Town of Metomen

Fire Protection Study

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EXECUTIVE SUMMARY

The Town of Metomen engaged Public Administration Associates, LLC (PAA) to conduct a comprehensive evaluation of its fire protection service model, with funding provided through the State of Wisconsin's Innovation Planning Grant Program. This study assesses the performance, capacity, and long-term sustainability of the Brandon-Fairwater Fire Department (BFFD), the Town's current fire protection provider, and examines alternative service delivery options, facility needs, apparatus readiness, and future operational considerations.

Current Service Delivery and Performance

The Brandon-Fairwater Fire Department is a joint, Chapter 213 municipal nonprofit fire organization serving five municipalities: the Villages of Brandon and Fairwater and the Towns of Metomen, Springvale, and Waupun. BFFD operates as a paid-on-call department with 30 members, including approximately 25 interior-qualified firefighters. This staffing level equates to 25 firefighters per 1,000 population, exceeding the NFPA-reported national average for communities under 2,500 population. This strong volunteer base enhances turnout reliability and operational depth.

BFFD responds to approximately 60 calls annually, with about half occurring as mutual aid. While this may appear high, the mutual aid provided is balanced by mutual aid received, reflecting modern rural fire service practice and supporting regional resilience. Town Board members and BFFD command staff reported no concerns regarding current service adequacy, response reliability, or operational capacity.

NFPA Standards and Response Capability

Given the Town's rural geography and low population density, NFPA 1720 is the appropriate benchmark for evaluating BFFD's performance. Analysis of turnout and travel times indicates that BFFD meets the NFPA 1720 rural requirement of assembling six personnel within 14 minutes, 80% of the time. Portions of the service area qualify as "remote," where extended travel distances inherently affect response times; BFFD's performance aligns with expectations for these zones as well.

BFFD's deployment patterns, mutual aid participation, and staffing levels collectively demonstrate compliance with NFPA 1720 and support the conclusion that the department is providing operationally adequate fire protection for the Town of Metomen.

Facilities Assessment

BFFD operates from two stations:

Station 1 – Brandon

Station 1 is well maintained and functional for a paid-on-call model but lacks the infrastructure required for future career or combination staffing. Significant upgrades would be necessary to meet modern NFPA standards for firefighter safety, decontamination, PPE storage, and 24-hour operations. A full renovation and expansion is estimated at **$1.5M–$3.5M**, while a replacement facility would cost **$4.5M–$8M**.

Station 2 – Fairwater

Station 2 is a small, rented, single-bay facility with limited operational value beyond maintaining ISO credit for the Fairwater area. It lacks essential NFPA-compliant features such as exhaust capture, PPE separation, and decontamination space. Renovation is possible but not cost-effective, with estimated costs of **$225,000–$550,000**. A replacement satellite station would cost **$2.5M–$4M**.

Long-term planning should evaluate whether Station 2 remains strategically necessary or whether consolidation, relocation, or replacement would better serve the district.

Apparatus and Equipment

BFFD maintains a fleet of engines, tenders, and support vehicles consistent with NFPA 1901 and ISO expectations for rural fire protection. Apparatus condition and capability appear adequate for current operations, though future replacement planning should consider evolving service demands, water supply challenges, and the need for reliable tender operations in rural areas.

Future Service Needs and Strategic Considerations

Several factors will influence long-term fire protection needs:

- **Stable but aging population**, increasing EMS-related demand.

- **Agricultural fire risks**, including outbuildings and limited water supply.
- **Volunteer availability trends**, particularly daytime response challenges.
- **Regional EMS system changes**, including potential organizational shifts in Ripon Guardian Ambulance.
- **Mutual aid reliance**, which remains essential for rural fire suppression.

GIS-based travel modeling, responder distribution analysis, and ISO impact review are recommended to guide future facility and deployment decisions.

Overall Conclusions

- **BFFD is currently meeting the Town of Metomen's fire protection needs** and is performing within NFPA 1720 benchmarks for rural and remote communities.
- **Staffing levels exceed national averages**, supporting reliable turnout and operational sustainability.
- **Facilities require significant investment**, particularly if future staffing models evolve.
- **Station 2 has limited long-term viability**, and strategic evaluation of its role is warranted.
- **Mutual aid participation is appropriate and balanced**, strengthening regional fire protection.
- **No immediate deficiencies** were identified that would necessitate a change in service provider; however, long-term planning should continue to evaluate facility modernization, apparatus replacement, and regional collaboration opportunities.

INTRODUCTION

The Town of Metomen seeks a comprehensive, objective evaluation of its fire protection service options. This study is funded through the State of Wisconsin's Innovation Planning Grant program, which supports communities exploring improved service delivery models. To conduct this analysis, the town engaged Public Administration Associates, LLC (PAA) to assess the current fire protection provider, the Brandon-Fairwater Fire Department (BFFD), and to examine the following key questions:

- **Service Demand:** Is the BFFD currently meeting the town's service needs?
- **Capacity and Cost:** If service demands are not being met, does the BFFD have the capacity to do so, and at what cost?
- **Collaboration Opportunities:** What opportunities exist for regional partnerships or shared services?
- **Fire Station Location:** Are current or alternative station locations appropriate for effective service delivery?
- **Facilities and Apparatus:** What is the condition and adequacy of existing facilities and fire apparatus?

In addition to evaluating current conditions, PAA will provide forward-looking analysis to support long-term planning, including:

- **Future Service Needs:** An assessment of projected service demands based on demographic, geographic, and operational trends.
- **Operational Alternatives:** A review of feasible organizational and service delivery models.
- **Right-Sizing the Department:** Recommendations for the appropriate staffing and resource levels needed to serve the Town effectively.
- **Financial Projections:** Cost estimates for each operational alternative presented.

MUNICIPALITY DESCRIPTION

The Town of Metomen is a rural township located in the western portion of Fond du Lac County, Wisconsin. Covering approximately 36 square miles, the town is characterized by an agricultural landscape dominated by crop farming, dairy operations, and dispersed rural residences. The incorporated villages of Brandon and Fairwater are in close proximity to the town.

The town is bordered by the City of Ripon to the northeast and is situated within a region shaped by glacial landforms, resulting in gently rolling terrain and productive soils. Transportation access is provided primarily by a network of county and town roads with State Highway 44 running near the eastern boundary and connecting residents to nearby commercial and service hubs.

Metomen maintains a predominantly rural population with a strong agricultural heritage. Local governance is provided by a town board responsible for land use regulation, road maintenance, and coordination of essential services. The community's character reflects a stable, low-density settlement pattern typical of central Wisconsin townships, with residents relying on nearby municipalities for most commercial, educational, and emergency services.

According to the United States Census Bureau, the town has a total area of 34.6 square miles with a population of 709 people. The town is reported to have 239 households with a population density of 20.5 people per square mile. There are 247 housing units at an average density of 7.1 per square mile.

In the State of Wisconsin, townships are legally obligated to provide fire protection [ss. 60.55, Wis. Stats]. Fire protection for the town, or any portion of the town, may be provided in any manner, including:

1. Establishing a town fire department.
2. Joining with another town, village or city to establish a joint fire department. If the town board establishes a joint fire department with a village under s. 61.65(2)(a)3., the town board shall create a joint board of fire commissioners with the village under s. 61.65(2)(b) 2.
3. 60.55(1)(a)3.3. Contracting with any person.
4. Utilizing a fire company organized under Ch. 213.
5. Creating a combined protective services department under s. 60.553.

The Town of Metomen has chosen to meet this statutory requirement through option four and has established a fire department by joining services with the Village of Brandon, Village of Fairwater, Town of Metomen, Town of Springvale, and Town of Waupun. Option four falls under chapter 213, which is a municipal non-profit. This contract has been in place since 2008. Prior to this agreement the Town of Metomen was one of the founding municipalities with the Ripon Area Fire District. Returning to a contract with RAFD or a shared contract between RAFD and BFFD would keep the Town of Metomen under the provisions of Chapter 213.

FIRE DEPARTMENT OVERVIEW

The Brandon-Fairwater Fire Department has long served as a central public safety institution for the communities of Brandon, Fairwater, and the surrounding rural areas of the Town of Metomen. Formed through the collaboration of the two villages and three townships, the department has evolved over the decades from a small, locally organized volunteer force into a modern paid-on-call organization equipped to respond to a wide range of emergencies. Its two-station configuration reflects the historical commitment of both communities to maintain accessible, community-based fire protection.

Staff within the BFFD is composed entirely of paid-on-call personnel who respond from home or work when dispatched. Members include firefighters, driver/operators, and officers who provide leadership, training coordination, and administrative oversight. Like many rural departments, BFFD relies heavily on the dedication of community members who balance emergency response responsibilities with full-time employment elsewhere. Recruitment and retention of these responders remain ongoing priorities, consistent with statewide trends among volunteer and paid-on-call agencies.

The department provides a broad range of services beyond traditional fire suppression. These include initial medical response, vehicle extrication, hazardous materials awareness-level response, and support during severe weather or other community emergencies. BFFD also participates in mutual aid agreements with neighboring departments, ensuring that adequate resources can be mobilized for larger or more complex incidents. Public education, fire prevention activities, and community engagement efforts further support the department's mission to protect life and property.

The Brandon-Fairwater Fire Department (BFFD) provides fire protection services from two stations. Station 1 is located in the Village of Brandon at 272 South Woodward Street, and Station 2 is located in the Village of Fairwater at 206 Main Street. Both stations are situated in the southern portion of the Town of Metomen (Appendix A).

The BFFD operates as a paid-on-call fire department, meaning members receive compensation for responding to incidents. In common usage, the term "volunteer fire department" refers to departments without any full-time career personnel; BFFD fits within this category.

For context, Table I presents data from the most recent National Fire Protection Association (NFPA) Fire Department Profile Survey (2020), illustrating the distribution of fire department types across comparable population ranges. Communities similar in size to the Town of Metomen are most commonly served by volunteer fire departments, aligning BFFD with national norms for municipalities of this scale.

TABLE I

Population	All-Career	Mostly Career	Mostly Volunteer	All-Volunteer
< 2,500	0%	2%	6%	92%
2,500 to 4,999	2%	3%	22%	73%
5,000 to 9,999	7%	14%	41%	38%

There are 30 members of the BFFD. About 25 of the members designated as interior fire fighters meet the requirements found in Safety and Professional Services (SPS) 330.08 (1). All members that are identified as apparatus operators meet SPS 330.08 (2). All members that are identified as officers meet SPS 330.08 (3).

Table II from the NFPA 2020 U.S. Fire Department Profile identifies the average number of firefighters per 1,000 population for departments across the country. For communities with populations under 2,500, the NFPA reports an average of 19.58 volunteer/POC firefighters per 1,000 residents.

BFFD serves an estimated population of approximately 1,000 residents across its five contracted municipalities. With a roster of 25 firefighters, BFFD provides 25 firefighters per 1,000 population, placing the department well above the NFPA-reported average for communities of similar size.

Why this matters:

- Above-average staffing indicates a strong volunteer base relative to population.
- Higher firefighter-per-capita ratios improve reliability of turnout, depth of response, and sustainability of operations.

- This metric supports the conclusion that BFFD is adequately, even generously, staffed for a rural volunteer department serving a small population.

TABLE II

Population	FF/1,000
< 2,500	16.67
2,500 to 4,999	7.87
5,000 to 9,999	3.98

Table III below illustrates the population and square miles that BFFD provides fire protection for. BFFD only covers a portion of Springvale and Waupun.

TABLE III

Municipality	Current Population[1]	Area Sq Miles	Population Density/Sq Miles	2030 Population Projection
Village of Brandon	882	.76 Sq Miles	1,160.52	848
Village of Fairwater	346	.74 Sq Miles	467.56	323
Town of Metomen	689	34.6 Sq Miles	19.91	655
Town of Springvale	274	15.878 Sq Miles	17.26	N/A
Town of Waupun	44	3.622 Sq Miles	12.15	N/A
Total Fire District	**2,235**	**55.6**	**1677.4**	**1,826**

BFFD DEMAND FOR SERVICE

PAA met with members of the Town of Metomen Board to review current fire and EMS service delivery and to understand the town's expectations for service adequacy and long-term sustainability. The Brandon-Fairwater Fire Department (BFFD) is a joint fire department serving five communities through a contractual agreement. Town Board members provided the current budget, along with agendas and minutes from the most recent Annual Fire Department Meeting. Board members did not identify any concerns regarding current response performance or service reliability. Their primary focus is ensuring that the town continues to receive services that are operationally adequate, aligned with industry benchmarks, and sustainable for the future.

PAA also met with the BFFD command staff to review departmental operations. This included a tour of Station 1 and discussions regarding organizational structure, incident response procedures, training programs, mutual aid and auto-aid participation, apparatus and equipment readiness, and overall operational capacity. The command staff reported no current challenges in providing fire and emergency services to the Town of Metomen and did not anticipate any foreseeable issues that would impact future service delivery.

BFFD responds to approximately 60 calls for service annually, with roughly 50 percent of these incidents occurring as mutual aid responses to neighboring communities. Initially, this may appear to be a high proportion of mutual aid activity. However, after reviewing incident data and mutual aid agreements, this level of activity is appropriate and consistent with modern rural fire service operations. BFFD participates in a proactive, cooperative regional response model, ensuring that adequate resources are available for significant incidents regardless of jurisdictional boundaries. Importantly, the mutual aid provided by BFFD is balanced by the mutual aid they receive, creating a reciprocal system that strengthens fire protection across the region.

Appendix G provides a detailed breakdown of BFFD's 2025 incident responses, including call types, response locations, and mutual aid activity. This data demonstrates that BFFD's call volume is typical for a rural fire department serving a geographically large but sparsely populated area. The distribution of incident types such as structure fires, wildland fires, motor vehicle crashes, EMS assists, hazardous conditions, and service calls aligns with national trends for similar communities.

The National Fire Protection Association (NFPA) establishes performance benchmarks for fire department response capability based on community characteristics, population density, and staffing models. Two standards, NFPA 1720 and NFPA 1710, are most relevant to evaluating the operational performance of the Brandon-Fairwater Fire Department (BFFD). While NFPA 1720 applies to volunteer and paid-on-call organizations, NFPA 1710 establishes requirements for career departments. Together, these standards provide a framework for assessing response time expectations, minimum staffing, and the assembly of an effective response force.

NFPA 1720 – Volunteer and Paid-On-Call Departments

NFPA 1720 outlines minimum staffing and response-time objectives based on population density within the service area. For structure fire incidents, the standard identifies three primary demand zones:

- Urban areas (population density greater than 1,000 persons per square mile) require a minimum of 15 personnel on scene within 9 minutes, 90 percent of the time.
- Suburban areas (500-1,000 persons per square mile) require 10 personnel on scene within 10 minutes, 80 percent of the time.
- Rural areas (fewer than 500 persons per square mile) require 6 personnel on scene within 14 minutes, 80 percent of the time.

NFPA 1720 also identifies "remote" areas, defined as locations more than eight miles from a fire station, where staffing and response times are determined by travel distance and the authority having jurisdiction. These benchmarks are intended to ensure volunteer and combination departments can assemble an effective response force appropriate to the risk profile of the community.

NFPA 1710 – Career Fire Departments

NFPA 1710 establishes a single set of performance objectives regardless of population density. The standard requires that fire companies meet the following response-time components:

- **Dispatch time:** 30 seconds or less
- **Turnout time:** 90 seconds or less
- **Travel time:** 4 minutes or less

Combined, these elements produce a total response time objective of 6 minutes or less, 90 percent of the time. In addition to response-time requirements, NFPA 1710 mandates a minimum

of four personnel on each fire company and requires that an effective response force of 15 personnel be assembled within 8 minutes for structure fire incidents.

Emergency Medical Service Requirements

NFPA 1710 also includes performance objectives for emergency medical response. For life-threatening medical emergencies, the standard requires that a Basic Life Support (BLS) unit, staffed by an EMS first responder or EMT, arrive within 6 minutes, 90 percent of the time. An Advanced Life Support (ALS) unit, staffed by paramedics, must arrive within 8 minutes, 90 percent of the time. Although these requirements are aimed at high-acuity medical events, they serve as a benchmark for system design and resource deployment.

Application to BFFD

These standards provide the foundation for evaluating BFFD's operational capability. Given the department's rural service area and population density, NFPA 1720 is the appropriate benchmark for fire response. NFPA 1710 is referenced for comparative purposes and to illustrate the differences between volunteer and career staffing models, particularly in relation to turnout times, travel times, and the assembly of an effective response force.

NFPA 1720 Response Time and Staffing Goals

Demand Zone	Demographics	Staffing & Response Time	Meets Objective
Urban	>1000 sq. mile	15/9	90%
Suburban	500-1000 sq. mile	10/9	80%
Rural	< 500 sq. mile	6/14	80%
Remote	Travel > 8 miles	4	90%

Application of NFPA 1720 to the Brandon-Fairwater Fire Department

Based on population density and geographic distribution, the Brandon-Fairwater Fire Department (BFFD) operates primarily within rural and remote demand zones as defined by NFPA 1720. The Villages of Brandon and Fairwater each have population densities well below the 500 persons per square mile threshold, placing them squarely in the rural category. The surrounding Towns of Metomen, Springvale, and Waupun contain large agricultural areas,

dispersed residences, and extended travel distances from the fire station. Significant portions of these townships meet the NFPA definition of remote, where travel distance exceeds eight miles and response times are driven largely by geography rather than staffing availability.

In evaluating BFFD's performance, a review of incident response data (Appendix G) and response time analysis (Appendix H) demonstrates that the department is operating within the recommended staffing and response-time parameters for rural and remote volunteer departments. For rural areas, NFPA 1720 requires a minimum of six personnel on scene within 14 minutes, 80 percent of the time. BFFD's turnout and travel times align with these expectations, and the department consistently assembles an effective initial response force appropriate to the risk level of the incident type.

Mutual aid activity further supports compliance with NFPA 1720. Approximately half of BFFD's annual call volume involves mutual aid responses to neighboring jurisdictions. While this may initially appear disproportionate, the data show that BFFD receives a comparable level of mutual aid support, creating a balanced exchange of resources. This reciprocal system is essential for rural fire departments, where assembling a full complement of personnel, particularly for structure fires, often requires coordinated multi-agency response. NFPA 1720 acknowledges this operational reality and anticipates that rural and remote departments will rely on mutual aid to meet staffing objectives for higher-risk incidents.

It is also important to note that not all incidents require the assembly of a full effective firefighting force of 15 personnel. Many calls documented in Appendix G involve medical responses, service calls, hazardous conditions, or minor fire incidents where a smaller response force is both appropriate and consistent with NFPA guidance. The standard's staffing benchmarks apply specifically to structure fire incidents requiring coordinated fire suppression operations. When viewed through this lens, BFFD's deployment patterns and personnel availability are consistent with the expectations for a rural volunteer department serving a geographically large and sparsely populated area.

Overall, the evidence indicates that BFFD is performing at a level that meets or exceeds the operational benchmarks established by NFPA 1720 for rural and remote communities. Its reliance on mutual aid is appropriate, response times fall within recommended parameters, and its staffing levels are sufficient for the types of incidents encountered within their service area.

Additional Factors Influencing Demand for Service

To enhance the analysis, several broader factors should be considered when evaluating current and future service demand:

1. Population Stability and Demographics

The Town of Metomen's population has remained relatively stable, but like many rural Wisconsin communities, it is experiencing gradual demographic shifts:

- An aging population increases EMS-related demand.
- Agricultural and rural properties continue to present fire risks requiring specialized response capabilities.
- Seasonal population fluctuations may influence service needs.

2. Regional Mutual Aid Expectations

Modern fire service delivery relies heavily on mutual aid and auto-aid systems. BFFD's participation in these systems:

- Ensures adequate staffing and apparatus for low-frequency, high-risk events.
- Reduces the burden on any single department.
- Enhances regional resilience during simultaneous incidents.

3. Volunteer Availability

While BFFD currently maintains a stable roster, national and statewide trends show:

- Declining volunteer availability during daytime hours.
- Increased training requirements for firefighters and EMS responders.
- Greater difficulty recruiting and retaining new members.

Although BFFD is not currently experiencing staff shortages, these trends should be monitored as they may influence future service capacity.

4. EMS Demand

EMS incidents continue to represent the majority of emergency responses nationwide. While BFFD is a non-transport EMS responder, their role in providing initial care is critical. Ripon Guardian Ambulance provides ALS transport, and any future changes to their organizational structure (including potential consolidation with RAFD or the City of Ripon) could influence service expectations for the town.

5. Fire Risk Profile

The town's fire risk profile includes:

- Agricultural operations and outbuildings
- Rural residential properties
- Limited water supply in certain areas
- Long travel distances for apparatus

These factors reinforce the importance of strong mutual aid partnerships and reliable first-due response capability.

Summary

Overall, the demand for fire and EMS services in the Town of Metomen is consistent with expectations for a rural Wisconsin community. BFFD is currently meeting this demand effectively, supported by strong community engagement, stable staffing, and robust mutual aid partnerships. While future demographic and regional changes may influence service needs, there are no current indicators suggesting that the existing service model is inadequate or unsustainable.

BFFD FACILTIES

The Brandon-Fairwater Fire Department (BFFD) operates out of two fire stations located in the Villages of Brandon and Fairwater. As service demands evolve facility conditions, capabilities, and limitations play a critical role in operational readiness, firefighter safety, and long-term strategic planning. This facility needs assessment evaluates the condition, functionality, and future suitability of both stations; referencing applicable NFPA standards, modern fire-station design best practices, and projected departmental needs.

2.1 Station 1 – Village of Brandon (272 South Woodward Street)

Station 1 serves as the primary facility for BFFD and houses administrative offices, meeting space, the cascade system, PPE washer/extractor, and storage for reserve and specialty equipment. The station is well-maintained and in good condition, with adequate apparatus bay space for current operations.

2.1.1 Operational Limitations

While functional for a volunteer/paid-on-call model, Station 1 is not configured to support full-time staffing. To meet modern operational and safety standards, the station would require significant upgrades aligned with:

- NFPA 1500 – Occupational Safety and Health Program
- NFPA 1710/1720 – Deployment and staffing
- NFPA 1851 – PPE care, cleaning, and storage
- NFPA 1901 – Apparatus safety systems
- NFPA 1225 – Communications infrastructure

2.1.2 Required Facility Upgrades

To support future career or combination staffing, Station 1 would require:

- Sleeping quarters for assigned personnel
- Day room and kitchen for 24-hour operations
- Locker rooms, showers, and additional restrooms
- Dedicated turnout gear room with HVAC separation
- Designated decontamination area

- Hot-zone/warm-zone/cold-zone separation
- Exhaust capture system
- Improved security and access control
- Training and meeting space
- Backup power generation

2.1.3 Modern Facility-Design Best Practices

To align with contemporary fire-station design standards, Station 1 should incorporate:

- Gender-neutral bunking and restroom facilities
- Dedicated EMS supply and controlled-substance storage
- Secure IT/server room
- Physical fitness and wellness space
- Energy-efficient HVAC systems
- Apparatus bays sized for future apparatus purchases

2.1.4 Strategic Considerations

Long-term planning should evaluate:

- Population growth and service-demand projections
- Apparatus replacement cycles and bay-size requirements
- Cost-benefit analysis of renovation vs. new construction
- Potential for expansion on the current site

2.2 Station 2 – Village of Fairwater (206 Main Street)

Station 2 functions primarily as a single-engine housing facility. The building is small, and the current engine is the only apparatus that fits inside the bay. The station's primary operational value is maintaining ISO Public Protection Classification (PPC) credit for the Fairwater area.

2.2.1 Operational Limitations

- Only approximately three responders regularly respond to Station 2.
- No space for additional apparatus or equipment.
- No training, administrative, or meeting space.

- The building is rented, limiting long-term investment potential.

2.2.2 NFPA Compliance Gaps

Station 2 lacks:

- Exhaust capture systems
- PPE-separated storage
- Decontamination areas
- Hot/warm/cold zone separation
- Adequate ventilation
- Space for future staffing models

2.2.3 Strategic Considerations

Long-term planning should evaluate:

- Whether Station 2 remains strategically necessary
- Whether a new satellite station in a more optimal location would improve coverage
- Whether response-time modeling supports maintaining or relocating the station
- Whether continued rental is cost-effective

3. Personnel & Response-Time Considerations

To fully understand the operational value of each station, the department should conduct:

3.1 Travel-Time Modeling (GIS-Based)

- Identify coverage gaps
- Evaluate whether Station 2's location still provides meaningful benefit
- Assess whether Station 1's location supports future growth

3.2 Turnout-Time Analysis

- Evaluate volunteer/POC response patterns
- Identify whether limited staffing at Station 2 impacts reliability

3.3 Responder Distribution Mapping

- Determine where personnel live
- Assess whether station locations align with responder availability

3.4 ISO Impact Review

- Confirm whether Station 2's engine placement meaningfully improves PPC
- Evaluate alternative deployment models

4. Station Comparison Table

Feature / Capability	Station 1 – Brandon	Station 2 – Fairwater
Ownership	Village-owned	Rented
Primary Function	Main station; admin, meetings, equipment	Single-engine housing
Apparatus Capacity	Multiple bays	One engine only
Condition	Good, well maintained	Fair; limited functionality
Full-Time Staffing Capability	Not currently suitable	Not suitable
PPE Storage (NFPA 1851)	Partial compliance	Not compliant
Decontamination Area	Limited	None
Exhaust Capture System	Needed	Not present
Training/Meeting Space	Yes	No
Responder Availability	Strong	Limited (approx. 3 responders)
Expansion Potential	Possible	Very limited
ISO Impact	High	Moderate (localized benefit)
Long-Term Viability	Good with upgrades	Questionable

5. Cost-Range Estimates

These are planning-level estimates based on typical Midwestern fire-station construction and renovation costs. Actual costs depend on site conditions, design choices, and market conditions.

5.1 Station 1 – Renovation & Expansion Costs

Upgrade Type	Estimated Cost Range
Add sleeping quarters	$350,000-$650,000
Add day room/kitchen	$250,000-$450,000
Add locker rooms/showers	$300,000-$600,000
Turnout gear room (HVAC separated)	$150,000-$300,000
Decontamination area	$100,000-$250,000
Exhaust capture system	$75,000-$150,000
Training/meeting room upgrades	$100,000-$300,000
Full renovation + expansion package	$1.5M-$3.5M

5.2 Station 1 – Replacement Cost

A new 2-3 bay modern fire station typically costs $4.5M-$8M.

5.3 Station 2 – Renovation Costs

Given the building's size and limitations, renovation is less cost-effective, but approximate costs include:

Upgrade Type	Estimated Cost Range
Exhaust capture system	$75,000 – $150,000
Minimal PPE storage improvements	$50,000 – $100,000
Minor structural improvements	$100,000 – $300,000
Total practical renovation	$225,000 – $550,000

However, these upgrades do not solve the station's fundamental limitations.

5.4 Station 2 – Replacement Cost

A new single-engine satellite station typically costs $2.5M-$4M.

6. Conclusions

- Station 1 is a viable long-term facility with significant upgrades.
- Station 2 provides ISO benefit but has limited operational value and poor long-term viability.
- Strategic planning should evaluate whether Station 2 should be replaced, relocated, or consolidated.
- Investments should prioritize firefighter safety, NFPA compliance, and future staffing models.

BFFD FIRE APPARATUS

Fire apparatus forms the core operational capability of the Brandon-Fairwater Fire Department (BFFD). The primary apparatus, commonly referred to as an engine or pumper, is equipped with a fire pump, water tank, hose, and the tools and equipment required under NFPA 1901 and ISO standards. Additional apparatus types include:

- **Aerial/Ladder Trucks:** Equipped with a hydraulically operated aerial device typically exceeding 55 feet in length.
- **Rescue Trucks:** Carry specialized equipment for vehicle extrication and technical rescue operations.
- **Tenders:** Transport water to areas lacking municipal water systems.
- **Squad Apparatus:** Smaller rescue units, often SUV-type vehicles, used for personnel transport and towing UTVs or trailers.

ISO Fire Suppression Rating Schedule Survey

ISO conducts a Fire Suppression Rating Schedule (FSRS) survey for each community. The resulting score influences the insurance premiums paid by property owners, although not all insurers use ISO ratings. A key component of the survey is determining the minimum number of pumpers required, based on:

Fire Flow

- Measured in gallons-per-minute (GPM).
- Represents the maximum required flow for the largest structure in the community.
- Engines must have a pump rated at no less than 500 GPM, though modern standards typically range from 1,500-2,000 GPM.

Distance Requirements

ISO evaluates distance, not response time, when determining apparatus distribution:

- To receive maximum credit, an engine must be located within 1.5 miles of all structures served by a municipal water system.
- One engine can generally cover 4.5 square miles.

BFFD Engine/Pumper Fleet

BFFD currently operates **two engines**, one assigned to each station.

Engine 672 (2016)

- In very good condition
- Expected to remain in frontline service for **10-15 more years**

Engine 678 (1995)

- At the end of its service life
- Exceeds NFPA 1901's 15-year frontline recommendation
- Exceeds the 20-year threshold for major refurbishment
- Should be replaced as soon as feasible

Reserve engines serve as second-due units or fill in when frontline apparatus are out of service for maintenance or repair.

NFPA Apparatus Distribution Comparison

NFPA's 2020 Fire Department Profile Survey provides context for distribution of apparatus in communities similar in size to those served by the Northern Iron County Fire Departments.

NFPA Pumper Apparatus Comparison

Population	0	1	2	3 to 4	5 or more
< 2,500	11%	41%	39%	9%	**0%**
2,500 to 4,999	2%	23%	50%	24%	**1%**
5,000 to 9,999	1%	14%	45%	36%	4%

This data shows that communities comparable to BFFD typically operate a similar number of pumpers.

Ladder Truck Needs Assessment

ISO requires a ladder company when:

- There are five or more buildings that are three stories or 35 feet or higher, or

- There are five or more buildings requiring 3,500 GPM fire flow.

Areas not meeting these criteria may instead be served by a service company which carries the same equipment as a ladder truck except for the aerial device.

Ladder Company Coverage

- ISO does not base ladder coverage on response time
- A ladder company can typically cover **up to 10 square miles**
- Credit is dependent on the equipment carried as well as the aerial device

BFFD Ladder Need

Per ISO criteria, **BFFD is not required to operate a ladder truck**. However, an aerial device can enhance:

- Rescue capabilities
- Elevated master stream operations
- Silo rescue and fires
- Access to roofs and upper floors during fireground operations

NFPA Ladder Apparatus Comparison

Population	0	1	2	3 to 4
< 2,500	96%	4%	0%	0%
2,500 to 4,999	90%	10%	0%	0%
5,000 to 9,999	73%	26%	1%	0%

Only **4%** of departments comparable to BFFD operate a ladder truck.

Other Apparatus

NFPA standards do not prescribe specific requirements for "other" apparatus types. These units are selected based on local risk and operational needs. Common examples include:

- **Tenders** for rural water supply
- **Brush/grass units** for wildland response
- **Squad or rescue units** for personnel transport and equipment support

Smaller and more rural communities typically operate more "other" apparatus due to the nature of their service areas.

NFPA Comparison – Other Apparatus

Population	0	1	2	3-4	5 or more
< 2,500	10%	23%	28%	29%	10%
2,500 to 4,999	11%	21%	28%	30%	10%
5,000 to 9,999	16%	23%	25%	26%	10%

BFFD Other Apparatus

BFFD currently operates:

- **Two tenders**
  - One primarily for structure fires
  - One primarily for wildland response
- **One rescue unit**

BFFD Apparatus Inventory

BFFD Station 1 (Brandon)	
Apparatus Type	**Year**
Pumper 672	2016
Tender 674	1998
Tender 677	2012
Brush 679	2023
Rescue 671	2002
Ladder 694	2000
UTV	

BFFD Station 2 (Fairwater)	
Apparatus Type	**Year**
Pumper 678	1995

Recommendations

Based on the assessment of BFFD's apparatus fleet, ISO requirements, NFPA standards, and comparative data, the following recommendations are made:

1. Replace Engine 678 Immediately

Engine 678 has exceeded its recommended service life and no longer meets modern safety or reliability expectations. Replacement is necessary to maintain ISO credit and ensure operational readiness.

2. Replace Tender 674 Immediately (Critical Safety Concern)

Tender 674 (1998) presents multiple operational and safety issues that justify immediate replacement:

A. Manual Transmission Creates Significant Safety Risks

Tender 674 is equipped with a manual transmission, which is fundamentally unsafe for emergency vehicle operations. Unlike a personal vehicle, emergency vehicles must:

- Accelerate rapidly and smoothly in unpredictable traffic
- Allow the driver to keep both hands on the wheel for steering, siren control, and radio operation
- Maintain stability while carrying thousands of pounds of water
- Operate safely on steep grades, gravel roads, and in adverse weather

Manual transmissions require:

- One hand off the wheel
- Frequent shifting
- Clutch operation that can cause stalls or hesitation
- Increased risk of wheel spin or loss of control

Emergency vehicle driver training programs are now designed around automatic transmissions, meaning fewer qualified operators are available to safely drive Tender 674.

B. Structural Rust and Corrosion

Tender 674 is experiencing significant rust, which compromises:

- Frame integrity
- Tank mounting points
- Brake and fuel lines
- Electrical systems

Rust on a heavy water-carrying apparatus is a critical safety hazard, not a cosmetic issue.

C. Age and Obsolescence

At 26 years old, Tender 674 has exceeded the typical 20-25 year service life for tenders. Combined with mechanical and structural issues, continued use is unsafe.

Conclusion:

Tender 674 should be replaced immediately, alongside Engine 678.

3. Adopt a Formal Apparatus Replacement Schedule

A structured replacement cycle ensures predictable budgeting and avoids sudden capital burdens. Recommended cycles:

- **Engines:** 15 years frontline, 10 years reserve (25 years total)
- **Tenders:** 20-25 years
- **Brush Units:** 15 years
- **Rescue Units:** 15-20 years
- **Aerial Devices:** 20 years frontline, 5-10 years reserve

4. Evaluate Long-Term Need for an Aerial Device

While ISO does not require a ladder truck, BFFD should periodically reassess:

- Growth in multi-story structures
- Commercial development
- Industrial hazards
- Mutual aid dependency

5. Maintain a Balanced Fleet for Rural and Wildland Response

Given the department's mixed rural/municipal service area, continued investment in:

- Brush units
- Tenders
- UTV-supported operations is appropriate and aligned with regional risk.

Capital Replacement Plan (10-Year)

(Updated with Tender 674 elevated to immediate priority)

Years 1-2 — Immediate Priorities

1. Replace Engine 678 (1995)

- Estimated cost: $850,000-$1,300,000
- Rationale: End of service life, NFPA non-compliance, reliability concerns

2. Replace Tender 674 (1998)

- Estimated cost: $450,000-$800,000
- Rationale:
    - Unsafe manual transmission
    - Structural rust and corrosion
    - Exceeded service life
    - Limited pool of qualified operators
    - Operational risk during emergency response
- Priority: **Critical/Immediate**

Years 3–5

Replace Rescue 671 (2002)

- Estimated cost: $250,000-$350,000
- Rationale: Age, reliability, evolving rescue needs

Evaluate Tender 677 (2012) for mid-life refurbishment

- Estimated cost: $75,000-$125,000

Years 6–8

Evaluate Ladder 694 (2000) for refurbishment or replacement

- Replacement cost: $1.6-$2 million
- Refurbishment cost: $250,000-$400,000

Years 9–10

Plan for Engine 672 (2016) transition to reserve status

- Begin funding allocation for future replacement
- Estimated replacement cost: $900,000-$1,100,000

Note: Numbers provided are projected on current costs. Increases have been significant in the past years, making future increases are hard to predict.

FUTURE DEMANDS

The Town of Metomen is not projected to experience significant population growth in the coming years. However, the Brandon-Fairwater Fire Department (BFFD) will face increasing operational pressures driven by rising service costs, declining volunteer availability, and expanding regulatory requirements. These factors, not population growth, will be the primary drivers of future demand for fire and emergency services.

1. Rising Costs of Fire and Emergency Services

Even without population growth, the cost of providing fire protection continues to rise sharply. Fire apparatus costs have increased by 45% or more in the past five years, and municipal insurance costs (vehicle and workers' compensation) are rising 5-6% annually. With Wisconsin's strict levy limits and limited local growth, communities cannot raise taxes sufficiently to keep pace with operational cost increases.

This creates a widening gap between service expectations and available funding. Debt service remains exempt from levy limits, making capital borrowing one of the only viable tools for replacing apparatus or upgrading facilities.

2. Staffing and Personnel Availability

Volunteer and paid-on-call staffing challenges will be one of the most significant future demands. Several key factors contributing to declining volunteer availability, include:

- Increasing training requirements (60 hours for Firefighter, plus 36 hours annually for continuing education)
- Higher injury and cancer risks
- Dual-income households
- Increased family and youth activity commitments
- Fewer residents working locally
- Travel and vacation patterns
- Competition from other volunteer opportunities

These factors collectively reduce the number of available responders, especially during daytime hours. NFPA 1720 staffing expectations further complicate this challenge. For rural areas, the standard calls for six firefighters within 14 minutes, 80% of the time, and for remote

areas, four firefighters. ISO also counts paid-on-call personnel at one-third the value of full-time staff, making it more difficult for volunteer departments to achieve favorable ratings.

3. Increasing Regulatory and Training Requirements

Future demands will also be shaped by expanding state and national standards. Wisconsin SPS 314 and SPS 330 impose requirements for:

- Annual public building inspections
- Monthly or biannual firefighter training
- Minimum training before interior firefighting
- Facility safety standards
- Incident management system training
- Live-fire training compliance with NFPA 1403

4. ISO Rating Pressures

ISO Public Protection Classification (PPC) ratings influence insurance costs for residents and businesses. Maintaining or improving ISO scores will require:

- Reliable apparatus replacement
- Adequate staffing
- Documented training
- Consistent water supply testing
- Effective fire prevention and inspection programs

Future demands will require BFFD to maintain compliance in all four ISO categories: Emergency Communications, Fire Department, Water Supply, and Community Risk Reduction.

5. Fire Prevention and Community Risk Reduction

State law requires annual inspections of public buildings and ongoing public fire education. As the provided document states, “each fire department shall provide public fire education services within the territory served by the fire department.” Future demands will include:

- Increased inspection workload
- More structured public education programs
- Documentation for ISO Community Risk Reduction credit
- Potential need for dedicated fire prevention personnel or shared services

6. Apparatus and Equipment Replacement

With apparatus costs rising rapidly and levy limits restricting operational revenue, future demands will require:

- Long-term capital planning
- Predictable replacement schedules
- Strategic use of debt service
- Evaluation of apparatus types needed for evolving risks

Aging apparatus will place increasing strain on maintenance budgets and reliability.

7. Service Expectations and Call Types

Even without population growth, call volume typically increases due to:

- Aging populations
- Increased EMS demand
- Severe weather events
- More complex building systems
- Greater public expectation for rapid response

Most incidents require a single engine with four personnel, but structural fires still require NFPA 1720-compliant staffing levels.

Future Demands — Recommendations

1. Develop a Long-Term Staffing Strategy

- Conduct a staffing and availability analysis.
- Explore incentives for volunteer/POC recruitment and retention.
- Evaluate the feasibility of part-time or combination staffing models.

2. Implement a 10-15 Year Capital Replacement Plan

- Prioritize predictable apparatus replacement.
- Use debt service strategically to avoid levy-limit constraints.
- Plan for rising apparatus and equipment costs.

3. Strengthen Training and Compliance Programs

- Formalize a training calendar aligned with SPS 330 and ISO.
- Ensure documentation meets NFPA, ISO, and SPS requirements.
- Consider regional/shared training partnerships.

4. Enhance Fire Prevention and Community Risk Reduction

- Adopt the ordinance allowing inspections once every 15 months.
- Develop a structured public education program.
- Improve documentation for ISO Community Risk Reduction credit.

5. Conduct a Comprehensive ISO Readiness Review

- Evaluate staffing, water supply, training, and apparatus against ISO criteria.
- Identify areas where small improvements can yield significant PPC benefits.

6. Monitor Volunteer Availability and Daytime Response Capacity

- Track turnout times and responder distribution.
- Adjust deployment models as needed to maintain NFPA 1720 compliance.

7. Plan for Increasing Operational Costs

- Explore shared services or regional partnerships.
- Evaluate grant opportunities for staffing, equipment, and training.
- Communicate long-term financial needs to elected officials early.

Emergency Medical Services (EMS)

The Brandon-Fairwater Fire Department (BFFD) provides Emergency Medical Services (EMS) at the non-transport level, functioning as an Emergency Medical Responder (EMR) or "first responder" agency. BFFD personnel deliver initial medical assessment, stabilization, and life-saving interventions until the transporting ambulance arrives.

Ripon Guardian Ambulance serves as the primary transporting agency for the entire BFFD response area. It operates at the Advanced Life Support (ALS) Paramedic level, the highest level of prehospital medical care in Wisconsin. This partnership ensures that patients receive rapid ALS transport once BFFD has initiated care.

Funding Structure

BFFD's first responder program is funded entirely through donations and grants. While this level of community generosity is admirable and reflects strong local support for emergency services, it is not a sustainable or reliable funding structure for an essential, life-saving public safety function. First responder programs provide critical early medical intervention, often arriving minutes before the transporting ambulance, and play a decisive role in cardiac arrest survival, trauma outcomes, and stabilization of life-threatening conditions. Since these services directly affect morbidity and mortality, they must be supported by a stable, predictable, and recurring funding source, not voluntary contributions.

A key factor contributing to this challenge is that BFFD is a non-transporting EMS agency. Under Wisconsin law, only licensed ambulance (transport) services are legally permitted to bill patients for EMS care. Non-transport agencies, such as BFFD, cannot generate revenue through patient billing, regardless of the level of care provided on scene. This distinction is important for community leaders who may assume that EMS could offset costs or generate revenue. In reality, non-transport EMS is a cost center, not a revenue-producing service.

Given these constraints, continuing to rely on donations and grants exposes the town to long-term risk. Grant funding is competitive and unpredictable, and donations fluctuate year to year. Neither source can reliably support ongoing expenses such as medical supplies, training, PPE, equipment replacement, and responder readiness.

To ensure continuity of care and protect residents, the town should evaluate options for establishing a dedicated, recurring funding mechanism for first responder services. Potential approaches include:

- Incorporating EMS first responder costs into the fire protection contract
- Creating a dedicated EMS support levy or special assessment
- Developing a shared-service EMS funding model with neighboring municipalities
- Allocating a defined portion of the town budget to EMS readiness

A stable funding structure would strengthen operational reliability, support compliance with state and national standards, and ensure that residents continue to receive timely, high-quality emergency medical care.

Ambulance Service Requirements in Wisconsin

Below is a structured summary of the statutory and administrative requirements that apply to any municipality considering the establishment of a transporting ambulance service.

Wisconsin Statute section 60.565 – Ambulance Service Authority

Town boards may:

- Operate and maintain an ambulance service, or
- Contract with one or more ambulance service providers.

If a town operates an ambulance service, it may:

- Charge reasonable fees for ambulance transport
- Purchase equipment necessary for medical and emergency calls

This statute provides the legal authority for a township to run a transporting EMS service, but it does not reduce the regulatory requirements that must be met.

Wisconsin EMS Regulatory Requirements

Any transporting ambulance service must comply with multiple layers of state law and administrative code. These include:

1. Wis. Stats. Chapter 256.08 – EMS Program Requirements

Municipalities may operate an EMS program after submitting a plan approved by the Wisconsin Department of Health Services (DHS). Requirements include:

- Use of licensed EMS practitioners
- Delivery of emergency medical care at the scene, during transport, and during interfacility transfers
- Compliance with DHS-approved program standards
- Allowance for community paramedicine and non-emergency services under specific statutes

This statute establishes the framework for EMS operations and the authority of DHS to regulate EMS programs.

2. Wisconsin Administrative Code DHS 110.06 – EMS Personnel Licensing

All EMS personnel responding on an ambulance must meet DHS licensing requirements, including:

- Minimum age of 18
- Ability to perform skills within the Wisconsin scope of practice
- Completion of state-approved EMS training within the past 24 months
- Current National Registry of EMTs (NREMT) registration or successful completion of NREMT cognitive and psychomotor exams
- Current healthcare-level CPR certification
- Additional advanced certifications for paramedics (ACLS, PALS or equivalent)
- Background check requirements under Wisconsin employment law

These requirements ensure that all EMS practitioners maintain competency and meet state standards for patient care.

3. Wisconsin Administrative Code Trans 309 – Ambulance Standards

All ambulances used by a transporting service must:

- Meet minimum vehicle and medical equipment specifications
- Pass inspection by the Wisconsin Department of Transportation (DOT) under §341.085
- Comply with all other applicable motor vehicle statutes and administrative rules
- Meet or exceed federal requirements if federal funding is used

Trans 309 ensures that ambulances are safe, properly equipped, and standardized across the state. Establishing a transporting ambulance service is not a practical solution for the town.

SERVICE DELIVERY OPTIONS

This section outlines five potential service delivery options for the Town of Metomen. Each option has been evaluated based on operational feasibility, staffing requirements, financial impact, regulatory considerations, and long-term sustainability. The analysis draws on response data, interviews with command staff, facility and apparatus assessments, and relevant national and state standards.

Option 1 – Maintain the Current Service Model

Under this option, the Town of Metomen would continue receiving fire protection from the Brandon-Fairwater Fire Department (BFFD) and EMS transport services from Ripon Guardian Ambulance.

Although PAA did not conduct a full SPS 330 audit as part of this study, the review of response data, facility tours, and interviews with command staff indicates that BFFD is a stable, well-organized, and operationally reliable fire department. The department maintains a strong roster of firefighters and consistently meets the response force requirements for rural communities.

Facilities and apparatus are in good condition, with several improvements identified in the facilities and apparatus section. Continued support from the town for these upgrades will help ensure long-term service reliability. Appendix A includes maps of current station locations for response times to the Town of Metomen. The second map indicates the response to the Town of Metomen in the event a NFPA 1901 compliant engine be placed at the Town Hall. These response times only reflect travel time of the apparatus from the station and does not include the call taking (911 call), dispatching and responding to the station.

A notable strength of BFFD is its exceptional level of community support. Fundraising and donations significantly supplement the department's budget, and the level of community engagement exceeds what is typically observed in similar rural departments. This support enhances the department's ability to maintain equipment, recruit members, and sustain operations.

Given BFFD's stability, demonstrated performance, and strong community backing, maintaining the current service model is a practical, sustainable, and cost-effective option for the Town of Metomen.

Option 2 – Establish a Town-Operated Fire Department

This option would involve creating a standalone Town of Metomen Fire Department, providing fire protection to all areas of the town except the incorporated Villages of Brandon and Fairwater.

During discussions with the Town Board, it was clear that this option is not of interest to the town. Appendix B outlines the substantial costs associated with establishing a new department, including facilities, apparatus, equipment, and ongoing operational expenses.

In addition to financial considerations, the town would need to recruit and retain at least 18 firefighters to meet operational and regulatory requirements. This staffing level is driven by:

- NFPA 1720: Requires a minimum of six firefighters on scene in rural areas.
- SPS 330: Requires the "two-in/two-out" standard for interior structural firefighting.
- ISO staffing calculations: Paid-on-call personnel count as one-third of in-station staff.

To reliably assemble the required response force, a roster of approximately 18 firefighters would be necessary. Recruiting and sustaining this number of qualified personnel is a significant challenge for rural communities. Appendix C illustrates a hypothetical location of a fire station at the current Metomen Town Hall location.

Given the financial burden, staffing challenges, and lack of interest from the Town Board, establishing a town-operated fire department is not recommended.

Option 3 – Coverage from the Ripon Area Fire District

This option examines the feasibility of contracting with the Ripon Area Fire District (RAFD) to provide fire protection services for the Town of Metomen. Based on the findings of this study, this option is not recommended at this time, though it may warrant future consideration as RAFD continues to stabilize and reorganize.

RAFD has experienced significant operational and organizational challenges in recent years, including staffing instability, inconsistent leadership direction, and concerns related to governance and financial transparency. These issues have affected the district's ability to reliably meet service expectations for its member municipalities. However, recent information provided

by the Ripon City Administrator indicates that RAFD has taken steps to address several of these concerns. Updated bylaws have been approved by the Fire Commission, including the establishment of a formal and structured process for the attachment and detachment of municipalities. These revisions represent meaningful progress and create a more predictable and financially viable framework for future membership.

A preliminary financial analysis suggests that RAFD membership could be more affordable for the Town of Metomen than previously assumed. The town currently contributes 44% of the Brandon-Fairwater Fire Department (BFFD) budget, reflecting its large geographic area and equalized value. Under the RAFD funding model, using 50% of Metomen's equalized value of improvements as the basis for calculation, the town's share of RAFD expenses would be approximately 4.28%. This represents a substantial reduction in cost; however, financial savings alone cannot outweigh the operational and service-level considerations identified in this study.

Municipality	Equalized Value of Improvements	% covered by RAFD	Valuation Covered	% of total Valuation
Ripon (City)	$ 746,539,000	100%	$746,539,000	72.57%
Ripon (Town)	$188,149,700	100%	$188,149,700	18.29%
Nepeuskum	$50,012,248	100%	$50,012,248	4.86%
Metomen	$88,081,500	50%	$44,040,750	4.28%

A critical factor in evaluating this option is the future of Ripon Guardian Ambulance, the town's current EMS transport provider. As RAFD continues its organizational restructuring, it is possible that Ripon Guardian Ambulance may be consolidated into the fire district or integrated into a city-operated EMS service. Should such consolidation occur, municipalities may be required to contract for both fire and EMS services jointly. This could significantly alter cost structures, service expectations, and the town's ability to independently select EMS providers. Any long-term decision must therefore consider the potential implications of a combined fire/EMS service model.

Response-time performance is another key consideration. Appendix D illustrates projected travel times if RAFD were to assume fire protection responsibilities for the Town of Metomen. These travel times reflect only the apparatus travel distance from the station and do not include the full response sequence; 911 call processing, dispatch time, volunteer turnout, and apparatus departure. When these additional components are factored in, the town would experience longer total response times under RAFD than under the current BFFD contract. Given the rural and remote nature of much of the town, even modest increases in response time can have meaningful impacts on fire growth, life safety, and property loss.

For these reasons, the Town of Metomen should continue to monitor RAFD's progress, particularly in the areas of governance stability, staffing consistency, and EMS integration planning. While RAFD may become a viable partner in the future, the district must demonstrate sustained organizational improvement and predictable service delivery before the town should consider altering its current fire protection arrangement.

Comparison of Fire Protection Service Options: BFFD vs. RAFD

Category	Brandon-Fairwater Fire Department (BFFD)	Ripon Area Fire District (RAFD)
Service Model	Volunteer/Paid-on-Call	Combination (career + POC)
Current Relationship to Town of Metomen	Existing contracted provider	Not a member; would require attachment process
Governance Structure	Joint Fire Board (Brandon & Fairwater)	Multi-municipal Fire District governed by Fire Commission
Recent Organizational Stability	Stable leadership and operations	Recent instability: governance and staffing challenges noted
Bylaw Structure	Long-standing, stable	Recently updated to clarify attachment/detachment and financial formulas
Town of Metomen Cost Share	**44% of BFFD budget**	Estimated **4.28%** of RAFD expenses (based on equalized value formula)

Response Time Performance	Meets NFPA 1720 rural/remote benchmarks; faster travel times within town	Longer travel times to most of Metomen; increased total response time expected
NFPA 1720 Demand Zone Classification	Rural for villages; Remote for large portions of townships	Urban/suburban core in Ripon; Metomen would be remote relative to RAFD station
Effective Response Force (ERF)	Achieved through BFFD personnel + mutual aid	Achieved through district staffing + mutual aid
Mutual Aid Exchange	Balanced: BFFD provides and receives mutual aid at similar levels	High mutual aid utilization; may rely on BFFD or others for remote areas
EMS Provider	Ripon Guardian Ambulance (separate entity)	Possible future integration of Ripon Guardian Ambulance into RAFD or City of Ripon
Impact of EMS Integration	No change under current model	Potential requirement to contract jointly for fire + EMS in future
Station Location Relative to Metomen	Centrally located for current service area	Farther from most Metomen addresses, increases travel time
Projected Service Impact	Maintains current response performance	Longer response times; increased risk in remote areas
Overall Assessment	Recommended to continue	Not recommended at this time; monitor for future viability

Narrative Interpretation of BFFD vs. RAFD Comparison

The side-by-side comparison of the Brandon-Fairwater Fire Department (BFFD) and the Ripon Area Fire District (RAFD) highlight several important distinctions that directly affect service delivery, cost, and long-term stability for the Town of Metomen. While RAFD presents a potentially lower financial obligation under its equalized-value funding model, the operational and service-level considerations weigh more heavily in favor of maintaining the current contract with BFFD.

From an organizational standpoint, BFFD demonstrates consistent leadership, stable operations, and a governance structure that has remained reliable over time. In contrast, RAFD has experienced notable governance and staffing challenges in recent years. Although RAFD has

taken steps to update its bylaws and formalize the process for municipal attachment and detachment, these improvements are recent and have not yet been tested over time. As a result, RAFD's long-term organizational stability remains uncertain.

Response-time performance is a critical factor in evaluating fire protection options for a rural community. BFFD's station location and deployment model allow it to meet NFPA 1720 benchmarks for rural and remote areas within the Town of Metomen. RAFD, however, is geographically farther from most of the town, resulting in longer travel distances and increased total response times. Even modest increases in response time can significantly affect fire growth, life safety, and property conservation in rural environments. The projected response-time maps included in Appendix D clearly show that RAFD would not match the performance currently provided by BFFD.

Mutual aid utilization further reinforces this conclusion. BFFD maintains a balanced mutual aid exchange, both providing and receiving assistance at levels appropriate for a rural volunteer department. RAFD, by comparison, relies heavily on mutual aid to support its operations, particularly in outlying areas. If RAFD were to assume responsibility for Metomen, it is likely that mutual aid demands would increase, potentially drawing on BFFD or other neighboring departments to compensate for longer travel distances.

The future of EMS service delivery also introduces uncertainty. Ripon Guardian Ambulance, the town's current EMS transport provider, may eventually be consolidated into RAFD. Should this occur, municipalities may be required to contract jointly for fire and EMS services, limiting local control and potentially increasing costs. BFFD's current arrangement allows the town to maintain flexibility in selecting EMS providers while ensuring consistent fire protection.

Taken together, these factors indicate that while RAFD may become a viable option in the future, it does not presently offer the operational reliability, response-time performance, or organizational stability necessary to justify a change in service providers. The Town of Metomen would benefit from continuing its relationship with BFFD while monitoring RAFD's progress over the coming years.

Option 4 – Explore a Shared Response Agreement between RAFD and BFFD

This recommendation evaluates a hybrid service model in which the Town of Metomen contracts with both the Brandon-Fairwater Fire Department (BFFD) and the Ripon Area Fire District (RAFD), dividing the town into defined response zones. This option presents a potential reduction in overall fire protection costs compared to the current full-service contract with BFFD, while still maintaining many of the operational benefits of the existing arrangement. Costs under this model would be slightly higher than those projected under Recommendation 3 (full contracting with RAFD), but lower than the town's current expenditure.

Summary of Benefits

Under this option, the town retains the strengths of its current fire protection system while gaining cost efficiencies:

- No additional capital investment is required for stations, apparatus, or major infrastructure.
- Operational familiarity and continuity are preserved in the portion of the town remaining under BFFD coverage.
- Cost savings are realized by shifting a portion of the service area to RAFD; which, based on equalized value calculations, offers a lower cost per unit of valuation.
- Service expectations remain largely consistent, as BFFD continues to serve the areas closest to its station, where response times are currently strongest.

Primary Disadvantage

The principal drawback of this option is the increase in response times for the portion of the town assigned to RAFD. The GIS Map (Appendix D) illustrates that travel times from RAFD's station to eastern and northeastern sections of Metomen are longer than those from BFFD. These maps reflect travel time only and do not include:

- 911 call processing
- Dispatch time
- Volunteer turnout time
- Apparatus departure

When these additional components are included, the total response time for RAFD-covered areas would be longer than the current BFFD response, which may affect outcomes in fire growth, life safety, and property conservation.

Key Considerations Before This Option Can Be Fully Evaluated

If the town wishes to pursue this hybrid model as a viable alternative, several critical pieces of information must be obtained and validated. These items are essential for determining feasibility, cost accuracy, and operational reliability.

1. Establishment of a Clear Boundary Line

A mutually agreed-upon geographic boundary must be defined to separate BFFD and RAFD response areas.

- During interviews, Highway C was mentioned as a potential dividing line.
- This boundary must be confirmed by both departments and approved by the Town Board.
- Boundary selection should consider travel times, call volume distribution, and equitable cost allocation.

2. Accurate Equalized Value Calculations

To determine the town's financial responsibility under RAFD's funding model, the following must be confirmed:

- The percentage of total equalized value assigned to the RAFD portion of the town.
- The exact formula RAFD uses for cost allocation.
- The impact of shifting valuation from BFFD to RAFD on both departments' budgets.

Preliminary information suggests that RAFD coverage could significantly reduce costs for the portion of the town it serves, but precise figures are required for decision-making.

3. Verification of RAFD Staffing Capacity

During interviews with BFFD members, concerns were raised regarding RAFD's staffing reliability, particularly during daytime hours. Before adopting this model, the town must confirm:

- RAFD's ability to assemble minimum staffing for incidents in the Metomen portion of their response area.

- Whether RAFD can consistently meet NFPA 1720 rural/remote staffing benchmarks (6 personnel in 14 minutes, 80% of the time).
- Whether RAFD relies heavily on mutual aid to meet these requirements.

This verification should come directly from RAFD leadership and be supported by response data.

4. Financial Impact of RAFD Coverage

Information provided by the Ripon City Administrator indicates that areas covered by RAFD may experience significant cost savings due to RAFD's equalized-value funding model. However:

- These savings must be weighed against longer response times.
- The town must consider the potential future consolidation of Ripon Guardian Ambulance into RAFD, which could require joint fire/EMS contracting.

Conclusion

This hybrid contracting model offers a potentially cost-effective alternative that preserves many of the strengths of the current BFFD arrangement. However, it introduces operational uncertainties, particularly related to response times and RAFD staffing reliability. Before this option can be considered viable, the town must obtain additional data, confirm boundary lines, and validate RAFD's ability to meet NFPA 1720 performance expectations.

With these elements clarified, the town will be better positioned to determine whether a shared-coverage model provides an appropriate balance of cost savings, service reliability, and long-term sustainability.

Option 5 – Explore Long-Term Regional Consolidation of BFFD, RAFD, and Ripon Guardian EMS

This option proposes a long-term regional consolidation of the Brandon-Fairwater Fire Department, the Ripon Area Fire District, and Ripon Guardian EMS into a single unified fire and EMS district. The model also incorporates the hypothetical station location referenced in Recommendation 2, which would further improve geographic coverage and reduce travel distances across the region. Although such a consolidation would require extensive planning,

intergovernmental cooperation, and a carefully structured governance and cost-sharing framework, it represents the most advantageous long-term solution for all participating communities.

A consolidated district would streamline administration, unify staffing and deployment strategies, reduce apparatus redundancy, and ensure that all protected properties fall within a more favorable travel-time footprint. Appendix E illustrates projected response times under this model. These maps reflect apparatus travel time only and do not include the full response sequence; 911 call processing, dispatching, volunteer turnout, and apparatus departure. Even so, the travel-time improvements shown in Appendix E demonstrate the potential for a consolidated district to deliver more consistent and equitable service across the entire region.

By integrating fire suppression, EMS first response, and ambulance transport into a single system, the region could achieve higher operational reliability, improved ISO ratings, and more efficient use of personnel and equipment. While not an immediate option, regional consolidation stands out as a strategic long-term goal that could provide the highest level of service and the greatest sustainability for the Town of Metomen and its neighboring jurisdictions.

Operational Benefits

- All protected properties would be within 5 road miles of a fire engine, improving ISO ratings and fire protection reliability.
- A consolidated EMS system could support two staffed ambulances, strategically located to provide sub-10-minute response times across the district.
- Shared staffing and unified deployment strategies would improve reliability during simultaneous incidents.
- Redundant apparatus could be eliminated, reducing costs and improving efficiency.
- Administrative functions, training, and compliance could be centralized.

Challenges

- Concerns about loss of local control among elected officials.
- Cultural and identity differences between departments.
- Need for a carefully structured governance model and cost-sharing formula.

Despite these challenges, a consolidated regional district would provide the highest level of service, the most efficient use of resources, and the best long-term sustainability for the Town of Metomen and surrounding communities. This option should be viewed as a future strategic goal, pursued when RAFD has stabilized and when all participating municipalities are prepared to engage in structured discussions.

SUMMARY OF SERVICE OPTIONS

Option 1 – Maintain the Current Service Model (BFFD)

Continue contracting with the Brandon-Fairwater Fire Department (BFFD) for fire protection and Ripon Guardian Ambulance for EMS transport. BFFD is stable, well-organized, and consistently meets NFPA 1720 rural/remote benchmarks. Facilities and apparatus are in good condition, and the department benefits from exceptional community support.

This is the most practical, reliable, and cost-effective near-term option.

Option 2 – Establish a Town-Operated Fire Department

Create a standalone Town of Metomen Fire Department. This option requires substantial capital investment (stations, apparatus, equipment) and at least 18 firefighters to meet NFPA 1720, SPS 330, and ISO requirements. Recruitment and retention would be extremely challenging. The Town Board expressed no interest in this option.

This option is not recommended.

Option 3 – Contract with the Ripon Area Fire District (RAFD)

Detach from BFFD and receive fire protection solely from RAFD. Although RAFD's equalized-value formula could reduce Metomen's cost share to 4.28%, RAFD has experienced recent governance, staffing, and operational instability. Response times to Metomen would be longer than BFFD's.

Not recommended at this time; monitor RAFD's progress for future consideration.

Option 4 – Explore a Shared Response Agreement (Hybrid BFFD/RAFD Model)

Divide the town into two service zones, with BFFD covering one area and RAFD covering another. This model offers moderate cost savings while preserving BFFD's strong performance in the areas closest to its station. However, RAFD-covered areas would experience longer response times, and several critical details must be resolved before this option is viable (boundary lines, valuation calculations, RAFD staffing reliability, EMS implications).

Potentially viable in the future but requires additional data and verification.

Option 5 – Explore Long-Term Regional Consolidation (BFFD + RAFD + Ripon Guardian EMS)

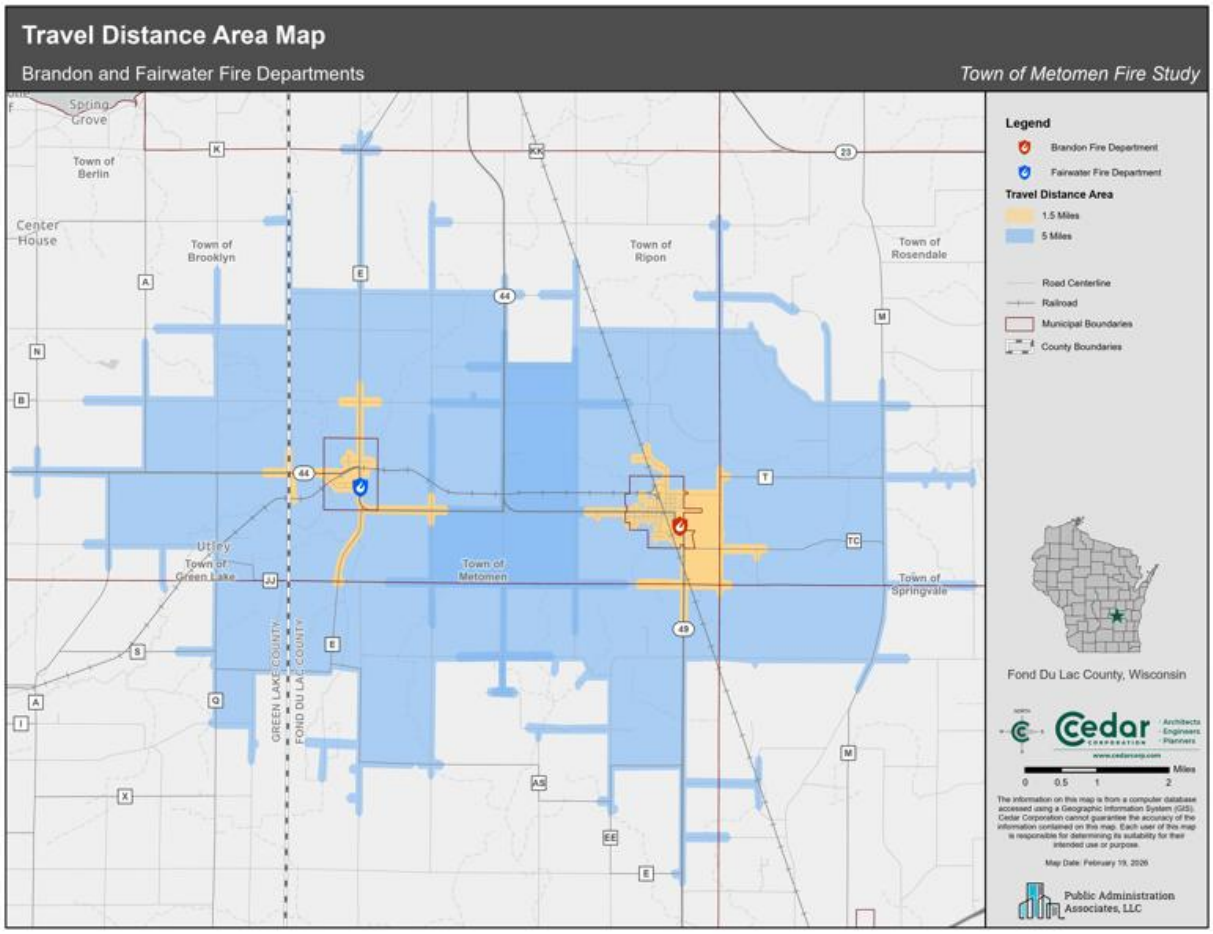
Pursue a unified regional fire and EMS district. This model offers the highest long-term service quality, including improved ISO ratings, more consistent response times, shared staffing, reduced apparatus redundancy, and centralized administration. Challenges include governance complexity, cultural differences, and concerns about local control.

A long-term strategic goal, not an immediate option.

Overall Summary

- **Recommended now:** Maintain current BFFD service model
- **Not feasible:** Town-operated fire department
- **Not recommended at this time:** Full contracting with RAFD
- **Future strategic opportunity:** Regional consolidation
- **Possible future alternative:** Hybrid BFFD/RAFD model pending further analysis

APPENDIX A


Travel Distance Area Map
Brandon and Fairwater Fire Departments
Town of Metomen Fire Study
Spring Grove
Town of Berlin
Center House
Town of Brooklyn
Town of Ripon
Town of Rosendale
Utley
Town of Green Lake
Town of Metomen
Town of Springvale
GREEN LAKE COUNTY
FOND DU LAC COUNTY
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Brandon Fire Department
Fairwater Fire Department
Travel Distance Area
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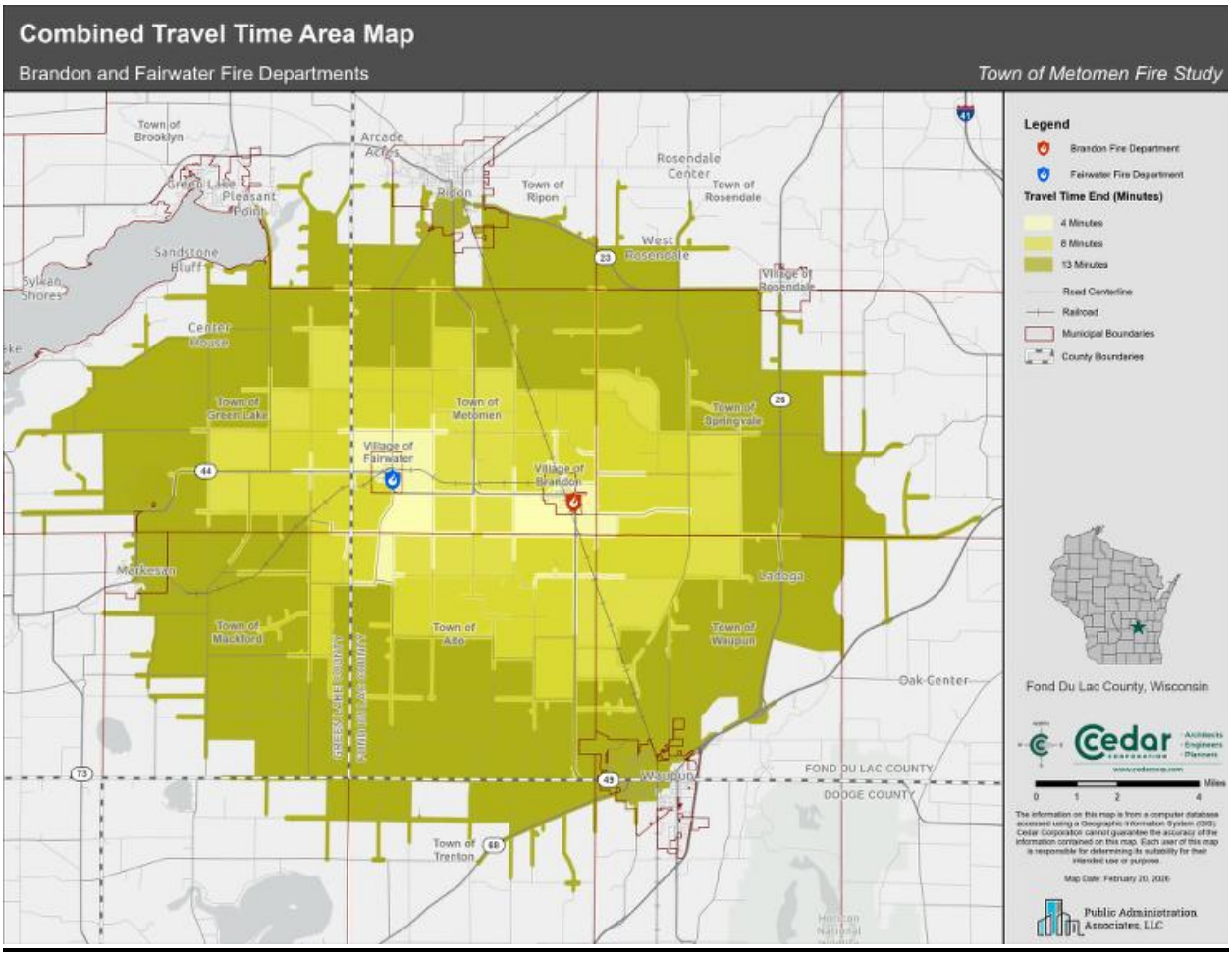
Map Date: February 19, 2026
Public Administration Associates, LLC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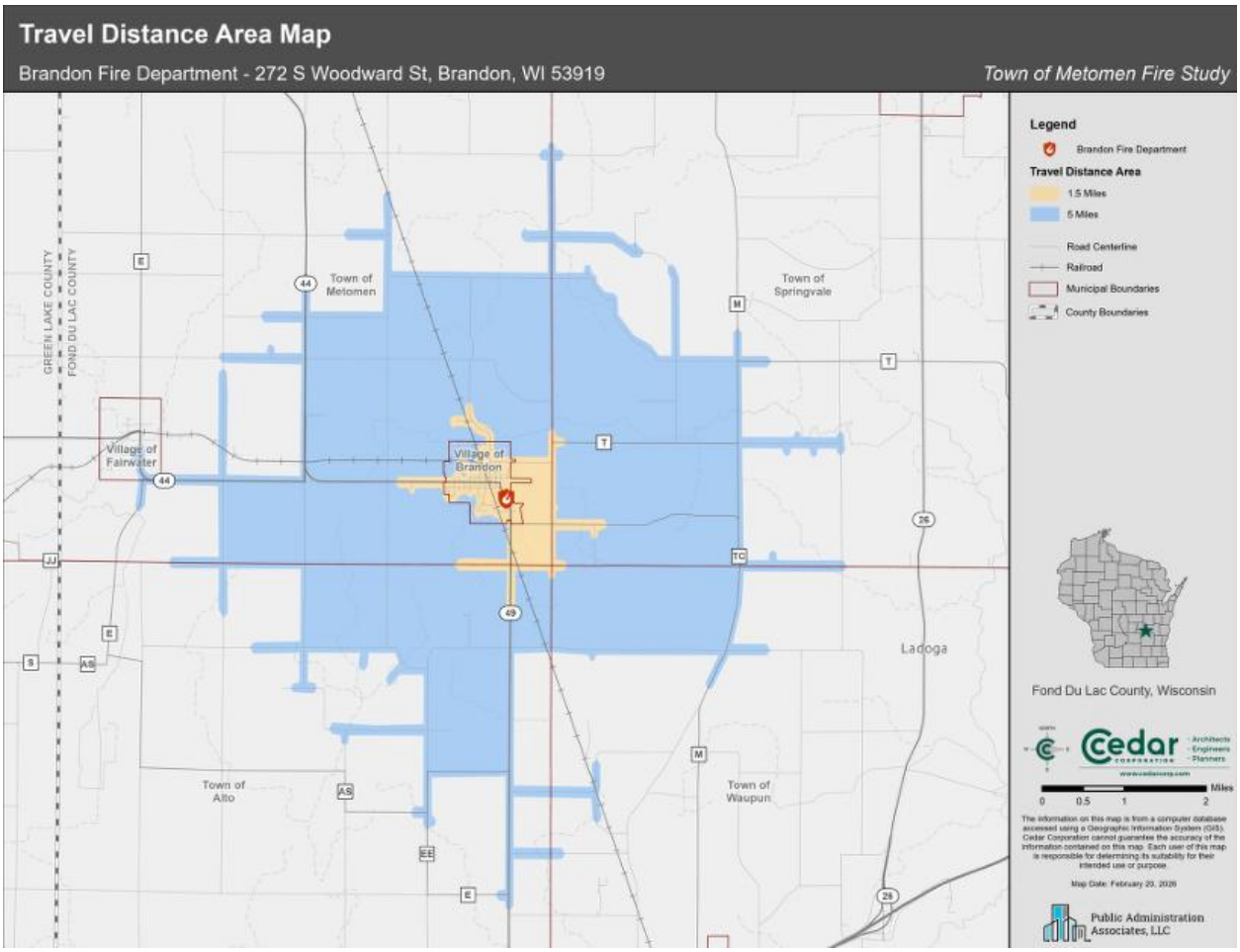
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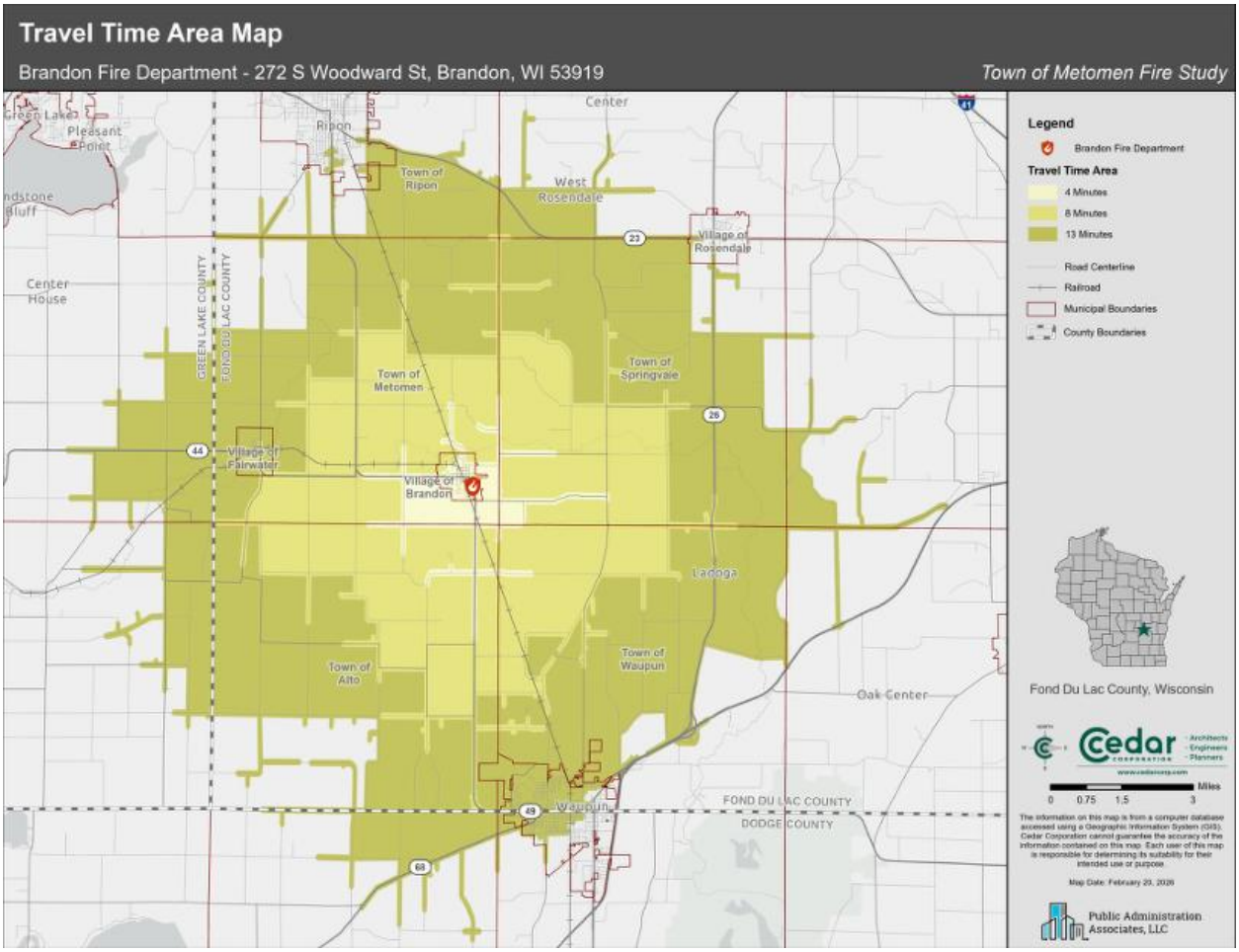
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Town of Waupun
Oak Center
Waupun
FOND DU LAC COUNTY
DODGE COUNTY

APPENDIX B

New Fire Department Cost Estimates

The cost for any community to maintain a fire department is high. Many communities across the country struggle to maintain an adequate level of service while keeping taxes affordable for residents. This is especially true for communities served by a volunteer force.

This section provides estimates for a smaller, rural community considering the creation of a volunteer fire department. The estimates contained are based on costs as of February 2026, and are subject to change based on a number of variables, including, but not limited to the following:

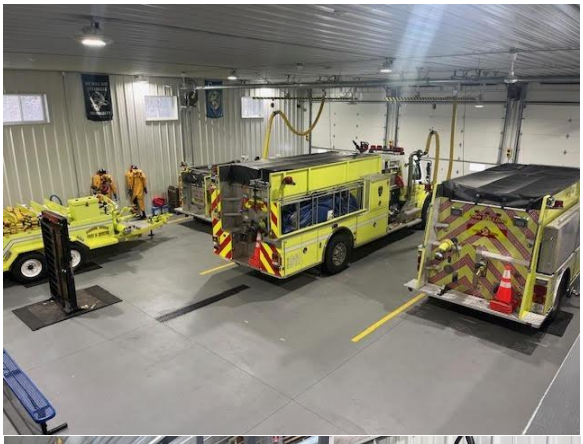
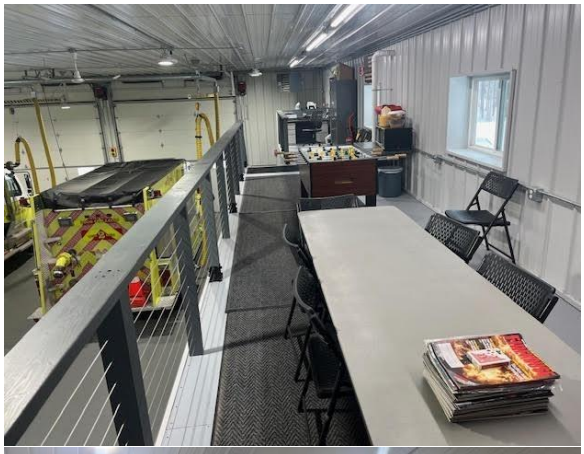
- Manufacturer/contractor
- Material cost increases
- Tariffs
- Changes in standards
- Specific needs/requirements for the individual community
- Design specifications

Fire Station:

New fire station costs vary based on design criteria, materials, and various other criteria. The station used for this example is Arbor Vitae Station 2. This station is a 3-bay, steel building, 60' x 60' in size, with a total of 4,320 sq ft (3,120 sq ft floor space and 1,200 sq ft for upper mezzanine, lower rest/shower room, maintenance shop, utility rooms). This report provides an estimated fire station cost of $500,000, and include the following features within the cost:

- Septic
- Concrete
- Utility installation
- Electrical
- Garage doors
- Well
- Plumbing
- HVAC
- Dirt work
- Propane
- Construction
- Interior rooms
- Permits
- Attic/floor installation
- Signs/lettering
- Paving

- Miscellaneous costs (Gear racks, station equipment, etc)

Apparatus Costs:

Apparatus costs have risen sharply over the last five years. Reasons for cost increases are due to supply chain issues, inflation, NFPA standards, and emission requirements. Average lead times for a brand-new piece of apparatus range from 20 months to 4 years, depending on the specifications written by the department. For example, a custom chassis pumper will cost between $850,000 - $1.2 million dollars, with upwards of a 3–4-year delivery time. Commercial cab pumpers with basic features and limited customization have estimated costs of around $550,000-$600,000, and delivery times of 24 months or less. The cost estimates above do not include the equipment necessary to make the apparatus functional.

One option that departments are considering with increasing frequency is to purchase pre-owned apparatus. General pricing also varies based upon the age, style, and manufacturer. The following provides some cost estimates of a pre-owned pumper (Source: GovDeals.com).

- Over 20 years age: $15,000-$110,000
- 10-20 years age: $70,000-$200,000
- Under 10 years age: $200,000 plus

An additional consideration for pre-owned apparatus is the additional cost of refurbishments needed to customize the rig to meet the department/community's needs, updated lighting packages, equipment, etc. Also, given the overall price volatility of the apparatus market, pre-owned trucks are sold quickly. Departments/communities exploring the route of a pre-owned truck must have financing established, and readily available funding in order to take advantage of the best deal. Lastly, the age of the apparatus must be considered, given the 25-year maximum length of service times established in NFPA 1901. When all of these costs are considered, it may be in the community's best interest to budget or plan for additional funding to purchase a new apparatus in order to offer a better long-term investment of a full 25 years, rather than 10-15 years or less on a pre-owned apparatus.

The following provides estimated average costs of new apparatus addressing an engine (pumper), water tender, and brush truck.

Engine

4-door commercial chassis, 1,500 gpm single stage pump, Class A proportioned foam system, 1,000-gallon water tank, deck gun, 24'/14'/10' ground ladders in storage tunnel, dual high sides, side and rear intakes, two speed lays, rear hose bed.

Estimated cost: $500,000-$550,000.

Equipment Costs

- $8,000: 1,000' of 5" LDH supply line
- $3,800: 1,400' of 1 ¾" attack line. Includes 2- 200' pre-connects, and 2-150' attack lines
- for the rear apartment line. Amount includes spare for complete load changes.
- $2,400: 600' of 2 ½" attack line for a 300' pre-connect. Includes a spare load change.
- $3,200: 800' of 2 ½" attack line for the dead lay and load change. Dead lay is 500' of 2 ½" connected to 2-150' 1 ¾" lines as the apartment line.
- $5,500: 4 – 1 ¾" nozzles with shut-offs and break-apart fog tips
- $2,300: 1 2 ½" nozzle with shut off, including a triple stack tip and fog tip
- $15,000-$25,000: Misc. equipment, to include adapters, side intake valve, PPV fan, hand tools, hard sleeves, flashlights, thermal camera, vent saw, deck gun/RAM, etc.

Tender

Two-door commercial chassis, tandem axle, 3000 gallon dry-side tank, dual portable tank racks, 500 gpm portable pump inside compartment.

Estimated Cost: $500,000

Equipment Costs

- $8,000-$10,000: equipment costs associated with 2-3,000-gallon portable tanks, and 500 gpm portable pump. Portable pump can be applied to the DNR 50/50 Equipment Grant.

Tender Pricing and Configuration Considerations

The tender pricing provided represents a baseline, bare-bones configuration. Actual costs can vary significantly based on chassis selection, tank size, pump configuration, and the level of customization required to meet the department's operational needs.

Chassis Selection.

Tender chassis options range from commercial two-person cabs to four-person commercial cabs and fully custom fire apparatus chassis. Commercial chassis are generally more cost-effective but offer fewer ergonomic and safety features. Custom chassis provide enhanced visibility, improved turning radius, increased cab safety, and fire-service-specific electrical and HVAC systems. As chassis size and capability increase, so does the overall cost of the apparatus.

Tank Size and Axle Requirements.

Water tank capacity is another major cost driver. Tender tanks typically range from 2,000 to 4,000 gallons. As tank size increases, the chassis must be engineered to safely carry the additional weight. Once a tender reaches 3,000 gallons or more, a tandem-axle chassis becomes necessary to support the load, maintain braking performance, and comply with weight-distribution regulations. Larger tanks also require upgraded suspension, braking systems, and frame reinforcements, all of which add to the final price.

Pump Configuration and Capacity.

Pump selection also influences cost. The estimate referenced above assumes a portable pump, which is the most economical option and is suitable for basic water-supply operations. However, many departments choose to install a mid-ship mounted fire pump, which increases costs but provides several operational and strategic advantages:

- **ISO Credit and Insurance Impact.**
  A mid-ship pump contributes to the department's total pumping capacity during an ISO Fire Suppression Rating Schedule evaluation. Increased pumping capacity can improve the community's ISO rating, which may reduce fire insurance premiums for residents, businesses, and industry.
- **Enhanced Initial Fireground Capability.**
  A mid-ship pump allows the tender to function as a secondary engine during initial operations, especially when staffing is limited. This capability is valuable in rural departments where the first-arriving apparatus may need to establish water supply and begin suppression simultaneously.
- **Operational Redundancy.**
  A tender equipped with a mid-ship pump can serve as a backup pumper if the department's primary engine is out of service for maintenance or repair. This redundancy ensures continuity of operations and reduces service gaps.
- **Improved Tactical Flexibility.**
  A pump-equipped tender can support fill-site operations, relay pumping, or direct fire attack in remote areas where traditional engines may have limited access.

Additional Customization Factors.

Other features that influence tender pricing include:

- Pump size (commonly 500–1,250 GPM for tenders with mid-ship pumps)
- Dump valve configuration (rear, side, or all three)
- Portable tank storage options
- Lighting packages and scene lighting
- Foam systems
- Hose storage and compartmentation
- Safety enhancements such as electronic stability control, rollover protection, and advanced braking systems

Because of these variables, tender pricing can vary widely, and departments should evaluate both initial cost and long-term operational value when selecting the appropriate configuration.

Note: A lower cost can be gained with a wet-side tender design. However, critical storage space is lost as side compartments may not be provided due to the design.

Brush Truck

Brush trucks are a vital apparatus resource in any rural department. They provide not only brush/wildfire fire capability but also double as a water supply resource during structure fires.

Estimated Cost: $150,000-$200,000

Equipment Cost

- $5,000 - $10,000: additional costs for portable pumps, forestry hose, nozzles, hard suction hose, appliances, brush fire tools/equipment, and PPE. Costs vary based on the amount of equipment required to meet the department's needs. Costs can be reduced by applying for WI DNR 50/50 Equipment Grants.

Structural PPE

The following are estimates based on an average cost. Actual costs are based on materials, styles, manufacturer, dealer, and options.

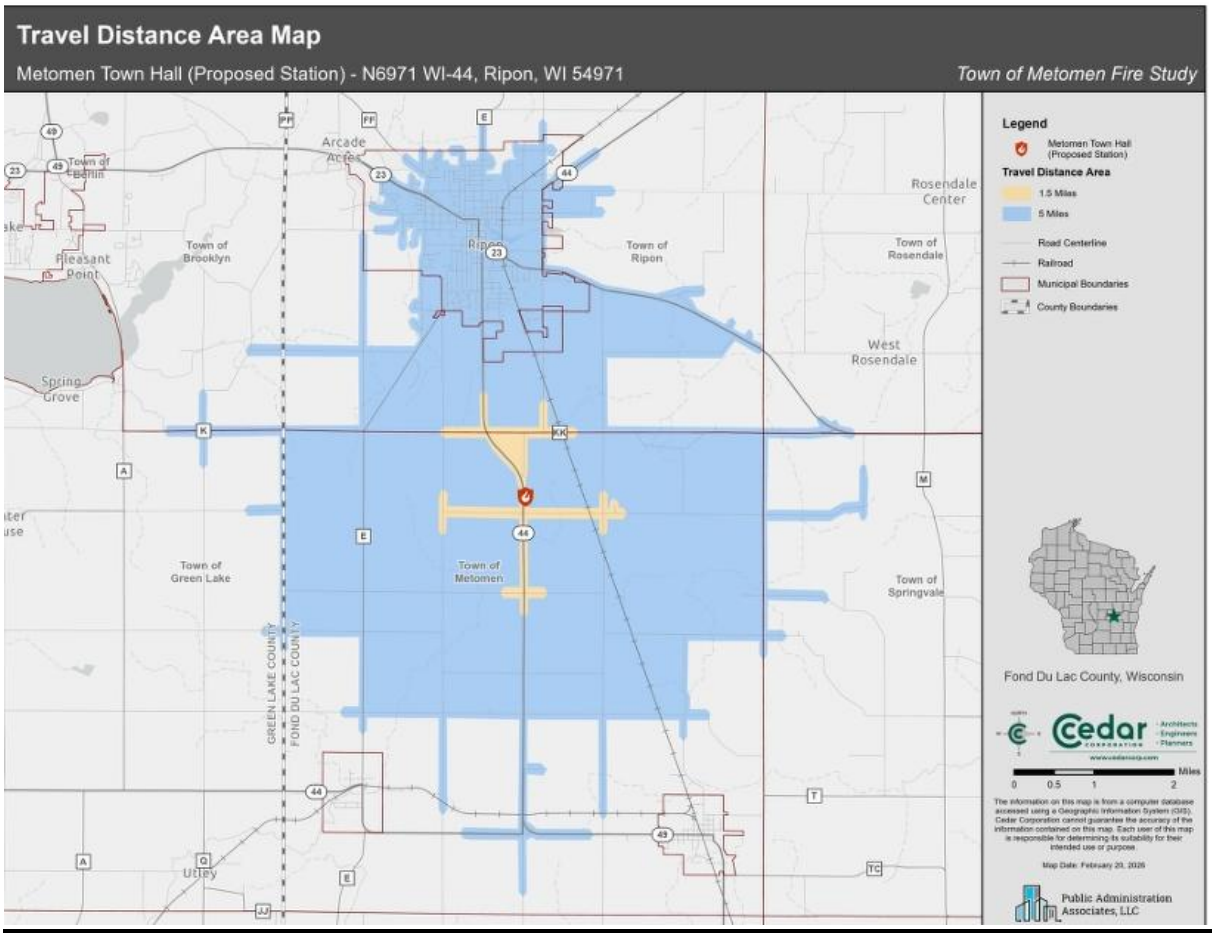
- $36,000: 12 sets of turnout gear (pants and coat), based on a 12-member department. Average cost is estimated at $3,000/set.
- Actual cost:
    - $5,100: 12 helmets
    - $6,000: 12 pair of leather boots

  - $2,640: 24 pair of structural gloves, 2-pair per person
  - $1,350: 24 protective hoods, 2 per person
- $120,000:12 SCBA's. Price is an average, estimated cost. Actual costs are based on options and manufacturer
- $21, 600: 24 SCBA cylinders, 4,500 psi/45-minute duration
- $7,500: 15 SCBA face pieces. One for each member and 3 spares.

Additional SCBA costs include fit testing for each member using a SCBA. Price is based on the organization conducting the tests. Flow test conducted by a certified representative from the manufacturer.

A community considering organizing their own fire department must also take into consideration insurance costs related to apparatus and equipment, station/apparatus/equipment maintenance, and personnel costs if a reimbursement/wage system is relevant.

APPENDIX C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Town of Metomen Fire Study
Legend
Metomen Town Hall (Proposed Station)
Travel Distance Area
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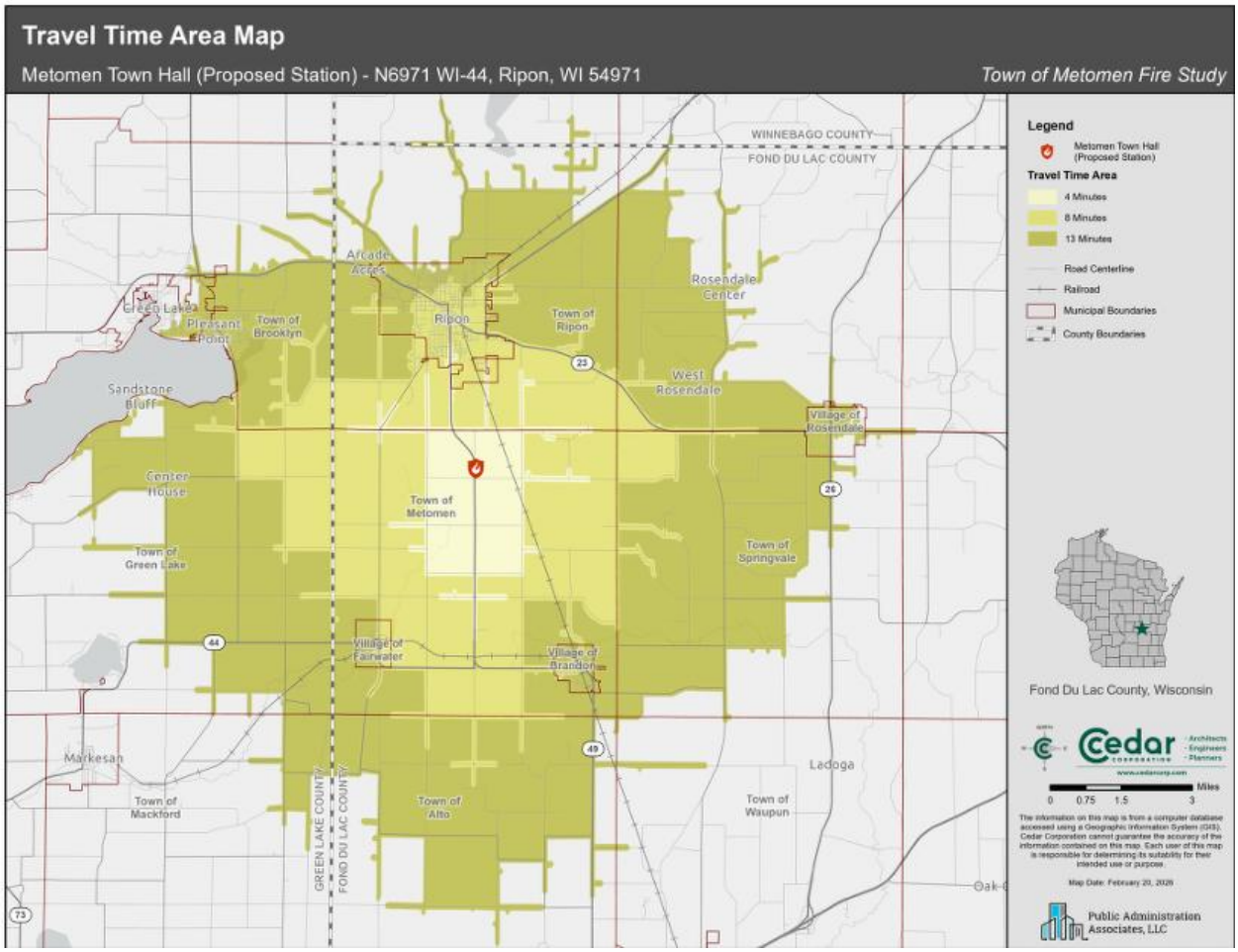
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Metomen Town Hall (Proposed Station)
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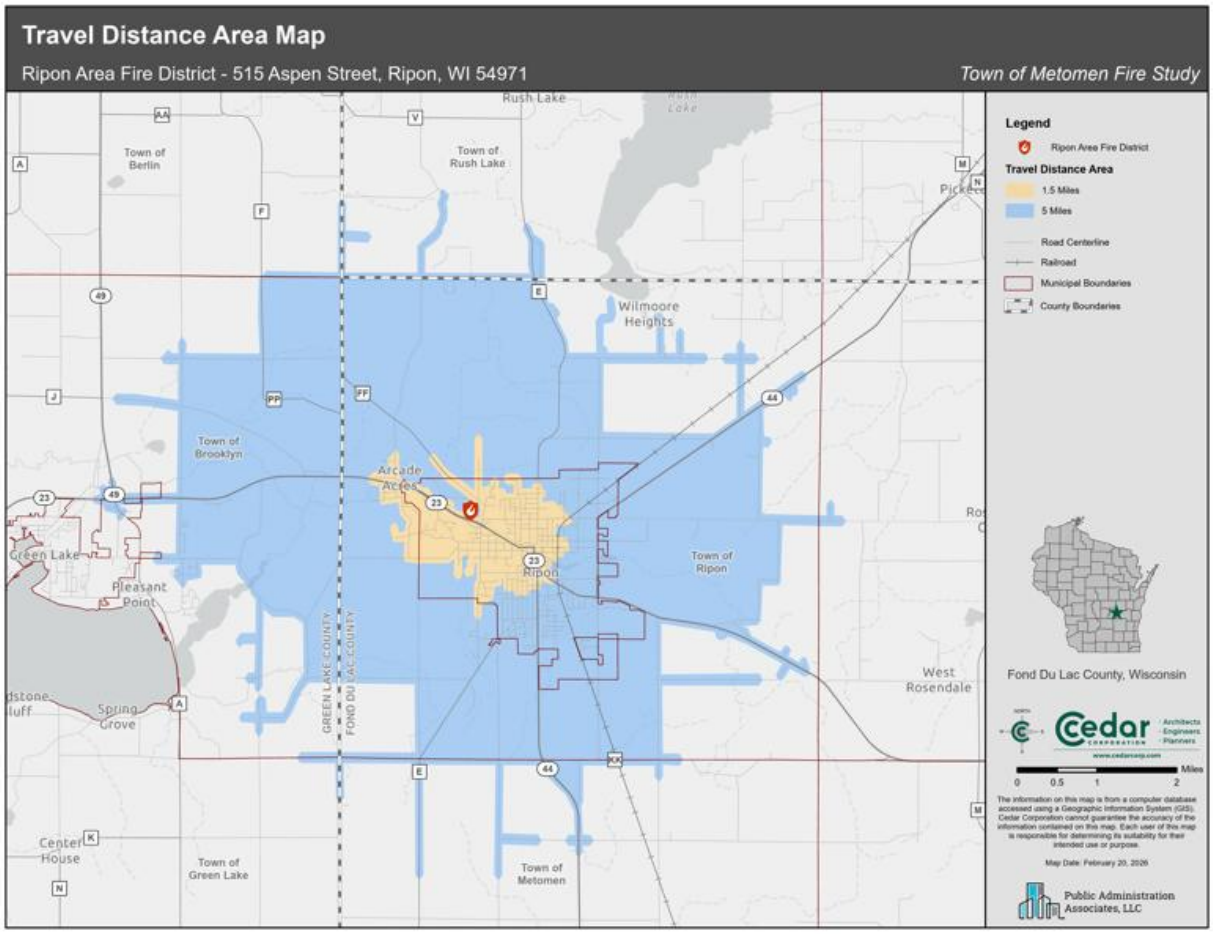
APPENDIX D


Travel Distance Area Map
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Town of Metomen Fire Study
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Map Date: February 20, 2026
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Town of Rush Lake
Wilmoore Heights
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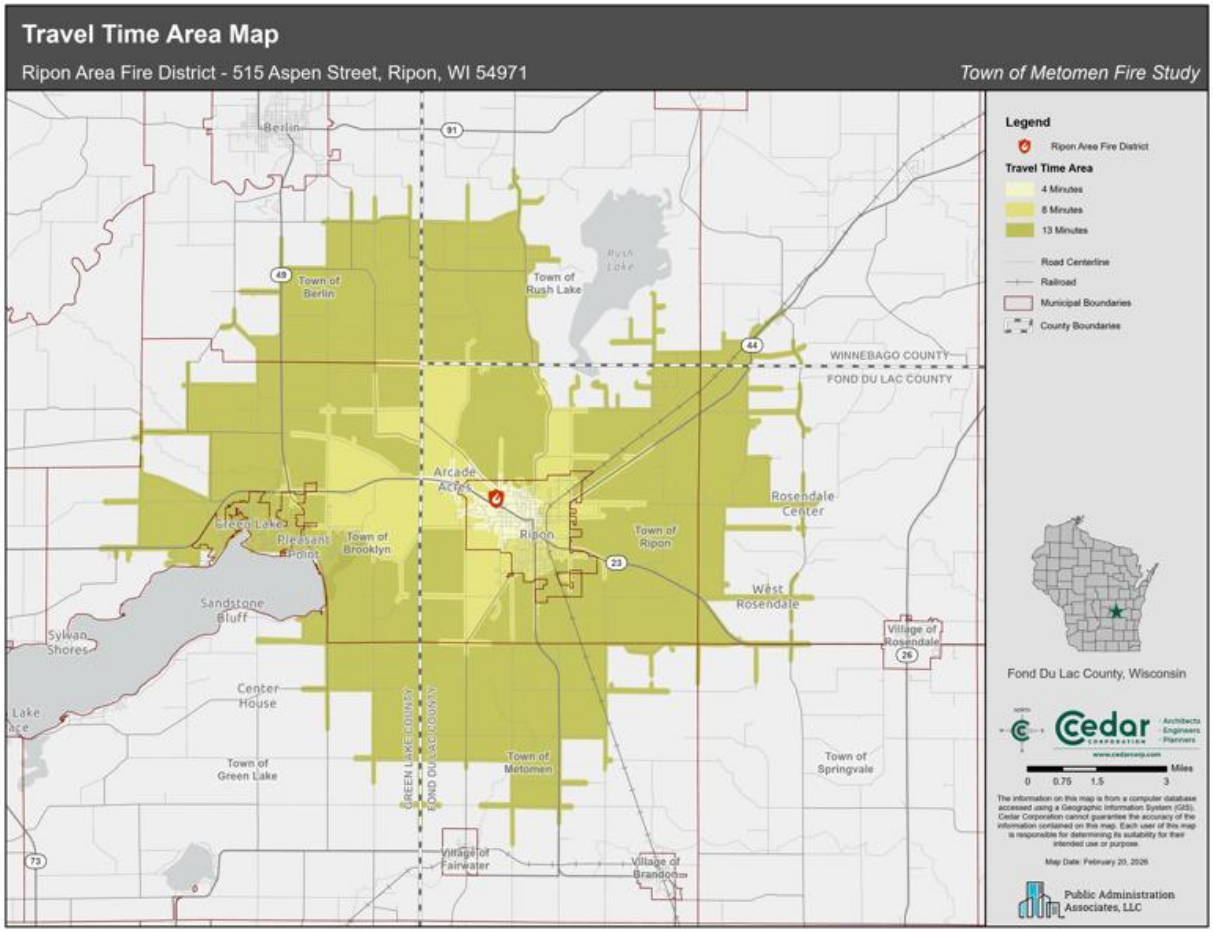
GREEN LAKE COUNTY
FOND DU LAC COUNTY


Travel Time Area Map
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Town of Metomen Fire Study
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Ripon Area Fire District
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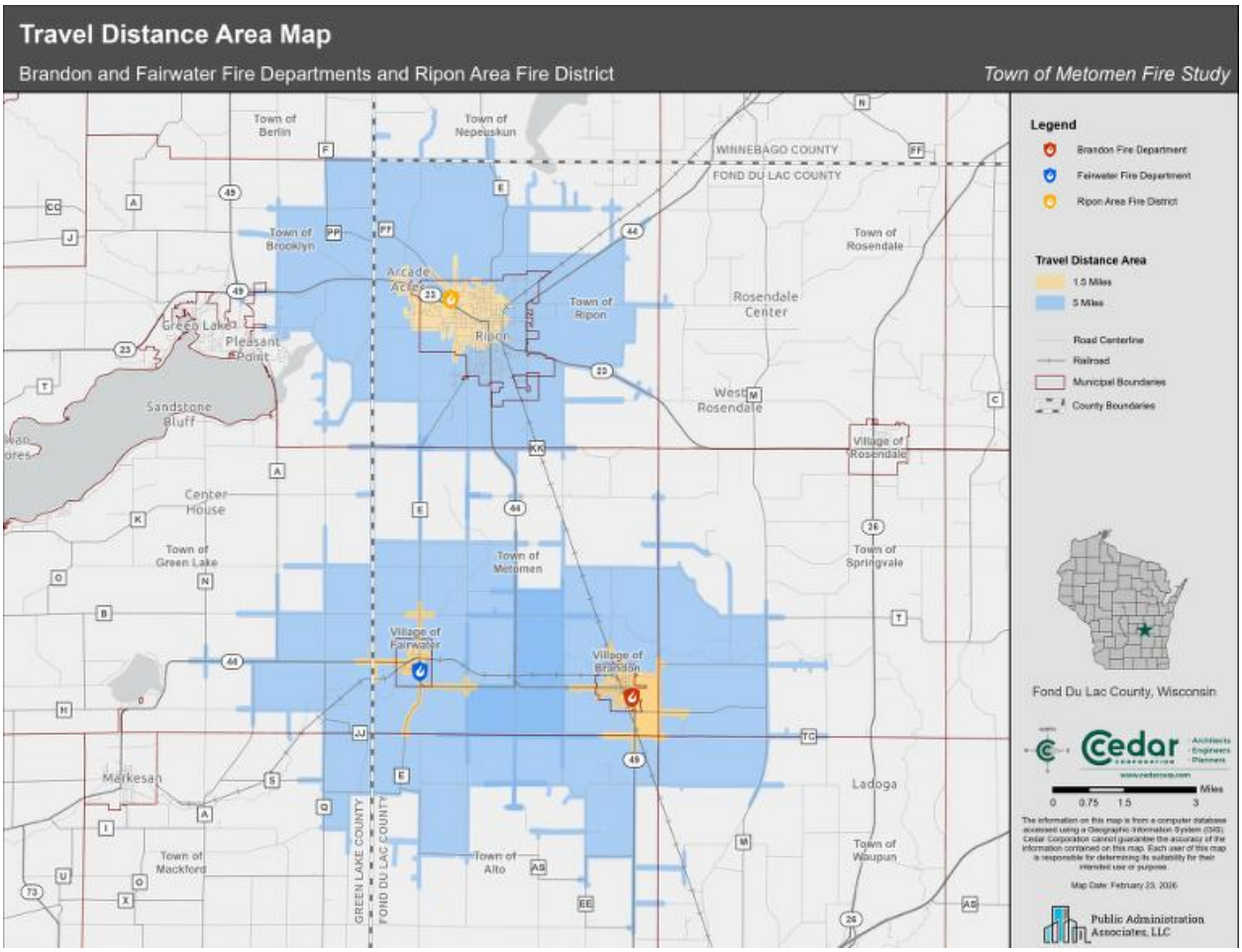
Travel Distance Area Map
Brandon and Fairwater Fire Departments and Ripon Area Fire District
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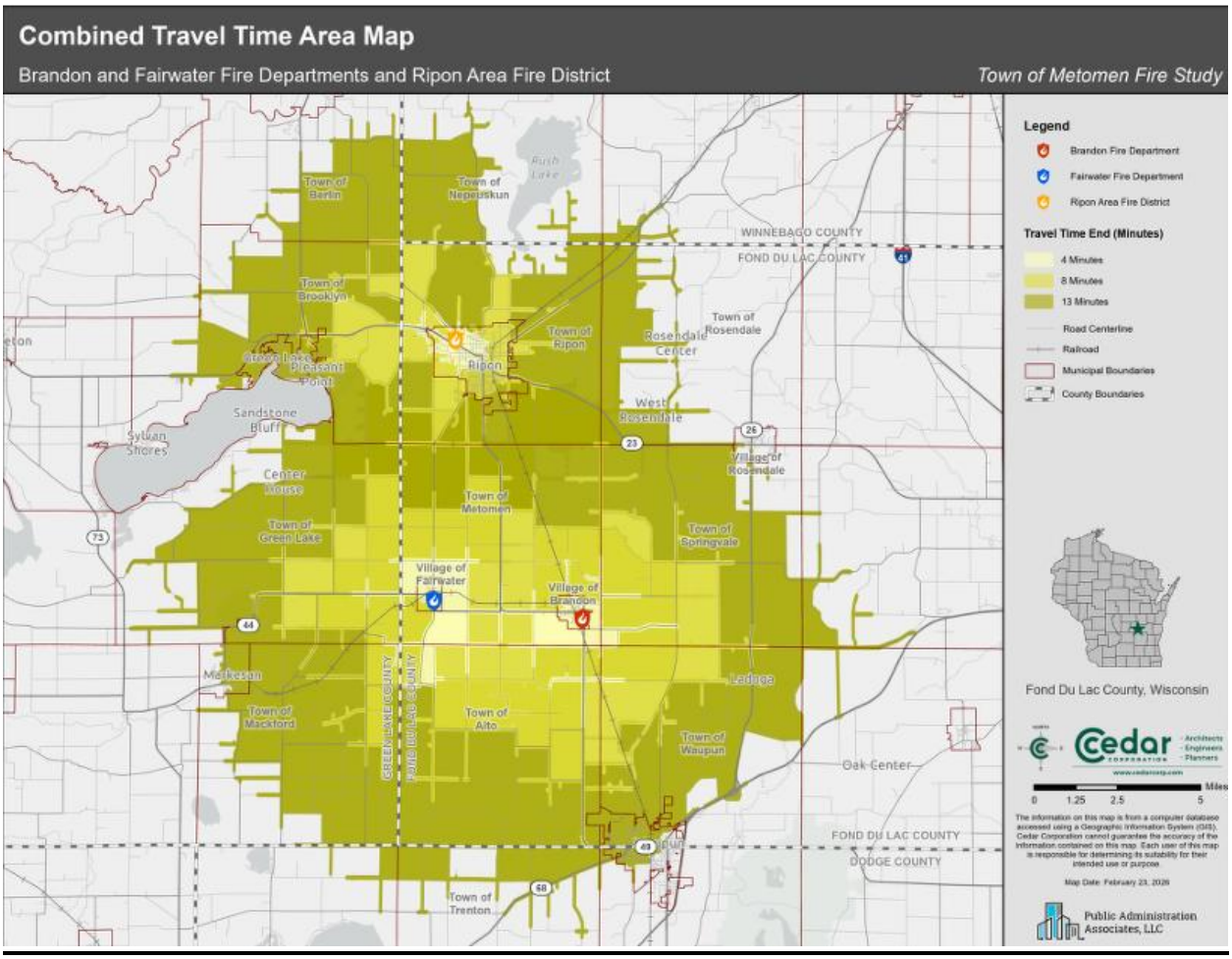
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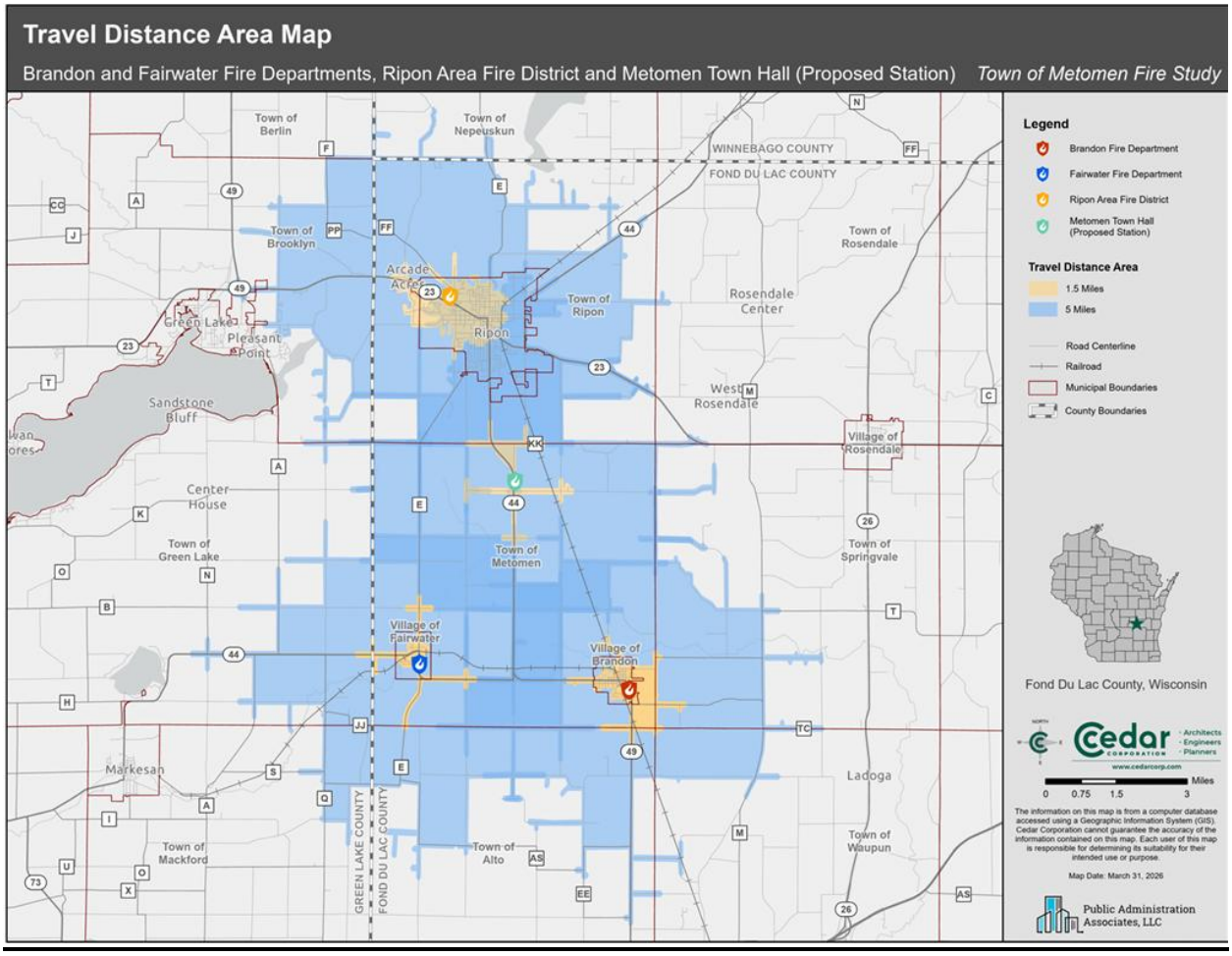
DODGE COUNTY
Town of Trenton

APPENDIX F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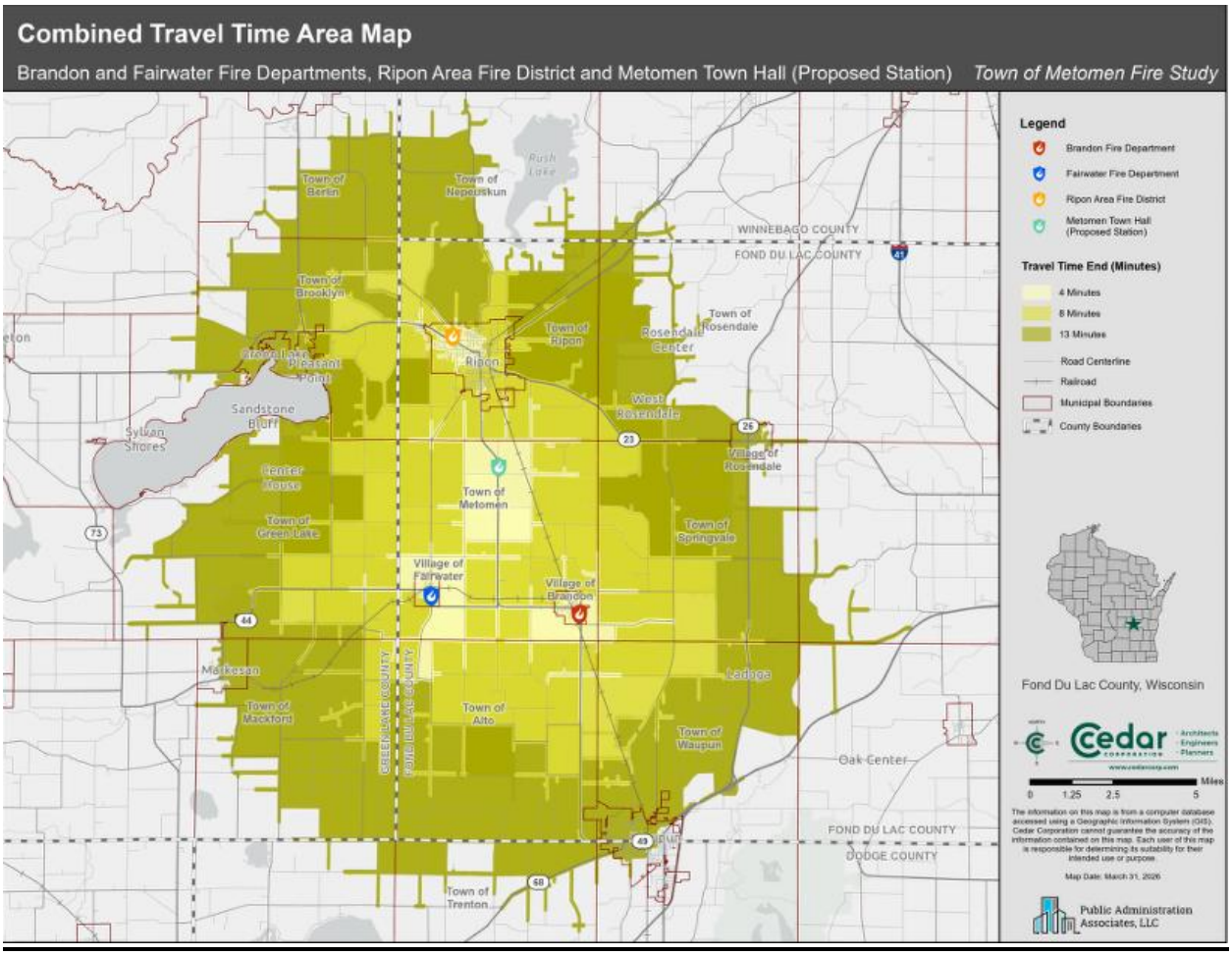
Combined Travel Time Area Map
Brandon and Fairwater Fire Departments, Ripon Area Fire District and Metomen Town Hall (Proposed Station)
Town of Metomen Fire Study
Legend
Brandon Fire Department
Fairwater Fire Department
Ripon Area Fire District
Metomen Town Hall (Proposed Station)
Travel Time End (Minutes)
4 Minutes
8 Minutes
13 Minutes
Road Centerline
Railroad
Municipal Boundaries
County Boundaries
Fond Du Lac County, Wisconsin
Cedar Corporation
Architects · Engineers · Planners
Miles
0 1.25 2.5 5
Map Date: March 31, 2026
Public Administration Associates, LLC
Town of Berlin
Town of Nepeuskun
Rush Lake
WINNEBAGO COUNTY
FOND DU LAC COUNTY
Town of Brooklyn
Town of Ripon
Ripon
Rosendale Center
Town of Rosendale
Pleasant Point
Sandstone Bluff
Sylvan Shores
West Rosendale
Village of Rosendale
Center House
Town of Metomen
Town of Green Lake
Town of Springvale
Village of Fairwater
Village of Brandon
Markesan
Town of Mackford
GREEN LAKE COUNTY
FOND DU LAC COUNTY
Town of Alto
Ladoga
Town of Waupun
Oak Center
FOND DU LAC COUNTY
DODGE COUNTY
Town of Trenton

APPENDIX G

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
1/23/2025	Thursday	430	Alto	Basement Fire	1	2	8	18	NO	NO	YES	NO
1/28/2025	Tuesday	1400	Alto	Marsh Fire	3.5	3	5	14	NO	NO	YES	NO
2/5/2025	Wednesday	1445	Alto	Camper Fire	2	1	2	2	NO	NO	YES	NO
2/6/2025	Thursday	1915	Markesan	Grass Fire	1	1	5	14	NO	NO	NO	YES
2/11/2025	Tuesday	1445	Ripon	House Fire, Cancelled	1	1	3	0	NO	NO	YES	NO
2/16/2025	Sunday	230	Ripon	Office Fire	2.5	1	6	26	NO	NO	YES	NO
2/16/2025	Sunday	1140	Ripon	Smoke Visible, Cancelled	1	1	6	0	NO	NO	YES	NO
2/17/2025	Monday	30	Waupun	Chimney Fire	1	2	6	18	NO	NO	YES	NO
2/18/2025	Tuesday	1525	Ripon	Dryer Fire	1	2	8	11	NO	NO	YES	NO
2/19/2025	Wednesday	1435	Markesan	Structure Fire	2	2	6	2	NO	NO	YES	NO
2/21/2025	Friday	300	Metomen	Structure Fire	5	4	23	47	YES	YES	NO	NO
2/25/2025	Tuesday	2350	Beaver Dam	Structure Fire	2.5	1	5	19	NO	NO	NO	yes
3/12/2025	Wednesday	1515	Waupun	Wetland Fire	2.5	2	6	6	NO	NO	YES	NO
3/13/2025	Thursday	1505	Metomen	Structure Fire	2.5	5	19	37	YES	YES	NO	NO
3/15/2025	Saturday	12:00 AM	Alto	Gas Smell	1	1	6	0	NO	NO	YES	NO
3/16/2025	Sunday	1445	Ripon	Structure Fire	2.5	2	9	11	NO	NO	YES	NO
3/23/2025	Sunday	2230	brandon	Lift Assist	1	1	6	0	NO	NO	NO	NO
4/11/2025	Friday	2245	Ripon	Smoke Visible, Cancelled	1	2	7	0	NO	NO	YES	NO
4/17/2025	Thursday	1330	Metomen	Brush Fire	2	3	8	0	NO	NO	NO	NO
4/18/2025	Friday	615	Alto	Structure Fire	2	3	11	18	NO	NO	YES	NO
4/18/2025	Friday	1850	Rosedale	Lightning	2	2	8	13	NO	NO	YES	NO
5/4/2025	Sunday	12:00 AM	Brandon	Wetland Fire	1	4	18	0	NO	NO	NO	NO
5/9/2025	Friday	1615	Ripon	Structure Fire	1.5	2	9	18	NO	NO	YES	NO

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
5/13/2025	Tuesday	1030	Lamartine	Structure Fire	3.5	3	8	28	NO	NO	YES	NO
5/21/2025	Sunday	400	Marksean	Structure Fire	4.5	2	8	22	NO	NO	YES	NO
5/21/2025	Sunday	2125	Ripon	Structure Fire	2	2	9	8	NO	NO	YES	NO
5/22/2025	Monday	12:00 AM	Metomen	Wetland Fire	1.5	3	10	0	NO	NO	NO	NO
5/24/2025	Wednesday	1440	Ripon	Structure Fire, Cancelled	1	2	8	0	NO	NO	YES	NO
5/29/2025	Thursday	2300	Ripon	Dryer Fire	1	1	11	0	NO	NO	YES	NO
5/31/2025	Saturday	250	Ripon	Smell Of Smoke	1	2	9	0	NO	NO	YES	NO
6/3/2025		12:00 AM	Brandon	Power Lines	1.25	2	12	0	NO	NO	NO	NO
6/3/2025		1830	Metomen	Power Lines	1.5	2	8	0	NO	NO	NO	NO
6/10/2025		1630	Ripon	Structure Fire	1	1	7	12	NO	NO	YES	NO
6/15/2025		340	Lamartine	Structure Fire	1	1	5	0	NO	NO	YES	NO
6/15/2025		1530	Ripon	Structure Fire	1	1	11	0	NO	NO	YES	NO
6/16/2025		1245	Rosendale	Structure Fire	1	2	5	0	NO	NO	YES	NO
6/19/2025		1025	Ripon	Structure Fire	2.5	2	4	16	NO	NO	YES	NO
6/23/2025		1825	Fairwater	Power Lines	1.5	3	15	0	NO	NO	NO	NO
6/23/2025		1900	Springvale	Power Lines	1	3	15	0	NO	NO	NO	NO
8/3/2025		830	Metomen	Vehicle	1	3	13	0	NO	NO	NO	NO
8/7/2025		1400	Metomen	Structure Fire	1	3	8	10	NO	NO	YES	NO
8/16/2025		1550	Metomen	Power Lines	2.25	2	7	0	NO	NO	NO	NO
8/28/2025		1257	Fairwater	Vehicle	1	1	5	0	NO	NO	NO	NO
9/5/2025		2120	Metomen	Vehicle	1	3	12	0	NO	NO	NO	NO
10/4/2025		2100	Fairwater	Tree Fire	1	3	13	0	NO	NO	NO	NO

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
10/5/2025		1130	Waupun City Fire	Structure Fire	1	1	9	0	NO	NO	YES	NO
10/20/2025		1630	Markesan	Structure Fire	2.25	2	11	32	NO	NO	YES	NO
10/22/2025		1815	Ripon	Structure Fire	1.5	1	6	0	NO	NO	YES	NO
10/28/2025		1330	Ripon	Structure Fire	2.5	1	3	12	NO	NO	YES	NO
11/1/2025		1350	Brandon	Washer/Dryer Fire	1	2	8	0	NO	NO	NO	NO
11/4/2025		630	Brandon	Structure Fire	1.5	1	6	0	NO	NO	NO	NO
11/10/2025		1315	Waupun	Structure Fire	2.75	3	8	26	NO	NO	YES	NO
11/14/2025		2300	Fairwater	Vehicle	1.5	3	13	0	NO	NO	NO	NO
11/15/2025		1015	Metomen	Lift Assist	0.75	1	5	0	NO	NO	NO	NO
11/15/2025		2345	Metomen	Smoke Alarms	0.5	3	11	0	NO	NO	NO	NO
11/17/2025		1915	Metomen	Brush Fire	1	4	20	0	NO	NO	NO	NO
11/23/2025		1830	Waupun	Structure Fire	1	1	8	0	NO	NO	YES	NO
2024												
1/2/2024		1815	Metomen	Lift Assist	1	1	9	0	NO	NO	NO	NO
1/5/2024		1745	Brandon	Structure Fire	1	2	11	12	NO	NO	YES	NO
1/9/2024		1900	Springvale	Vehicle Fire	1	2	14	0	NO	NO	NO	NO
1/14/2024		420	Brandon	Vehicle Fire	1	2	7	0	NO	NO	NO	NO
1/16/2024		155	Metomen	Vehicle Accident	1	3	6	0	NO	NO	NO	NO
1/20/2024		2030	Waupun	Structure Fire	2	1	11	17	NO	NO	YES	NO
1/23/2024		1200	Markesan	Structure Fire	3	1	8	22	NO	NO	YES	NO
2/4/2024		1655	Ripon	Structure Fire	1	1	8	0	NO	NO	YES	NO
2/6/2024		845	Waupun	Structure Fire	2	2	8	4	NO	NO	YES	NO

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
2/15/2024		800	Ripon	Structure Fire	1	1	15	0	NO	NO	YES	NO
2/17/2024		2100	Waupun	Vehicle Accident	1	2	8	0	NO	NO	YES	NO
3/10/2024		1700	Ripon	Structure Fire	1	1	13	0	NO	NO	YES	NO
3/13/2024		1632	Waupun	Brush Fire	1.25	4	15	0	NO	NO	NO	NO
3/15/2024		1330	Brandon	Structure Fire	4	4	14	0	NO	NO	NO	NO
3/22/2024		1019	Ripon	Structure Fire	2	2	8	0	NO	NO	NO	NO
4/2/2024		800	Brandon	Gas Leak	2	2	9	0	NO	NO	NO	NO
4/2/2024		1915	Brandon	Power Lines	2	3	11	0	NO	NO	NO	NO
4/3/2024		905	Metomen	Vehicle Accident	1.5	3	10	0	NO	NO	NO	NO
4/3/2024		1115	Ripon	Structure Fire	2	1	5	6	NO	NO	YES	NO
4/13/2024		1845	Markesan	Structure Fire	1.25	2	9	16	NO	NO	YES	NO
4/16/2024		2000	Springvale	Blown Transformer	1	1	6	0	NO	NO	NO	NO
4/11/2024		2100	Waupun	Down Power Lines	1.25	2	14	0	NO	NO	NO	NO
4/16/2024		2250	Springvale	Power Lines/Tree Fire	2	2	9	0	NO	NO	NO	NO
4/20/2024		845	Ripon	Structure Fire	1	1	4	10	NO	NO	YES	NO
4/25/2024		1330	Ripon	Structure Fire	1.75	3	6	22	NO	NO	YES	NO
4/27/2024		2125	Alto	Structure Fire	1	1	8	0	NO	NO	YES	NO
5/3/2024		1430	Metomen	Power Lines	1	3	6	0	NO	NO	NO	NO
5/16/2024		1300	Brandon	Kitten Stuck in Systern	1	1	3	0	NO	NO	NO	NO
5/20/2024		740	Metomen	Vehicle Accident	1	3	7	0	NO	NO	NO	NO
5/21/2024		2030	Fairwater	Lines Down	1	1	21	0	NO	NO	NO	NO
5/21/2024		830	Fairwater	Structure Fire	1	3	21	0	NO	NO	YES	NO

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
5/22/2024		1315	Metomen	Substation Fire	1	2	6	0	NO	NO	NO	NO
5/25/2024		1525	Brandon	Vehicle	1	1	4	0	NO	NO	NO	NO
5/27/2024		1400	Fairwater	Structure Fire	1	3	14	0	NO	NO	NO	NO
6/8/2024		1130	Springvale	Lift Assist	1	1	4	0	NO	NO	NO	NO
6/16/2024		815	Fairwater	Down Power Lines	2	3	14	0	NO	NO	NO	NO
6/18/2024		1109	Springvale	Vehicle	0.5	1	4	0	NO	NO	NO	NO
6/23/2024		1120	Ripon	Structure Fire	1	1	6	0	NO	NO	NO	NO
7/5/2024		1045	Ripon	Lift Assist	1	1	4	0	NO	NO	YES	NO
7/8/2024		611	Springvale	Tree Fire	1	2	12	0	NO	NO	NO	NO
7/10/2024		1515	Ripon	Structure Fire, Cancelled en Route		1	6	0	NO	NO	NO	NO
7/13/2024		210	Markesan	Structure Fire	3	1	7	17	NO	NO	YES	NO
7/15/2024		1930	Springvale	Vehicle	1.5	4	18	0	NO	NO	NO	NO
7/22/2024		545	Ripon	Gas Leak	1	1	5	0	NO	NO	YES	NO
7/25/2024		730	Springvale	Vehicle	1	2	13	0	NO	NO	NO	NO
7/31/2024		1700	Rosendale	Structure	2.25	3	7	10	NO	NO	YES	NO
8/3/2024		1315	Eldorado	Structure	5.75	1	2	0	NO	NO	NO	YES
8/8/2024		1745	Metomen	EMS Assist	1.5	1	7	0	NO	NO	NO	NO
8/10/2024		1700	Metomen	Flight Landing	1.5	2	5	0	NO	NO	NO	NO
8/13/2024		930	Ripon	Structure Fire	3	1	5	17	NO	NO	YES	NO
8/14/2024		1230	Waupun	Land	1	2	6	0	NO	NO	YES	NO
9/15/2024		1430	Metomen	Gas Leak	1	1	7	0	NO	NO	NO	NO
9/26/2024		1800	Brandon	Gas Leak	1	1	6	0	NO	NO	NO	NO

Date of Incident	Day of Week	Dispatch Time	Village/Town of Incident	Type of Incident	Incident Duration	# of BFD Apparatus	# of BFFD Personnel	# of Auto/Mutual Aid Personnel	Auto Aid Received	Mutual Aid Received	Auto Aid Given	Mutual Aid Given
10/1/2024		230	Springvale	Land	2	5	9	0	NO	NO	NO	NO
10/14/2024		1138	Ripon	Structure Fire	0.75	2	6	6	NO	NO	YES	NO
10/14/2024		1015	Fairwater	Structure Fire	2	7	24	0	NO	NO	NO	NO
10/16/2024		1310	Waupun	Vehicle Fire	1	1	2	17	NO	NO	YES	NO
10/20/2024		1600	Utica	Wetland Fire	6.25	1	5	76	NO	NO	NO	YES
10/21/2024		620	Utica	Wetland Fire	12	1	7	45	NO	NO	NO	YES
10/24/2024		1321	Metomen	Land	3	4	7	0	NO	NO	NO	NO
10/30/2024		2005	Fairwater	Structure Fire	1.5	5	25	0	NO	NO	NO	NO
11/8/2024		2325	Metomen	Vehicle Fire	1	3	10	0	NO	NO	NO	NO
11/18/2024		2321	Brandon	Structure	1	3	14	0	YES	NO	NO	NO
12/9/2024		2345	Ripon	Structure Fire	1	1	4	0	NO	NO	YES	NO
12/9/2024		1645	Fairwater	Structure Fire	1	4	13	0	NO	NO	NO	NO
12/11/2024		1748	Rosendale	Structure Fire	4	5	13	17	NO	NO	YES	NO
12/13/2024		2242	Oakfield	Structure Fire	2.5	1	7	16	NO	NO	NO	YES
12/16/2024		951	Springvale	Vehicle	1	3	8	0	NO	NO	NO	NO
12/17/2024		1630	Rosendale	Structure Fire	1	3	11	12	NO	NO	YES	NO
12/17/2024		1030	Ripon	Structure Fire	1	1	4	0	NO	NO	YES	NO
12/20/2024		1440	Ripon	Structure Fire	2	1	8	0	NO	NO	YES	NO

Definitions	
Date of Incident	Calendar date of the incident
Day of Week	Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, or Sunday
Dispatch Time	Time BFFD was dispatched
Village/Town of Incident	Village or Township the incident occurred in
Type of Incident	Structure Fire, Wildland Fire, Vehicle Fire, Fire Alarm, Gas Leak/Spill (including vehicle accident without injuries), EMS Assist, Station Standby
Incident Duration	From the time BFFD was dispatched until the last unit was back in service
# of BFFD Apparatus	Number of BFFD Apparatus that responded to the incident, not to include and POV
# of BFFD Personnel	Number of BFFD personnel that responded to the incident
# of Auto/Mutual Aid Personnel	Number of other departments personnel that responded to the incident ONLY in contracted response area
Auto Aid Received	Which departments responded upon initial dispatch to your incidents in contracted response area
Mutual Aid Received	What departments were requested after the initial dispatch to incident in contracted response area
Auto Aid Given	What resources were responded with outside contracted area upon initial incident dispatch (Example; Engine, Tender, Ladder, Brush Truck, Personnel etc.)
Mutual Aid Given	What resources were responded with outside contracted area after initial dispatch (Example; Engine, Tender, Ladder, Brush Truck, Personnel etc.)