

REGULAR SESSION, COMMON COUNCIL, November 27, 2023

Be it Remembered that the Common Council of the City of Plymouth, Indiana, met in regular session on November 27, 2023. The meeting was held in the Council Chambers, on the second floor of the City Building, 124 N. Michigan St., Plymouth, Indiana and was called to order at 6:30 p.m.

Mayor Senter led the Pledge of Allegiance and Councilman Ecker offered prayer.

Mayor Senter presided for Council Members Greg Compton, Duane Culp, Don Ecker Jr., Jeff Houin, Robert Listenberger, Randy Longanecker and Shiloh Carothers Milner. Clerk-Treasurer Gorski and City Attorney Surrisi were present. The public was able to see and hear the meeting through Microsoft Teams.

Council Members Culp and Listenberger moved and seconded to approve the minutes of the regular session of the Common Council on November 13, 2023 as presented. The motion carried.

City Attorney Surrisi introduces Ordinance No. 2023-2222, An Ordinance Amending the City Code Provisions Regarding the Plymouth Community Ambulance Service on second reading.

Council Members Houin and Ecker moved and seconded to approve Ordinance No. 2023-2222, An Ordinance Amending the City Code Provisions Regarding the Plymouth Community Ambulance Service on second reading. The motion passed by roll call vote.

Councilman in Favor: Compton, Culp, Ecker, Houin, Listenberger, Longanecker and Milner

Councilman Opposed: None

City Attorney Surrisi introduces Ordinance No. 2023-2222, An Ordinance Amending the City Code Provisions Regarding the Plymouth Community Ambulance Service on third reading.

Council Members Ecker and Culp moved and seconded to approve Ordinance No. 2023-2222, An Ordinance Amending the City Code Provisions Regarding the Plymouth Community Ambulance Service on third reading. The motion passed by roll call vote.

Councilman in Favor: Compton, Culp, Ecker, Houin, Listenberger, Longanecker and Milner

Councilman Opposed: None

ORDINANCE NO. 2023-2222

AN ORDINANCE AMENDING THE CITY CODE PROVISIONS REGARDING THE PLYMOUTH COMMUNITY AMBULANCE SERVICE

Statement of Purpose and Intent

Recently, the City administration, in consultation with the City's medical billing consultant, the AccuMed Group, conducted a review of the rates and charges assessed for the work of the Plymouth Community Ambulance Service. Those rates and charges were last adjusted in 2020. At this time, it is necessary to raise the rates and charges in order to better reflect the actual cost of providing ambulance services to the community. The purpose and intent of this ordinance is to adopt the recommended changes to the code sections.

NOW, THEREFORE, BE IT ORDAINED, by the Common Council of the City of Plymouth, Indiana, as follows:

Section 1, Title III, entitled Administration, Chapter 36, entitled Community Ambulance Service, Section 36.01, entitled RATES AND CHARGES, is repealed and replaced with the following:

36.01 RATES AND CHARGES.

(A) The Plymouth Community Ambulance Service is authorized to charge patients the following rates and categories of rates for the following services provided:

	Resident Rates	Non-Resident Rates
Basic Life Support (Refusal of Transport)	\$150	\$200
Basic Life Support	\$600 and \$19 per loaded mile	\$700 and \$19 per loaded mile
Advanced Life Support	\$700 and \$19 per loaded mile	\$850 and \$19 per loaded mile
Advanced Life Support 2	\$1,000 and \$19 per loaded mile	\$1,200 and \$19 per loaded mile

(B) The Plymouth Community Ambulance Service is authorized to charge other ambulance services for paramedic assist services on an ambulance run at the following rates and categories of rates:

Advanced Life Support \$225

Advanced Life Support 2 \$275

(C) Levels of service defined.

(1) **BASIC LIFE SUPPORT (BLS)** is defined as that level of emergency medical service provided by an EMT-Basic, as specified by Indiana and local protocols.

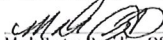
(2) **ADVANCED LIFE SUPPORT (ALS)** is defined as that level of emergency medical service which includes an ALS assessment or provision of at least 1 ALS intervention. An ALS assessment must be performed by an ALS crew and result in the determination that the patient's condition requires an ALS level of care, even if no other ALS intervention is performed. ALS assessments will be recognized only in emergency situations.

(3) **ADVANCED LIFE SUPPORT 2 (ALS 2)** is defined as that level of emergency medical service that includes the administration of a least 3 medications or the provision of at least 1 of the following procedures: manual defibrillation; endotracheal intubation; central venous line; cardiac pacing; chest decompression; surgical airway; intraosseous line. Medications must be administered by intravenous push/bolus or by continuous infusion. The "3 medication" rule does not include oxygen, aspirin, or 0.9% normal saline. The "3 medication" rule does include 3 administrations of the same qualifying medication.

(C) The Plymouth Community Ambulance Service shall charge Medicaid patients no more than the Medicaid Fee Schedule (as amended from time to time).

Section 2, This ordinance shall become effective after passage, due attestation, and publication as required by law. Further, this ordinance shall remain in effect until amended or repealed by the Common Council.

PASSED AND ADOPTED this 27<sup>th</sup> day of November 2023.

  
Mark Senter, Presiding Officer

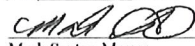
ATTEST:

  
Lynn M. Gorski, Clerk-Treasurer

Presented by me to the Mayor of the City of Plymouth, Indiana on the 27<sup>th</sup> day of November, 2023, at 7 o'clock p.m.

  
Lynn M. Gorski, Clerk-Treasurer

Approved and signed by me this 27<sup>th</sup> day of November, 2023.

  
Mark Senter, Mayor

Fire Chief Holm introduces a Change Order for Pierce Fire Truck.

Holm states a couple weeks ago, three others and himself went up to Appleton, Wisconsin to Pierce Manufacturing to do the preconstruction print approval on the new fire engine. He states part of that was going line by line for everything on the fire engine with close to 500 options. He states they went through everything they wanted, what needs to be changed, etc. He states a couple years ago they signed a contract for this fire engine that they took the prints basically for an existing township fire engine and told them to tell them what it would cost to make this engine right now. He states because of that they wanted to tweak it a little bit because not everything on the township fire engine is useful for the city. He states they would like to make some changes here and there to make sure it was truly fitting for city work and things they would need. He states it was a difficult thing because they wanted to make it useful for the city but also to be able to use it universally between the city and townships if they need to. He states with that comes a lot of changes and some of the things they added were safety related, such as back-lit hand rails so at night it is a lot easier to see those handrails when you are getting up and down off the truck. He lists some extra steps to get up into it. He adds that was Jacobs want because some people have a little bit harder of a time getting up on the steps that are a little higher so from a safety standpoint, the city insurance individual thought it was an excellent idea to have those added. He lists they took a seat out to have a five-man crew instead of a six-man crew which allowed for larger compartment areas on the inside to put things that normally sit outside of the cab. He adds it is also space for the engineer to keep their equipment. He lists they also put better lighting on it as well so they can have a better view in the evenings as well as warning lights. He lists one of the large items they took off was the hydraulic hose and components. He explains that is because they are trying to get away from the hydraulic extrication equipment as they now have good battery-operated extrication equipment which the townships have now bought a complete set for their engine. He states it is safer, a little more versatile, and a little bit wider to carry around. He adds you also won't have all the hydraulic hoses laying all over the road as trip hazards like they have now. He states they took that off in hopes they will eventually replace that extrication equipment with battery-operated equipment.

Ecker thanks Holm for taking the time to speak with him about this list earlier today. He states further down he is looking at line 24, 25, 26, and 27 and the description looks to be identical. He asks if he is missing something because he believes there are some duplicates here in the same segment.

Holm responds by stating it is just more than one light on the side as it reads, "driver side cab scene lights," and "driver side body scene lights." He states for the driver side cab that means the

light would be up next to the cab section, where the people drive and ride. He explains the body section is further back on the fire engine back to where the tools and stuff would be. He explains you will essentially have two lights on each side.

Ecker asks the difference officer and driver side.

Holm responds by stating the driver is the opposite of the passenger side. He explains you will have a separate light for each side of the cab and one on each side of the body.

Ecker asks if we are still coming in below the budgeted price that they spoke about two years ago.

Holm responds by stating it was originally \$800,000 and he made some changes at that time before they actually signed for it. He explains they took some things off to try to bring the price down a little bit. He states what they actually signed for was the \$784,400 so these changes did increase about \$14,000. He states he does want to thank everyone for what they did a couple years ago because right now this truck is over \$1,000,000 if they would have waited to sign for it now.

Board Members Culp and Ecker moved and seconded to approve the Change Order for the Pierce Fire Truck as presented. The motion carried.

City Attorney Surrisi introduces Ordinance No. 2023-2223, An Ordinance for Taxable Economic Development Revenue Bonds, Series 2023 on first reading.

Surrisi states for Stellar Communities that there are no updates.

Surrisi states for the Comprehensive Plan Update they had an initial meeting of a proposed Comprehensive Plan Implementation Committee that will perhaps have some additional members and start meeting in January once the new Comprehensive Plan is adopted to keep advancing some of the projects and concepts outlined in that. He states part of that plan is to keep the Comprehensive Plan as an agenda item on the city council meeting so it is front and center and being discussed. He explains the public comment period for the proposed new plan is closed and it will be presented for public hearing at the Plan Commission meeting next month with the intent if it recommended without any large changes that it would be presented to you at your next meeting on December 11<sup>th</sup> for consideration of adoption.

Mayor Senter comments that he notices Mrs. Olszewski is here with some pictures from a request from the prior meeting of the Board of Public Works and Safety.

Mrs. Olszewski apologizes for missing the prior meeting. She presents the photos to the board and shows where the hill had eroded away.

Longanecker states there was a company coming in putting overhead fiber in throughout the city. He states he knows over by his house that he saw at two other schools throughout the city that they are still spooling the fiber down the utility poles and it is still coiled there. He states they have still been sitting there since mid-Summer and asks if they have any news on that.

Davidson responds by stating it is Brightspeed and they are having a difficult time contacting them as they are out of Colorado. He explains there is a disconnect between their contractors and their engineering at Brightspeed. He states they did install a lot overhead and they still have plans going underground with a lot of it so his belief is where it is spooled, they are wanting to take it underground but they have not completed the requirements that they have to proceed with the underground boring. He explains it is very similar to what Surf Broadband installed and his fear is them doing damage and us not having a contact to get the issue addressed in a timely fashion. He explains with Surf Broadband, they had sewer lines cut, water lines cut, but they had contact people who were on it within a day or two.

Longanecker states he is concerned as well because it has been sitting out there for a while now and it is going to get damaged.

Davidson states it is as they have some out on Pennsylvania and Michigan Streets by the viaduct with spools sitting there.

Longanecker asks if there is a bond that they have for them.

Davidson responds by stating not at this point because it is all overhead. He explains a bond is requested once they go underground, which creates another problem, because they have very little space in their right-of-way even for Surf Broadband but now, they are having another company coming in putting more underground. He explains they are trying to keep them a minimum of five feet away from our water and sewer lines since ours is mostly deeper than theirs so we can safely repair them. He explains they actually have a contractor that had started boring out here at Eastwood and Michigan who did not have a permit so they were shut down. He states they have two sections that are approved and the financial guarantees placed, but they haven't started on those sections yet, so he has no idea why they are starting in areas that are not approved. He states he is aware Chris Marshall is working really hard with them as far as the permitting portion of it. He states they have had cases where Marshall has had to deal with 7-8 different people and each one starts from scratch so it has been very difficult. He states Brightspeed took place of Centurylink and they are trying to upgrade their system with fiber.

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Compton states he spoke to our Building Commissioner earlier about the building on the corner of Washington and Water Street. He states they have plate glass windows and there is a big hole in it right now on the glass about halfway up. He explains there are a lot of dangerous things around that building. He states he happens to walk by there every Monday and Wednesday on his walks. He believes something needs to be done about that building. He states there are also two big barrels sitting outside on the wall and he has no idea what those are.

Mayor Senter adds he has noticed they haven't been mowing their yard either.

Surrisi states they have been in contact with Brian Van Duyne and Jim Vinall who own the building. He states the barrels are associated with some environmental testing that was done there as part of the MACOG Brownfield's Grant that they were able to get that building into there for some review. He states they have made the contractor aware that did that through the grant that they will be picking those barrels up sometime in the near future. He states they have been in close communication with them.

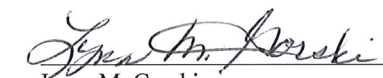
Compton states the glass plate windows are very dangerous as the hole is big enough two people crawl through. He states from the bottom halfway up is what is missing so he is worried that could fall on someone. He adds it is very dangerous right now. He explains this is on the east side of the building facing Water Street facing the sidewalk.

Council Members Ecker and Compton moved and seconded to accept the following communications:

- Minutes of the Board of Public Works and Safety meeting of November 13, 2023
- November 27, 2023 Check Register
- October 2023 Clerk-Treasurer Financial Reports
- 2023 Q3 Council Report – Baker Tilly
- Change Order & Options List for Pierce Fire Truck
- Baker Tilly Feasibility Study for Taxable Economic Development Revenue Bonds, Series 2023
- November 14, 2023 Technical Review Committee Minutes
- October 17, 2023 Redevelopment Commission Minutes

The motion carried.

There being no further business to come before the Council, Council Members Longanecker and Compton moved and seconded to adjourn, Mayor Senter declared the meeting adjourned at 6:53 p.m.

  
Lynn M. Gorski  
Clerk-Treasurer

APPROVED

  
Mark Senter, Mayor