

**SPECIAL MEETING  
OF THE  
SACRAMENTO CITY COUNCIL  
WEDNESDAY, MAY 22, 1991  
2:30 P.M.**

**CITY HALL COUNCIL CHAMBERS  
915 I STREET, SECOND FLOOR  
SACRAMENTO, CALIFORNIA**

I HEREBY CALL a Special Meeting of the Sacramento City Council to meet at the date, time and location specified above, for the purpose of considering and acting upon various matters pertaining to the proposed 1991-93 budget, as listed on the attached agenda which is hereby incorporated by reference into the call of this Special Meeting.

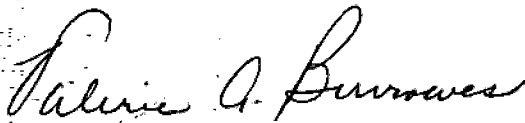
Members of the public are invited to attend and present their comments.

ISSUED: This 17th day of May, 1991.



ANNE RUDIN  
MAYOR

ATTEST:



VALERIE A. BURROWES  
CITY CLERK



# DEPARTMENT OF FIRE

## MISSION STATEMENT

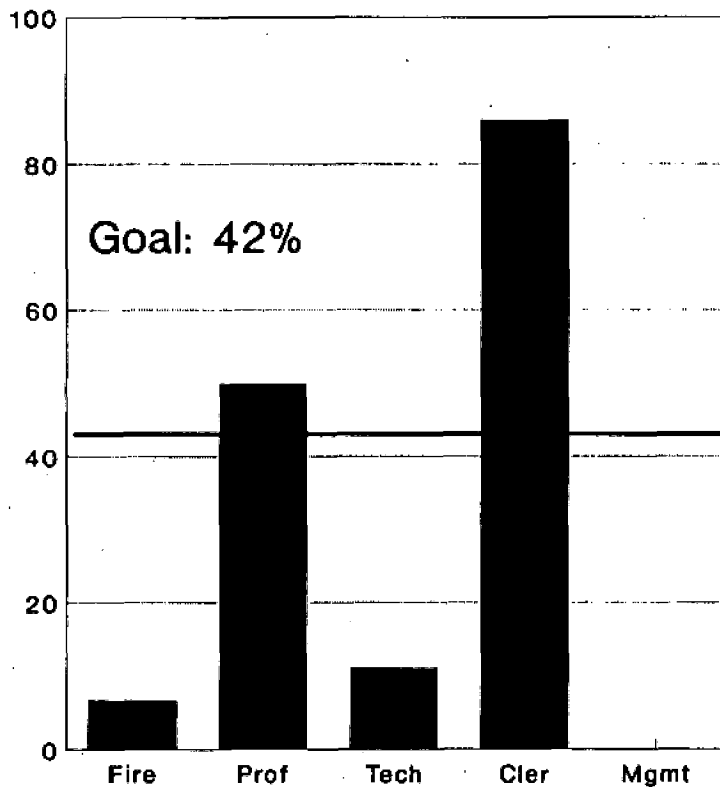
To protect life and property and provide emergency service to the community through

- a highly trained work force
- Modern technology and equipment
- Fire prevention activities
- Public education programs
- Prudent fiscal practices

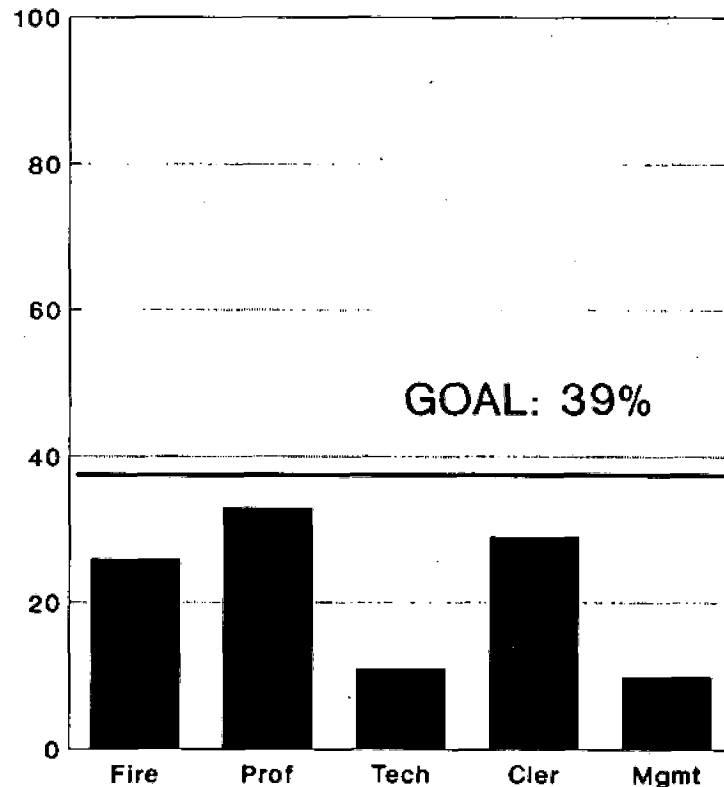
in an efficient and professional manner

***1991-92/1992-93 BUDGET INFORMATION***

## FIRE DEPARTMENT Affirmative Action-Women



## FIRE DEPARTMENT Affirmative Action-Minority



# FIRE DEPARTMENT

	<u>BUDGET</u>	<u>F.T.E.</u>
Current	\$35,620	478
91-92	<u>\$38,005</u>	<u>468</u>
Difference	2,385	- 10
YEAR 1	\$38,005	468
YEAR 2	<u>\$40,585</u>	<u>468</u>
Change	2,580	0

# FIRE DEPARTMENT

## PROPOSED INCREASES:

- o PHYSICAL FITNESS COORD CONTRACT - \$20,000 (RISK MGT FUND)
- o SAFETY EQUIPMENT & CLOTHING - \$10,000
- o THE BALANCE OF THE INCREASE IS THE COSTS IN SALARIES, BENEFITS AND UNIFORM ALLOWANCES PER LABOR AGREEMENT

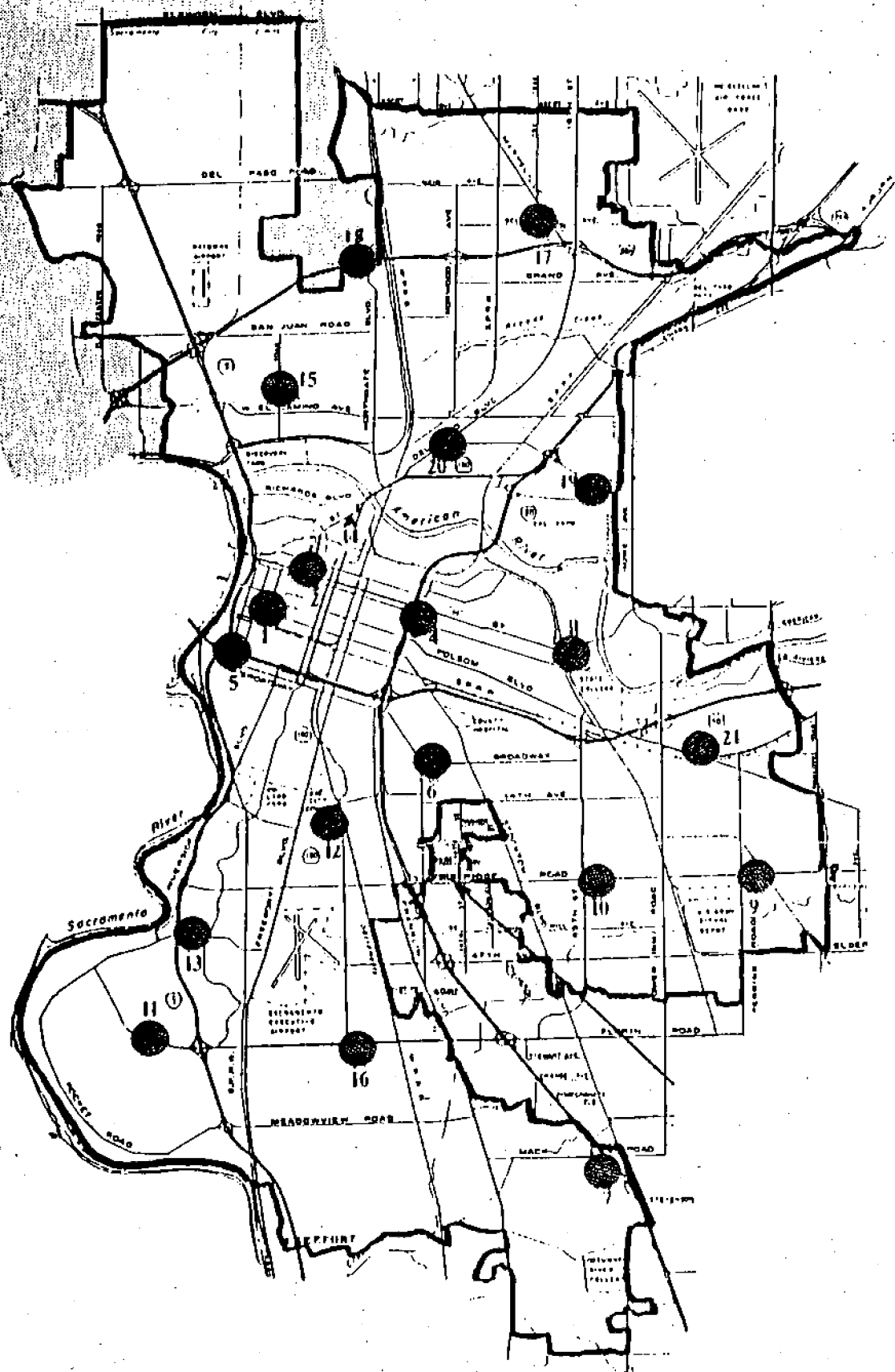
## PROPOSED REDUCTIONS:

- o ADMINISTRATIVE CAPTAIN - \$90,000
- o AUXILIARY FLEET EQUIPMENT - \$83,000
- o SERVICES AND SUPPLIES - PRINTING, TRAVEL, MAINT, CLERICAL - \$32,000
- o CLOSE ONE TRUCK COMPANY - \$607,000

1991-92 REDUCTIONS AND INCREASES WILL CONTINUE THROUGH YEAR 2 (1992-93)

FIRE STATION LOCATIONS

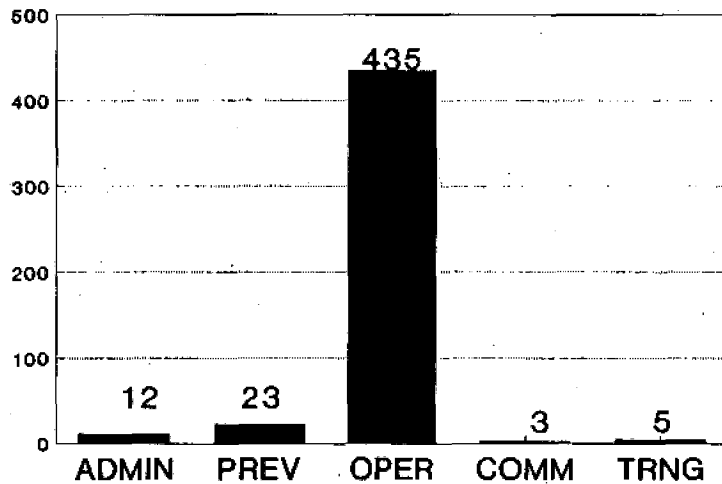
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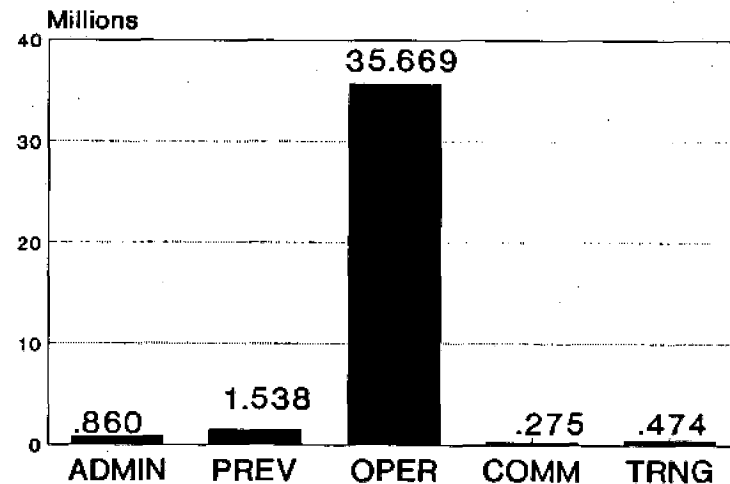
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5

# FIRE DEPARTMENT



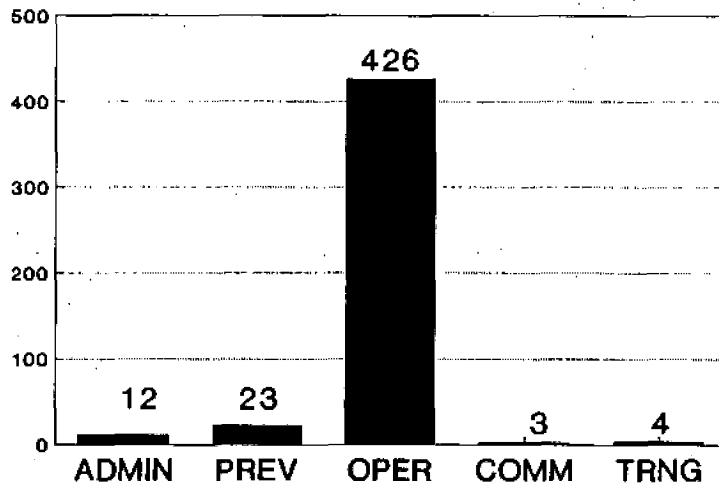
**PERSONNEL - 478**



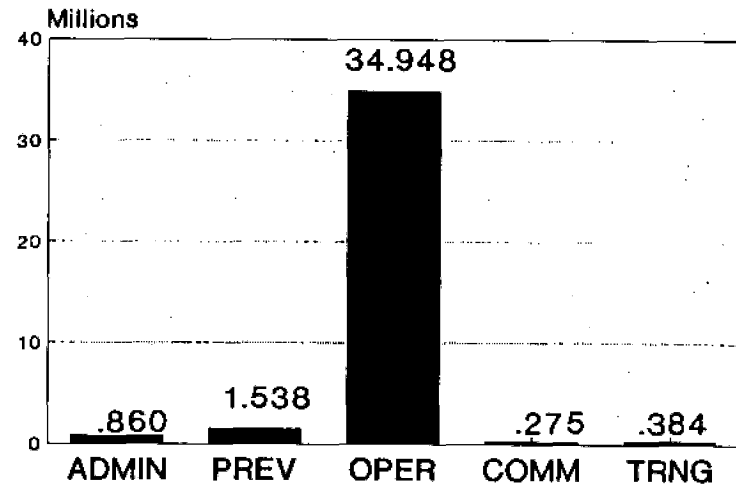
**\$\$\$ - 38,816**

*Before reductions*

# FIRE DEPARTMENT



PERSONNEL - 468

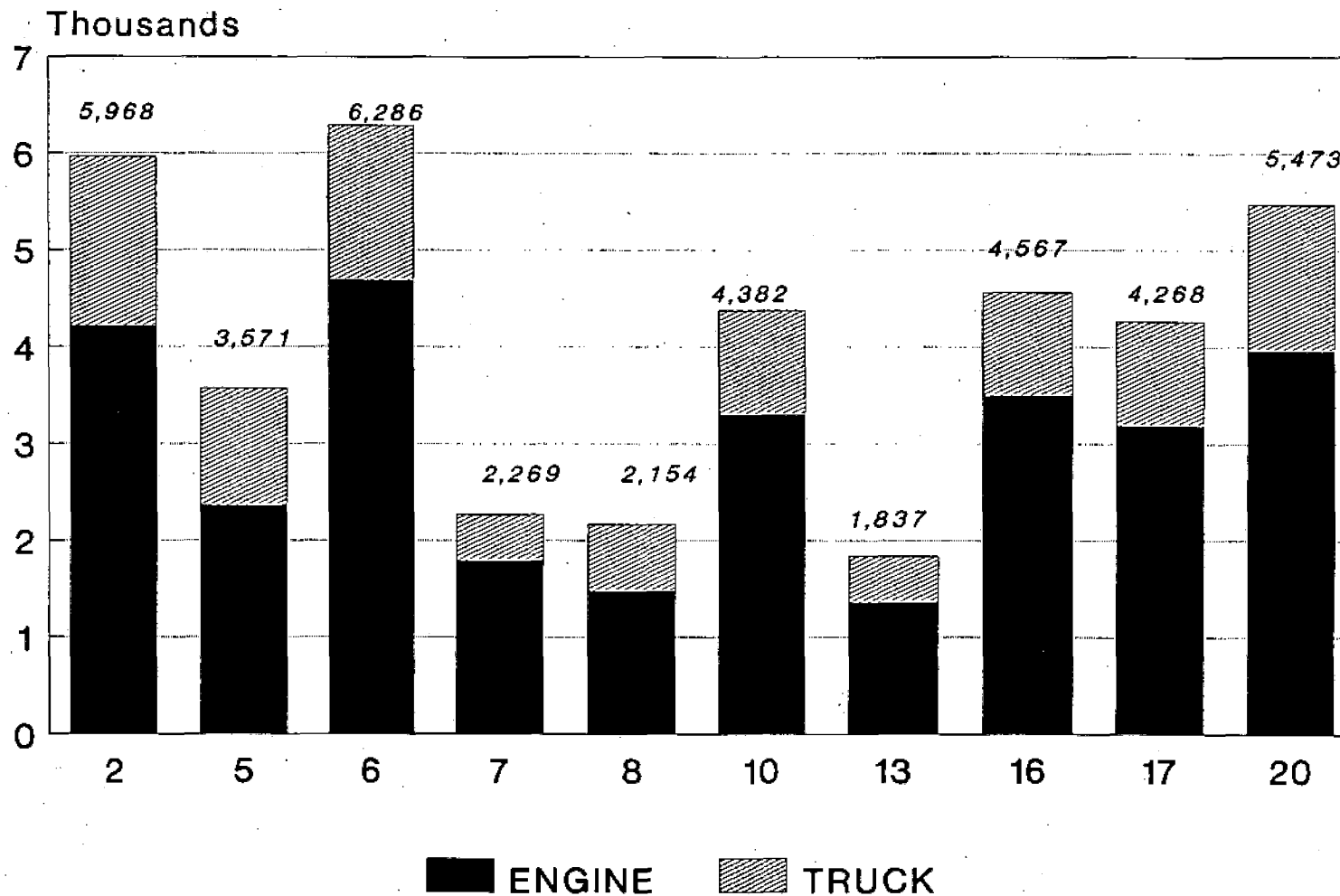


\$\$\$ - 38,005

*After reductions*



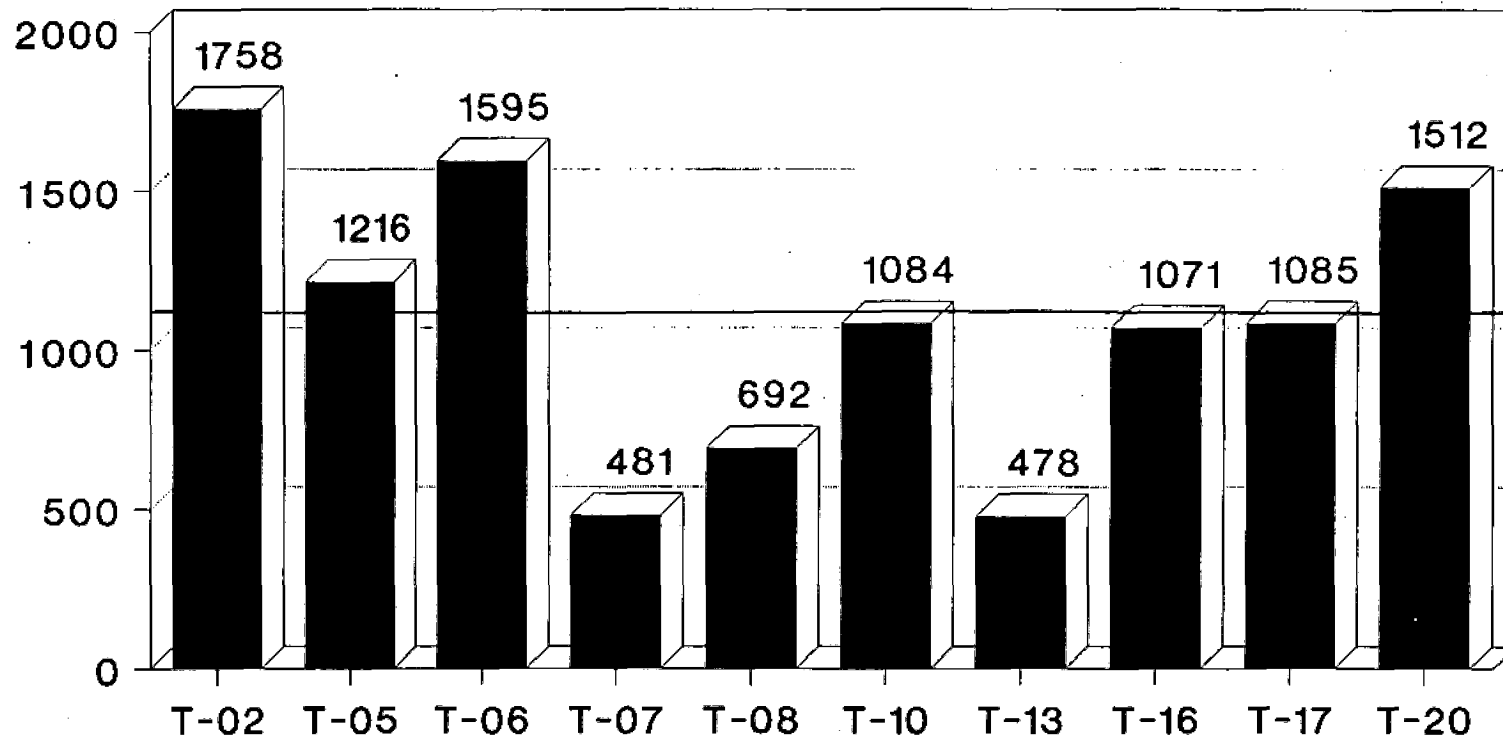
# 1990 DOUBLE COMPANY RESPONSES



AVERAGE RESPONSES - 4,079

# 1990 TRUCK RESPONSES

## Actual

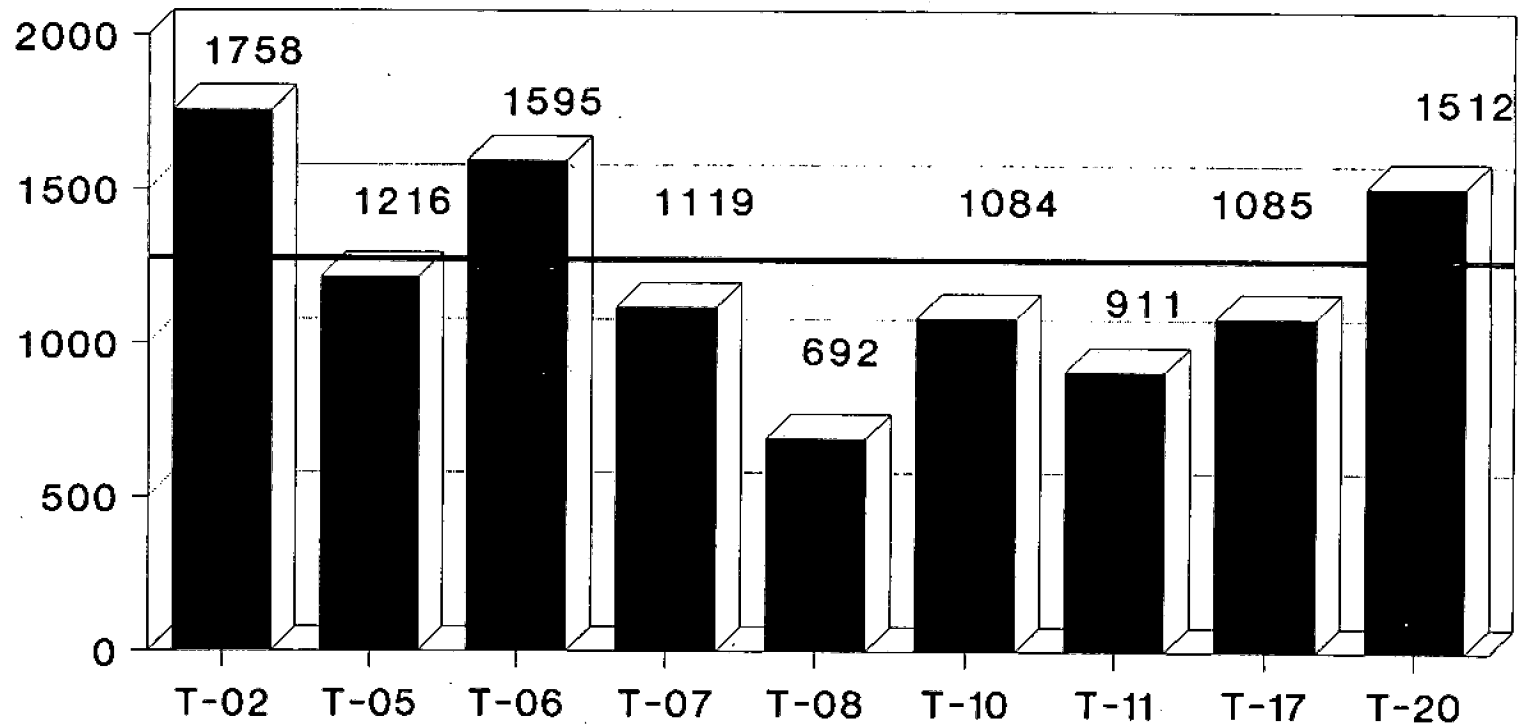


■ NUMBER OF RESPONSES

TOTAL - 10,972

# 1990 TRUCK RESPONSES

## With proposed changes

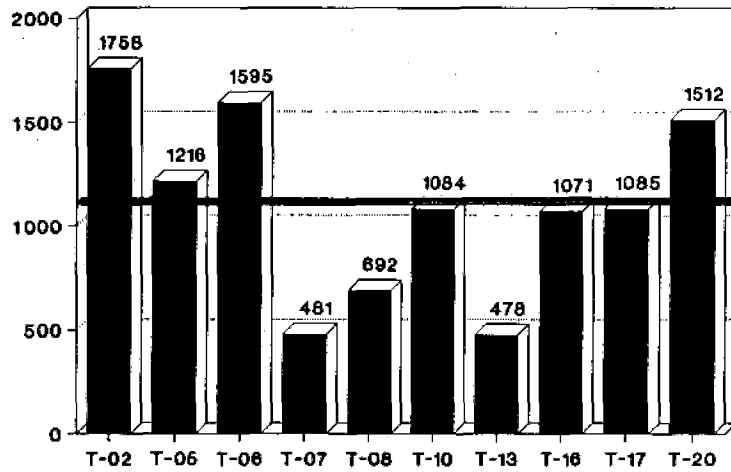


■ NUMBER OF RESPONSES

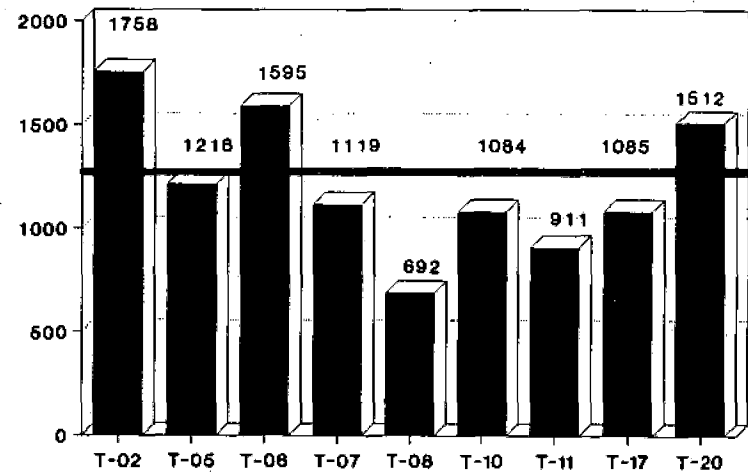
TOTAL - 10,972

# TRUCK RESPONSES

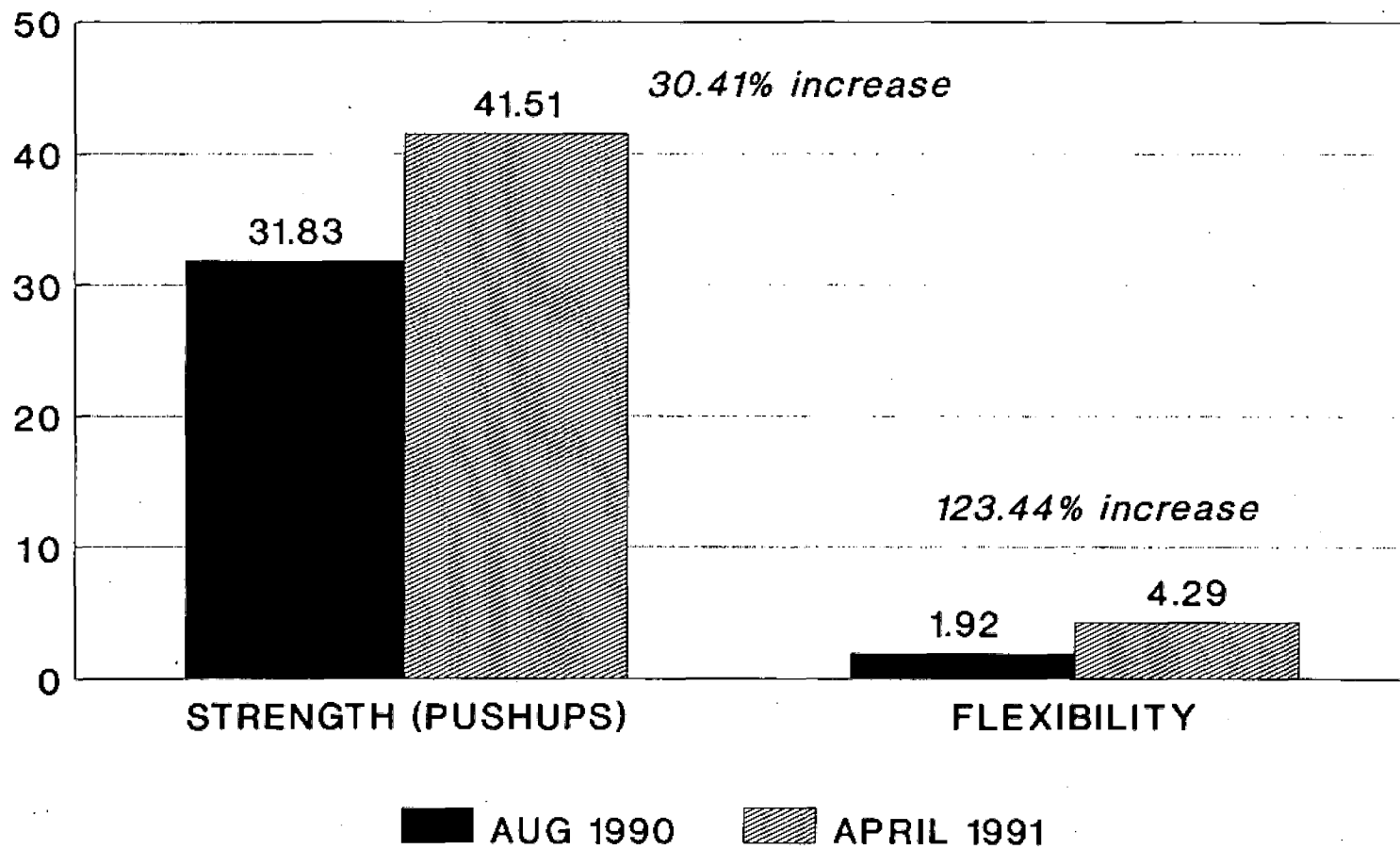
## 1990-ACTUAL



## 1990-WITH PROPOSED CHANGE



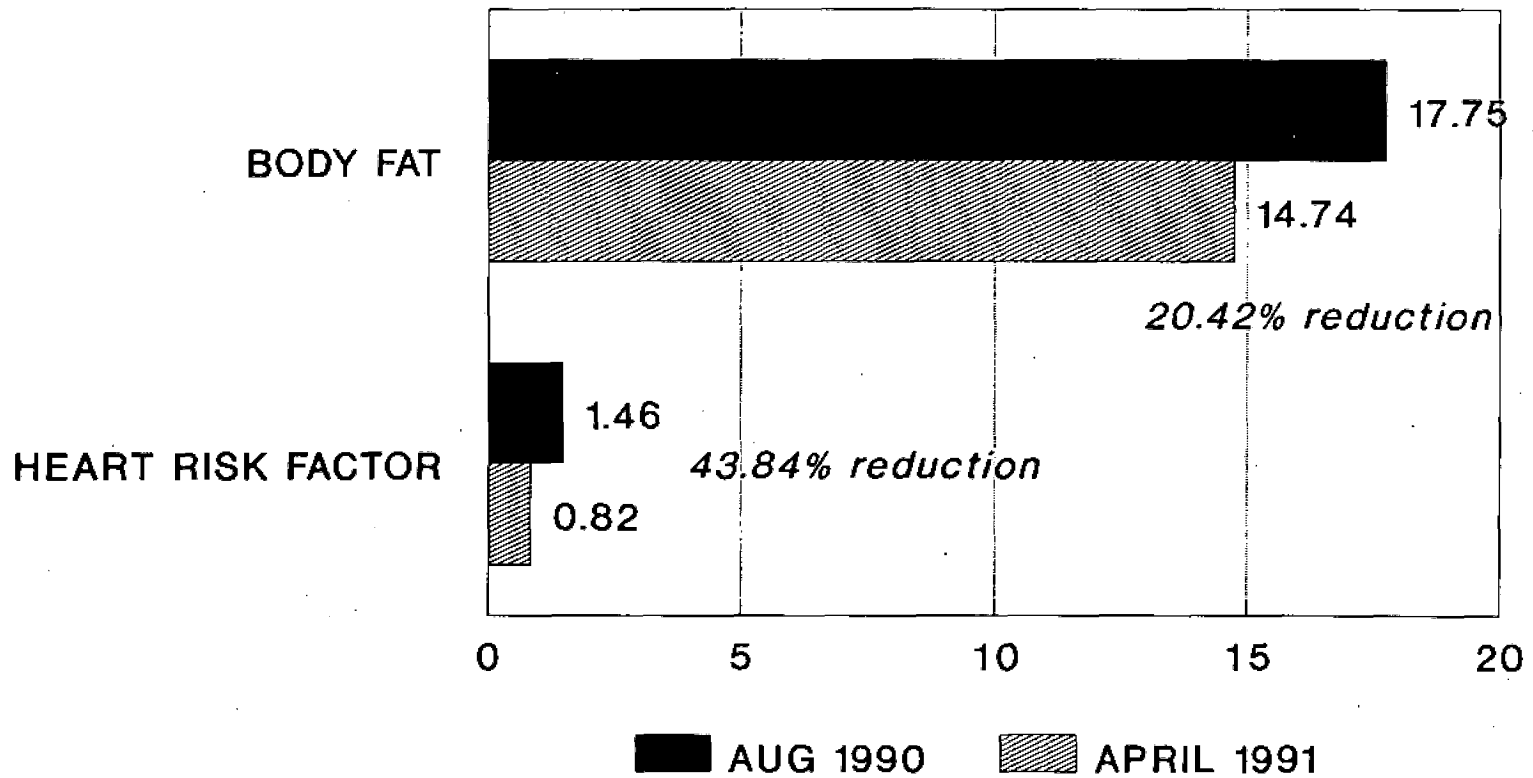
# SACRAMENTO FIRE DEPARTMENT Physical Fitness



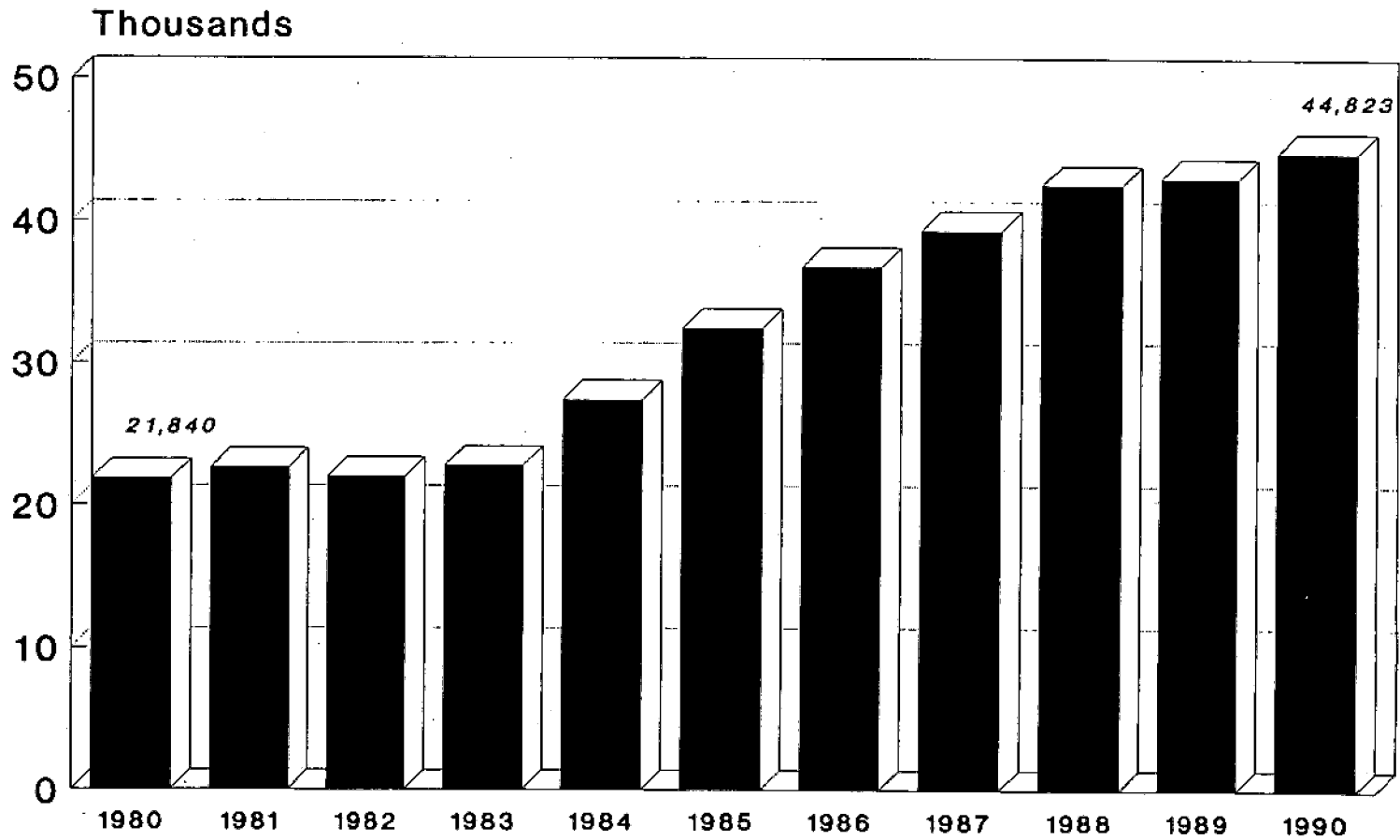
# SACRAMENTO FIRE DEPARTMENT

## Physical Fitness

### Body Fat/Heart Risk Factors

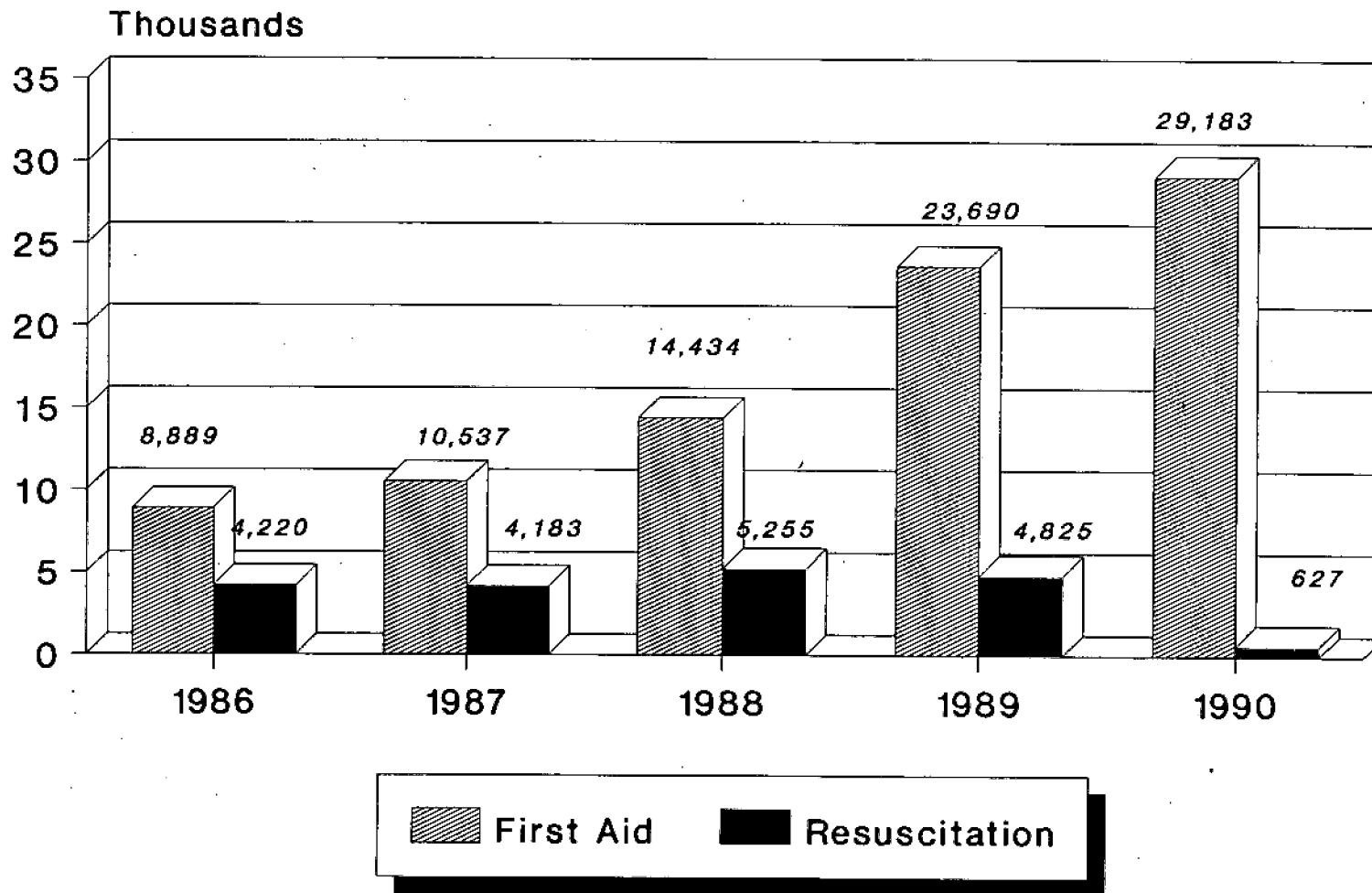


# INCIDENT CALLS 1980-1990



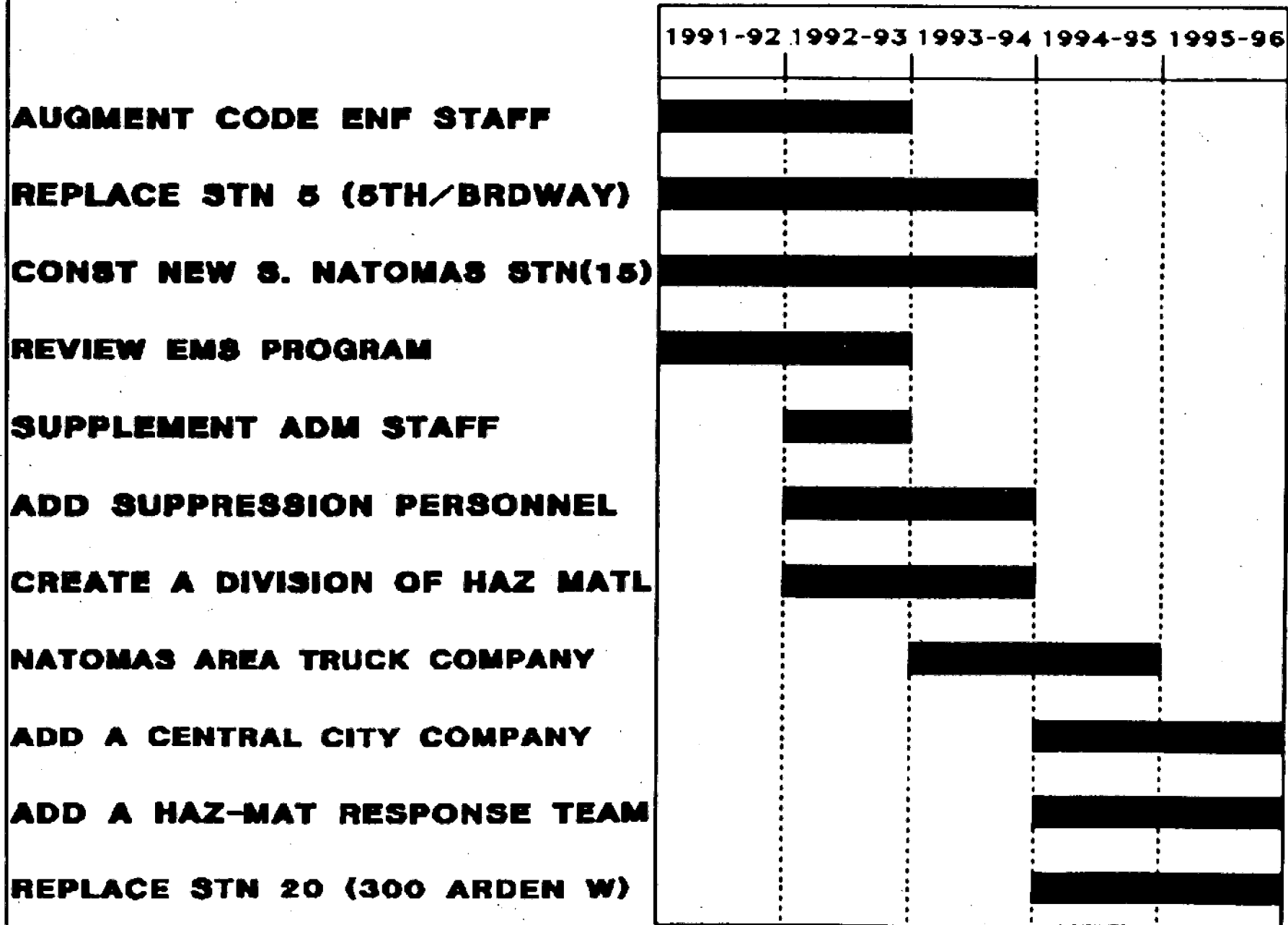
911 implemented in 1984

# EMERGENCY MEDICAL SERVICE 1986 - 1990





# SACRAMENTO FIRE DEPARTMENT 5 YEAR GOALS



## INTRODUCTORY STATEMENT

RICHARD L. MAYBERRY, PRESIDENT  
SACRAMENTO AREA FIRE FIGHTERS, LOCAL 522

I will try to keep my comments brief, as there may be other people in the audience who wish to address the Council on this very important issue.

The issue and the question before you is, "Will the City of Sacramento reduce its level of fire, rescue, and emergency medical service to the affected areas of Meadowview, Pocket, Greenhaven and South Land Park, and other areas, to a lesser extent, like a pebble's ripple effect? I'm obviously here to ask that the reduction in fire service, the line fire service, not be reduced, and I will try to convince the Council as to why and how, other fire department's budget reductions can be made without affecting the essential line fire service.

Specifically, the City Manager's proposed budget includes the relocation and closure of a truck company within the stated neighborhoods, leaving those neighborhoods with one truck company instead of two. On the surface, the reduced fire protection is not seen, as there is no station closed. One needs to see beyond the station itself, and see what is left behind the doors of the station, to know the impact.

A closer look will show that the station at 24th Street and Gardendale - Station 16 - which protects mostly the Meadowview area, and currently has an engine company, staffed at all times with four (4) firefighters and a truck company, sometimes called a hook & ladder company, also staffed with four firefighters. The proposed budget will close the truck company. Yes - the station will still be there, but

its fire fighting force, rescue and emergency medical services capabilities will be cut in half. The Meadowview area has one of the City's greatest needs for fire, rescue, and emergency medical services, and cannot afford the losses being proposed.

Also seriously affected will be the Pocket, Greenhaven, and South Land Park areas. Again, on the surface, you will not notice a change, unless you look beyond the closed station doors. Truck 13, presently located with Engine 13 at 1100-43rd Avenue would be relocated to Station 11 at Florin Road and Havenside - 1.7 miles south of Station 13. Again, no station closure, but what is the impact on the area? First, an overview of the Pocket, Greenhaven and South Land Park areas. These are one of the highest apartment density areas in Sacramento. Large apartment complexes, with difficult access for fire apparatus. The area has a high senior population, which requires the services for fire, rescue, and emergency medical services, as does the high occupancy of convalescent homes, which, also in case of fire, require a great demand for immediate fire operations. Truck 13 went into service in 1971 at Station 13 when the area had grown to meet the need of a truck. The area has not stopped growing, and is one of the highest growth areas in the City. The Executive Airport is serviced by Truck 13 and its associated hazards have become only greater with population and the high volume of traffic.

So what is the bottom line? The bottom line is that there are two neighborhood areas of Sacramento which have a critical need to maintain their current levels of fire protection, and cannot afford to have only one truck company provide fire, rescue, and emergency medical service, where currently there are two.

For the Meadowview area, there will be no truck company, and for the Pocket/Greenhaven, and South Land Park neighborhoods, the truck company at Station 11 will often be out of the area, servicing an area which will be considerably larger, including Meadowview. The closest trucks to fill in will be miles away.

Can the City risk this reduction in fire services?

As I stated at the previous Council meeting, I will go into a more detailed analysis of the proposed company closure and provide some alternative reductions for consideration.

First, I would like to show a brief 12 minute video, produced by the International Association of Fire Fighters. I think you will find it interesting and informative.

## **VIDEO PRODUCTION**

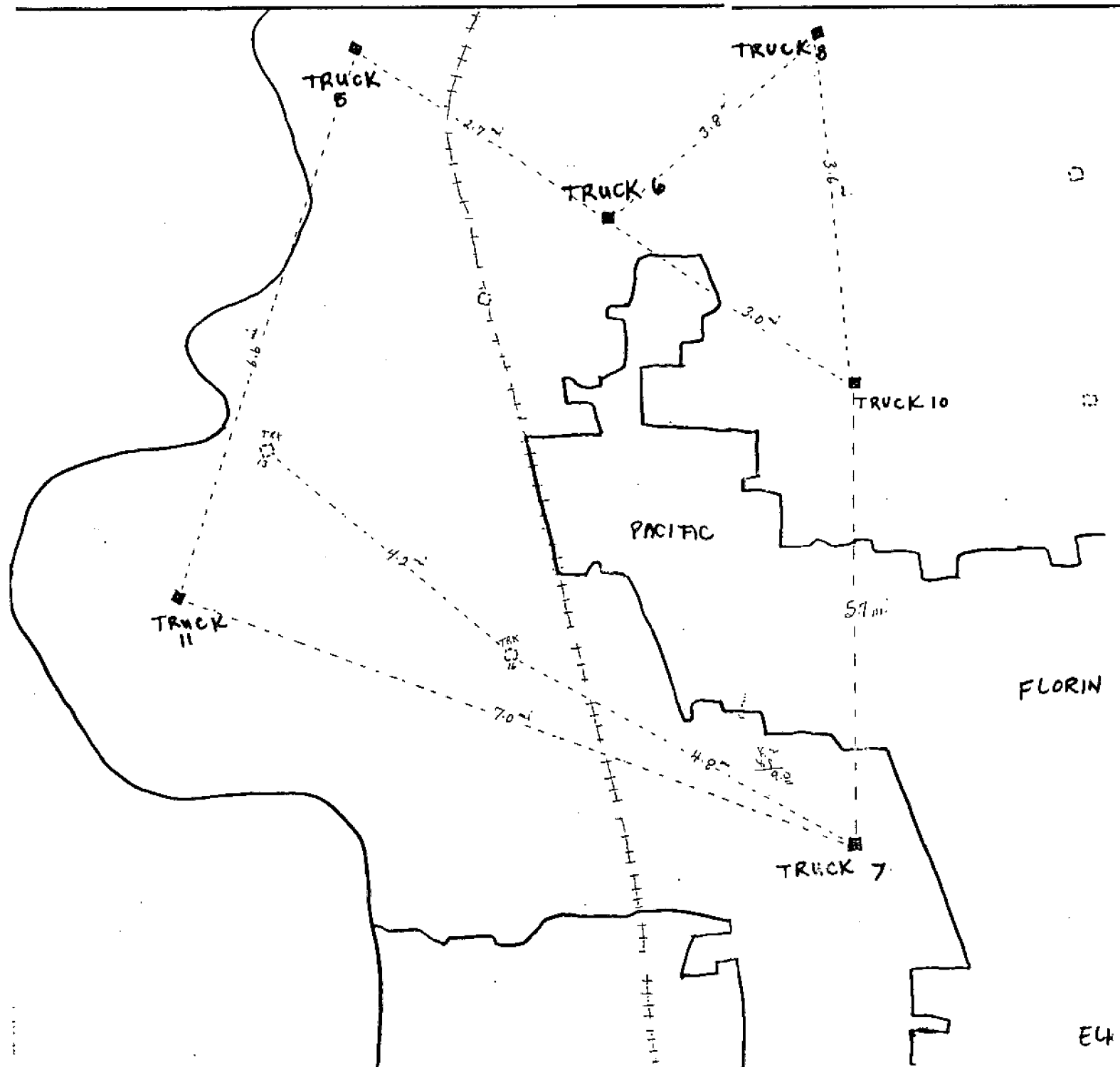
### **STAFFING & SURVIVAL**

The reason for showing this video is to demonstrate something about firefighters and their work, as well as point out the need to maintain adequate levels of staffing.

Staffing begins with having an adequate number of fire companies to start with.

The essence of this film is to demonstrate the needs to have a sufficient number of firefighters on scene in the shortest time possible, to effectively do our work. The film pointed out the emergency work being performed by both an engine, sometimes described as a pumper, and a truck company. While the engine is hooking up to a hydrant and laying hose, the truck company is performing rescue, laddering, and ventilating.

An engine arrival at a fire scene with a 4 to 5 minute delayed truck response will result in what the film depicted as a greater exposure to death and injury to both firefighters and to the people in the community, as well as greater property loss.



DISTANCES BETWEEN TRUCK COMPANIES

1st. RESPONSE TRUCK      2ND RESPONSE TRUCK      DISTANCE IN MILES

Truck 2	5	1.8
	6	3.8
	8	4.2
	20	3.3

Truck 5	6	2.7
	13	4.2

Truck 6	8	3.8
	10	3.0
	13	4.5

Truck 7	10	5.7
	16	4.8

Truck 8	10	3.6
	20	5.1

Truck 13	16	4.2
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Truck 17	20	3.9
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**AVERAGE: 3.9**

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<i>New Truck 11</i>	5	6.6
	7	7.0
	6	7.2

Source: Sacramento Fire Department Station to Station mileage Chart

## DISTANCES BETWEEN TRUCK COMPANIES

The chart on the left illustrates the current distances between truck companies. The distance between truck companies is critical in demonstrating the time it takes for the closest neighboring truck company to respond to the first response truck company location. This occurs when the first response truck is not in service, i.e., on a call, training, etc., or if because of the nature of the incident, a second truck is required.

Time is an essential ingredient in the success or failure of our work.

It should be pointed out that Truck 13's distances between trucks are currently above average, and upon the proposed closure/relocation, new Truck 11 distances between neighboring trucks would be the greatest in the City, at 6.6 miles, 7.0 miles and 7.2 miles, respectively.



## AVERAGE COMPANY RESPONSE TIME DISPATCH TO UNIT ARRIVAL

ENGINE #	TRUCK #	MINUTES
1	624 Q Street	3.4
2	1229 I Street	3.1
	2	3.7
3	7208 W. Elkhorn Blvd.	10.3
4	3145 Granada Way	4.1
5	731 Broadway	4.1
	5	5.3
6	3301 M.L. King Blvd.	4.2
	6	5.6
7	6500 Wyndham Drive	4.8
	7	5.7
8	5990 H Street	4.5
	8	5.4
9	5801 Florin-Perkins Rd	5.1
10	5642 66th Street	4.6
	10	5.4
11	785 Florin Road	5.0
12	4500 24th Street	4.5
13	1100 43rd Avenue	4.8
	13	5.6
14	1341 North C Street	4.2
15	1591 Newborough Drive	4.8
16	7363 24th Street	4.4
	16	5.1
17	1311 Bell Avenue	5.0
	17	5.6
18	746 North Market Street	6.6
19	1700 Challenge Way	5.1
20	300 Arden Way	4.1
	20	5.0
21	3301 Juilliard Drive	4.9

AVERAGE RESPONSE TIME DISPATCH TO ARRIVAL BY YEAR	
1982	3.8 Minutes
1983	3.8 Minutes
1984	4.4 Minutes
1985	4.6 Minutes
1986	4.7 Minutes
1987	4.2 Minutes
1988	4.2 Minutes
1989	4.5 Minutes
1990	4.4 Minutes

AVERAGE RESPONSE TIME DISPATCH TO ARRIVAL 1990	
ENGINES	4.3 Minutes
TRUCKS	5.0 Minutes

## **AVERAGE COMPANY RESPONSE TIME DISPATCH TO UNIT ARRIVAL**

The chart on the left illustrates that the average truck response time is 5.0 minutes. The truck's affected by the proposed closure/relocation of Trucks 13 and 16 and as second truck responses into the affected area, trucks 5, 7 and 6 are already over the averages.

Closing Truck 16 and relocating Truck 13 would increase response time dramatically.....an estimated minimum increase of 3.0 minutes, thereby increasing the new Truck 11 average response time to approximately 8 to 9 minutes.

For CPR/Defibrillation to be effective, it should be administered within 5 to 6 minutes of drowning, heart attack, trauma, electrocutions, drug overdoses, etc., which result in cardiac arrest.

Fire intensity increases proportionate to time. The increase in the average response time stated above may mean the difference between life and property being saved or lost.

## COMPANY DISPATCH SUMMARY

	1988	%	1989	%	1990	%
Engine 1	2,513	+ 6.3	2,431	- 3.2	2,721	+11.9
Engine 2	4,179	+ 1.7	4,093	- 2.1	4,210	+ 2.9
Truck 2	1,547	+ 5.1	1,582	+ 2.3	1,758	+11.1
Engine 3	144	+ 9.1	127	-11.8	146	+15.0
Engine 4	3,260	+ 5.7	3,309	+ 2.5	3,282	- .8
Engine 5	2,310	+ 13.9	2,249	- 2.6	2,355	+ 4.7
Truck 5	1,101	+ 12.0	1,090	- .1	1,216	+11.6
Engine 6	4,508	+ 6.4	4,674	+ 3.6	4,691	+ .4
Truck 6	1,498	+ 14.8	1,536	+ 2.5	1,595	+ 3.8
Engine 7	1,435	+ 14.1	1,524	+ 6.2	1,788	+17.2
Truck 7	356	+ 18.2	385	+ 8.1	481	+24.9
Engine 8	1,566	+ 6.2	1,536	- 1.9	1,472	- 4.2
Truck 8	679	- 4.2	757	+11.5	692	- 8.6
Engine 9	698	+ 10.4	713	+ 2.1	768	+ 7.7
Engine 10	3,213	+ 8.8	3,205	- .2	3,298	+12.9
Truck 10	832	+ 2.7	1,029	+23.6	1,084	+ 9.3
Engine 11	1,252	+110.4*	1,320	+ 5.4	1,490	+ 9.7
Engine 12	1,995	- 3.1	1,998	--	2,184	+ 7.7
Engine 13	1,280	- 12.4	1,239	- 3.2	1,359	+ 3.4
Truck 13	420	- 4.2	444	+ 5.7	478	+10.3
Engine 14	1,678	+ 6.8	1,772	+ 5.6	1,832	+ 8.1
Engine 15	1,810	+ 13.3	1,738	- 4.0	1,917	+17.0
Engine 16	3,351	--	3,233	- 3.5	3,496	- 3.3
Truck 16	904	+ 1.9	915	+ 1.0	1,071	+ 5.5
Engine 17	3,269	+ 8.0	3,291	+ .7	3,183	- 3.3
Truck 17	966	+ 13.0	1,028	+ 6.4	1,085	+ 5.5
Engine 18	1,137	+ 16.2	1,147	+ .9	1,219	+ 6.3
Engine 19	1,613	+ 9.1	1,688	+ 4.6	1,690	+ .1
Engine 20	3,857	+ 14.0	3,957	+ 2.3	3,961	+ .1
Truck 20	1,384	+ 38.5	1,474	+ 6.5	1,512	+ 2.6
Engine 21	908	- 1.9	966	+ 6.4	1,055	+ 9.2
<b>TOTAL</b>	<b>55,663</b>	<b>+ 8.1</b>	<b>56,450</b>	<b>+ 1.4</b>	<b>59,089</b>	<b>+ 4.7</b>

\* First year data base

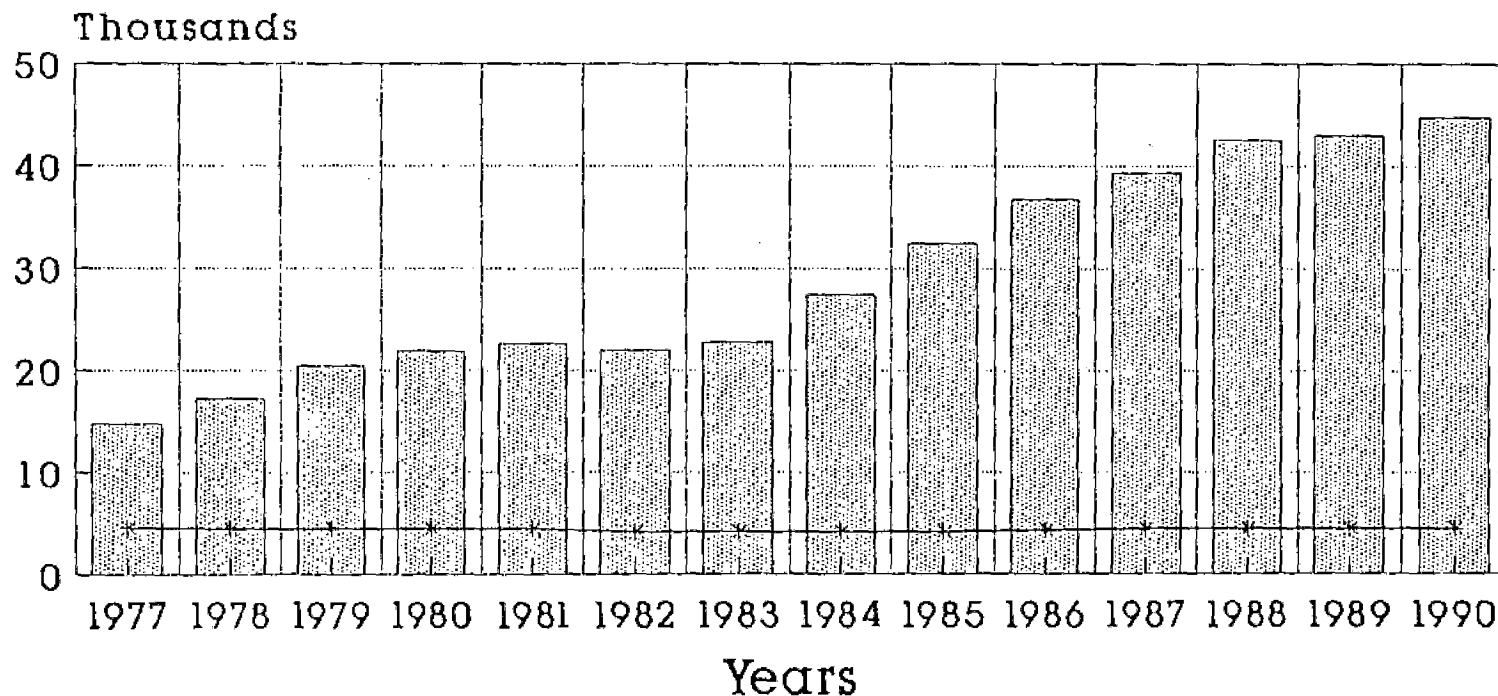
## COMPANY DISPATCH SUMMARY

This chart illustrates the differences from year to year in the number of company runs. Companies vary as to increases and decreases.

Example: Truck 7 in 1987, 1988, and 1989, had fewer runs than Truck 13. In 1984, Truck 8 had fewer runs than Truck 13 today.

It should be noted that the number of runs a company has should not be the determining factor in closures. More important factors are the areas exposures, special hazards, density and response time, etc.

# INCIDENTS-SAFETY PERSONNEL 1977 - 1990



Incident/14808-44823
  Personnel/457-450

Incidents - 203% Increase  
 Personnel - 1.5% Decrease

## **INCIDENT CALLS/PERSONNEL STAFFING**

The chart on the left illustrates that there are seven (7) less safety positions today than in 1976-77, while at the same time, incident calls have increased from 14,808 to 44,823; an increase of 203%. It should also be noted that our fire protection area has increased from 94.39 square miles (source: 1976/77 Budget) to 139.1 square miles (47.5%), and the population has increased from 260,713 (source: 1976/77 Budget) to 369,000, (41.5%).

Conversely, the 1976-1977 Fire Department budgeted 18 civilian positions. This included 10 fire dispatchers and 4 week abatement personnel, which are not now carried within the Fire Department budget.

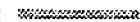
Today, the Fire Department has 28 civilian positions. Included are eight civilian Fire Prevention Officers, whose functions were performed by sworn safety personnel in 1977.

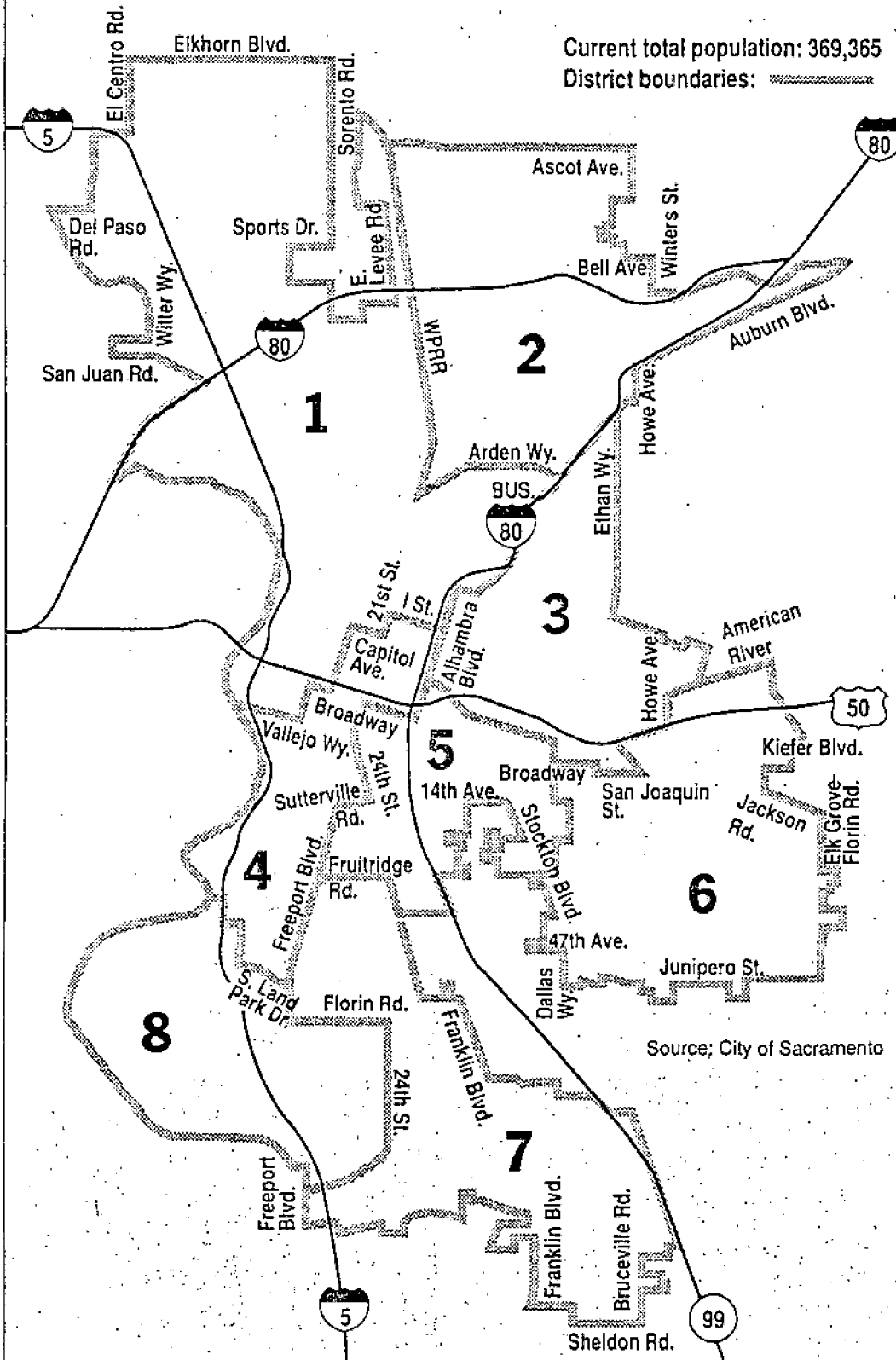
Omitting personnel whose functions were transferred to other City departments and the Fire Prevention Officer positions, the civilian personnel within Fire Administration has increased from 4 to 20 positions (500% from 1977 to 1990.

In addition, in 1986, there were fifteen chief officer positions; today, there are nineteen - an increase of four new chief positions.

# Sacramento city reapportionment

Sacramento City Council districts are determined by the number of people in each. Since population growth has been heavier in some districts than in others, reapportionment will even them out so that each has 46,170 residents.

Current total population: 369,365  
 District boundaries: 



Source: City of Sacramento

**District 1:**  
 Council member: Heather Fargo  
 Current population: 61,361  
 Population change with reapportionment: -15,191

**District 2:**  
 Council member: Lyla K. Ferris  
 Current population: 45,626  
 Population change with reapportionment: +544

**District 3:**  
 Council member: Josh Pane  
 Current population: 35,007  
 Population change with reapportionment: +11,163

**District 4:**  
 Council member: Tom Chinn  
 Current population: 34,036  
 Population change with reapportionment: +12,134

**District 5:**  
 Council member: Joe Serna Jr.  
 Current population: 41,751  
 Population change with reapportionment: +4,419

**District 6:**  
 Council member: Kim Mueller  
 Current population: 41,361  
 Population change with reapportionment: +4,809

**District 7:**  
 Council member: Terry Kastanis  
 Current population: 55,154  
 Population change with reapportionment: -8,984

**District 8:**  
 Council member: Lynn Robie  
 Current population: 55,069  
 Population change with reapportionment: -8,899

## SOUTH AREA GROWTH

The purpose of this map is to illustrate the growth in the South Area of Sacramento City, incorporating Council Districts 7 and 8 as highlighted. It is in this area where the City is proposing to reduce fire protection by the elimination of a truck company and its staffing.

The 1980 population of Sacramento City was 276,000 with each of the 8 Council Districts having a population of approximately 34,500. As illustrated by the highlighted current population figures, the south and north (Natomas) areas are shown to have the greatest increases in the City's growth.

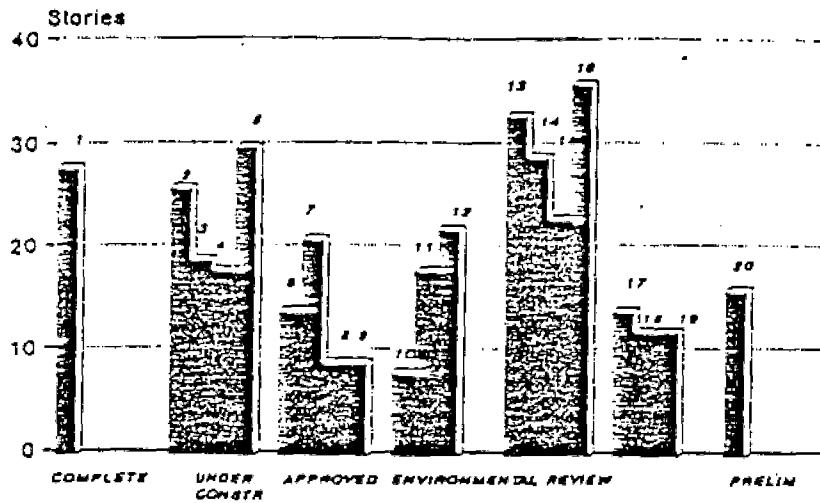
The growth in the South Area council districts amounts to a population increase of approximately 41,000, equal to that of a small city.

It is interesting to note that the current truck companies were placed in the South Area in their present locations before the growth explosion. As the need for fire protection has increased, the proposed City budget cuts call for a reduction in protection.

It is also very clear that the growth in this area is going to continue at a rapid pace as well as the corresponding demand for fire protection. Sacramento City is already past the point where its fire service should be expanded. It certainly should not be reduced.



# SACRAMENTO HIGH RISE over 75 feet



SQUARE FOOTAGE PRIOR TO 1987	- 5.5 mil
SQUARE FOOTAGE SINCE 1987	- 2.1 mil
PROJECTED SQUARE FOOTAGE	- 7.1 mil
-----	
TOTAL EXISTING AND PROJECTED	-14.7 mil

- |                          |                         |
|--------------------------|-------------------------|
| 1. RENAISSANCE TOWER     | 11. 1300 I STREET       |
| 2. LIBRARY PLAZA         | 12. GOLDEN STATE TOWERS |
| 3. 1215 K STREET         | 13. CALIF CAPITOL 1     |
| 4. 1325 J STREET         | 14. CALIF CAPITOL 2     |
| 5. WELLS FARGO           | 15. CALIF CAPITOL 3     |
| 6. CAPITOL PARK WEST     | 16. RIVER TOWER         |
| 7. RIVER PLAZA TOWERS I  | 17. EXPOSITION CTR I    |
| 8. RIVER PLAZA TOWERS II | 18. EXPOSITION CTR II   |
| 9. RIVER PLAZA TOWERS II | 19. EXPOSITION CTR II   |
| 10. EMBASSY SUITES       | 20. P.E.R.S.            |

## HIGH RISE GROWTH

The chart on the left illustrates the dramatic increase in high rise buildings in Sacramento. Please note that the buildings listed in 1 through 5 have been built, are occupied, or will be occupied within the next six months. The chart does not reflect the tremendous amount of multi-story buildings under 75 feet, which have recently been constructed.

CITY OF SACRAMENTO

MEASURE G

ADVISORY VOTE ONLY

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**G** **Relating to Utility Users Tax**  
Should the Utility Users Tax rate be maintained at 7.5% in order to provide additional General Fund revenues to augment City services such as public safety?

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IMPARTIAL ANALYSIS OF MEASURE G

PREPARED BY THE CITY ATTORNEY

Measure G is an advisory measure only, meaning that the city council may, but is not required to implement the result of the vote on the measure.

Existing provisions of the Sacramento City Code impose a "Utility Users Tax". The tax is calculated as a percentage of electrical, gas and telephone bills. It is collected by the utility which bills the customer, and is paid over to the city by the utility. Current city policy relating to this tax reduces the tax rate from its high in 1985-86 of 9% to a rate of 5% in 1993-94. This reduction is being accomplished by annually reducing the rate by 0.5%. As adopted in the 1988-89 city budget, the rate will be reduced from 8% to 7.5% on October 1, 1988.

The city council has determined that additional services are necessary in critical areas such as public safety, which includes police, fire and animal control services. The council has also determined that there are insufficient funds available from the general fund with which to adequately expand city services in these areas.

The question posed by this advisory measure is whether to retain the Utility Users Tax at the 7.5% rate, in order to provide the additional funds required to expand city services in such areas as public safety, as defined above. The city council would retain its existing discretion to raise or lower the tax rate, and to allocate funds generated from the Utility Users Tax in some other manner.

The above statement is an impartial analysis of Measure G. If you desire a copy of the measure, please call the office of the City Clerk at 449-8200, and a copy will be mailed at no cost to you.

ARGUMENT IN FAVOR OF MEASURE G

Sacramento is growing. So are the problems. Crime, gangs, drugs, emergency service calls, arson, even vicious dog problems are increasing. Public safety workers are trying hard to keep up. They need your help. The City needs more police officers, firefighters, and public safety equipment and facilities.

Public safety is expensive. Over 100 new police officers would be needed now for the City to have the recommended national average of two officers for every 1,000 people. And, 14 new officers must be added each year to keep up with the growing population.

The City of Los Angeles has cracked down hard on gangs and drugs. Now, gang and drug activity is moving north, some of it to Sacramento. Los Angeles helped finance their war on drugs and gangs with an existing utility tax of 10% for residences and 12-1/2% for businesses. Sacramento's utility tax is 7-1/2%. It's scheduled to be reduced to 5%.

Measure G isn't a new tax or a tax increase. It recommends freezing an existing tax at its current rate.

The utility tax is charged on natural gas, electricity, and telephone service. In 1986 the City Council began reducing the tax from 9% to 5%, cutting it 1/2% each year. If you vote yes on Measure G you will be asking the City Council to keep the tax at 7.5% and dedicate 2.5% of the income to public safety. This won't effect low income seniors and the disabled. The tax they pay is refunded each year.

Public safety is a critical need in this City. Please help. Vote yes on Measure G.

s/Larry McCracken  
Partner, McCracken, Wilcox & Bertoux

s/Douglas N. Pope  
City Councilmember, District 3

s/Tom Chinn  
City Councilmember, District 4

## **MEASURE G** **UTILITY USERS TAX**

In 1988, the City Council recognized the growing needs of public safety services in Sacramento and submitted to the voters Measure G. Measure G asked the voters if the Utility Users Tax rate should be maintained at 7.5% and that 2 1/2% of the income be dedicated to public safety.

This was a farsighted and progressive act by the City Council. The Council recognized that public safety service was not keep pace with the City's growth, and that additional services were necessary.

This advisory measure posed the question of maintaining the 7.5% Utility Tax in order to provide additional funds required to expand services in those critical areas of public safety.

The voters saw and understood the wisdom of keeping the Utility Users Tax at 7.5% for expanded safety service and overwhelmingly passed Measure G.

Since 1988, the fire service incidents continue to increase with no relief in sight, as has growth and development. The present proposed budget would reduce the number of fire companies by eliminating a truck company and the firefighters who staff it. This is reduced fire service; not expanded.

We are hopeful that the City Council will continue to recognize the critical role that fire service provides to public safety, and maintain the number of fire companies and their staffing at not less than 1988 levels.

**GENERAL FUND**  
**ALTERNATIVE BUDGET REDUCTIONS - FIRE**

**(POSITION DELETIONS)**

1. DEPUTY CHIEF - Suppression, operations, administration,  
Budget Page

**Work Reassignment:** Two remaining Deputy Chiefs  
**Cost Reduction:** \$125,000 annually (estimated)

2. DIVISION BATTALION CHIEF - Communications, communications  
Administration (new position established in 1990-91 budget)  
Budget Page

**Work Reassignment:** Administrative Captain presently budgeted in  
communication administration  
**Cost Reduction:** \$110,000 annually (estimated)

3. ADMINISTRATIVE ANALYST I - Suppression, operations  
administration (new position established in 1990-91 budget)

**Work Reassignment:** Personnel transaction coordinator presently  
budgeted in Fire Administration  
**Cost Reduction:** \$60,000 annually (estimated)

4. FIREFIGHTER - Prevention, prevention education (new position  
established in 1990-91 budget)  
Budget Page

**Work Reassignment:** Fire Prevention Officers - 8 presently budgeted  
in Fire Prevention and to line suppression  
personnel  
**Cost Reduction:** \$75,000 annually (estimated)

5. ADMINISTRATIVE ANALYST II - Prevention (new position established in 1990-91 budget)  
Budget Page

**Work Reassignment:** Administrative Fire Captain and Fire Prevention Investigator II, presently budgeted in Fire Prevention  
**Cost Reduction:** \$60,000 annually (estimated)

6. BATTALION CHIEF (3) - SUPPRESSION - fourth battalion (new position established in 1986-87 budget)  
Budget Page

Comment: Station supervision has only increased by one truck company since 1976-77 budget, and fire incident supervision has decreased since 1976-77 budget.

**Work Reassignment:** Realign City into three battalions presently budgeted in Fire Suppression  
**Cost Reduction:** \$335,000 annually (estimated)

**TOTAL GENERAL FUND REDUCTION: \$765,000  
(ESTIMATED)**

CAPITAL IMPROVEMENTS

606,000  
357,000  
249,000

1. Station 5 Relocation - delay/delete  
Capital Improvements Budget Page 53

**Cost Reduction:** \$200,000 (1992-93) (estimated)

2. Station 9 - Replace Heat Pump/Air Conditioner - delete  
Capital Improvements Budget Page 53

**Cost Reduction:** \$79,000

3. Miscellaneous Stations - Remodeling, painting and minor repairs - delay  
Capital Improvements Budget Page 54

**Cost Reduction:** \$78,000 (estimated)

4. Station 25, Reserve engine station, 1910 Arica Way. Close station and sell as surplus property.

**Cost Reduction:            \$130,000 (estimated)**

Comment: Old Station 11 on 1910 Arica Way closed as an active fire station and became Station 25 (inactive) to house the fire Reserves. Upon the closure and sale of Station 25, the Reserves can be returned to the Training Division where they were previously located or housed in another active station.

**TOTAL CAPITAL IMPROVEMENTS REDUCTIONS -  
\$487,000 (ESTIMATED)**

606,000  
~~119,000~~  
487,000