benefits of change. This recognition reinforces commitment to continuous improvement and encourages everyone to stay engaged and motivated on the journey toward excellence.

TURN RESISTANCE INTO RESILIENCE

Overcoming resistance to change in the fire service requires a multifaceted approach that addresses both the practical and emotional aspects of change. By fostering a culture of continuous improvement, engaging and empowering personnel, providing adequate training and resources, communicating effectively, building a supportive leadership team, addressing the emotional effects of change and highlighting success stories, leaders can navigate the complexities of change and ensure a smoother transition. The commitment to embracing change enhances the effectiveness and efficiency of departments, to ensure that they are better equipped to meet the evolving needs of the communities that they serve.
Looking forward, leaders must continue to innovate and adapt to new challenges and opportunities. Embracing advancements in technology, enhancing community engagement, promoting diversity and inclusion, strengthening mental health support, expanding training programs, emphasizing leadership development, leveraging community partnerships and utilizing social media are all critical strategies for ensuring the future success of departments.
By implementing these strategies, leaders can turn resistance into resilience, to pave the way for a more adaptive and forward-thinking fire service. The capability to embrace and manage change effectively is crucial for departments' continued growth and success, ultimately enhancing their capability to protect and serve the public. The ongoing commitment to improvement and innovation ensures that departments remain capable and ready to meet future challenges, safeguarding the communities that they are dedicated to protect.

LAUGH OUT LOUD!!

A recent study has found that that women who carry a little extra weight, live longer than the men who happen to mention it!!

CLASSIFIED EMPLOYMENT OPPORTUNITIES

Greenfield Fire District is Hiring

The Greenfield Fire District is looking for a professional and highly-motivated person to perform a wide variety of functions relating to the material needs and possessions of the Greenfield Fire District. Must have good organization and communication skills, the ability to manage several projects simultaneously, and be flexible with work hours when necessary. Prior experience preferred and all candidates must have a clean driver's license. Individuals residing within Fire District Boundaries preferred. Employment application and job description can be found on the district website at www.greenfieldfd.org. Applications, or cover letters & resumes, will be accepted until the position is filled, and should be sent to Joyce Petkus, District Administrator via email at Jpetkus@greenfieldfd.org or regular mail to Greenfield Fire District, P.O. Box 103 Greenfield Center, NY 12833.

CAFDA OFFICERS AND DIRECTORS

OFFICERS

President, Tom Rinaldi, Commissioner, Stillwater Fire District
1st Vice President, John Meehan, Commissioner West Crescent Fire District
2nd Vice President, Ellen Martin, Deputy Treasurer Clifton Park Fire District

DIRECTORS:

Les Bonesteel Commissioner Burnt Hills/Saratoga,
Fred Richards Commissioner Harmony Corners/Saratoga,
Joyce Petkus Treasurer Greenfield/Saratoga,
Ed Woehrle Commissioner Niskayuna #1/Schenectady
Art Hunsinger, Ex-Officio Member Clifton Park Fire District

APPOINTEES

Secretary Molly Jenkins, Region 1 Director, Assoc of Fire Districts, NYS
Treasurer: Tony Hill
Sargent at Arms: Tom Wood, Commissioner, Northumberland Fire District
Chaplain: Fred Richards, Commissioner, Harmony Corners Fire District
Legal Counsel: Greg Serio, Safety Officer, Verdoy Fire District

The Capital Area Association represents any fire district that wishes to join CAFDA. Fire District Officials include Commissioners, Treasurers, and Deputy Treasurers. Secretaries and Chiefs are also invited to participate!

Please advise your secretaries that all correspondence should be mailed to:

CAFDA PO Box 242 East Schodack, NY 12063

EMAIL TREASURER: TREASURER@CAFDA.NET

518-407-5020

EMAIL SECRETARY: SECRETARY@CAFDA.NET

Long Way to Travel? Zoom into the General Membership Meetings!

It's our desire that every member fire district have the opportunity to attend Capital Area meetings. We know we cover a large area, in 8 counties and beyond, and wish to give all of our members a chance to participate in the general membership meetings. You have a voice, and we would like to hear it. Join us at our next meeting either in person or via Zoom. The link will be sent via constant contact prior to each general membership meeting. Thank you for being a member and we hope you will join us.

CAPITAL AREA BUSINESS PARTNER'S

Business Partner Applications Available At: WWW.CAFDA.NET

We invite our business partners to submit educational information to be included in this Bulletin for district commissioners and chief officers

We want to thank all of our Business Partners for renewing their partnership for 2025. You are invited to our monthly membership meeting and to any of our social events..

FIRE SERVICE LEGAL SERVICES

D'AMATO LAW GROUP

The D'Amato Law Group LLP
Gregory Serio, Partner
Alyssa B. Snyder, Partner
111 Washington Ave Suite 600
Albany, NY 12210
518.426.3800
Email: gserio@dlgny.com or asnyder@dlgny.com
damatolawgroup.com

MCL&C MONACO COOPER LAMME & CARR PLLC

Monaco Cooper Lamme & Carr.PLLC
1881 Western Ave, Suite 200
Albany, NY 12203
Nicole Strippoli 518-941-9040
NSTRIPPOLI@MCLCLAW.COM
ttps://mclclaw.com

HANNIGAN LAW FIRM PLLC
388 Kenwood Avenue
Delmar, New York 12054
P: (518) 869-9911
F: (518) 869-9915
www.hannigan.pro
Fire/EMS –Municipal Law

Ducharme, Clark & Sovern, LLP
Jack Clark, Fire District Attorney
646 Plank Rd. Clifton Park, NY 12065
518-373-1482
Ducharmeclark.com

Whiteman Osterman & Hanna LLP
Bond Counsel
Robert J. McLaughlin, Partner
One Commerce Plaza, Albany, NY 12260
518-487-7697 Cell 518-813-6333
mclaughlin@woh.com
www.woh.com

FIRE STATION & FACILITIES ARCHITECTS AND ENENGINEERS

C.T. Male Associates
Engineering, Surveying, Architecture, Landscape Architecture & Geology, D.P.C.
Single Source Responsibility for all your Essential Facility Design Services
www.ctmale.com
50 Century Hill Drive, Latham, NY 12110 518.786.7400

n.lobosco@ctmale.com

LaBella
Powered by partnership.

Architecture/Engineering/Code Services
Melissa Smith
Senior Marketing Manager
518-439-8235
4 British American Blvd
Latham, NY 12110

Five Bugles Design
+
Mitchell Associates Architects
Wendel's award winning public safety design team

Wendel, Centerpointe Corporate Park, 375 Essjay Road, Suite 200, Williamsville, NY 14221
716.688.0766
Amy Numrich, MBA
Digital Marketing & Events Specialist
anumrich@wendelcompanies.com

H2M architects + engineers
CELEBRATING 90 YEARS

Architects & Engineers
433 River Street, Suite 8002
Troy, NY 12180
518-765-5105
Dennis Ross, Practice Leader
www.H2M.com

Managed IT Services
Cloud Telephone Services

Northeast IS
YOUR BUSINESS TECHNOLOGY PARTNER

Ryan Sapienza
Project Manager/Technology Consultant
518-754-4623
Service 518-869-3614
930 Albany Shaker Rd, Latham, NY 12110

REVEAL
ARCHITECTURE | DESIGN
Reveal the Possibilities

Shawn Corp, Principle
15 Cider Mill Way, Saratoga Springs, NY
518.322.1386
www.reveal-ad.com

FIRE SERVICE INSURANCE

AMSURE
Above and Beyond
Specializing in insurance for fire districts and departments
Dave Meager dmeager@amsureins.com
Dustin Hall dhall@amsureins.com
31 Woodlawn Avenue, Saratoga Springs
(518) 584-5300 • Amsureins.com

Haughey Insurance Agency
850 State Route 50
Burnt Hills, NY 12027
518-399-1583
www.haugheyagency.com

Fire Districts of New York Mutual Insurance Co, Inc.
Roy Denny
Executive VP & COO
One Blue Hill Plaza – 16th Floor
PO Box 1609
Pearl River, NY 10965
845-352-8855x7099
Cell 845.608.4989
rdenny@fdmny.com
VFBL/Workers' Comp Coverage

497 New York State Public Entities Safety Group℠
Fleury Risk Management
28 Corporate Drive, Suite 104
Clifton Park, NY 12065
518.478.6314
https://www.fleuryrisk.com/nysgroup497
VFBL Insurances Services

ESIP
EMERGENCY SERVICES INSURANCE PROGRAM
BY McNeil&Co.
Tony Blackwell, Territory Sales Manager
800-822-3747 ext 530
ablackwell@mcneilandcompany.com

VFIS
A Division of Glatfelter Insurance Group
Pat Daglio
pdaglio@vfis.com
717.819.3072

FIRE SERVICE FINANCIAL SERVICES AND LOSAP MANAGEMENT

firefly
Service Award Programs (LOSAP)
Anthony Hill
President
www.fireflyadmin.com
ahill@fireflyadmin.com
(518) 687-1400 (office)
(518) 937-6174 (cell)

UBS Financial Advisors
Ralph Lemme, CFP
8 Southwoods Blvd Suite 207
Albany, NY 12211
518.445.1667

RBC Wealth Management
The LOSAP Group
518-432-5087
838-433-7304 cell
www.thelosapgroup.com.
nikki.haskins@rbc.com
455 Patroon Creek Blvd, suite 200, Albany NY 12206

FIREHOUSE PAYROLL
Jeremy Hartnett
302-483-7699
jeremy@firehousepayroll.com
payroll-pension reporting-tax filing
direct deposits-timekeeping-HR Services

PENFLEX
SERVICE AWARDS FOR FIRE & EMS
BY McNeil&Co.
Celebrating 35 Years of Service!
Nicole Meeker
Manager of Business Development & Accts
518-394-7894
Cell 607-423-4811
www.penflexinc.com
nmeeker@penflexinc.com

FULL-SERVICE FIRE EQUIPMENT

Jerome FIRE EQUIPMENT CO., INC.
BAUER COMPRESSORS
Quality. Our DNA
www.jeromefire.com
Breathing Air Comp Maintenance,
Air Quality Tests and Repairs
Russell Jerome
315-699-4533 Office
Ready Rack Extractor/Washers
Full Line of Fire Equipment
8721 Caughdenoy Rd, Clay, NY 13041

FIRE EQ TESTING

Safety First Equipment Testing
99 Glass Lake Road
Averill Park, NY 12018
518-674-8363
www.safetyfirstfirehose.com
HOSE, APPLIANCE & LADDER TESTING
Safety1hose@gmail.com

DRYER VENT CLEANING

DRYER VENT WIZARD
DRYER VENT WIZARD
JORDAN CATINO
8 NAPA COURT, SCHENECTADY, NY 12309
518-344-0664
SARATOGADRYERVENT.COM

FIRE STATION TELECOMMUNICATIONS

Northeast IS
YOUR BUSINESS TECHNOLOGY PARTNER

Telecommunications equipment supplier offering voice and data services, and IT and security systems.

930 Albany Shaker Rd. Suite 102, Latham, NY 12110
518-869-3571
www.Northeast-is.com

FIRE DEPT COMPUTER

White Wolf Computer, LLC
4 Normanskill Blvd. Suite 410, Delmar, NY 12054
(518) 459-9653

Managed Services
Cloud Hosting Solutions
Telephone Data Cabling
Backup Disaster Recovery
Web Design Services

FIRE STATION HVAC AND PLUMBING SERVICES

Alltek Energy Systems, Inc.
Construction-Fabrication-Power & Controls
Planning Service
24/7 Service
518-238-2600
Waterford, New York
www.alltekenergy.com

FIRE COMPANY FUND RAISING

Municipal Marketing Services

Lloyd Fox, Account Executive
34 Garner Road, Averill Park, NY 12018
Lfox8@nycap.rr.com
518-810-7819
www.funddrive.com

FIRE APPARATUS

FIRE SERVICE LIGHTING SYSTEMS, REPAIRS, STRIPPING

AUTO SOLUTIONS

Vehicle Repair, Warning Light Packages, Body Shop, Upfitting
78 Freemans Bridge Road, Glenville
518-377-5555
Veteran Owned Business

FIRE DISTRICT CPA/AUDITS/FINANCIAL SERVICES

Stawnychy FINANCIAL SERVICES
Zoriana M. Stawnychy
973.283.0024
zoriana@stawnychyfinancial.com
135 Kinnelon Road Suite 101
Kinnelon, NJ 07405
Serving fire districts in New York State

Accounting, Consulting & IT Security
1581 Franklin Ave. Mineola, NY 11501
Kyle Brengel, Managing Partner
516-472-7345
kbrengel@gblny.com

BRYANS & GRAMUGLIA CPAs, LLC

Robert V. Gramuglia, CPA
1 Pine West Plaza Suite 107, Albany NY 12205
518.452.8055 or 518.859.5851cell
Email: rgramuglia@BGCPA.net

BST ACCOUNTING / TAX / ADVISORY

518-459-6700
10 British-American Blvd, Latham, NY 12110
www.bstco.com
Brendan Kennedy ext 356

MMB+CO BUSINESS ADVISORS AND CPAS

11 British American Blvd, Latham, NY 12110
518-785-0134
Queensbury Office 518-792-6595
http://www.mmbaccounting.com
Alan W. Clink, CPA aclink@mmb-co.com
Heather R. Lewis, CPA hlewis@mmb-co.com

FIRE STATION PEST CONTROL

FOX PEST CONTROL
518-300-4732
431 New Karner Rd Suite 170
Albany, NY 12205
https://fox-pest.com/albany-ny

BANKING/FIRE SERVICE FUNDING SOURCES

JOHN M. LESNIEWSKI
Assistant Vice President and
Senior Business Banking Officer
Fulton/Montgomery Markets
12 Fremont Street, Gloversville, NY 12078
P: 518.775-5205 | M: 518.848-0612
NMLS ID 915694
www.nbtbank.com

Don McCormack
425 Main Street Catskill, NY 12414
www.tbogc.com
518.943.2600 X607
donaldm@tbogc.com
Specializing in Fire Service Financing

David Farstad, VP-Municipal Banking
652 Albany-Shaker Road, Albany NY 12211
Ph: 518-730-3120
Cell: 518-506-0075
farstadd@pioneerbanking.com

Ballston Spa National Bank
PO Box 70
Ballston Spa, NY 12020
Deborah JR O'Connor
518.363.8119
Deborah.oconnor@bsnb.com

The Weekly Capital Bulletin is reaching well over 650+ subscribed fire district members and now other members of the fire service on a regular basis.
This is a service of CAFDA through the effort of Tom Rinaldi who can be reached at tom@rinaldi1.com for comments and content contributions are always welcome.

BECOME A MEMBER OF CAFDA!

The Capital Area Association has voted to amend its By-laws to allow both individual and regional or county Fire District Associations to join. The updated By-laws are posted to the CAFDA.NET website.
Individual membership fee will be $50 annually, fire district association fees will be $300 annually.
Download THE APPLICATION available on the home page at CAFDA.NET

MEMBERSHIP IN THE CAPITAL AREA FIRE DISTRICTS ASSOCIATION (CAFDA)

Would you like to join Capital Area Fire Districts Association along with 100 members in 14 counties? Individuals, fire district associations, fire protection districts and Village departments are all eligible for membership.

Annual dues (January 1st to December 31st) shall be as follows and shall be based on the annual budget of the Fire District/Organization;

$0 to $200,000: $50
$200,001 to $400,000: $100
$400,001 to $600,000: $200
$600,001 plus: $300

Individuals $50.00 or Other County or Regional Associations $300 annually.
Business Partners: $100.00 annual member fee

If You, Your Fire District or Department is not a Member of CAFDA You Can be?

Individuals can be members of CAFDA. The annual membership fee is $50, which will provide you access to this Bulletin, attendance at meetings and social gatherings. Provides networking with other fire district officials and a source of the constant barrage of information related to today's fire service.

FOR A MEMBERSHIP APPLICATION OR A BUSINESS PARTNER APPLICATION GO TO THE FOLLOWING LINK:
https://cafda.net/membership-info/

CAPITAL AREA FIRE DISTRICTS ASSOCIATION

SAVE THE DATES!

CAFDA has been busy, and 2025 is shaping up to be a great year!

COMMISSIONER TRAINING

AVERILL PARK FIRE DISTRICT	~~Saturday, February 1, 2025 Snow Date: Sunday, February 2, 2025~~
CLIFTON PARK FIRE DISTRICT	~~Saturday, March 1,2025 Snow Date: Sunday, March 2, 2025~~
BERKSHIRE FIRE DISTRICT	~~Saturday, March 29, 2025 Snow Date: Sunday, March 30, 2025~~
WARRENSBURG FIRE DISTRICT	~~Saturday, April 5, 2025 Snow Date: Sunday, April 6, 2025~~

OTHER TRAINING OPPORTUNITIES

FINANCIAL TRAINING FOR FIRE DISTRICT OFFICIALS	~~Fulton-Montgomery Community College Thurs-Fri. March 13-14, 2025 2805 State Hgwy. 67, Johnstown~~
FINANCIAL TRAINING FOR FIRE DISTRICT OFFICIALS	~~Brighton Fire District Tues–Wed. March 25-26, 2025 3100 East Avenue, Rochester~~
CAFDA CONFERENCE	~~**Fort William Henry Hotel & Conference Center, Lake George Thurs-Sat. April 10-12, 2025**~~
ANNUAL FALL SEMINAR	**Verdoy Fire District** **Saturday**, **November 1, 2025** 988 Troy-Schenectady Road, Latham

SOCIAL EVENTS

OFFICER INSTALLATION DINNER	~~Century House, Latham Saturday, March 8, 2025~~
ANNUAL DAY AT THE RACES!	**Saratoga Race Course, Saratoga Springs Friday, August 8, 2025**

MEETINGS – CLIFTON PARK FIRE DISTRICT & ZOOM

General Membership Meeting	~~Saturday, January 4, 2025~~
General Membership Meeting	~~Thursday, February 13, 2025~~
General Membership Meeting	~~Wednesday March 5, 2025~~
Board of Directors Meeting	~~Thursday, April 3, 2025~~
~~General Membership Meeting~~	~~Thursday, May 8, 2025~~
~~General Membership Meeting~~	~~**Thursday, June 12, 2025**~~
Board of Directors Meeting	Thursday, August 14, 2025

General Membership Meeting	**Thursday, September 11, 2025**
General Membership Meeting	Thursday, October 9, 2025
General Membership Meeting	Thursday, November 13, 2025

FOR MORE REGISTRATION INFORMATION

Website	**www.CAFDA.net**

OSHA INFORMATION SUPPLEMENT

PROVIDED AS A SERVICE FROM THE CAPITAL AREA FIRE DISTRICT'S ASSOCIATION – CAFDA

NEWEST INFORMATION ALWAYS AT THE TOP WITH RED ARROW

Dave Denniston Reports on a Successful Visit to Washington, D.C.

Could not be prouder than to be part of the current team as we laid the foundation for groundbreaking collaboration between the US Secretary of Labor, OSHA, IAFF, and NVFC. We all agreed to roll up our sleeves and finish crafting the Emergency Response Standard. ***This new rule*** will be a labor of love that protects our mutual volunteer and career first responders with a standard that is reasonable, and both economically and technically feasible.

The passion in this room was unsurpassed and I am confident the group will leave a fire service for the next generations that is safer and better than the one we found. Thank you for all the hard work that got us this far and the work of additional others that will be invited to help us in this process moving forward.

NVFC Forming Red Ribbon Panel to address proposed OSHA ER Standard, more information to be posted as soon as it is available.