

CHIEF'S REPORT MENOMONEE FALLS FIRE DEPARTMENT

First Quarter 2026



OVERVIEW

Statistics and Trends

Considerations & Operations

- Peak Ambulance Update
- Mutual Aid
- Staffing
- Training
- Emergency Management

Projects and Programs

Announcements



STATISTICS AND TRENDS

TOTAL INCIDENTS:

JAN INCIDENTS:

FEB INCIDENTS:

MAR INCIDENTS:

Q1 YTD INCIDENTS:

SUMMARY-MAIN INCIDENT TYPES	JAN INCIDENTS:				FEB INCIDENTS:				MAR INCIDENTS:				Q1 YTD INCIDENTS:			
	All MFFD	53051	53046	Aid Given	All MFFD	53051	53046	Aid Given	All MFFD	53051	53046	Aid Given	All MFFD	53051	53046	Aid Given
TOTAL FIRE	4	4	0	0	8	7	1	0	4	3	0	1	16	14	1	1
TOTAL HAZARDOUS SITUATION	17	16	1	0	12	11	0	1	12	10	1	1	41	37	2	2
TOTAL LAW ENFORCEMENT	3	2	1	0	4	4	0	0	1	1	0	0	8	7	1	0
TOTAL MEDICAL	339	326	11	2	324	313	8	3	353	342	9	2	1016	981	28	7
TOTAL NO EMERGENCY	57	46	0	11	46	36	4	6	57	50	2	5	160	132	6	22
TOTAL PUBLIC SERVICE	55	52	1	2	36	33	2	1	55	55	0	0	146	140	3	3
TOTAL RESCUE	3	3	0	0	1	1	0	0	3	3	0	0	7	7	0	0
TOTAL INCIDENTS	478	449	14	15	431	405	15	11	485	464	12	9	1394	1318	41	35
LAST YEAR INCIDENTS (2025)	479	448	12	19	420	401	11	8	479	460	7	12	1378	1309	30	39
+/- LAST YEAR	-1	+1	+2	-4	+11	+4	+4	+3	+6	+4	+5	-3	+16	+9	+11	-4



NEW DATA ANALYTICS



U.S. Fire Administration
National Fire Incident Reporting System




NERIS
NATIONAL EMERGENCY RESPONSE INFORMATION SYSTEM



STATISTICS AND TRENDS

Incidents by Type



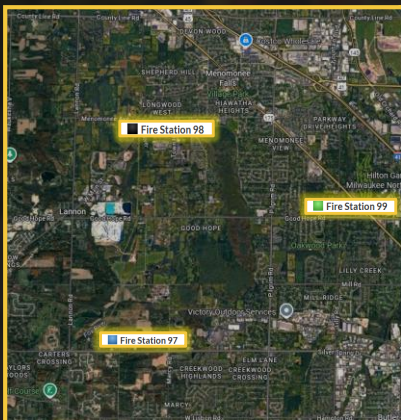
**Q1 Incidents
Year-To-Date:**

1378

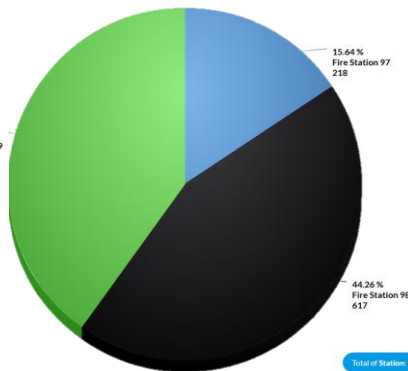
- MEDICAL||INJURY||FALL
- MEDICAL||ILLNESS||SICK_CASE
- MEDICAL||ILLNESS||BREATHING_PROBLEMS
- NOEMERG||CANCELLED
- PUBSERV||CITIZEN_ASSIST||LIFT_ASSIST
- MEDICAL||ILLNESS||CHEST_PAIN_NON_TRAU
- MEDICAL||ILLNESS||STROKE_CVA
- MEDICAL||INJURY||MOTOR_VEHICLE_COLL



STATISTICS AND TRENDS



Incidents by Stations
01/01/26-03/31/26



Fire Station 97

N56 W19350 Silver Spring Drive

Total: 218

Fire Station 98

N84 W18989 Menomonee Avenue

Total: 617

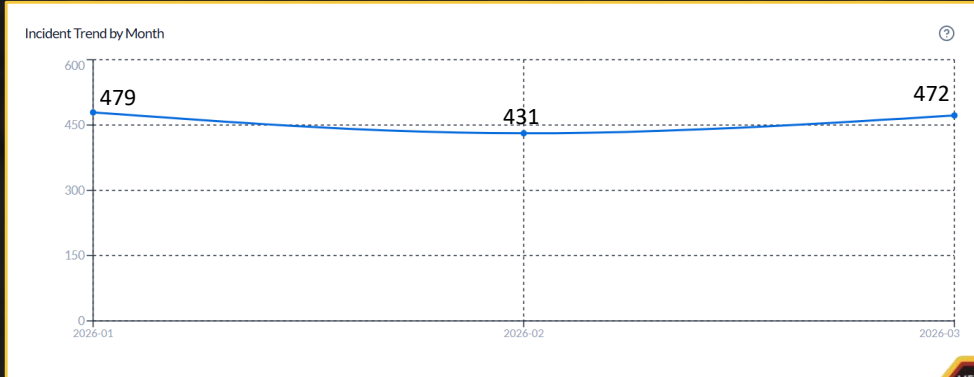
Fire Station 99

W140 N7501 Lilly Road

Total: 559



CALL VOLUME TREND Q1

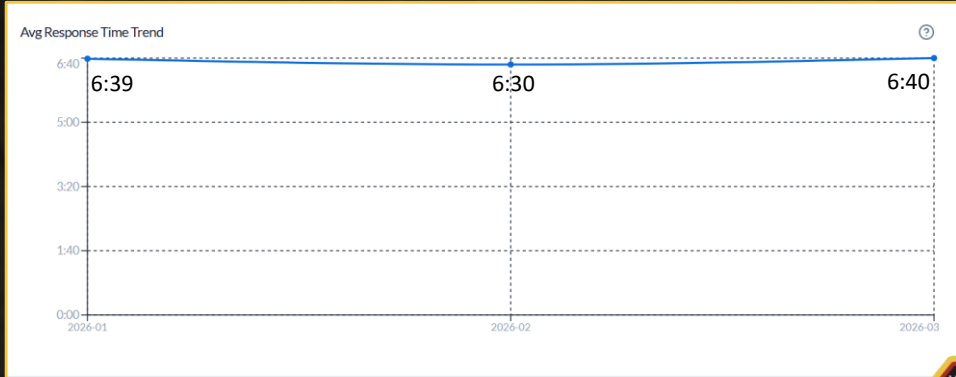


INCIDENT STATS Q1

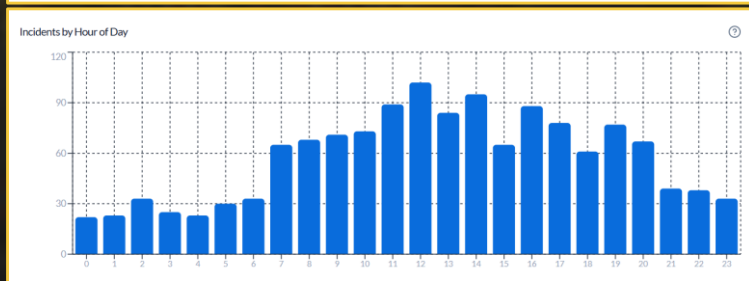
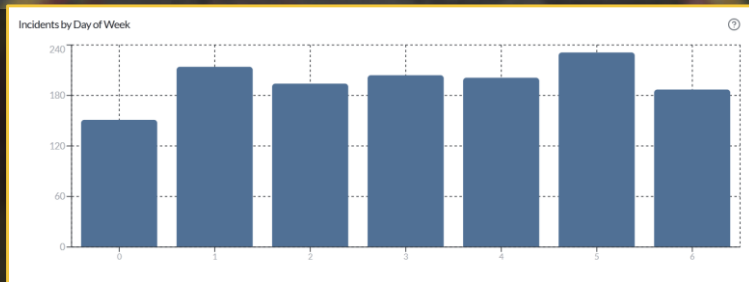
<p>📈 Total Incidents</p> <p>1,382</p>	<p>↔️ Mutual Aid %</p> <p>2%</p> <p>Given or received</p>	<p>🕒 Avg Response Time</p> <p>6:36</p> <p>NFPA benchmark: 5:20</p>
<p>↔️ Avg Turnout Time</p> <p>1:29</p> <p>NFPA benchmark: 1:20</p>	<p>🕒 Avg Travel Time</p> <p>5:15</p> <p>NFPA benchmark: 4:00</p>	<p>🎯 NFPA 1710 Compliance</p> <p>33%</p> <p>Target: 90% under 5:20</p>



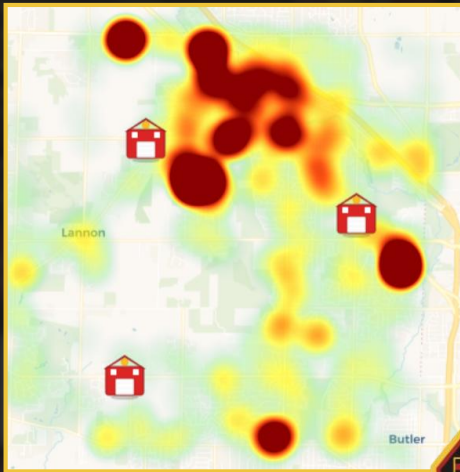
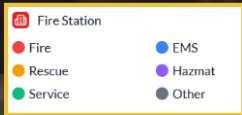
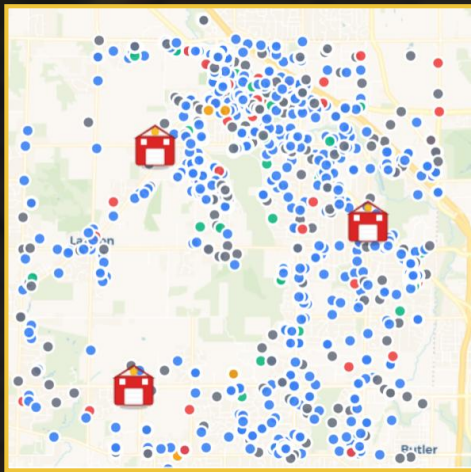
RESPONSE TIME TREND Q1



PEAK AMBULANCE STAFFING



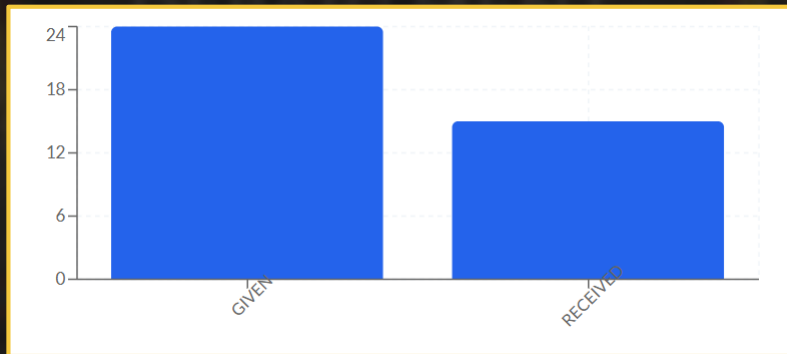
INCIDENT LOCATION Q1



MUTUAL AID Q1

Given
24

Received
15

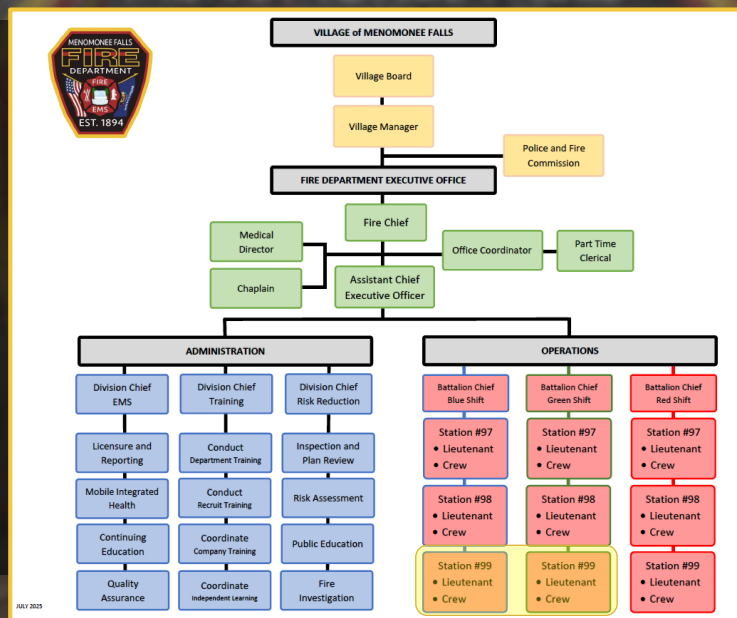


STAFFING

STAFFING CATEGORY	AUTHORIZED	STAFFED	STAFFING NOTES:
CAREER	36 + 7 = 43	42	<ul style="list-style-type: none"> • One career firefighter resigned in Q1. Position vacant. Application period open. • All Battalion Chief positions filled. • Two Lieutenant positions vacant. Running a promotional process. Application period open for internal candidates.
PART-TIME	*	38	<ul style="list-style-type: none"> • Includes MIH and Fire Inspectors. • In the process of finalizing a part-time hiring process that started in Q4 of 2025. • Applications for part-time firefighter positions are open.
CLERICAL	1.5	1.0	<ul style="list-style-type: none"> • Part-time clerical position still vacant– we are using existing part-time fire person to address vacancy.



ORG CHART

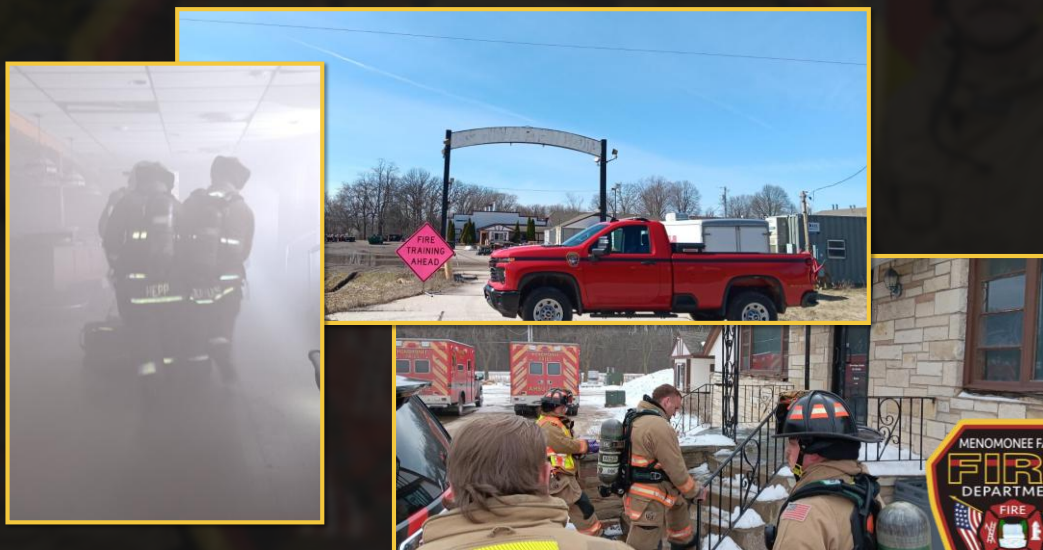


TRAINING

INDIVIDUAL	COMPANY	TRAINING DIVISION
EMS	EMS	Training BC
Dr. Engel Case Review	Skills Training	<ul style="list-style-type: none"> Ice Rescue Training Pre-Fire Planning Search and Rescue
<ul style="list-style-type: none"> Jan – Updated Protocols March – New Medication Postpartum Hemorrhage 	<ul style="list-style-type: none"> Lifepak Familiarization ACLS & PALS 	Fire Ground Fundamentals
FIRE	FIRE	<ul style="list-style-type: none"> Basic Wildland Tactics Team Drills
<ul style="list-style-type: none"> Traffic Incident Management HVAC Roof Top Units Building Construction Lock Out/ Tag Out Horizontal Ventilation Confined Space 	<ul style="list-style-type: none"> CO, Nat Gas Meters Rapid Intervention Fire Alarm Systems 	Technical Rescue – WI TF1
	LODD – Case Reviews	<ul style="list-style-type: none"> Ropes Awareness/Operati Rope Tech Trench Rescue
	<ul style="list-style-type: none"> Black Sunday FDNY Houston, Texas Homewood, Illinois 	



TRAINING

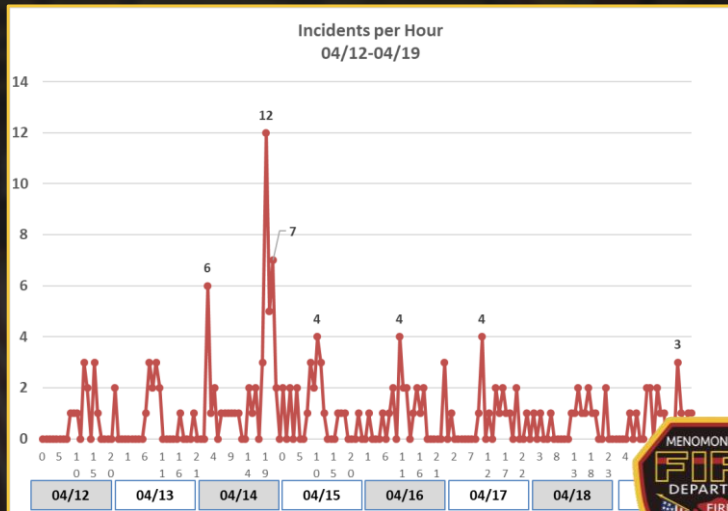


EMERGENCY MANAGEMENT

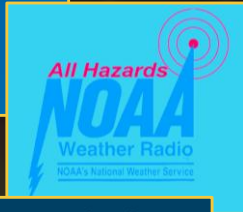


EMERGENCY MANAGEMENT

NFIRS Incident Type Code	NFIRS Incident Type Name	#
113	Cooking fire, confined to container	1
141	Forest, woods or wildland fire	1
320	Emergency medical service incident, other	48
321	EMS call, excluding vehicle accident with injury	30
322	Motor vehicle accident with injuries	6
353	Removal of victim(s) from stalled elevator	1
361	Swimming/recreational water areas rescue	3
363	Swift water rescue	1
412	Gas leak (natural gas or LPG)	3
424	Carbon monoxide incident	1
441	Heat from short circuit (wiring), defective/worn	2
444	Power line down	4
463	Vehicle accident, general cleanup	2
500	Service Call, other	16
510	Person in distress, other	2
571	Cover assignment, standby, moveup	3
611	Dispatched & canceled en route	6
622	No incident found on arrival at dispatch address	8
641	Vicinity alarm (incident in other location)	8
671	HazMat release investigation w/no HazMat	1
700	False alarm or false call, other	1
730	System malfunction, other	7
740	Unintentional transmission of alarm, other	9
800	Severe weather or natural disaster, other	7
		171



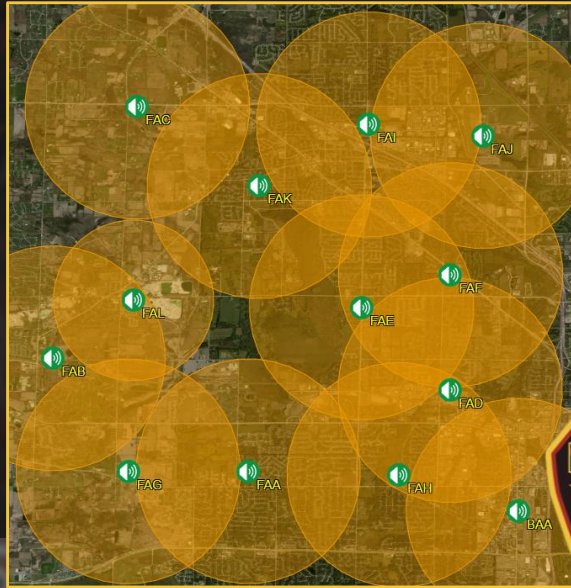
EMERGENCY MANAGEMENT



Sign up for Waukesha County Alerts!

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TEXT
WauCo
to
38276



FIRE INSPECTION / PREVENTION



Third Party Fire Inspection Reporting Software for Complete Code Compliance

Simplify third-party fire inspection reporting, improve compliance accuracy, and keep your data audit-ready – all in one secure platform.



MOBILE INTEGRATED HEALTH

The MFFD Mobile Integrated Health (MIH) Team provides in-home medical care, prevention services, and resource coordination for residents of Menomonee Falls and Lannon. Our goal is to improve health outcomes, reduce unnecessary 9-1-1 use, and address the root causes of medical and social needs.

Who We Are

- 7-member team of Community EMS Practitioners and nurses
- 75+ years combined EMS & healthcare experience
- State of Wisconsin Community EMS endorsed
- One of the first five licensed MIH programs in Wisconsin
- Serving the community since Spring 2023

2025 Program Activity

- 🏠 120 in-home patient visits
- 📞 Ongoing follow-up calls to ensure support and care coordination
- 🤝 Active partnerships at the local, county, and state level

Community Impact

- Through proactive, in-home care, the MIH program:
- Improves chronic disease management
 - Reduces repeat falls and injuries
 - Supports recovery from substance use disorders
 - Decreases unnecessary ambulance responses
 - Strengthens connections to long-term community resources



MOBILE INTEGRATED HEALTH



Congratulations to LEAF Mini-Grantees!

- **ADRC of Brown County**
 - Delivering pharmacist-led education, personalized medication reviews, and developing an educational video.
- **Safe Communities' Falls Free Dane Coalition**
 - Expanding the Balance Stamp of Approval toolkit to rural and underserved areas in Dane County, while creating a model for communities statewide (and beyond!).
- **Menomonee Falls Fire Department Mobile Integrated Health**
 - Bringing the CDC's STEADI framework to residents to assess risk, provide education, and connect people with local resources.
- **Rebuilding Together Fox Valley**
 - Launching an awareness campaign to highlight their falls prevention initiatives and free home modifications for income-qualified homeowners.
- **Northwest Wisconsin Community Services Agency**
 - Promoting and implementing the Stay Active and Independent for Life (SAIL) program across Ashland, Bayfield, and Douglass counties.
- **Milwaukee County Area Agency on Aging**
 - Pilot test how pharmacist referrals to Stepping On can improve fall prevention and support healthy aging



MOBILE INTEGRATED HEALTH

Home > About us > Community impact

United with communities to improve health outcomes

I hope this email finds you well. I wanted to officially confirm that Menomonee Falls Fire Department was awarded a \$20,000 grant from UnitedHealthcare Community Plan of Wisconsin on December 30, 2025. This grant was awarded to support initiatives that align with our priorities and partnerships.

Your efforts in falls and prevention have a direct impact on reducing hospitalizations and improving member safety. Additionally, your focus on home safety enhances independence and reduces risk factors, aligning perfectly with our community-based care strategies. Finally, addressing social isolation helps tackle behavioral health issues and social determinants of health, ultimately improving overall member engagement and outcomes.

Thank you for your continued dedication and for working towards these important goals. We look forward to collaborating with you to achieve even more success in the future.



The Municipality March 2026

Ready to Roll – At What Cost?

Municipal leaders across Wisconsin are grappling with a challenge that is no longer occasional or isolated: the escalating cost and complexity of replacing public safety vehicles. Fire engines, ambulances, and squads are lasting longer in service not because communities want them to, but because financial pressures, long manufacturing timelines, and shifting operational needs have forced alternatives. What was once a predictable capital expense has become a strategic, multi-year exercise in planning, communication, and tradeoffs.

Joseph Pulvermacher, Fire Chief for the Village of Menomonee Falls and an active participant in national discussions on equipment procurement through the International Association of Fire Chiefs, describes the challenge this way: "There's just a lot going on to try to navigate this new market," he said. "The price of these vehicles has gone up significantly – more than the traditional year-over-year increase. At the same time, lead times are now three to four years out, which makes it much harder for municipalities to plan and budget the way they traditionally have."

This is no longer simply an operational concern for fire and police departments. It is a financial and governance issue that reaches into village halls, council chambers, and community conversations across the state.

A National Issue With Local Impact

Rising costs and extended delivery timelines are affecting departments of every size. A vehicle that once could be

ordered, funded, and delivered within a budget requires municipalities to make compromises that shift some forces communities to rethink approach capital planning.

"We're not only paying significantly more for four years," Chief Pulvermacher explained, "we're also not seeing the same level of reliability and performance that we used to see."

For many communities, the idea of allocating an asset that will not arrive until several years in the future is difficult to reconcile with traditional budgeting. "Some municipalities are not interested in paying for something they're not going to receive for five to six years," Chief Pulvermacher noted. "That creates real challenges in how we can and how we budget."

Compounding the issue are market forces at play beyond local control. Pulvermacher pointed out that the availability of older vehicles which have many communities the ability to fund because available and a lot of communities ordering high cost equipment," he said. "It's backing that the industry is still working to supply chain disruptions, fluctuating raw material and uncertainty around tariffs have also contributed to the cost of equipment."

Supply chain disruptions, fluctuating raw material and uncertainty around tariffs have also contributed to the cost of equipment. "Manufacturers are sometimes a byproduct of supply chain issues, raw materials

are very difficult. Many departments have been highly constrained to match local procurement needs, and public safety around the country you put into a vehicle, it's manufacturer is a fully custom piece of equipment. In response, the department took a first truly necessary versus what had simply mismanaged an vehicle design," he said, "to reduce the lead time."

Pulvermacher believes this is a broader service. "A lot of vehicles are built by engine, pump," he said. "But that level of engineering is not necessarily done in-house. For municipal leaders, this underscores procurement decisions are not just for operational and philosophical. Cost is a real concern, but often not see the operational realities in both cost and timing."

Changing Service Demands and "Mission Creep"

While cost and lead time dominate the conversation, departments are also seeing changes in the way they use their vehicles. "We're not only seeing changes in the way they use their vehicles, but also in the way they use their equipment," he said. "We're seeing more and more departments using their vehicles for things that were not originally intended for. This is putting more stress on the equipment and increasing the risk of failure."

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Rethinking Customization

One of the most tangible ways municipalities can influence cost and delivery timelines is through the way vehicles are specified. Menomonee Falls provides a clear example of meaningful results.

Pulvermacher shared that the village had contracted for a new vehicle and was initially told delivery could take them to three years, possibly four years. "We said, 'That forced us to go back to the manufacturer and re-evaluate our specifications.'"

By working closely with the manufacturer, the village was able to reduce the lead time to 18 months. "We were able to get the vehicle in 18 months, which is a significant improvement. We were able to get the vehicle in 18 months, which is a significant improvement. We were able to get the vehicle in 18 months, which is a significant improvement."

Building Understanding With the Public

Perhaps one of the most challenging aspects of today's procurement is not the technical or financial complexity, but the public impact. "It's not just about the cost of the vehicle, it's about the impact on the community," he said. "We need to be transparent about the challenges we're facing and the tradeoffs we're making. We need to be transparent about the challenges we're facing and the tradeoffs we're making."

Pulvermacher approaches that challenge with personal perspective. "I live in the village," he said. "I'm a taxpayer too. I control and what I see. I take seriously what's in my pocket and what's in my pocket."

He believes credibility is built through transparency and a willingness to question tradition. "If I'm ordering something that's not always been that way, I'll question it," he said.

In Menomonee Falls, internal questioning helped spark broader change. "My village manager questioned the price of the vehicle, and I spread the concern," Pulvermacher said. "That pushed me to start asking harder questions and doing more homework."

Those conversations have since expanded beyond the local level, leading to Pulvermacher's involvement with national committees examining best practices in procurement. While

Replacement Versus Refurbishment

With prices climbing, many municipalities are asking whether they can simply keep vehicles longer. Pulvermacher emphasized that departments already work hard to extend the life of their equipment, but those decisions must be grounded in safety and mechanical reality.

"Departments evaluate the condition of the cab, the engine, mechanical history, accident history, mileage, and engine hours," he said. "The departments are always trying to get as much life as they can out of their equipment, but safety and mechanical reliability ultimately drive those decisions."

This reinforces the idea that postponing replacement is not merely a financial calculation. Aging equipment introduces operational risk, potential liability, and increased maintenance costs – all of which can quietly erode any short-term savings.

Industry-wide Pricing Remains a Challenge

When a community is able to plan and budget for new safety vehicles, it's a significant achievement. However, the industry-wide pricing remains a challenge, he said. "We have to be flexible," Pulvermacher said. "Maybe the truck and what it is dependable?"

Still, adaptation is required on the municipal side as well. "We have to be flexible," Pulvermacher said. "Maybe the truck and what it is dependable?"

Advice for Municipal Leaders

For communities trying to navigate this environment, shared responsibility.

"The sooner you can get in front of this, the better off you'll be," he said. "You don't want to surprise anyone with rising costs."

"This includes internal collaboration. It's valuable to involve internal staff early," he noted. "But also to talk with your administrator, finance director, and elected officials well in advance of the need."

He also encouraged reframing the conversation when financial constraints arise. "It's not always 'no,'" he said. "Sometimes it's 'not right now – how do we help you plan to get them?' That's a much healthier conversation."

Perhaps most importantly, he emphasized the importance of transparency. "This is not a 'top-down' decision. It's a 'bottom-up' decision. It's a 'bottom-up' decision. It's a 'bottom-up' decision."

That planning, internal communication, and transparency are key to navigating this environment. "This is not a 'top-down' decision. It's a 'bottom-up' decision. It's a 'bottom-up' decision. It's a 'bottom-up' decision."

Menomonee Falls Fire Department

EST. 1894

ANNOUNCEMENTS



1930 SEAGRAVE SUBURBANITE

MODEL: 6 D.B.T.
SERIAL NUMBER: 62340
DATE: 7.29.1930

The "Suburbanite" model was introduced in 1923 as a more affordable truck for small urban towns and villages. Originally offered with a 70' by Continental six-cylinder engine and 350-gpm pump which was upgraded to a 90-hp engine and 500-gpm pump in 1926.

SPECIFICATIONS:

- Engine - Hercules six-cylinder with dual ignition
- Transmission - 3 speed Brown-Lipe manual
- Pump - 500 GPM

The Menomonee Falls Fire Department purchased this truck new and it joined the 1923 Seagrave 750gpm pumper already in the fleet. They were known as the "Big Seagraves" and "Little Seagraves". The "Little Seagraves" remained in service into the early 1970's. It was restored for the Nation's Bicentennial in 1976.

THE SEAGRAVE COMPANY
— PIONEERS IN FIRE APPARATUS SINCE 1841 —

The Seagrave Company was founded in Detroit, Michigan, in 1841, by Francis Seagrave and is the oldest manufacturer of apparatus in the United States.

Frederic designed innovative front-draw ladders for Michigan but instead, which were average then and lean ladders.

Recognizing their durability, local firefighters adapted them, leading Seagrave to shift to manufacturing ladders, as well as hand or horse-drawn ladder engines and hose carts for fire departments.

The Seagrave company moved to Calumet, Ohio in 1895, and the first motorized apparatus was produced in 1907.

In 1963, the company was acquired by FMC and all operations were moved to Oconomowoc, Wisconsin, where it remains today.

THE SEAGRAVE CORPORATION
Menomonee Falls, Wisconsin
www.seagrave.com



ANNOUNCEMENTS



ANNOUNCEMENTS



VILLAGE OF Menomonee Falls

Village Board of Trustees
Jeremy Waltz, Village President

Trustee	Seat
Katie Kress	1
Brad Jubber	2
Ann Lesakia	3
Joel Stwaland	4
Matthew Hayes	5
Paul Tadda	6

Mark Fitzgerald, Village Manager

VILLAGE OF LANNON
Built on Solid Ground

Village Board of Trustees
Patrick Yates, Village President

Trustee

- Colleen Lake
- Tina Moore
- Don Sommers
- Jim Willard
- Terrri Grenner
- Dan Bottist

Menomonee Falls Police and Fire Commission

The Police and Fire Commission consists of five citizen Commissioners that are appointed by the Village President. Each year, one person is selected to serve for a five-year term. The Commission is governed by Wisconsin statute 62.13 that provides them the authority to oversee Police and Fire Department personnel matters.

Name	Seat
Christine Wilczyński-Vogel	Chairperson
Gerry Lusier	Vice Chairperson
Don Greif	Commissioner
Jim Kirchberger	Commissioner
Joshua LaDue	Commissioner



QUESTIONS?

