



Northville Plymouth Fire Advisory Board Meeting Agenda

Monday, August 7, 2023 4:00 p.m.
Plymouth City Hall 201 S. Main St.

1. Roll Call: Chair Marques Thomey, Members George Lahanas, Jim Rachwal, Paul Sincock, Brian Turnbull
2. Approval of Meeting Minutes for May 1, 2023
3. Fire Inspection Report
4. Training Report
5. Personnel Staffing Report
6. Run Volume Report
7. Review Response Times
8. Financial Report
9. Review of Article – The wait for an ambulance may get longer – for safety
10. Next Meeting Date
11. Adjournment



Northville Plymouth Fire Advisory Board

Meeting Minutes

Monday, May 1, 2023 4:00 p.m.
Northville City Hall

1. ROLL CALL

Present: Chair Marques Thomey, Members George Lahanas, Jim Rachwal, Paul Sincock, Brian Turnbull

Also Present: Plymouth Mayor Nick Moroz, Plymouth Public Safety Director Al Cox, Chief Matt Samhat

2. APPROVAL OF MEETING MINUTES

Turnbull made a motion, seconded by Sincock, to approve the minutes of the January 17, 2023 meeting.

MOTION PASSED

3. FIRE INSPECTION REPORT

Samhat provided a first quarter report outlining the fire inspections. The report shows a total of 282 inspections – half of them new inspections and half of them re-inspections.

4. TRAINING REPORT

Samhat said department members attended a total of 743 hours of Thursday night department training, 8 individual training hours, 162 hours of outside training, 41 hours of USAR training and 41 hours of HazMat training in the first quarter of the year. He noted that there was a significant increase in the outside training hours. He reported that the department will participate in a HazMat training on rail cars at the Norfolk-Southern Lines on August 16, 2023.

5. PERSONNEL STAFFING REPORT

Samhat reported that there are currently 43 staff members, including 23 at station one and 19 at station two.

6. RUN VOLUME REPORT

Samhat reported that in the first quarter of 2023, station one received 269 calls for service, and station two received 325. The higher-than-usual number of calls was related to several winter storms.

7. REVIEW OF RESPONSE TIMES

The group reviewed the 2023 first quarter response times provided by Samhat. The average call-to-arrival response time at Station One was 7:04, with a dispatch-to-arrival time of 5:53. At Station Two, the average call-to-arrival response time was 7:29, and the dispatch-to arrival-time was 6:25. Samhat said staffing the two stations has decreased the response times.

8. REVIEW OF CPSM ARTICLE – REDUCING LIGHTS AND SIREN VEHICLE OPERATION

The group reviewed the article.

9. NEXT MEETING DATE

The next meeting will be on Monday, August 7, 2023, at 4:00 p.m. at Plymouth City Hall.

12. ADJOURNMENT

Turnbull offered a motion, seconded by Lahanas, to adjourn the meeting.

MOTION PASSED



Northville City Fire Department

Serving the cities of Northville and Plymouth

Fire Inspection Report

Inspections By Inspector	Jan	Feb	Mar	Q 1	Apr	May	Jun	Q 2
Lt Rice	70	39	83	192	27	60	11	98
O'Donnell	27	1	0	28	1	0	1	2
Perchman	0	0	6	6	15	0	0	15
Prieur	27	9	20	56	6	3	8	17
Total Inspections	124	49	109	282	16	0	1	17
Inspections By City								
Northville	27	1	6	34	16	0	1	17
Plymouth	97	45	103	245	33	63	19	115
Inspection Types								
New Inspection	69	35	16	120	2	0	0	2
Re-Inspection	52	8	75	135	32	0	0	32
Complaint	1	2	1	4	0	0	0	0
Other	7	4	23	34	17	0	0	17
Occupancy Measurement	1	0	0	1	0	0	0	0



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Training Report

		2023							
		Jan	Feb	Mar	Q 1	Apr	May	Jun	Q 2
Thurs Training Hrs	242	185	316	743	282	165	295	742	
	Sessions	8	8	10	26	8	7	10	25
	<i>Station 1 Hrs</i>	87	106	91	284	139	85	159	383
	<i>Station 2 Hrs</i>	155	79	225	459	143	80	136	359
Probationary Training Hrs	0	8	0	8	6	0	15	21	
Sessions	0	1	0	1	2	0	6	8	
Outside Training Hrs	0	38	140	178	0	0	0	0	
Sessions	0	3	3	6	0	0	0	0	
USAR Training Hrs	16	17	8	41	7	16	16	39	
Sessions	1	1	1	3	1	1	1	3	
HazMat Training Hrs	7	15	19	41	33	89	66	188	
Sessions	1	2	4	7	4	12	10	26	
Total Training Hrs	265	263	483	1011	328	270	392	990	



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Quarterly Comparison – Training Hours

	2022	% Change	2023
Thurs Training Hrs	715	3.8%	742
Sessions	24	4.2%	25
Station 1 Hrs			383
Station 2 Hrs			359
Probationary Training Hrs	208	-89.9%	21
Sessions	28	-71.4%	8
Outside Training Hrs	48	-100.0%	0
Sessions	4	-100.0%	0
USAR Training Hrs	74	-47.3%	39
Sessions	4	-25.0%	3
HazMat Training Hrs	104	80.8%	188
Sessions	15	73.3%	26
Total Training Hrs	1149		990



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Staffing Report

Total Staffing				Chief			
	2023	2022	2021		2023	2022	2021
FF/Paramedic	3	4	3	FF/EMT	1	1	1
FF/AEMT	1	1	1				
FF/EMT	22	24	28				
FF/MFR	4	5	6				
FF	7	11	11				
Paramedic	1	1	2				
EMT	4	3	3				
Cadet	2	1	1				
Total Personnel	44	50	55	Total	1	1	1
Station 1				Station 2			
	2023	2022	2021		2023	2022	2021
FF/Paramedic	2	2	2	FF/Paramedic	1	2	1
FF/AEMT	0	0	0	FF/AEMT	1	1	1
FF/EMT	12	11	12	FF/EMT	9	12	15
FF/MFR	0	0	0	FF/MFR	4	5	6
FF	3	7	5	FF	4	4	6
Paramedic	1	1	2	Paramedic	0	0	0
EMT	1	1	3	EMT	3	2	0
Cadet	2	1	1	Cadet	0	0	0
Total	21	23	25	Total	22	26	29



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Run Volume Report

	<u>1st Q Runs</u>	<u>1st Q %</u>	<u>2nd Q Runs</u>	<u>2nd Q %</u>
St. 1				
Medical	103	38.3%	108	55.4%
Fire/Other	166	61.7%	87	44.6%
<i>Total</i>	269	100%	195	100%
St. 2				
Medical	170	52.3%	224	70.4%
Fire/Other	155	47.7%	94	29.6%
<i>Total</i>	325	100%	318	100%
Dept Totals				
Medical	273	46.0%	332	64.7%
Fire/Other	321	54.0%	181	35.3%
<i>Total</i>	594		513	
St. 1	269	45.3%	195	38.0%
St. 2	325	54.7%	318	62.0%
<i>Total</i>	594	100.0%	513	100.0%



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Run Volume Report - Detailed

	Jan	Feb	Mar	Q 1	Q1 %	Apr	May	Jun	Q 2	Q2 %
St. 1										
Medical	30	36	37	103	38.3%	45	33	30	108	55.4%
Fire/Other (Including MA)	15	65	86	166	61.7%	22	22	43	87	44.6%
Station 2 Runs - Fire	10	12	10	32		9	7	15	31	
Generated In Error	3	1	2	6		0	1	0	1	
# Of Calls	45	101	123	269		67	55	73	195	
St. 2										
Medical	50	62	58	170	52.3%	69	82	73	224	70.4%
Fire/Other (Including MA)	27	53	75	155	47.7%	18	19	57	94	29.6%
Station 1 Runs - Fire	5	6	14	25		13	14	13	40	
Generated In Error	1	2	4	7		1	2	3	6	
# Of Calls	77	115	133	325		87	101	130	318	
Dept Totals										
Medical	80	98	95	273	46.0%	114	115	103	332	64.7%
Fire/Other	42	118	161	321	54.0%	40	41	100	181	35.3%
Total	122	216	256	594		154	156	203	513	
St. 1 %	36.9%	46.8%	48.0%		45.3%	43.5%	35.3%	36.0%		38.0%
St. 2 %	63.1%	53.2%	52.0%		54.7%	56.5%	64.7%	64.0%		62.0%



Northville City Fire Department

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Quarterly Comparison – Run Volume

Dept Totals	2021	% Change	2022	% Change	2023
Medical	318	6.3%	338	-1.8%	332
Fire/Other	92	54.3%	142	27.5%	181
Total Runs	410	17.1%	480	6.9%	513
Percent Medical	77.6%	-7.1%	70.4%	-5.7%	64.7%
Percent Fire/Other	22.4%	7.1%	29.6%	5.7%	35.3%
St. 1	2021	% Change	2022	% Change	2023
Medical	116	-6.9%	108	0.0%	108
Fire/Other	48	31.3%	63	38.1%	87
Total Runs	164	4.3%	171	14.0%	195
% Of Dept Total	40.0%	-4.4%	35.6%	2.4%	38.0%
Percent Medical	70.7%	-7.6%	63.2%	-7.8%	55.4%
Percent Fire/Other	29.3%	7.6%	36.8%	7.8%	44.6%
St. 2	2021	% Change	2022	% Change	2023
Medical	202	13.9%	230	-2.6%	224
Fire/Other	44	79.5%	79	19.0%	94
Total Runs	246	25.6%	309	2.9%	318
% Of Dept Total	60.0%	4.4%	64.4%	-2.4%	62.0%
Percent Medical	82.1%	-7.7%	74.4%	-4.0%	70.4%
Percent Fire/Other	17.9%	7.7%	25.6%	4.0%	29.6%



Northville City Fire Department

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Response Times

	Jan	Feb	Mar	Q1	Apr	May	Jun	Q2	
Avg Run Times (Metrics)									
Alarm Processing Time	0:01:26	0:01:03	0:01:01	0:01:10	0:00:58	0:00:48	0:01:19	0:01:02	
Turnout Time	0:02:51	0:02:38	0:02:12	0:02:33	0:01:59	0:02:47	0:02:26	0:02:24	
Travel Time	0:03:37	0:02:55	0:03:24	0:03:18	0:03:14	0:03:40	0:03:40	0:03:31	
Call-Arrival Repose Time	0:07:54	0:06:35	0:06:37	0:07:02	0:06:11	0:07:15	0:07:27	0:06:58	
Disp-Arrival Response Time	0:06:27	0:05:32	0:05:35	0:05:52	0:05:13	0:06:27	0:06:08	0:05:56	
Emergent Time (D-A)	0:05:34	0:05:44	0:04:51	0:05:23	0:04:51	0:06:16	0:06:45	0:05:57	
Non-Emergent Time (D-A)	0:09:54	0:05:19	0:06:09	0:07:07	0:05:38	0:06:50	0:04:51	0:05:46	
Avg Personnel Response									
Avg Personnel Response/Call									
00:00 - 07:00	2	2	3	3	3	2	2	2	
07:00-17:00	5	5	4	5	4	3	4	4	
17:00-00:00	4	8	7	7	5	3	5	4	
St.2 - Avg Run Times (Metrics)									
Alarm Processing Time	0:00:55	0:00:51	0:01:27	0:01:04	0:01:14	0:00:52	0:01:05	0:01:04	
Turnout Time	0:03:57	0:02:47	0:02:31	0:03:05	0:02:24	0:02:48	0:02:37	0:02:36	
Travel Time	0:03:09	0:03:17	0:03:34	0:03:20	0:03:39	0:03:57	0:03:50	0:03:49	
Call-Arrival Repose Time	0:08:00	0:06:55	0:07:31	0:07:29	0:07:17	0:07:37	0:07:32	0:07:28	
Disp-Arrival Response Time	0:07:06	0:06:04	0:06:04	0:06:25	0:06:03	0:06:44	0:06:28	0:06:25	
Emergent Time (D-A)	0:06:56	0:05:50	0:05:58	0:06:15	0:05:47	0:06:31	0:05:41	0:06:00	
Non-Emergent Time (D-A)	0:07:36	0:06:21	0:06:10	0:06:42	0:06:46	0:07:15	0:07:31	0:07:11	
Avg Personnel Response									
Avg Personnel Response/Call									
00:00 - 07:00	4	4	5	4	2	2	3	2	
07:00-17:00	6	6	5	6	4	4	5	5	
17:00-00:00	7	9	9	8	5	5	7	6	

City of Northville Fire Department
FY 2023
Final - Unaudited

	Original Budget	Amended Budget	Actual thru 6/30/23	% of Budget Used	Actual thru 6/30/23	Plymouth Allocation	Plymouth Cost
Administrative							
Vehicle Allowance	6,000	6,000	6,000	100.0%			
Wages - Clerical	10,485	10,575	10,575	100.0%			
Wages - Chief & Officers	82,295	71,985	72,583	100.8%			
Training Wages	88,315	73,330	64,346	87.7%			
Disability Insurance	6,500	6,120	6,119	100.0%			
Fringe Benefits	60,200	60,000	60,531	100.9%			
Uniforms & Clothing	10,000	10,000	4,677	46.8%			
Contractual Services	2,800	2,800	-	0.0%			
Technology Support & Services	13,510	16,265	13,660	84.0%			
Legal Services - General	200	250	-	0.0%			
Legal Services - Labor	-	350	1,575	450.0%			
Employee Physicals & Drug Tests	17,000	13,910	13,068	93.9%			
Medical/Certificate Renewals	600	640	661	103.2%			
Telephone & Internet Service	2,820	3,520	3,504	99.6%			
Cleaning Allowance	550	550	550	100.0%			
Memberships & Dues	1,975	1,975	1,136	57.5%			
Education & Training	12,100	9,600	6,513	67.8%			
Conferences & Meetings	500	300	103	34.5%			
Liability & Property Insurance	3,680	2,915	2,914	100.0%	268,514.14	62%	166,478.77
Operations							
Wages - Runs	468,995	401,500	380,764	94.8%			
Wages - Mutual Aid	30,750	30,000	30,568	101.9%			
Wages - Inspections & Station Coverage	91,990	36,420	32,419	89.0%			
Wages - Shift Staffing	-	119,875	113,858	95.0%			
Fringe Benefits	67,500	66,105	64,272	97.2%			
Supplies	45,850	45,850	24,322	53.0%			
Automotive Parts	3,000	3,000	(33)	-1.1%			
Fuel for Power Tools	250	250	-	0.0%			
Automotive Service	21,000	21,000	12,873	61.3%			
Radio Maintenance	3,000	3,000	2,808	93.6%			
Vehicle Insurance - Aerial	10,730	7,990	7,988	100.0%	669,839.81	62%	415,300.68
Northville Only - Admin & Operations							
Wages - Special Events	3,615	3,615	1,969	54.5%			
Fringe Benefits	415	410	224	54.5%			
Fuel & Oil	4,300	7,600	6,598	86.8%			
Contractual Services	2,400	4,000	2,919	73.0%			
Mutual Aid/EMS Participation Fees	3,980	3,955	3,955	100.0%			
Unfunded Pension Contribution	16,090	16,090	16,087	100.0%			
Hydrant Rental	10,145	10,145	10,144	100.0%			
Vehicle Insurance	17,140	19,355	19,352	100.0%	61,247.77	0%	-
Plymouth Only - Admin & Operations							
Wages - Special Events	12,845	12,850	7,785	60.6%			
Fringe Benefits	1,465	1,470	886	60.3%			
Mutual Aid/EMS Participation Fees	4,500	4,465	4,461	99.9%			
Unfunded Pension Contribution	2,300	2,300	2,298	99.9%			
Liability & Property Insurance	380	435	435	100.0%	15,865.52	100%	15,865.52
Contingency							
	10,000	-	-	100.0%	-	0%	-
Total Operations	<u>1,152,170</u>	<u>1,112,765</u>	<u>1,015,467</u>	<u>91.3%</u>			
5% Overhead (per agreement)			50,773		50,773.36	100%	50,773.36
Fire/EMS Study (no overhead)	-	23,760	14,691	61.8%	14,691.16	62%	9,108.52
Total Operations			<u>1,080,932</u>		<u>1,080,931.76</u>		<u>657,526.85</u>
Debt Service - Aerial Truck	52,523	52,523	52,523	100.0%	52,523.00	62%	32,564.26
Equipment Fund Contribution	155,470	153,970	153,970	100.0%	153,970.00	62%	95,462.00
					<u>1,287,424.76</u>		<u>785,553.11</u>

City of Northville Fire Department
 FY 2023
 Final - Unaudited

	Original Budget	Amended Budget	Actual thru 6/30/23	% of Budget Used	Actual thru 6/30/23	Plymouth Allocation	Plymouth Cost
Budget to Actual Analysis							
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>				
Operations	1,112,765	1,015,467	97,298				
Overhead	55,638	50,773	4,865				
Budget to Actual Analysis							
	<u>Budget</u>	<u>Actual</u>	<u>Difference</u>				
Wages	789,290	760,150	29,140				
Fringes	129,580	127,985	1,595				

Paid by Plymouth		
402-000-589.06		95,461.00
101-000-632.00		<u>661,762.90</u>
Billed to Plymouth		<u>757,223.90</u>
Owed by Plymouth		<u>28,329.21</u>

Owed by Plymouth		
402-000-589.06		1.00
101-000-632.00		<u>28,328.21</u>
		<u>28,329.21</u>

The wait for an ambulance may get longer — for safety

By Dustin Walsh

Ambulance service is built on response time — the ability to get to a suffering patient and to the hospital swiftly to save blood loss, an appendage or a life. The public has come to not only expect but demand the quickest response possible because, frankly, emergencies are frightening.

But, in reality, only about 5% of patients transported by ambulance actually benefit from "hot rides," where the ambulance's lights and sirens are ablaze, growing research suggests, including a study by the World Association for Disaster and Emergency Medicine. Yet three-quarters of all 911 transports in the U.S. run hot while the chance of a crash with a patient onboard rises threefold.

Racing around all the time, we're going to kill somebody on the way to a call for somebody that didn't even need an ambulance anyway," said Kolby Miller, CEO of Clinton Township-based MedStar, the state's largest emergency medical services group jointly owned by Ascension Health, Henry Ford Health System and McLaren.

But MedStar ambulances run hot anyway because their services are contracted by municipalities almost exclusively for one performance metric — response time. In fact, 70 percent of its roughly 100,000 ambulance requests annually involve an ambulance running lights and sirens.

Miller wants to change that and is part of an informal nationwide effort to educate municipalities and medical control authorities that contract emergency medical

services on the dangers of lights and sirens and what little factor they play in aiding patients.

"You think you want an ambulance to get you to the hospital at 100 mph, but at 100 mph that vehicle travels 450 yards before it can stop. We bring risks and accidents into the system while chasing a false metric," Miller said. "Response time just doesn't have the impact on patient outcome we want to believe it does and we're jeopardizing everyone's safety."

Little need for speed

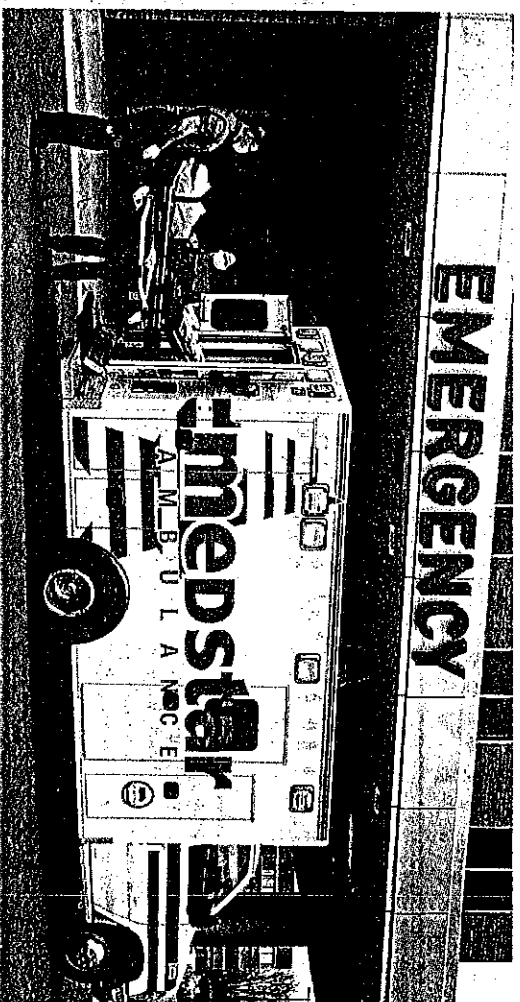
The focus of ambulance response times dates back 50 years to the Emergency Medical Systems Service Act of 1973, which stated that 95% of all ambulance response time should be within 10 minutes in urban areas and 20 minutes in rural areas.

But municipalities and medical control authorities began demanding quicker responses in the late '70s as research indicated intervention within 6 minutes of cardiac arrest substantially increased survivability.

That's led to quicker and quicker response times, no matter the injury or emergency.

Today, the national standard for EMS performance agreements is eight minutes and 59 seconds, meaning a response must be under nine minutes. Due to competition and expectations, that means most emergency calls receive an ambulance within four to six minutes, Miller said. The national average is seven minutes.

Nationally, about 72 percent of 911 calls requesting an ambulance



About 70 percent of 100,000 MedStar ambulance requests annually involve an ambulance running lights and sirens. (MEDSTAR AMBULANCE)

receive one with lights and sirens, and 21 percent of those ambulances transport the patient with lights and sirens on.

It's not just the average response time that leads to ambulances traveling at high rates of speed and splitting traffic when they can.

Many emergency dispatch operations are run by the municipalities or counties and do not require someone with medical training. So because response time is critical with cardiac arrest and a small percentage of other emergencies, ambulance services have no choice but to travel quickly, said Angela Madden, executive director of the Michigan Association of Ambulance Services.

"Many (dispatchers) don't have medical training, so they cannot clearly work through the patient's symptoms," Madden said. "Without that understanding of the patient's issue, ambulances have to go to the scene with lights and sirens."

Miller said about 30 percent of the time a MedStar ambulance — which serves patients in Bay, Clinton, Eaton, Genesee, Ingham, LaPeer, Macomb, Oakland and Wayne counties — arrives at the

scene, a patient doesn't even require an ambulance transport to the hospital.

However, when the EMS provides the dispatch service, there's a noticeable change.

Grand Rapids-based Life EMS Ambulance, which has a 4,600-square-mile service area from Kalamazoo to West Michigan and has certified medical emergency dispatchers in most of its communities, only sends an ambulance with lights and sirens on 36% of its more than 100,000 transports, said Mark Meijer, president and founder.

"We've been fortunate to have some forward-thinking medical directors and medical control systems overseeing our clinical care," Meijer said. "That's really helped drive down our use of lights and sirens and helped us ascertain what calls require them or not."

Miller said he's worked hard to educate decision-makers about reducing lights and sirens use by setting up informational meetings, but "hardly anyone shows up."

There is supporting evidence. Mecklenburg County EMS Agency, which provides services

to the county in North Carolina that includes Charlotte, recently changed its response protocols after an in-depth study of the way its dispatch operated.

The county discovered that 74% of its 911 ambulance requests were dispatched as life-threatening and required the use of lights and sirens. However, after arriving to the scenes and accessing the scenarios, only 5% were determined to actually be life-threatening and require lights and sirens.

Being able to distinguish between the two aids in resource distribution. Paramedics ride in advanced care ambulances, which are equipped with life support equipment. Non-life-threatening calls receive basic life support ambulances, which have medical equipment but lack the advanced equipment of an advanced life support ambulance.

Since October 2021, for calls that are determined to be non-emergency calls, Mecklenburg EMS set a target of a 60-minute or less response time. After 12 months, Mecklenburg EMS reported an average response time of 32 minutes with zero patients adversely impacted.