

Board of Commissioners Meeting  
October 16, 2013

Present: Commissioner Mark D. Davidson  
Commissioner Steve McClure  
Commissioner William D. Rosholt

Chairman Davidson opened the meeting at 9:00 a.m. with all three Commissioners present.

Public Comments

There were no public comments.

Elected Official, Department Head and & Employee Comments

Hanley Jenkins II, Planning Director, presented Court Order 2013-34, In the Matter of Reviewing a Petition to Annex Land into Union County Livestock District #1 for consideration. A petition has been received by the County to annex 640 acres from Edwin and Karen Waldrip and Brandy Cassandra into Union County Livestock District #1. In order to begin processing a petition request for annexation, a Court Order must be adopted, and then a Hearing date established. Commissioner McClure asked if the Commissioners are responsible for setting the boundaries or making the decision on if the annexation is allowed. Hanley stated if you have 100% of land owners participating, there is not a vote. Land owners can petition themselves in, the Commissioners set the boundaries, and declare the area annexed to the district. The annexation shall then be effective on the date of the order. Shelley Burgess, Administrative Officer, asked if the area must be contiguous, which Hanley stated that school districts and livestock districts must be contiguous, but fire districts do not. The hearing date was scheduled for December 11, 2013 at 10:00 a.m. **Commissioner McClure moved approval of Court Order 2013-34, In the Matter of Reviewing a Petition to Annex Land into Union County Livestock District #1. Commissioner Rosholt seconded. Motion carried unanimously.**

JB Brock, Emergency Manager, presented the Oregon Public Works Emergency Response Cooperation Assistance Agreement for consideration. This is a mutual aid agreement between Oregon Department of Transportation and participating public works departments throughout the State of Oregon. The agreement does not obligate or require participation when requested, but provides a framework should Union County choose to request or provide assistance. Public Works Director, Doug Wright, reviewed the document, and had no questions. **Commissioner McClure moved approval of the Oregon Public Works Emergency Response Cooperative Assistance Agreement. Commissioner Rosholt seconded.** Commissioner McClure commented that this has been utilized before by Union County with Oregon Department of Transportation and Wallowa County. This will establish a framework of how the County is reimbursed, and he could foresee instances where we would request utilizing the services available as well. **Motion carried unanimously.**

Consent Agenda

**Commissioner McClure moved approval of the Consent Agenda as presented. Commissioner Rosholt seconded. Motion carried unanimously.**

Administrative Matters

Shelley Burgess, Administrative Officer, presented the Intergovernmental Agreement between the State of Oregon Department of Corrections and Union County. This will provide for the County to receive funding from the State of Oregon Department of Corrections that was discussed at the previous Commissioner's meeting.

**Commissioner Rosholt moved approval of the Intergovernmental Agreement #4826 between the State of Oregon Department of Corrections and Union County. Commissioner McClure seconded. Motion carried unanimously.**

Shelley Burgess also presented the State of Oregon Intergovernmental Agreement Contract for Professional Services, Amendment #A1, between the State of Oregon Department of Education and Union County for consideration. This amendment addresses Healthy Start and Early Learning funding, allowing for Healthy Start funding in the amount of \$62,639, Great Start funding of \$10,866, Children Youth and Families funding of \$10,866, Family Support Services funding of \$6,007, and \$19,600 for Service Continuity. The recommendation is approval for accepting these funds. **Commissioner Rosholt moved approval of Intergovernmental Agreement Contract for Professional Services, Amendment #A1, Contract #9766. Commissioner McClure seconded.** Commissioner McClure asked if this was the remainder of Commission on Children and Families program, which Shelley confirmed. Commissioner McClure stated that because Commission on Children and Families no longer exists, the money will go to Union County and then Union County will serve as the administrative body, distributing the money to each of the appropriate pre-selected contractors. Shelley stated that a contract extension will be presented to each of the existing contractors for the limited funds available for the programs they provide. If the contractors are unable to provide the program with the funding available, then the Commissioners would have the discretion to reallocate the funds to another of the providers. **Motion carried unanimously.**

Meeting adjourned until 10:00 a.m.

Commissioner Davidson reconvened the meeting with a discussion on Air Ambulance rotation in Union County. JB Brock, Emergency Manager, read his staff report, a copy of which is attached.

Commissioner McClure asked JB to discuss the State Statute that controls ambulances and what it says about air ambulances. JB stated that ORS 682 sets forth the requirements for Ambulance Service Advisory (ASA) plans. Last year, information was received from Donna Wilson, of the Oregon Public Health Emergency Medical Services and Trauma Systems, who stated that Air Ambulances do not have assigned ASA's, therefore they are only answerable to state regulation and licensing. If Union County decides that they wish to regulate the air ambulance operations it would need to be addressed in the ASA plan. He added that the interpretation is that we are not required to regulate air ambulances like we do for ground ambulances. The County can choose to include regulations through the ASA plan for air ambulances.

Commissioner McClure asked if Union County has the authority through Oregon Statute to initiate a request for proposal for a sole air ambulance provider. JB stated it is allowed. Commissioner Rosholt asked if both ambulance services will operate 24/7, which JB stated that was what he understood. He also stated he didn't foresee any

issues with either of the air ambulance providers meeting the three requirements listed in the staff report. Commissioner McClure asked about the reciprocal agreement, and asked Fire Chief Bruce Weimer if it includes ground ambulance, and how it would be dealt with for ground service. Chief Weimer stated there are two separate ambulance membership programs. Life Flight currently manages the ground membership along with the air service. Commissioner McClure wanted to know if patients were transported by Air Methods, would the patient be billed separately for the ground ambulance service? Chief Weimer stated this would not create a problem. Patients are currently billed separately for each service, as they are covered under two separate programs.

JB Brock added that once the criteria is selected, requirements made, and if a rotation system is adopted, this will be addressed in the ASA plan, which will hold the authority to select two separate air ambulances and also be the implementing mechanism.

Commissioner McClure stated that years ago the County had one air service operating out of Bend, Oregon, and then Life Flight came into the County. How were the two companies dealt with at that time? JB Brock stated this was a matter of timing, and when Life Flight arrived in Union County, shortly thereafter, the air service from Bend, Air Link, left the County. JB also wanted the Commissioners to be aware that legal notice has been received from Davis, Wright, Tremaine, recognizing themselves as representing Life Flight Network. They are requesting to be consulted with any amendments to the ASA plan. JB stated that by Life Flight being present at this meeting today, the requirement is currently being met.

Toni Jones, Cove, Oregon and Doug Kinney, Idaho Falls, Idaho, currently living in La Grande, Oregon, are both employed with Air Life, which is a part of Air Methods. Toni stated Air Life has been operating an air ambulance company since 1980, they are the nation's largest air ambulance provider, and are the only air ambulance company to receive a Level 4 Safety Rating by the Federal Aviation Administration. She believes the community will benefit from this additional service, and they can cover up to a 150 mile radius from their base. Toni stated that Life Flight Network is currently affected by the government shutdown, as they have a couple of helicopters they are waiting to get in service. She feels this is a good example for the community to have an additional air ambulance resource in Union County. Commissioner McClure asked where they are in the business process for beginning service in Union County. Toni stated as of October 9, 2013 they were fully certified, received their license, and fully operational in La Grande, operating 24/7, with the reciprocal agreement with Life Flight Network in place. Commissioner Davidson asked if there were any problems with the requirements outlined in the staff report presented. Doug Kinney stated they had no problems and were in agreement.

Mike Gooderham, Chairman of Union County Ambulance Service Advisory (ASA) Committee, stated he has been an author and administrator of the ASA plan since the second writing, and has been involved for over 25 years. He is in agreement with JB Brock's statements in reference to the ASA plan, stating that the definition of an ambulance given at the first part of the plan includes everything that is certified including water, ground, and air service. The Ambulance Committee has suggested in the past that air service submit a provider profile and be a part of the ASA plan, and that what JB suggested was appropriate. Mike stated he understood Medical Associates has asked for operating plans in Baker County, and wondered what that does for the contribution to

Union County, such as where will they locate. Mike felt it is appropriate to know what their manpower is and their rating, and feels there should be priority given for an existing service, educated pilots, and everyone in the aircraft contributing to the safe transport, whether on the ground or in the air. The whole Life Flight crew is familiar with the geographic terrain within a 150 mile radius of La Grande. He feels this is due to experience. He stated that on behalf of the constituents of Union County, any addition to emergency care is a plus, and anytime anyone has backup, it improves patient care. Air ambulance in Northeast Oregon is great. He stated he is a member of the ski patrol, and they train annually with Life Flight, training up to a hot load. They have people on the ground who are landing zone administrators in their group, trained at the wish of Life Flight. He feels this addition would be a plus to the County, and that the Ambulance Service Committee agrees with his statement. The more the merrier, as they want an air ambulance available when they call. There are preferences because of experiences, as they have worked with the provider, and don't have to question that a safe landing zone is available. This is a good service to the community and to the patient.

Tim Peck, Life Flight Base Manager in La Grande, and Mike Weimer, Regional Director of Life Flight. Tim thanked the Commissioners for taking time to consider, agrees that this is a very important decision, and appreciates the deliberation being given. While they do not see the need for another air ambulance service in the area, they certainly don't object to them being in business here. Sometimes more in the community is better, and they don't take issue with that. He appreciates that Air Methods is wanting to help provide air ambulance service in the community. Life Flight Network has built relationships in the area as mentioned by Mike Gooderham. They have developed their network of bases to provide overlapping coverage from not just La Grande, Lewiston, Pendleton, and Ontario, but they also have bases on the outer perimeter of that and believes that they are covering the area very well. If Air Methods, who is a former business partner of Life Flight, wanted to come in and put a base down next to theirs and see what happens, they don't take issue with that. Tim feels the real issue is putting the burden of a rotation system into our EMS system. When a rotation system is added, it is not as easy as just calling the next business in line. In this area, the people that Life Flight have built relationships with, that they have trained, that they have oriented to their aircraft, are picking up their phone in the field to call people they know at Life Flight and telling them they need a helicopter. When that happens, if the next rotation, whether it be Life Flight or Air Methods, is perhaps out of the area, there is a decision that has to be made. For Life Flight, it is not an issue, as they have another helicopter on the other side of the hill in Pendleton, but a rotation system would require a delay while the responders make another phone call, creating extra moments of delay and confusion. It isn't as simple as who's up today. If other air ambulances know that this County will award rotation to any new air ambulance provider who establishes a business here, he feels this would be problematic establishing a rotation system for multiple services. He also feels the way things are structured now work very well. They haven't heard any concerns or complaints about Life Flight not meeting the needs of the community. Historically, when an air ambulance was needed in the County, it was in the outer areas where it would take the ground ambulance service a long time to travel to. Sometimes air arrives before ground services are able to arrive. This is a dynamic process coordinating these resources into the field, and he is concerned about adding the burden of a call rotation to the EMS system in any of their regions. He stated that Wallowa County has chosen to not do this, as they recognize the burden that would be placed. He knows other counties are struggling with this decision as well. He would encourage

option one of JB Brock's staff report which was to do nothing. Life Flight Network has recently invested in a new fleet of helicopters that have updated capabilities and the latest in avionics. They have the capacity to carry two patients, and can accommodate a passenger, feeling this is a very important service to be able to provide. Air Methods is using the older helicopters from Life Flight that they no longer use, and stated they had upgraded for a reason. For years, no one had chosen to put a helicopter service in this area, but Air Link from Bend placed a fixed wing base in the County. Air Link soon realized it wasn't a viable option. They were leaving the area when Life Flight came in. They had actually occupied the same hangar, but there was no overlap of air providers, which he wanted to add as a clarification. Tim also stated that Air Methods was a former business partner of Life Flight who provided aircraft and pilots. Life Flight Network was the business who took a risk by making an investment in the County which has limited flight volume but a need for service, where no other providers were willing to go. This is not a cheap endeavor to operate 24/7 with highly trained pilots and flight crew members available at all times of the day, however they have developed a membership program, and found the business to be successful. Their network of bases overlap each other and they have not missed any calls for flights, other than for weather, which would shut any helicopter down. He believes they are meeting the need. Their former business partner has set up business right next to Life Flight's base with the helicopters Life Flight used to own waiting to see what happens, hoping that maybe they'll get half of the business. Life Flight has worked hard to develop their business over the years, and believes there is an element of fairness involved. They've put flight bases and networks in for the patient's needs. That is what they will ultimately always strive to do. All decisions are based on how to get to the patients the quickest and how to serve the community best. Tim asked if the Commissioners are making a decision to do something that may include option two or option three, to consider these things he has said. He stated that Life Flight is a part of this community, is the air ambulance service for Union County, working in our hospitals and fire departments, and have been a part of this community for some time. They have long term plans here and are not just here to see how it goes. They are here when nobody else was willing to do so. Tim asked that very careful consideration be given, and ask if it strengthens the existing provider to have another provider come in asking to be included in a rotation, and checking with all area counties to see who will allow the rotation. If they are successful in getting a rotation somewhere, then that is an invitation for other services to come in. They do not have a problem with anyone that wants to start a business, as they appreciate entrepreneurship and know they are a large for-profit corporation where the bottom line on the balance sheets are perhaps a little different than Life Flight, who is a non-profit, and who comes from a medical community. They are a part of this community, and have put their resources back in here.

Commissioner McClure verified that Tim's position is to do nothing, and asked how he sees that working, questioning if this would leave the option up to the responders to call whoever they want, which Tim confirmed. Life Flight does not begrudge Air Methods at all the ability to come in and earn and build the relationships necessary as Life Flight has done over time. Air Methods can put a business in and earn their business. Life Flight has worked hard to develop a network of relationships, spending time and resources training the area providers, and flying helicopters out to their departments for training. The providers are familiar with them and know who they are. He feels this system is functioning very well, and placing another provider in a mandatory rotation would not help at all. He added that in rural areas where there is already low volume, adding a

mandatory rotation into the works adds complexity and will not strengthen the existing provider. What would happen if the wrong company was called out of rotation? Will there be a liability that follows? Having Air Methods serve as an additional resource when Life Flight is not available would be fine, and Life Flight does not have a problem with that. Commissioner Rosholt asked how many times in the last year has another helicopter come from another base. Tim stated that pre-hospital, it has been less than four times.

Commissioner McClure asked if it would be appropriate for the Fire Chief to speak to how this process is taken now.

Chief Bruce Weimer, La Grande, stated the process now works well. There was a time when no flight service was available in Union County, but since flight arrived, it has been great, allowing transport of patients out quickly and transported to where they need to be. When Life Flight arrived with a helicopter, this was even better, as it meant a call could be initiated directly to a flight service and the aircraft arrives right at the scene. Life Flight manages the membership program and sales. The billing is totally separate from the fire/medical membership program, however, most people buy both. It makes sense having one entity selling the membership program. The relationship with Life Flight has been very good. Currently, when dispatched into the wilderness, or even into the Elgin area, it is far enough away from the hospital to request air service. Based on the patient information received upon dispatch, the paramedic onboard would request a helicopter to either be on standby or be launched. The request is made to 911, who contacts Life Flight who would either be on standby or launch the aircraft based on the paramedics understanding of the dispatch information. They have discovered the aircraft needs to be provided with coordinates for an exact location. When going through the 911 center, relaying the information about the patient and exact location, information was getting lost in translation. The 911 center can be very busy, and he has found they would make the request, but then wouldn't hear anything. They would be waiting for the estimated time of arrival (eta) and which flight service will be arriving. There is lots of information they would like the 911 center to relay back to the providers once they had requested a helicopter, and this was getting missed. As a result, it was decided all requests for helicopters are made directly. Chief Weimer used an example of an accident on top of Mount Harris and they were told to anticipate serious injuries. The ambulance crew is en route, and the fire fighters in the station call to initiate flight service, googling the coordinates to give the information directly to the flight service dispatcher, who then relays that to the helicopter. They receive an eta, and find out if an aircraft is available. If Life Flight is not available in La Grande, which will occasionally occur due to a transfer of patients out of the hospital, then they would ask the dispatcher how quickly air can arrive. If there is an excessive time delay, they will call another service. Life Flight has an aircraft in Pendleton, so that side of the county has fairly close back-up, but it used to be if there was an accident near Spring Creek and La Grande Life Flight was not available, then a call would be made to the Tri-Cities or maybe even Spokane. Calls are more efficient if they are initiated through La Grande Fire Department rather than trying to relay the information back through 911 dispatchers who are very busy, as they not only dispatch for ambulance and fire, but also handle all law enforcement traffic, which is constant. Commissioner McClure asked if La Grande Fire was the only ALS (Advanced Life Support) provider in the County, which Chief Weimer stated was correct. Commissioner McClure stated that because of that, the La Grande Fire Department takes the responsibility to coordinate with the basic life support

systems, choosing to make the decision themselves, not through the 911 center. Chief Weimer stated the decision to take on this responsibility was made a couple of years ago. He feels a rotation system would be problematic, and is not sure how it could work. They do not want to manually track who's up next when they are responding to an incident. They do want the closest aircraft to respond to the incident, so it is good to have another flight service here. Managing the rotation would be difficult. What if it is Life Flight's day, but their aircraft is not here on the ground as they have taken a patient to Boise, but the aircraft is on its way back to La Grande? How do you develop the criteria or jump over the service that happens to be up that day? Ground ambulances in large cities with competing companies often function with a rotation basis but there are time requirements. It would be very difficult to come up with criteria when you have aircraft sitting on the ground and you have aircraft up in the air, leaving the area or even coming back to the area. Will this responsibility be placed on the 911 dispatchers? Although not present at this meeting, he doesn't feel they are going to want to manage that. Commissioner McClure asked Chief Weimer how he felt about taking on this responsibility. Chief Weimer stated that he could do it when he is in office between the hours of 8:00 and 5:00 but doesn't want that responsibility be placed on the employees in the station in the middle of a response, trying to remember who's up today, and having to make a determination as to who is closest to the incident. Perhaps the flight service dispatchers would manage this, coordinating between themselves, and having it be a requirement to manage that piece between the two flight services. Chief Weimer wants to be able to make one call, get an eta and if it's too long, then make another call to the next flight service. Commissioner McClure wanted to clarify that the objective is to do what is best for the patient and the situation, not caring which flight service is utilized as long as the best eta is provided. Chief Weimer confirmed this, but also added this works as long as his department is not managing call rotation. His recommendation would be either option 1 or 3. Do nothing or contract with a flight service proposal, leaning towards option 1. As to the question for how many flight calls are initiated in a year, he stated that would be hard to determine. They will call the service that can provide the quickest, erring on what's best for the patient.

Mike Gooderham wanted to add to the statement about the interaction with the ALS (Advanced Life Support) provider in Union County according to the Ambulance plan. Anthony Lakes ski area has an elevation of 8,000 feet. Approximately ten years ago, their medical advisor was a ski patrolman and an orthopedic surgeon. The EMS Committee decided they needed to have a working agreement with ALS. The primary provider is ALS Union County. One thing he felt Chief Weimer didn't add, besides the location, safety, elevation, and weather, is for the people on the ground to notify ALS as to what they think is wrong with the patient. A letter of understanding was made with the La Grande Fire Department and the Anthony Lakes Ski Patrol. They request an ambulance through 911, and they may also decide on a helicopter. La Grande fire fighters, whether they are in the station or en route, according to the letter of agreement, will decide where the patient goes depending on the injury. Instead of having someone delivered to La Grande and there is no orthopedic surgeon on duty, they may have to go to Boise. The ski patrol felt the best people to do that was the responding paramedic on the ground ambulance. According to the Ambulance Service plan, ALS is the dispatcher for air, and they make the decision on what we tell them and what we think is wrong with the patient. They've operated in this manner for two years. He appreciates what Life Flight offers to the community.

Bruce Weimer, La Grande Fire Chief, stated that the number of times they initiate calls for air ambulance is on average two to three times per month for calls that come from La Grande. This isn't a very high number, so trying to remember who's up on a rotation when the calls come so sporadically would be difficult.

Toni Miles stated that this same rotation request was made in Malheur County, and they were placed in the rotation system. She has worked with Lieutenant Rob Hunsucker of the Malheur County Sheriff's Office who stated they utilize a rotational system on their dispatch software named Justice. He told her a lot of law enforcement and 911 centers in Oregon use this simple software system, which is also used for tow trucks and funeral homes.

John Heiskell, Regional Vice President, Air Methods, stated the patient is the main goal, and whatever system is determined, he is comfortable with the focus that the closest, most appropriate aircraft can be accessed. He wants to make sure they don't get lost in the process. Their preference is a rotation, allowing the patient the quickest access to receive the level of care needed.

Tracy Christopher, Elgin Ambulance, stated that she has not yet met anyone from Air Methods. One thing she appreciates with Life Flight is the fact that they approached Elgin ambulance, and others in the outlying communities, came out and worked with them on training. This continues on a consistent and regular basis providing training almost every quarter, and she has appreciated working with that relationship.

Larry Wooldridge, La Grande Rural Fire Chief, stated an example of an incident 50 miles south of La Grande, and if the Pendleton air ambulance were to be called, by not establishing a rotation would allow the paramedics to say that Pendleton is too far away, allowing them to take the Air Methods option. He feels that the ability to choose either way does give some leeway. He has the dispatch number for Life Flight and he has been in a situation where he has been asked to make the phone call for air. He would not know the rotation. He agrees that allowing for the closest air ambulance on a non-rotational basis would benefit most people and patients in particular.

JB Brock, Emergency Manager, Union County, stated that the software used by Malheur County, Justice, is a common software, but is not software implemented in Union County. He has spoken with Rob Hunsucker of Malheur County about the challenge and benefit of having multiple air ambulances in the County. Their air requests are implemented through dispatch, which is their policy and procedure. That is not the policy and procedure that has been developed in Union County. The request in Union County is made through the responders on the ground. Often the request for air ambulance is an interaction. It is not a simple request, as they can speak to the ground conditions and landing zones. The challenge of putting that in dispatch, and the reason it's been taken out of dispatch, is because there is an information exchange that needs to occur. This is not a one-time phone call, but an ongoing information exchange. Especially the more complicated the call. If trying to land a helicopter in the wilderness, and there is no one on scene, sometimes it is an extensive interaction to get them as close as you can. It is a challenge to get all of that information across. Commissioner Davidson asked about the software being used, and does it have the ability to track rotation? JB stated he didn't know, but if it does, it is not currently being utilized.



Craig Gomes, La Grande Fire Department, wanted to continue on what Fire Chief Weimer addressed with regards to how the processes work, and how it actually gets from there to the patient. In the past, before Life Flight was their own organization, it used to be part of St. Alphonsus in Boise, Idaho. They would call their dispatch, and they would act as the best person to get the closest. He would give them as close of coordinates to where they needed them, and they would make the call, whether it was their airship, MedStar from Moses Lake, or it could have been Air Link. It has transitioned now that Life Flight has been the current provider who they call. He is the one making the call, and he will talk directly to the person with no middleman. For example, if they were dispatched for a two vehicle accident three miles this side of Ukiah, it would be a one hour response time on ground. They would dispatch the closest helicopter. He would use google earth to obtain coordinates and relay that information to Life Flight. If the ground ambulance arrives on location prior to air, then a follow up call to Life Flight is made providing exact coordinates. There is a lot of personal interaction dealt with, and in the past, when going through dispatch, it is hard to have one person focused only on that, as dispatch is very busy. It is currently working well to call for air service directly.

Commissioner McClure asked Chief Weimer for clarification on the number of helicopter calls initiated from their station or 911 being only 24-36 flights per year, with most helicopter flights out of the valley being transfers from the hospital. Chief Weimer confirmed this. Commissioner McClure wanted to understand the scope of what was being dealt with, and this puts it a bit more in perspective. He added that if you received half of those calls, how can you afford to have a helicopter and a crew base available 24/7 in this community? Commissioner McClure and Commissioner Rosholt thought there were more calls being generated than just 24-36 annually, and stated that this must be extremely expensive to have a helicopter and crew available 24/7.

Toni Miles stated their base serves up to a 150 mile radius. This is not just for serving Union County, but rather one community within the radius.

Mike Gooderham stated he has landed with a helicopter and patient in the front driveway and in the parking lot of the Grande Ronde Hospital for years. For many years, they landed on the school playground soccer field, and ground ambulance would transfer the patient to the hospital. Since Life Flight has been in the community, Grand Ronde Hospital has built an expensive helicopter pad at the hospital, allowing for landings and departures on site.

Commissioner Rosholt asked if there is liability to the County if the rotation is done out of order. JB Brock stated there have been a few questions raised that will require additional discussion and research. There are certain entities that have advocated for no action to be taken, and if that's the case then he would question if we have liability there as well? A discussion with legal counsel needs to occur about whether the County has liability. His opinion would be that there would be liability no matter what option is taken, so finding out where the minimal liability lies may be key.

Commissioner Davidson stated the best option is to refer this back to Emergency Services and the Ambulance Service Advisory (ASA) Committee to work with legal counsel and develop a proposal for the Commissioner's review. When the Commissioners receive a proposal from the ASA Committee, amendments could be

made to the ASA plan and then the Commissioners can review and adopt the plan. Commissioner McClure concurred, and Commissioner Rosholt felt this option made sense. All interested parties are invited to continue being involved in this process.

**Commissioner McClure moved to refer this matter back to Emergency Services and the Ambulance Service Advisory Committee. Commissioner Rosholt seconded. Motion carried unanimously.**

Meeting adjourned at 11:20 a.m.

Respectfully submitted,

Annette Powers  
Department Specialist