COUNCIL MINUTES

SPECIAL WORKSHOP MEETING

September 20, 2011

A special workshop meeting of the City Council of the City of Jacksonville was held Tuesday. September 20, 2011 beginning at 5:00 PM in Meeting Rooms A and B of the Jacksonville City Hall. Present were: Mayor Sammy Phillips, presiding; Mayor Pro-Tem Michael Lazzara and Council Members: Jerry A. Bittner, Fannie K. Coleman, Randy Thomas, Bob Warden, and Jerome Willingham. Also present were: Richard Woodruff, City Manager; Ron Massey, Assistant City Manager; Gayle Maides, Interim Finance Director; Glenn Hargett, Communications and Community Affairs Director; Mike Yaniero, Police Chief; Rick McIntyre, Fire Chief; Grant Sparks, Public Services Director; Reggie Goodson, Planning and Development Services Director; Carolyn Lampe, Deputy City Clerk; and John Carter, City Attorney. *An audio recording of the Council Meeting is presently available for review in the City Clerk's Office.

CALL TO ORDER

Mayor Sammy Phillips called the meeting to order at 5:00 PM.

ADOPTION OF AGENDA

A motion was made by Mayor Pro-Tem Lazzara, seconded by Councilman Thomas, and unanimously approved to adopt the agenda as presented.

LAND APPLICATION SITE UPDATE

Using the PowerPoint presentation attached to the official minutes as Exhibit A, Seth Ward, President of Premier Forestry & Environmental Consulting, presented a forest management update on the land application site. Activities conducted included thinning for timber harvest, fire line installation, and boundary line maintenance. Eighty acres had been thinned, three miles of low impact fire lines had been installed and pre-work was completed in areas that would be prescribed for controlled burn in the fall and spring. About four miles of property lines had been posted to identify property boundaries from adjoining land owners. Net revenues from the timber harvest for the City was $11,558.35. Future scheduled forest management activities included first thinning, second thinning, final harvest on certain blocks that had reached their maturity, reforestation from the final harvest, prescribed burns in the area

recently thinned, more fire line installation, and boundary line maintenance. Mr. Ward stated that by July 1 there should be between 4 to 5 prescribed burns depending on the weather and acreage size. The goal for thinning and harvesting by July 1 was 1,000 acres.

Mayor Phillips asked about reforestation and the types of trees planned. Mr. Ward stated that the plan was for a pine plantation with different species. Currently, the pine market was good. There would be an experimental phase to see which trees worked best, but they were considering loblolly and slash pine. When the site was first reviewed it was found that the slash pine did better than the loblolly pine, but the slash pine was subject to ice damage.

Mr. Woodruff stated that when they were ready for reforestation, it would be brought back to Council for their decision.

Mayor Pro-Tem Lazzara asked about the condition of the dying trees and if it had leveled out. Mr. Ward stated there were some new trees dying because of the native southern pine beetle, but he had not seen a growing population of dead and dying trees.

Councilman Thomas asked if there was a big impact from Hurricane Irene. Mr. Ward responded that there was an impact to the spray line, some of the dying trees previously identified had broken off, but there was minimal damage to the majority of the trees.

Mr. Woodruff stated that there were about 2,000 trees down in the irrigation area that would need to be cut out, but that was not a large number overall.

Mayor Phillips stated it was good to see things going forward. Mr. Woodruff stated that the next update would be presented to Council in late November or early December.

TRANSIT SYSTEM DEVELOPMENT PLAN

Mr. Woodruff stated that the Federal government helped fund the transit system and encouraged the City to conduct a five year review of the program including a survey of riders and non-riders. The consultant would present an overview of those surveys as well as proposed modifications to the routes. Council was not being asked to approve anything tonight, but their thoughts and suggestions were requested.

Bethany Whitaker, consultant with Nelson Nygaard; stated that a steering committee made up of individuals from the City, County, MPO representatives from the hospital, community college and military installations also participated in the work. The group met four or five times and a lot of the ideas in the recommendation came out of that process.

Using the PowerPoint presentation attached as Exhibit A, Ms. Whitaker presented an overview of the study, an overview of the system, a financial overview, and recommendations. Schedules and ridership patterns were reviewed as well as growth and development patterns. The ridership poll showed an interest in transit coverage in the Georgetown and Bell Fork areas, more direct service to Western Blvd., service later in the evening and more weekend day service. It was also found that the route going into Tarawa Terrace and Midway Park had low utilization and was inconvenient to the general public. There was interest especially from those in the military for a bus to Wilmington. For the express service, there were requests for more frequent Friday evening service, starting earlier on Saturday and Sunday, and extending service from the Jacksonville Mall to McDaniel Drive. They had also found that one reason people were not riding the bus was because they did not know about it; therefore, marketing needed to be more comprehensive.

Recommendations included reduction of travel time, service to underutilized areas, creation of a new route from Yopp Road to Western Boulevard, extending weekday evening service, and improving service to Coastal Carolina Community College. Other ongoing recommendations included offering daily, weekend, and monthly passes that could be purchased at several locations, creating and strengthening partnerships with the bases and the community college, and online marketing targeting those in the 15 – 30 age range.

Mayor Pro-Tem Lazzara asked if the work included more prominent stop locations and shelters which would let people know the stops were there. Ms. Whitaker said yes, that noticeable stops were one of the biggest marketing tools the system had.

Councilman Bittner asked if the monthly pass would be considered on a set number of calendar days or unlimited ridership. Ms. Whitaker stated the pass could be designed any way the City chose, but usually it was based on 20 work days in a month for a price, but they could ride as many times as they wanted.

Mayor Phillips asked Ms. Whitaker's thoughts on park and rides. She said if the bus had its own lane and was faster, then it might work.

In regard to building awareness and to get people to experiment with riding on the system, they had looked at reduced fares or a free seasonal program such as during the Thanksgiving holiday.

Mr. Woodruff stated the current plan, pending Council's endorsement, would be to open up the bus system for free rides the Friday, Saturday and Sunday after Thanksgiving. This would give citizens the experience and incentive in riding the bus. He also stated that by taking the system out to the Yopp Road development area, it would open up the downtown and Georgetown areas to that shopping area.

It was the consensus of Council to support the free ride plan described by Mr. Woodruff.

Mayor Pro-Tem Lazzara asked if that promotion could be offset by JTDA dollars since it was marketing for tourism. Mr. Massey stated he would have to research that.

Councilman Willingham asked if Cherry Point came up in the discussion when Wilmington was mentioned by the military members since people also commute from there. Mr. Prinz stated that it did not come up with this project, but the military had more resources to make connections between the bases.

Mayor Pro-Tem Lazzara asked if there had been any discussions on connections to the airport. Ms. Whitaker stated there were discussions, but given the distance the demand was very small and it would be difficult to make it cost effective. Mr. Woodruff suggested looking at a direct leg from the Airport to the Bases. Mr. Prinz also suggested a demand-response service to serve the Airport and Bases.

RECESS/RECONVENE

Mayor Phillips recessed the meeting for a break at 5:46 PM. Mayor Phillips reconvened the meeting at 6:01 PM.

FIRST RESPONSE PHASE II

Using the PowerPoint presentation attached as Exhibit A, Rick McIntyre, Fire Chief, provided a recap of First Response Phase I and then a detailed overview of the First Response Phase II Report. Chief McIntyre outlined the typical tasks performed by First Response in terms of trauma and cardiac calls. Many of these tasks were time sensitive. The study showed that because of the number of tasks, the more people on the scene, the more effective the care. A listing of the basic tasks showing the different levels that could be performed by the police department; fire department, and EMS were reviewed. Each level supplemented the other. Chief McIntyre reviewed the percentage of first responder calls by district on a three year average. Typically it was evenly distributed. He also reviewed the average number of calls and unit hours per engine and squad on first responder calls.

Discussion followed on 911 calls and which departments were dispatched and when. Depending on the situation, dispatch protocol was to call the fire department first, then after the dispatcher asked more questions, the police department second, and EMS third.

Councilman Bittner stated that when the first responder program was first started, one of the criticisms was the excess mileage of the fire trucks appearing on the scene. Chief McIntyre stated that hours were tracked rather than mileage and the vehicle replacement schedule had not changed either way. Mr. Woodruff pointed out that the vehicle hours saved by not running the engine was probably only about 100 hours a year. Councilman Bittner stated that had been his point in the past. In municipalities the size of Jacksonville, the equipment became outdated before it was worn out.

Chief McIntyre stated that they looked at a lot of options, but only brought five forward for Council to consider: 1) Continue as is, police priority change; 2) Dispatch upgrades to emergency medical dispatch (EMD), police upgrade to FR/EMT level of training; 3) Add two Quick Response Vehicles (QRV) plus 15 personnel; 4) Add two QRVs, upgrade existing personnel; and 5) Establish fire-based EMS service for City (2 ambulances).

Using Exhibit A, Major Patrick Traitor reviewed the police department's current role in the first responder program and their level of training. Option 1 would continue their involvement as is, but would upgrade their response to Priority 1 which would reduce response time. Option 2 would certify the officers as credentialed medical responders and Option 2a would make the police department primary first responders.

Discussion followed on costs and impacts to the police department. Mr. Woodruff stated they wanted Council to see Option 2a, but it was not being recommended because of the impact it would have on the police department's primary purpose of law enforcement.

After the five options were discussed, Chief McIntyre recommended that Options 1 and 4 be used. Option 1 would continue the program as is but change Police priority to Priority 1 while the Fire Department responded through Option 4 which added two QRVs and upgraded existing personnel. He further recommended that they report back to Council in 12 months on the effectiveness of the changes to see if they were going in the right direction.

Council pointed out their reasoning behind requesting this study had been in hopes of finding ways to provide the same or better service at greater efficiency in costs and operations. Discussion followed on the proposals and recommendations in terms of operations, personnel,

costs, and where efficiencies could be realized; however, no decision was reached at this time on the recommendation.

RECESS

Mayor Phillips recessed the meeting at 6:59 PM in order for Council to convene the Regular Council Meeting scheduled to begin at 7:00 PM.

RECONVENE/ ADJOURNMENT

Mayor Phillips reconvened the Special Meeting immediately following the adjournment of the Regular Meeting.

A motion was made by Councilman Willingham, seconded by Council Member Coleman and unanimously adopted to adjourn the Special Meeting at 8:16 PM.

Adopted by the Jacksonville City Council in regular session this 4th day of October, 2011.

_____
Sammy Phillips, Mayor

ATTEST:

_____
Carmen K. Miracle, City Clerk

Exhibit "A"

Jacksonville City Council

Special Workshop Meeting
September 20, 2011

Agenda

1. Land Application Site Update
2. Transit System Development Plan
3. First Response Phase II
4. Home Occupation Text Amendment Review
5. Departmental Annual Reports

Land Application Site Update

Forest Management Update for the LTS

Seth A. Ward, CF, RF
President

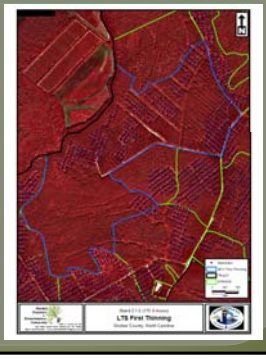
PREMIER FORESTRY & ENVIRONMENTAL CONSULTING, PLLC

Management Activities

- Timber Harvest
  - First Thinning
- Fire Line Installation
- Boundary Line Maintenance

Timber Harvesting

- First Thinning
  - 80 Acres Thinned
  - 3,113.48 tons removed
    - 2,238.96 tons of Pulpwood
    - 874.52 tons of Chip'n Saw
  - $18,575.56 - Revenue from thinning the LTS
    - Cost of $1,671.80 in Timber Sale Supervision



Fire Line Installation

- Installed 3 Miles of Fire Lines
  - Cost of $3,000.00

Boundary Line Maintenance

- Conducted Boundary Line Maintenance on Over 4 Miles
  - Cost of $2,345.41

Summary

- Revenue:
  - Timber Harvest (thinning) **$18,575.56**
- Cost:
  - Timber Sale Oversight $1,671.80
  - Fire Line Installation $3,000.00
  - Boundary Line $2,345.41
- **$11,558.35**

Scheduled Forest Management

- Timber Harvesting
  - First Thinning
  - Second Thinning
  - Final Harvest
- Reforestation
- Prescribed Burning
- Fire Line Installation
- Boundary Line Maintenance

Thank You

Seth A. Ward, CF, RF
President
PremierForesty@gmail.com
www.PremierForestry.net

PREMIER FORESTRY & ENVIRONMENTAL CONSULTING, PLLC

JACKSONVILLE N.C.
a Caring Community
HOME OF
CAMP LEJEUNE MCAS NEW RIVER

Transit System Development Plan

Jacksonville Transit

Transit System Development Plan

September 20, 2011

Presentation to Council

TRANSIT SYSTEM DEVELOPMENT PLAN

PRESENTATION OVERVIEW

Study Overview

System Overview

- Service Analysis
- Needs Assessment

Financial Overview

Recommendations

Discussion

STUDY OVERVIEW

Review Jacksonville Transit Service

- Schedules and routing
- Ridership patterns
- Performance metrics

Consider growth and development patterns

- Over-served and under-served areas
- Opportunities for service improvements

Identify Service Needs

- System analysis
- Public and rider input

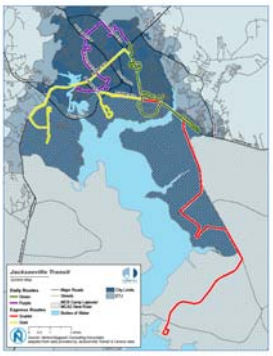
Develop a Plan for Service Improvements

- 5-year Planning Period

Presentation to Council

SYSTEM OVERVIEW

EXISTING SERVICE



Two Local Fixed-Routes

- Purple and Green Routes
- Daily Operations
  - 240 riders per day

Express Services

- Gold and Scarlet Routes
- Operates on Friday, Saturday and Sunday
  - 100-200 riders per day

DATA ANALYSIS & PUBLIC OUTREACH

Market Analysis

- Population and employment density

Service Analysis

- Ridership by stop and by time of day

Stakeholder Interviews

- System opportunities and challenges

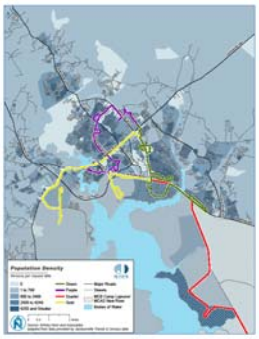
Rider and Public Surveys

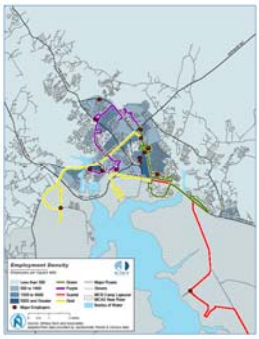
- System opportunities and challenges

Public Review

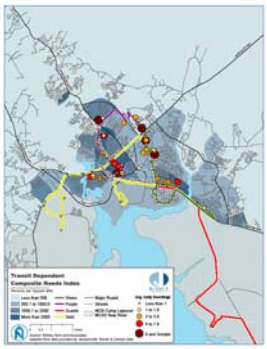
- Ride the bus, Juneteenth, NNO and public meetings

POPULATION & EMPLOYMENT DENSITY





DEPENDENT POPULATION & BOARDING/ALIGHTINGS



NEEDS ASSESSMENT: LOCAL FIXED ROUTE SERVICE

Coverage

- Georgetown neighborhood
- Wal-Mart on Yopp Road
- Bell Fork Road
- Service between downtown and Western Boulevard

Span of Service

- Later evening service
- More weekend day service

New and Different Types of Service

- Dial-a-ride/demand response service to some areas
  - Appropriate for low-demand and developing markets
- Jacksonville - Wilmington service

NEEDS ASSESSMENT: EXPRESS SERVICE

Express Route Schedules

- More frequent Friday evening service
- Fewer late night service hours
- Earlier start on Saturday and Sunday

Expand Service Area

- Jacksonville Mall and McDaniel Drive

NEEDS ASSESSMENT: OTHER

Comprehensive marketing strategy

Passenger amenities

- Stop enhancements
- Technology upgrades

Diversify fare options

- Multiple ride passes
- More places to purchase passes

Coordination with Base Bus

- Create maps with both systems
- Coordinate pick-up and drop-off locations

Presentation to Council

FINANCIAL OVERVIEW

OVERVIEW OF SYSTEM COSTS (Current)

$1.75m annually

- 64% funded through federal grants
- 14% from state grants
- 22% is city contribution + fares

$910,000 (52%) reserved for future capital

$840,000 (48%) is for operating costs

- 60% for service contract (drivers, day-to-day management)
- 30% for fuel, maintenance and insurance
- 10% for staff and incidentals

OPERATING COST & SUBSIDY PER RIDER

Presentation to Council

RECOMMENDATIONS

IMMEDIATE RECOMMENDATIONS: LOCAL FIXED ROUTES

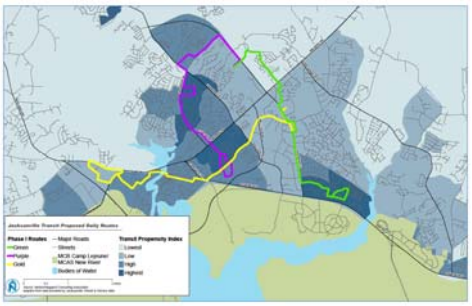
Immediate Term

- Reduce travel time - making routes more direct
- Serve under utilized areas with demand response service
- Create new route - Yopp Road to Western Boulevard
- Extend weekday evening service to 8:00 pm
- Improve service to Coastal Carolina Community College

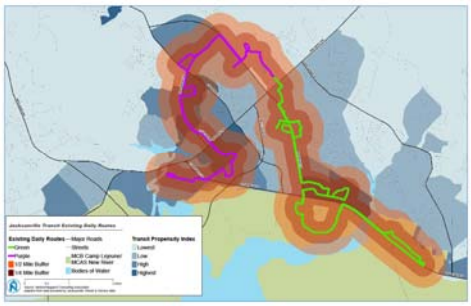
Short - Term

- Decrease headways to 30 minutes during peak periods

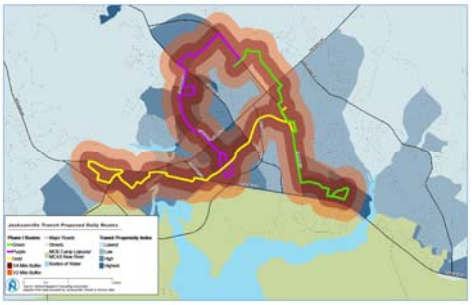
IMMEDIATE RECOMMENDATIONS: LOCAL FIXED ROUTES



IMMEDIATE RECOMMENDATIONS: EXISTING SERVICE COVERAGE



IMMEDIATE RECOMMENDATIONS: PROPOSED SERVICE COVERAGE



IMMEDIATE RECOMMENDATIONS: EXPRESS ROUTES

Increase service on Friday evening
- Camp Lejeune 6:30 pm - 7:30 pm
- Camp Johnson 6 pm - 8 pm

End late night service sooner
- Camp Lejeune at midnight
- Camp Johnson at 9:30 pm

Begin weekend day service sooner
- Camp Lejeune at 11 am
- Camp Johnson at 11 am

Extend to Jacksonville Mall and McDaniel Drive

ONGOING RECOMMENDATIONS

Diversify Fare Structure
- Offer daily, weekend and monthly passes
- Increase locations where people can buy passes
  - Local retailers (on/off base)
  - Online

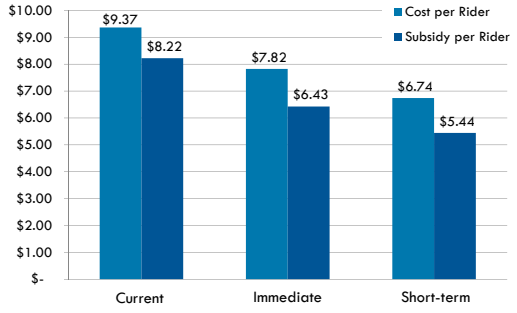
Create and Strengthen Partnerships
- Military Installations
  - Route coordination
  - Marketing
- Coastal Carolina Community College
  - Universal Pass "Upass" Program
  - Improved bus stop amenities

ONGOING RECOMMENDATIONS

Marketing
- Create updated system map and schedules
- Simplify route names (Route A Yopp Road to Jacksonville Mall)
- Strengthen online presence
  - Google Transit
  - "How to ride" information
- Coordinate marketing efforts with Camp Lejeune

New Services
- Explore potential for Jacksonville – Wilmington service
- Explore potential for ridesharing (vanpools and carpools)
  - Coordinate with Camp Lejeune

RECOMMENDATIONS: COST PER RIDER SYSTEMWIDE



SUMMARY OF RECOMMENDATIONS

Immediate Term (next 18 months)
- Streamline existing routes
- Add third route - Yopp Road to Western Boulevard
- Extend weekday service to 8:00 pm
- Serve low ridership areas with demand-response service
- Align Express Route schedules with demand

Short-Term (18 months – 3 years)
- Decrease headway to 30 minutes during peak periods

Ongoing
- Expand fare structure
- Expand marketing efforts and update materials
- Collaborate with military installations

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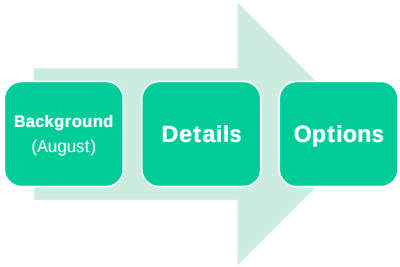
CAMP LEJEUNE HOME OF MCAS NEW RIVER

Medical First Response Phase II

Objective

Consider options/alternatives for providing medical first responder services that would reduce use of fire engines

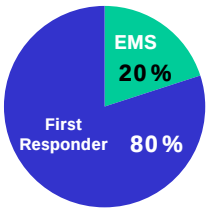


Emergency Medical Requirements

Level	Initial Training	Annual Training
CPR/AED (w/ First Aid)	49 hours	3 hours
Emergency Medical Technician	176 hours*	24 hours
Paramedic	1230 hours*	49 hours

* Tested Program – State certification

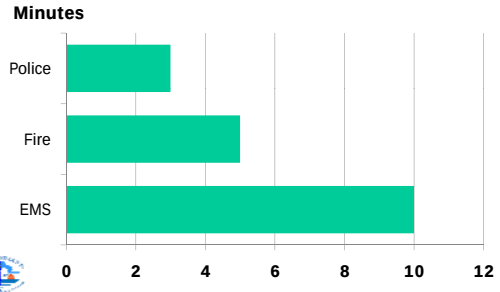
Who arrives on scene first



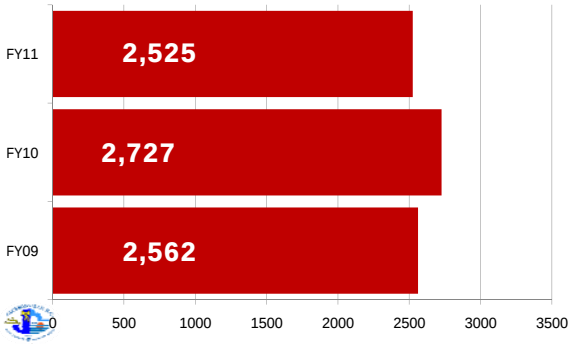
Cardiac Chain of Survival
–American Heart Association / NFPA

Steps to Improve Survival	Time Targets
Early Access to 911	1 minute
CPR	4 minutes
Defibrillation	6 minutes
Advanced Life Support	8 minutes

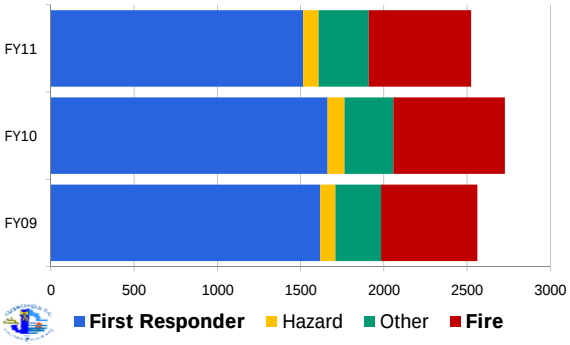
Average Response Times to Medical Calls in our City



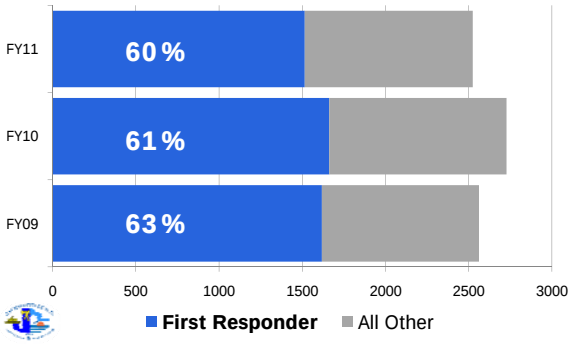
JFD Emergency Calls by Year



JFD Emergency Calls by Type



Emergency Calls Evaluation



First Responder Calls

Month: 133

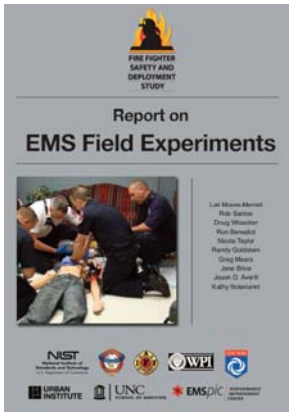
Week: 30

Day: 4.3

National Institute of Standards and Technology (NIST)

September 2010

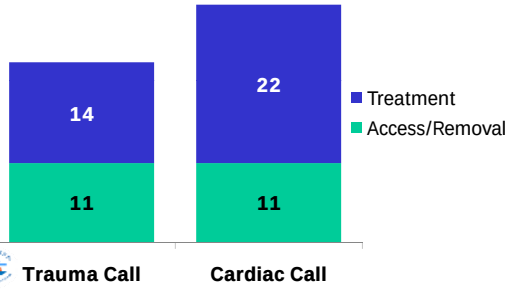
Response Study

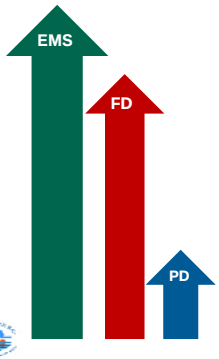


NIST National Institute of Standards and Technology U.S. Department of Commerce

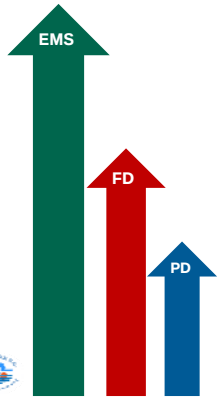
UNC SCHOOL OF MEDICINE

Specific Tasks Performed in Medical Event

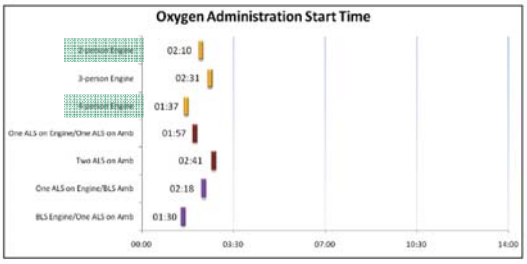




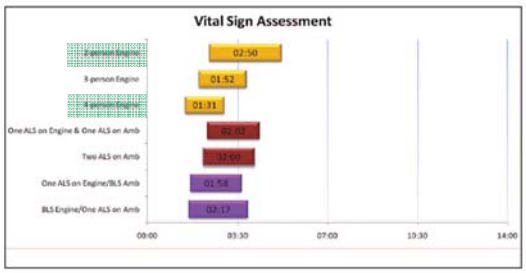
Basic Trauma Tasks
Package patient for transport
Respiratory support (BVMask)
Airway intubation
Backboard immobilization
Splint fractures
Control bleeding
Expose wounds
Check vital signs
Oxygen administration
Body sweep – lacerations, fractures
Patient interview
Airway, Breathing, Circulation status
Spinal motion restriction
Access patient



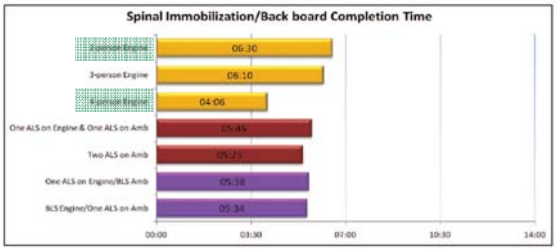
Basic Cardiac Tasks
Package patient for transport
Medications (lidocaine, bolus)
Defribrillate (pacing, shock)
Intravenous access (IV)
Electrocardiogram assessment
Heart monitor set-up (12-lead)
Airway intubation
Oxygen administration
Medications (nitroglycerin)
CPR with respiratory support
Apply shock if advised
Semi-automatic defibrillator setup
Apply defibrillator pads
Check vital signs
Patient interview
Airway, Breathing, Circulation status
Access patient



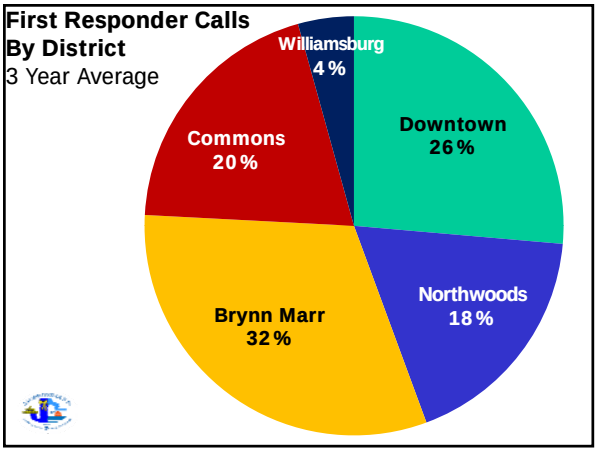
Note – Oxygen is considered a drug. Must be credentialed to administer Oxygen to a patient.

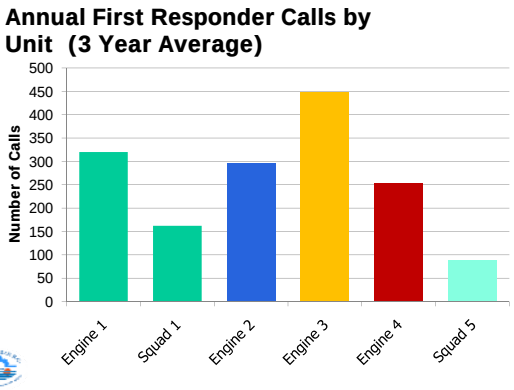


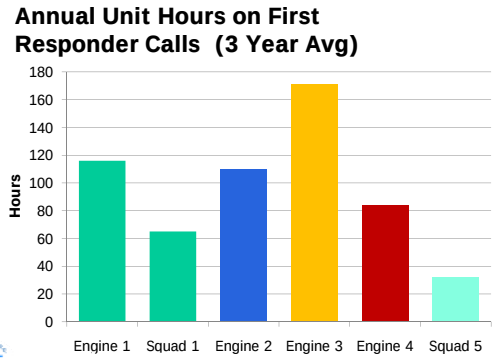
Vital signs – airway assessment, pulse, blood pressure, oxygen saturation, respiratory rate/quality, blood glucose level.



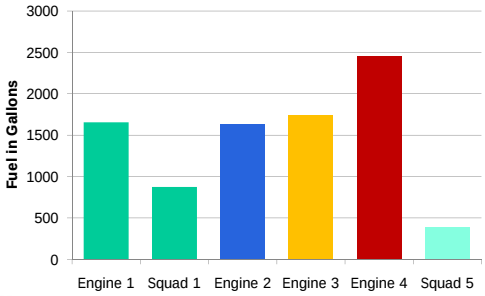
Spinal immobilization typically needed in TRAUMA cases.





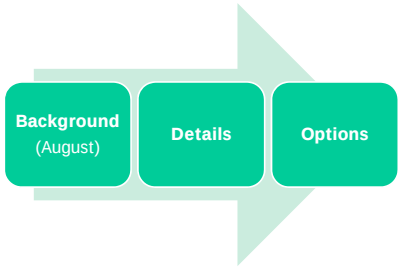


Annual Total Fuel Used by Unit (3 Year Avg)



Objective

Consider options/alternatives for providing medical first responder services that would reduce use of fire engines



Options Considered

1	Continue as is, Police priority change
2	Dispatch upgrades to Emergency Medical Dispatch (EMD), Police upgrade to FR/EMT level of training
3	Add 2 Quick Response Vehicles + 15 personnel
4	Add 2 QRVs, upgrade existing personnel
5	Establish Fire-based EMS service for City (2 ambulances)

First Responder Program Police Role

- **Supplement** fire department's first responder program
- Provide Citizens with **quick access to basic life support** in both medical and trauma emergencies

First Responder Program Police Role

Level of training

- 40 Hrs First Responder **Training**
  - Received during basic law enforcement training
  - Non-credentialed
- Each officer AHA **CPR certified**
  - Bi-annual recertification
  - Each patrol officer issued AED

First Responder Program Police Role

Medical Response

Life threatening emergencies

- Chest pain/heart attack/cardiac arrest
- Difficulty breathing/respiratory arrest
- Choking
- Stroke
- Unresponsive person
- Trauma

First Responder Program Police Role

Medical Emergencies

Cardiac Arrest/Respiratory Arrest/Stroke

- Officers trained to deliver **basic emergency care**
- Begin care **until arrival of Fire Department/EMS**
- **Immediate medical care increases chances of survival**

First Responder Program Police Role

Trauma Emergencies

Motor vehicle crash with injuries

Gunshot/stab/assault victims

- Officers trained to deliver **basic emergency care**
- Deliver potentially life saving care **until arrival of Fire/EMS**

First Responder Program Police Role

Current Response

- Priority "2" response
- Reasonable/available Police Response

Option 1 Continue As Is with Police Response Upgrade

- Upgrade **Police** Response to **Priority "1"**
- Quicker officer response times=faster medical intervention
- **No cost** to upgrade Police response from priority "2" to priority "1"
- No additional equipment needed
- Police and Fire will continue to respond with roles remaining the same

Cost: None

Option 2 Police Upgrades Response & Training

Certify each officer as a **medical responder** or **EMT**

- Credentialed responder with **higher level training and skill sets**
- Requires approval from EMS medical director
- Credentialed means officers have satisfied state requirements to function as a medical responder or EMT
- Eligible to function as a medical responder or EMT within a EMS system

Option 2 Police Upgrades Response & Training

Certify each officer as a **medical responder** or **EMT**

- Cost to certify each patrol officer as a medical responder is estimated at $138,000
- Equipment cost is estimated at $59,520
- Emergency medical dispatch program implementation is estimated at $16,600
- Mandated training is estimated at $48,000 annually
- Police and Fire will continue to respond with the Police having a larger role in the delivery of emergency care

Cost: $214,120

Option 2a Police Upgrades Response & Training

Police Become Primary First Responders

- Requires EMT certification for each patrol officer
- Requires approval from EMS medical director
- Cost to initial certify each patrol officer as an EMT is estimated at $338,000
- Initial equipment cost is estimated at $59,520
- Emergency medical dispatch program implementation is estimated at $16,600

Option 2a Police Upgrades Response & Training

Police Become Primary First Responders

- Recurring costs for meds/oxygen is estimated at $3,000
- Mandated training is estimated at $48,000 annually
- **Police assume the role as primary first responders**
  - Depending on nature of call multiple officers may be required to respond

Cost: $414,120

Option 2 Option 2a Impacts

- Training for Medical Responder-69 hours
  - Time equivalent to 3 officers working patrol functions for 1 year
- Training for EMT-169 hours
  - Time equivalent to 8 officers working patrol functions for 1 year
- Mandatory annual training-24 hours
  - Time equivalent to 1 officer working patrol functions for 1 year

Option 2 Option 2a Impacts

- Increase in time needed to handle calls for service
- Officers on scene providing medical care cannot perform law enforcement duties
  - Security, investigations, traffic control
- Reduction in time for proactive policing

Option 3 Add 2 Quick Response Vehicles & Personnel

Option 3 Add 2 Quick Response Vehicles & Personnel

- Improved response times and increased response capabilities
- Additional manpower for fire calls
- Decreased fuel/maintenance on fire engines
- Additional Vehicle/equipment costs estimated at $81,000
- Personnel costs (2 person/unit/shift=12 x 1.25 = 15) estimated at $600,000

Cost: $681,000

Option 4 Add 2 QRVs & Upgrade Existing Personnel

- Potential fuel savings and more efficient field work
- Additional department capabilities
  - Multiple brush trucks vs. just one
- Decreased fuel/maintenance on fire engines
- Potential increased risk to Citizens/staff
  - More emergency vehicles responding on streets
- Potential impact on fire suppression effectiveness
  - Crew integrity/safety
- Possible impact on Accreditation

Option 4 Add 2 QRVs & Upgrade Existing Personnel

- Staffing may periodically require unit shutdowns
- New Vehicle/equipment costs estimated at $81,000
- Personnel upgrades (additional Driver/Operator classifications) estimated at $73,500

Cost: $154,500

Option 5 Fire Based EMS Service Two Ambulances

Option 5 Fire Based EMS Service Two Ambulances

- Follow Greenville Fire/Rescue model
- Increased service level to Citizens
- Decreased fuel/maintenance on fire engines
- Revenue stream generation – would partially pay for annual operating costs estimated at $715,000

Option 5 Fire Based EMS Service Two Ambulances

- Personnel costs (2 person/unit/shift=12 x 1.25 = 15) estimated at $600,000
- Vehicle costs estimated at $210,000
- Equipment costs estimated at $90,000

Cost: $900,000

Unit at Station 5 – due for replacement this year - brush truck -(with medical equipment)

Available in budget for vehicle/ equipment $161,000

Options 3 and 4

One of these

OR

Two of these

Options Considered

1	Continue as is, Police priority change	$0
2	Dispatch upgrades to Emergency Medical Dispatch (EMD), Police upgrade to FR/EMT level of training	$214,120 or $414,120
3	Add 2 Quick Response Vehicles + 15 personnel	$681,000
4	Add 2 QRVs, upgrade existing personnel	$154,500
5	Establish Fire-based EMS service for City (2 ambulances)	$900,000

Options Considered

1	Continue as is, Police priority change
2	Dispatch upgrades to Emergency Medical Dispatch (EMD), Police upgrade to FR/EMT level of training
3	Add 2 Quick Response Vehicles + 15 personnel
4	Add 2 QRVs, upgrade existing personnel
5	Establish Fire-based EMS service for City (2 ambulances)

All options have potential to improve Medical Responder Service Delivery

Recommendations

1	Continue as is, Police priority change
2	Dispatch upgrades to Emergency Medical Dispatch (EMD), Police upgrade to FR/EMT level of training
3	Add 2 Quick Response Vehicles + 15 personnel
4	Add 2 QRVs, upgrade existing personnel
5	Establish Fire-based EMS service for City (2 ambulances)

Report back to Council in 12 months on effectiveness of changes to medical responder program