



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Darryl Von Raesfeld

**SUBJECT: FIRE STATIONS 30 AND 33
SERVICE IMPACT MITIGATION
EFFORTS**

DATE: May 22, 2009

Approved

Christine J. Shippey

Date:

5/22/09

BACKGROUND

This memorandum addresses service impact and mitigation efforts related to the proposed elimination of Engine 30 (Auzerais) and temporary deactivation of Engine 33 (Communications Hill). Following are various strategies that are under consideration by the Fire Department for mitigating the impacts of the service level reductions.

ANALYSIS

Regarding the proposed defunding of two engine companies and the "City-wide Policy for Relocation/Closure and/or Selling Fire Stations; Removal of Station 6 From the Budget," the Fire Department consulted with the City Manager's Office regarding its applicability to the proposed defunding of Engine companies 30 and 33. It was determined that the defunding of an engine company did not constitute a station closure, consolidation or relocation. Additionally, the Department met with the Councilmembers whose districts would be affected and participated in three community meetings to address issues and concerns. In reaching out to these Council and community members, the aforementioned policy was used by the Department as its outreach framework and guide.

However, in the spirit of the policy, the Fire Department used Standard of Response Cover methodologies in the context of its 2000 Strategic Plan (consistent with the policy's directives) to analyze response time performance impacts with the proposed company defunding. Finally, the timing and the public outreach process associated with the City budget process and the ability of Council to obtain further clarification through the Budget Document and Manager's Budget Addendum processes address the majority of the policy's directives.

Station 30 Mitigation Measures

The Fire Department is proposing the following mitigation strategies to reduce the impact of the Engine company elimination:

1. The Fire Department will maintain control of the facility. Station 30 is centrally located near freeways and arterials, thus well-suited for the temporary relocation of resources when resource levels are depleted due to a large event or unusually high system demand.

2. The possible relocation of the department's Hazardous Incident Team (HIT 29) to Station 30 will maintain a response presence. While HIT 29 is not staffed with paramedics nor has the capabilities of an engine company to respond to fires, its relocation to a more central location would improve its response to multiple alarm structure fires in the southern communities of the City and to hazardous materials incidents. Although HIT 29 personnel are not paramedics, they are trained Emergency Medical Technicians and would be dispatched to the significant medical emergencies in Station 30's first due district; supplementing the responding SJFD paramedic units to critical patients. HIT 29's presence at Station 30 will also increase facility security and result in personnel being available at the station for a "Safe Surrender" event or "Safe Place" for children.
3. Increase community education and training activities in affected areas to:
 - improve identification of Sudden Cardiac Arrest (SCA) and initiation of CPR through community education (e.g., CPR Anytime) and access to automatic external defibrillators (AEDs)
 - reduce incidents of fires through a more aggressive awareness and prevention program in the area
 - increase resident self-reliance through first-aid and disaster preparedness training (e.g., San José Prepared!)
4. Work with the Department of Transportation to identify and expand the network of signal pre-emption technologies (these devices change signal lights to green in traveled direction) to reduce travel times to the most impacted areas.
5. Continued monitoring of service levels within Fire Station 30's first due district and ongoing analysis of deployment alternatives that reduce service impacts. This could consist of implementing alternative service delivery models which could impact staffing levels or create new response models and thus may be subject to meet and confer process.
6. Continued analysis and preparation of supporting documentation to alter current resource response (e.g., implementation of Omega Protocols in Fire Communications) to reduce unnecessary EMS-related responses and thus the cost of service delivery, as well as increase system capacity. The implementation of the Omega protocols is dependent on collecting sufficient clinical data to negotiate changes in response with the County Emergency Medical Services Agency.
7. Identification of high utilization customers and development of strategies for reducing system utilization (referral to social services programs).

Station 33 Mitigation Measures

The Fire Department is proposing the following mitigation strategies to reduce the impact of the temporary Engine Company defunding:

1. Increase community education and training activities in affected areas to:

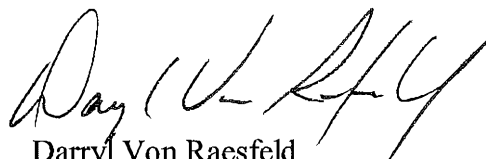
May 22, 2009

Subject: Fire Stations 30 and 33 Service Impact Mitigation Efforts

Page 3

- Improve identification of Sudden Cardiac Arrest (SCA) and initiation of CPR through community education (e.g., CPR Anytime) and access to automatic external defibrillators (AEDs)
 - Reduce incidents of fires through a more aggressive awareness and prevention program in the area
 - Increase resident self-reliance through first-aid and disaster preparedness training (e.g., San Jose Prepared)
2. Temporary redeployment of Fire Associates resources from Station 26 to Fire Station 33 to increase authorized personnel presence to deter vandalism, and provide some level of maintenance and security to the building and equipment. (Fire Associates are volunteers who provide support to Fire crew during multiple alarm situations.) Temporary location of Fire Associates would enable them to house their diesel apparatus at the station. Currently, Fire Associates apparatus is housed at Station 26.
 2. Work with the Department of Transportation to identify and expand the network of signal pre-emption technologies (these devices change signal lights to green in traveled direction) to reduce travel times to the most impacted areas.
 3. Continued monitoring of service levels within Fire Station 33's first due district and ongoing analysis of deployment alternatives that reduce service impacts. This could consist of exploring alternative service delivery models which could impact staffing levels and create new response models and thus may be subject to meet and confer process.
 4. Continued analysis and preparation of supporting documentation to alter current resource response (e.g., implementation of Omega Protocols in Fire Communications) to reduce unnecessary EMS-related responses and thus the cost of service delivery, as well as increase system capacity.
 5. Identification of high utilization customers and development of strategies for reducing system utilization (referral to social services programs).
 6. Continue to work with the Communication Hill developers to identify potential funding sources (i.e., community facilities district funds) to fund alternative deployment models.

While many of the mitigation strategies listed above are viable and can be implemented in compliance with the current MOA, some of the strategies listed above such as exploring alternative service delivery models will require discussions and a collaborative effort with Local 230.



Darryl Von Raesfeld
Fire Chief