



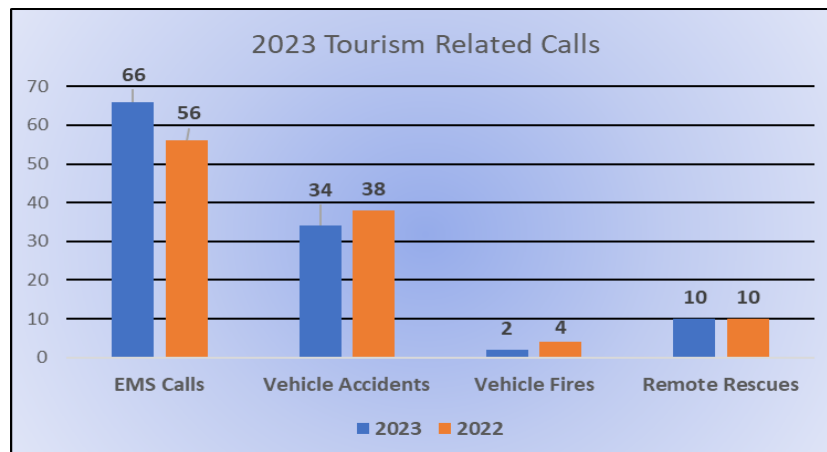
*"We are dedicated to provide professional and courteous service to our citizens and communities with Pride, Trust & Integrity."*

February 26, 2024

Sue Hennike, Assistant CAO  
El Dorado County  
300 Fair Ln, Placerville 95667

Ms. Hennike,  
On behalf of El Dorado County Fire District, I would like to thank you and the Board of Supervisors for again considering the use of TOT funding to reimburse emergency responses for Tourism Related Calls within the County. Our County offers a variety of activities and resources that attract a significant amount of tourism, which unfortunately creates situations which require emergency responses.

Our methodology for tourism-related calls and costs are the same as the previous years. We established a base time commitment and resource allocation per response type, while using our 2023 OES salary rates for consistency. This past year we did see an increase in EMS calls, with a decrease in both vehicle accidents and vehicle fires. Remote area rescues calls remained identical to the previous year.



The following charts illustrate the costs associated with these responses:

<b>2023 ECF Base OES Salary Rates:</b>	
Chief Officer	\$53.97
Captain	\$42.17
Engineer	\$37.44
Firefighter	\$32.41
<b>OES Type 1 Engine Rate:</b>	
Per hour	\$141.96

<b>EMS Calls: 66 Total Cost:</b>	<b>\$33,525.36</b>
<b>Vehicle Accidents: 34 Total Cost:</b>	<b>\$47,764.05</b>
<b>Vehicle Fires: 2 Total Cost:</b>	<b>\$2,809.65</b>
<b>Remote Area Rescues: 10 Total Cost:</b>	<b>\$36,431.70</b>
<b>Total Costs:</b>	<b>\$120,530.76</b>

<b>EMS Calls: 66 Single Engine 2 HR</b>		
	<b>Per Hr</b>	<b>Total</b>
Captain	\$42.17	\$5,566.44
Engineer	\$37.44	\$4,942.08
Firefighter	\$32.41	\$4,278.12
Fire Engine (1)	\$141.96	\$18,738.72
<b>Total Costs for 66 calls</b>		<b>\$33,525.36</b>

<b>Vehicle Fires: 2 Two Engines, Chief, 2.5 HRs</b>		
	<b>Per Hr</b>	<b>Total</b>
Captain (2)	\$42.17	\$421.70
Engineer (2)	\$37.44	\$374.40
Firefighter (2)	\$32.41	\$324.10
Chief (1)	\$53.97	\$269.85
Fire Engine (2)	\$141.96	\$1,419.60
<b>Total Costs for 4 Calls:</b>		<b>\$2,809.65</b>

<b>Vehicle Accidents: 34 Two Engines, Chief, 2.5 Hrs</b>		
	<b>Per Hr</b>	<b>Total</b>
Captain (2)	\$42.17	\$7,168.90
Engineer (2)	\$37.44	\$6,364.80
Firefighter (2)	\$32.41	\$5,509.70
Chief (1)	\$53.97	\$4,587.5
Fire Engine (2)	\$141.96	\$24,133.20
<b>Total Costs for 34 Calls:</b>		<b>\$47,764.05</b>

<b>Remote Area Rescues: 10 Three Engines, Chief, 4 HRs</b>		
	<b>Per Hr</b>	<b>Total</b>
Captain (3)	\$42.17	\$8,855.70
Engineer (3)	\$37.44	\$4,492.80
Firefighter (3)	\$32.41	\$3,889.20
Chief (1)	\$53.97	\$2,158.80
Fire Engine (3)	\$141.96	\$17,035.20
<b>Total Costs for 10 Calls:</b>		<b>\$36,431.70</b>

Our reimbursement request is **\$120,530.76**, for tourism related calls during 2023.

Thank you in advance for the consideration and continued support for the fire service within our County.

Respectfully,



Tim Cordero, Fire Chief  
El Dorado County Fire Protection District

TOURISM DATA 2023

DATE	LOCATION	INCIDENT	DURATION OF CALL	PERSONNEL RESPONDING	CHIEF OFFICER	CAPTAIN	ENGINEER	FIREFIGHTER	SALARY CHIEF OFFICER \$60.21 Per Hr	SALARY CAPTAIN \$54.59 Per Hr	SALARY ENGINEER \$50.16 Per Hr	SALARY FIREFIGHTER \$45.73 Per Hr	TOTAL AMOUNT PAID OUT IN PAYROLL	RESPONSE OPERATION COSTS	TOTAL PAY OUT
June 8, 2023	Lilly Lake Pl	Lock Out	1 Hour	2		1	1			\$54.59	\$50.16		\$104.75	\$150.47	
June 8, 2023	Stanford Camp	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$173.47	
June 13, 2023	Stanford Camp	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$173.47	
June 14, 2023	FL Road at Tahoe Mt	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$150.47	
June 30, 2023	Stanford Camp	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$173.47	
July 1, 2023	Marina	Medical	3 Hours	5	1	1	1	2	\$180.63	\$163.77	\$150.48	\$274.38	\$769.26	\$451.41	
July 2, 2023	FL Road at Tahoe Mt	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$150.47	
July 3, 2023	Mt. Tallac	SAR	2 Hours	5	1	1	1	2	\$120.42	\$109.18	\$100.32	\$182.92	\$512.84	\$300.94	
July 11, 2023	Stanford Camp	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$173.47	
July 18, 2023	Stanford Camp	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$173.47	
July 19, 2023	Stanford Camp	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$173.47	
July 20, 2023	FL Campground	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$150.47	
July 20, 2023	FLL Water Rescue	Watercraft Rescue	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$150.47	
July 25, 2023	Stanford Camp	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$173.47	
July 29, 2023	Tamarack Bike Trail	Person in Distress	3 Hours	5	1	1	1	2	\$180.63	\$161.77	\$150.48	\$274.38	\$767.26	\$451.41	
August 3, 2023	FL Store	Medical	2 Hours	4		1	1	2		\$109.18	\$100.32	\$182.92	\$392.42	\$346.94	
August 5, 2023	Gilmore Lake	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$150.47	
August 19, 2023	FLL	Missing Person	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$150.47	
August 24, 2023	Tahoe Mt Rd	Medical	1 Hour	5	1	1	1	2	\$60.21	\$54.59	\$50.16	\$91.46	\$256.42	\$150.47	
August 31, 2023	Stanford Camp	Medical	1 Hour	3		1	1	1		\$54.59	\$50.16	\$45.73	\$150.48	\$173.47	
Sept. 24, 2023	FLL	Missing Person	1 Hour	5	1	1	1	2	\$60.21	\$54.59	\$50.16	\$91.46	\$256.42	\$150.47	
Oct. 13, 2023	Stanford Camp	Medical	1 Hour	4		1	1	2		\$54.59	\$50.16	\$91.46	\$196.21	\$173.47	
<b>TOTALS</b>									<b>\$602.10</b>	<b>\$1,526.52</b>	<b>\$1,404.48</b>	<b>\$2,103.58</b>	<b>\$5,636.68</b>	<b>\$4,466.16</b>	<b>\$10,102.84</b>



## Fallen Leaf Lake Community Services District Fire Department

Post Office Box 9415  
South Lake Tahoe, CA 96158  
400 Fallen Leaf Road  
South Lake Tahoe, CA 96150  
CSD Offices 530-544-3300  
ggerren@flcsd.org  
www.flcsd.org

February 19, 2024

Dear County Staff  
Re: Request or TOT funding

The Fallen Leaf Lake Community Services District Fire Department has been negatively impacted by tourism over the past several years and we are requesting funding from El Dorado County Transient Occupancy Tax (TOT) funds. The following summary provided describes the areas of need as related to the significant increase of tourism to the area. Thousands of visitors are drawn to the Fallen Leaf Lake area attractions, the Fallen Leaf Lake Campground, Fallen Leaf Lake Store/Café and Marina, Lily Lake, Lily Lake Multi Use Trail and the world-renowned hiking destination of Desolation Wilderness with all areas accessible through the Fallen Leaf Lake Road and our district.

Specifically, the Fallen Leaf Lake Community Services District Fire Department has experienced significant negative impacts because of the increased tourism in our district. With the completion of the Lily Lake Multi Use Trail for Mountain Bikes, Hiking and Trail Running, has demonstrated to our department that this one attraction has created a huge impact on our fire department. The number of mountain bikes has tremendously increased and with this increase of tourism, it has created more risk for our department. The tourism that comes with Stanford Sierra Camp brings many visitors to our community each week. We understand tourism has increased in the basin and especially to our district. The opening of the trail has come with an increase in responses to our district. We want to provide the best service for our community residents and visitors who come to our district daily. The risks of fire, medical, and traffic incidents have increased due to the increase in tourism. We now have more bike traffic than ever before.

**Harmful Economic Consequences:** The following request is essential to the operations of the Fire Department and public safety; it is critical to recover our personnel and incident cost for the operation of our department. We request that our request be fully funded using the TOT funds. The additional tourism has caused the risk of additional incidents, whether fire, search and rescue, or medical responses. With the new trail and Desolation Wilderness, both are wonderful

**Gary D. Gerren Fire Chief**



attraction, but with these, come increased risk on Fallen Leaf Lake Road, Glen Alpine Road as well as in the basin.

**Request** The reimbursement of our personnel and the incident cost associated with the operational response to 22 incidents. A spreadsheet is attached to provide justification for our request. Total request is \$10,102.84.

**Information related to this request:** This request is based on 22 incidents calls for tourism related. A spreadsheet with the data and number of personnel with duration of call will be attached with a breakdown of personnel and hourly wage and incident cost.

**Total requested funds from TOT \$10,102.84**

Respectfully,



Gary D. Gerren, Fire Chief  
Fallen Leaf Lake CSD Fire Department

**Gary D. Gerren Fire Chief**

# GEORGETOWN FIRE

## TOT GRANT FOR CALENDAR 2023

Tourism Related Responses

- 13 EMS incidents (6 in a type 1 engine and 7 in a type 3 engine)
- 11 Motor Vehicle Accidents (5 in a type 1 engine and 6 in a type 3 engine)
- 2 Remote Area Rescues (both in type 3 engines)

VEHICLES

EMS

6 x 2 hours in type 1 engine = 12 hours x \$173.47/hr =	\$ 2,081.64
7 x 2 hours in type 3 engine = 14 hours x \$156.74/hr =	\$ 2,194.36
Subtotal	\$ 4,276.00

Motor Vehicle Accident

5 x 2.5 hours in type 1 engine = 12.5 hours x \$173.47/hr =	\$ 2,168.38
6 x 2.5 hours in type 3 engine = 15 hours x \$156.74/hr =	\$ 2,351.10
11 x 2.5 hours for Chief Officer = 27.5 x \$10.38/hr =	\$ 285.45
Subtotal	\$ 4,804.93

Remote Area Rescue

2 x 4 hours x 3 type 3 engines = 24 hours x \$156.74/hr =	\$ 3,761.76
2 x 4 hours for Chief Officer = 8 x \$10.38/hr =	\$ 83.04
Subtotal	\$ 3,844.80

STAFF

EMS

1 Apparatus Operator x 26 hours = 26 x \$37.38/hr	\$ 971.88
Subtotal	\$ 971.88

Motor Vehicle Accident

1 Apparatus Operator x 27.5 hours = 27.5 hours x \$37.38/hr	\$ 1,027.95
1 Chief Officer x 27.5 hours = 27.5 x \$83.86/hr	\$ 2,306.15
Subtotal	\$ 3,334.10

Remote Area Rescue

2 Apparatus Operator x 3 Engines x 4 hours = 24 hours x \$37.38 = \$ 897.12

1 Chief Officer x 4 hours = 4 x \$83.86/hr = \$ 335.44

Subtotal \$ 1,232.56

Total \$18,464.27

x admin rate 26.2% \$ 4,837.64

**TOTAL \$23,301.91**

Responses = 26 for last 6.5 months of year = \$896.23 per incident

Additional estimated responses for first 5.5 months of year = 22 x \$896.23 = \$19,717.06

Total for last 6.5 months of year = \$23,301.91

Total estimated for first 5.5 months of year = \$19,717.06

**Toal estimated for full year 2023= \$43,018.97**

## ADMINISTRATIVE RATE

for

AGREEMENT FOR LOCAL GOVERNMENT FIRE AND EMERGENCY ASSISTANCE TO

THE STATE OF CALIFORNIA AND FEDERAL FIRE AGENCIES

(California Fire Assistance Agreement)

<b>Start Date:</b> 05/17/2023	<b>End Date:</b> 06/30/2024	<b>Status:</b> Reviewed
<b>Agency 3-Letter MACS I.D.:</b> GEO	<b>Agency / Department Name:</b> Georgetown Fire Protection District	

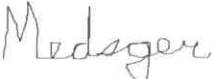
### FY 2021/2022 Data for use in 2023 Fire Agreements

Administrative Rate (Include ONLY allowable costs and use whole numbers)

Program	Indirect	Direct	Total
Emergency Medical Services	\$1249.00	\$1323213.00	\$1324462.00
General Administration	\$338230.00		\$338230.00
Information Technology	\$10252.00		\$10252.00
Logistics/Procurement/Supply/Minor Fire Equipment	\$15816.00		\$15816.00
Public Information Office	\$1738.00		\$1738.00
Telecommunications	\$6250.00		\$6250.00
Arson Investigation			\$0.00
Community Education			\$0.00
Facilities		\$27135.00	\$27135.00
Fire Comm. Center/Dispatch/Comm. & Control Center		\$7486.00	\$7486.00
Fire Hazard Reduction Program			\$0.00
Fleet		\$57342.00	\$57342.00
Hazardous Materials Response Program			\$0.00
Mapping			\$0.00
Operations			\$0.00
Prevention		\$2628.00	\$2628.00
Training		\$7245.00	\$7245.00
Urban Search and Rescue			\$0.00
<b>GRAND TOTALS</b>	<b>\$1425049.00</b>	<b>\$373535.00</b>	<b>\$1798584.00</b>
<b>ADMINISTRATIVE RATE (INDIRECT COST/DIRECT COST):</b>			<b>0.26212</b>

NOTE: If your agency has an administrative rate on file, you are required to update and complete an administrative rate calculation sheet by July 1st. After that date, the rate will default to the de minimis of 10%.

As an authorized representative of my agency/dept., I certify to the best of my knowledge and belief, and under penalty of perjury that this information is correct. Furthermore, my signature below represents acceptance by my agency/dept., as a cooperator, to comply with the authorities, terms and conditions of the CFAA. I also agree to comply with all cooperator agency internal accounting and expense reimbursement standards.

Name	Authorized Representative	Date
		05/17/2023

## SALARY SURVEY

for

AGREEMENT FOR LOCAL GOVERNMENT FIRE AND EMERGENCY ASSISTANCE TO

THE STATE OF CALIFORNIA AND FEDERAL FIRE AGENCIES

(California Fire Assistance Agreement)

**Start Date:** 05/17/2023

**End Date:**

**Status:** Reviewed


<b>Agency 3-Letter MACS I.D.:</b>	<b>Agency / Department Name:</b>
GEO	Georgetown Fire Protection District

All information provided on this form is subject to audit by Cal OES, CAL FIRE, and the Federal Fire Agencies signatory to the California Fire Assistance Agreement. The chart below reflects the hourly Salary Rate, or Base Rate submitted for each classification used by your agency.

Classification Title	Base Rates	Are you Utilizing the Base Rate?	Are you adding WC/UI?	Salary Rate (ST)
Chief	\$34.59	No	No	\$83.86
Deputy Chief	\$34.59	No	No	\$83.86
Division Chief	\$34.59	No	No	\$83.86
Assistant Chief	\$34.59	No	No	\$83.86
Battalion Chief	\$34.59	No	No	\$83.86
Co. Officer/Capt./Lt.	\$27.77	No	No	\$50.98
App. Officer/Eng	\$27.77	No	No	\$37.38
Firefighter/FF-PMedic	\$27.77	No	No	\$31.35

NOTE: These rates are not effective until the date they are received by Cal OES. What is reported on this form constitutes direct salary costs for employees.

As an authorized representative of my agency/dept., I certify to the best of my knowledge and belief, and under penalty of perjury that this information is correct. Furthermore, my signature below represents acceptance by my agency/dept., as a cooperator, to comply with the authorities, terms and conditions of the CFAA. I also agree to comply with all cooperator agency internal accounting and expense reimbursement standards.

Name	Authorized Representative	Date
		05/17/2023



**Lake Valley Fire Protection District**

**Administrative Office:** 2211 Keetak Street, South Lake Tahoe, CA 96150

**Phone:** (530) 577-3737

**Website:** <https://www.lakevalleyfire.org/>

County Board of Supervisors,

On behalf of the residents and visitors to Lake Valley Fire Protection District (LVFPD) as well as our personnel, I would like to thank you for your approval of \$621,410 in TOT funding for FY 2023-2024 to reimburse the District for personnel costs incurred responding to visitors in 2022.

We are pleased to present the following proposal and subsequent data to apply for Transient Occupancy Tax (TOT) funding for FY 2024-2025. The following summary of information details an update to the tourism impacts that LVFPD experiences and the subsequent impacts to services for residents and visitors to the District.

LVFPD has provided a breakdown in personnel costs incurred for responding to visitors in 2023 for consideration by the Board of Supervisors. The District would like to impart on the Board of Supervisors the need to fund these direct tourism impacts based on the tourism impacts suffered by the District which are compounded by the following facts:

- LVFPD has experienced an increase in calls for service by 62% between 2019 and 2023. Calls increased by 11% between 2022 and 2023. Of the 1,619 calls for service in 2023, 456 of those calls, or approximately **28%** were to visitors in the District; and
- Costs for the District to respond to visitor specific emergency services, vehicle accidents and extended calls totaled \$793,381.33 in 2023. The 456 visitor calls, and the subsequent costs associated are a direct burden to District taxpayers; and
- As of February 2024, approximately **663** active Vacation Home Rentals (VHRs) permits were located within the District boundary with a total of 1,125 active permits Countywide. This equates to **59%** of active VHRs in the County, or over half of VHRs located in the LVFPD area alone.

More detailed information regarding tourism impacts can be found in the attached report. The high number of tourists to the District as over-night guests and day-trippers exacerbates an already strained system, making it difficult for LVFPD to respond to emergencies during high traffic times and major storms. The District taxpayers are shouldering the burden of emergency and medical responses for visitors. No agency has accurately documented the total number of tourists traveling to the Basin.

Funding our direct costs help cover apparatus and staff responses to visitors, freeing up existing revenue for other apparatus, equipment, or staffing requirements that the District desperately needs. With the continual award of TOT funding over the last three years, we have been able to reallocate funds towards the goal of adding three new firefighters in the near future. With the County Board of Supervisors continued support through direct visitor costs, hiring additional firefighters becomes more tenable, as increasing staffing is of paramount importance.

Currently LVFPD only operates with two firefighters on an engine per shift at one station (or a 2-0 staffing model) and three firefighters on an engine at the other. The national recommendation is **four firefighters**

on an engine (or a 4-0 staffing model). The lack of adequate firefighters puts residents, visitors, and our staff at greater risk; reduces our ability to respond effectively to emergencies; and requires us to wait for backup, delaying necessary action during an emergency. We hope the Board will continue to fund our direct costs so that we can continue to direct revenue where it is most needed. The attached report (Appendix B) gives a summary of the challenges we face operating with only two firefighters on an engine.

LVFPD is thankful to the Board of Supervisor for redirecting TOT funding towards tourism impacts, but there is still much work to do. We hope that the information provided here will highlight the direct impacts tourism has on the District, and specifically the ability for LVFPD to continue to provide timely, safe emergency medical and fire protection services to the residents and visitors of the District.

Sincerely,

Handwritten signature of Chad Stephen, consisting of the initials 'CS' followed by a stylized 'A' with a horizontal line extending to the right.

Chad Stephen, Fire Chief  
Lake Valley Fire Protection District





(530) 577-3737 | 2211 Keetak Street, South Lake Tahoe | lakevalleyfire.org



# Lake Valley Fire Protection District

## 2024 Transient Occupancy Tax (TOT) Funding Request

Submitted to El Dorado County  
February 29, 2024





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# Transient Occupancy Tax (TOT) Request Summary

The following information provides an updated summary of tourism impacts to Lake Valley Fire Protection District (LVFPD or Lake Valley FPD) and the request by LVFPD for Transient Occupancy Tax (TOT) revenue allocations for direct visitor costs to offset these impacts.

Tourism impact information is divided into “South Short Visitor” impacts related to general information on tourism in the South Shore , “Weather and Visitor Impacts” detailing impacts from a combination of weather and visitors in the District area, “District Visitor” impacts summarizing how the visitors to the District directly impact services, and “District VHRs” describing impacts by Vacation Home Rentals (VHRs) located in the District.

LVFPD is asking the Board of Supervisors to fund direct visitor costs for a total of **\$750,385.33**.



# Tourism Impacts

## **South Shore Visitor Impacts**

- The Tahoe Transportation District (TTD) estimates that roughly 25 million visitors come to the Tahoe Basin each year, of which 42% are day visitors. This is an increase in 1 million visitors since the LVFPD 2020 TOT Funding Study. It is estimated that there will be an increase of 25% in visitation by 2035.<sup>1</sup>
- According to the Lake Tahoe Stewardship Plan, released in 2023, total number of visitor days in 2022 was almost 17 million. The region's land mass is roughly one-third the size of Yosemite National Park yet receives approximately three times the amount of visitation.<sup>2</sup>
- The entrance to the Tahoe Basin through Highway 50, within Lake Valley Fire Protection District's boundary, sees the highest percentage of travelers into the Basin than any other entrance, more than travelers on Interstate 80 through Placer County in both winter and summer months.<sup>3</sup>
- Highway 50 is projected to see an 18% increase in traffic volumes by 2040 according to SACOG2020.<sup>4</sup>
- According to El Dorado County staff, roughly 15,000 vehicles use Highway 50 through Lake Valley FPD on any given day and on holidays it can range between 20,000-25,000 vehicles. The average residential street in the District has around 1,000 vehicles passing through a day and 4,000-6,000 vehicles on holidays.<sup>5</sup>
- The Tahoe Regional Planning Agency (TRPA) estimates over 1.8 million visitors annually travel through the Emerald Bay, Highway 89 corridor of LVFPD.<sup>6</sup> Extreme traffic congestion resulting in hours long delays is not uncommon in the winter or summer peaks.
- Overnight visitors include campgrounds at Fallen Leaf Lake, Tahoe Valley, and Camp Richardson Resort, as well as the Camp Richardson Hotel. The District boundaries include areas such as Pope

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<sup>1</sup> TTD. January 2021. One Tahoe: A transportation funding initiative. Available online at:

<https://www.tahoetransportation.org/wp-content/uploads/2021/02/2020-2-7-Exec-Summary-One-Tahoe-Draft-Final-Project-Report.pdf>

<sup>2</sup> Lake Tahoe Stewardship Plan. 2023. Available online at: <https://stewardshiptahoe.org/wp-content/uploads/2023/06/Lake-Tahoe-Stewardship-Plan-6-19-23-FINAL.pdf>.

<sup>3</sup> TTD. September 2017. Linking Tahoe: Corridor Connection Plan. Available online at:

[https://www.tahoetransportation.org/wp-content/uploads/2020/05/2017-Sept-Linking\\_Tahoe\\_CCP-Adopted.pdf](https://www.tahoetransportation.org/wp-content/uploads/2020/05/2017-Sept-Linking_Tahoe_CCP-Adopted.pdf).

<sup>4</sup> TRPA. 2020 Regional Transportation Plan. Available online at: <https://www.trpa.gov/wp-content/uploads/documents/2020-RTP-FINAL.pdf>.

<sup>5</sup> Tolbert, J. 14 October 2022. "South Lake Tahoe traffic woes: Balancing the needs of locals and tourists." ABC 10 News.

Available online at: <https://www.abc10.com/article/news/local/south-lake-tahoe-traffic-woes/103-dac9c6d9-60b5-4b43-8664-fdc8398cba89>.

<sup>6</sup> TRPA. September 2020. State Route 89 Recreation Corridor Management Plan. Available online at: <https://www.trpa.gov/wp-content/uploads/documents/archive/Final-State-Route-89-Recreation-Corridor-Management-Plan.pdf>.



Beach, Camp Richardson, and Emerald Bay. These areas are premier destinations for visitors in South Lake Tahoe. The District also serves two major ski areas: Sierra-at-Tahoe and Heavenly Ski Resort.

## ***Weather & Visitor Impacts***

- Weather has a significant impact on tourism in the District. Heat waves in the valley bring tourists to Lake Tahoe to cool off while extreme snow conditions drive tourists to the area for snow activities. Blizzard conditions take a toll on the District as crews respond to all types of calls including vehicle accidents, medical aids, and back country rescues.<sup>7</sup>
- Calls doubled and tripled on major storm days in 2023 and into early 2024 with response times increased by 5 to 15 minutes depending on the location from station or resource to the emergency. Backups become ‘apocalyptic’ during winter when there are highway and road closures resulting in several hours of tourists waiting on Highway 50, blocking roadways and access for emergency vehicles.<sup>8</sup>

## ***District Visitor Impacts***

- There are approximately 12,036 permanent residents within the District<sup>9</sup> as of the 2022 Census, a decrease of 4.9% from 2021. There are 7,898 parcels in LVFPD boundaries that provide the main source of funding for the District through property tax and special assessment revenue.
- LVFPD has experienced an increase of 45% in calls for service from 2019 to 2022.<sup>10</sup> Calls increased again by 11% between 2022 and 2023. Of the 1,619 calls for service in 2023, 456 of those calls, or approximately **28%** were to visitors in the District. Just over one quarter of all calls for LVFPD were to just visitors in 2023.<sup>11</sup>
- The District responded to 456 calls from visitors in 2023, an increase of **18%** from 2022 (387 calls). Costs for the District to respond to visitor specific emergency services, vehicle accidents and extended calls totaled \$793,381.33 in 2023. The 456 visitor calls, and the subsequent costs associated are a direct burden to District taxpayers.<sup>12</sup>

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<sup>7</sup> LVFPD Staff, personal communication, February 2024.

<sup>8</sup> Ibid.

<sup>9</sup> U.S. Census Bureau, 2022 ACS 5-Year Estimates.

<https://data.census.gov/table?t=Populations+and+People&g=1500000US060170302012,060170302022,060170304025,060170305021,060170305022,060170305023,060170305024,060170305041,060170305042,060170305043,060170305061,060170305071,060170305072,060170305073,060170316021,060170319001,060170320021,060170320022&y=2021&tid=ACSDT5Y2021.B01001>

<sup>10</sup> LVFPD Staff, personal communication, February 2024.

<sup>11</sup> LVFPD Staff, personal communication, February 2024.

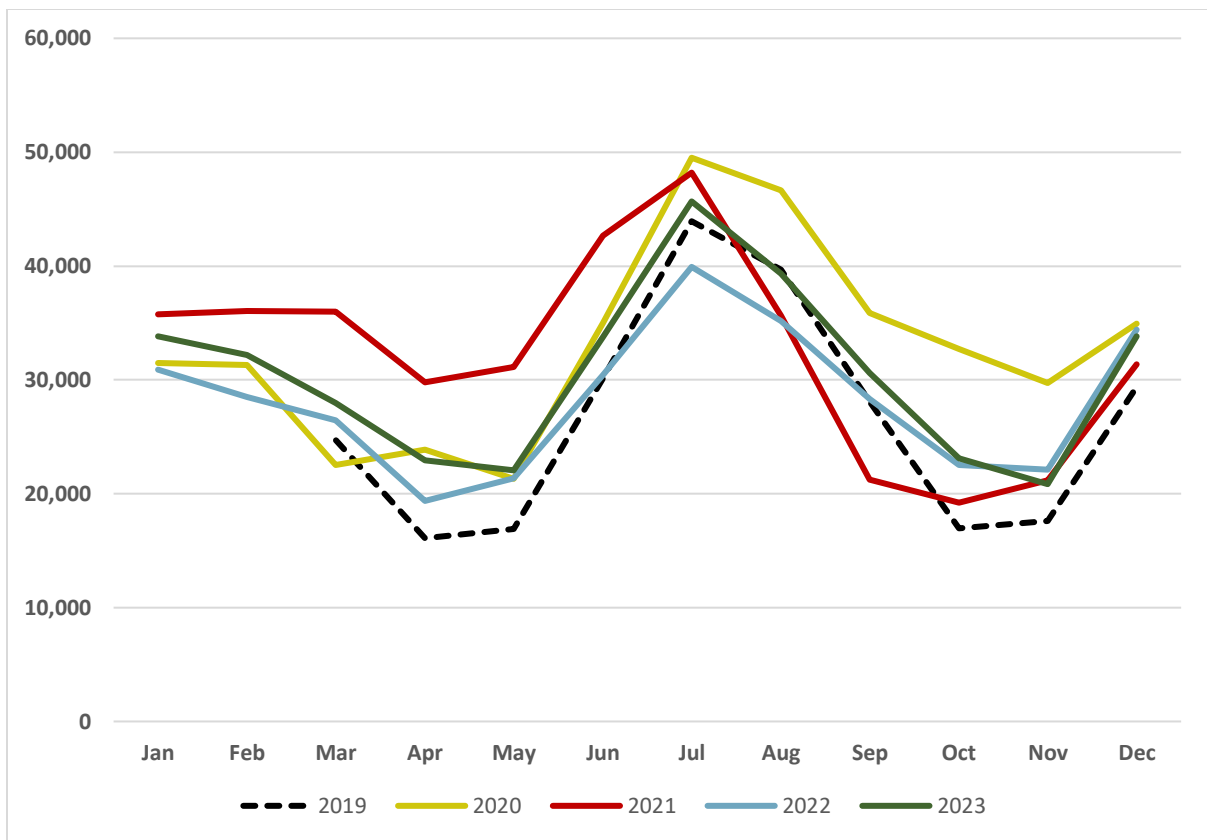
<sup>12</sup> LVFPD Staff, personal communication, February 2024.



## District Vacation Home Rental Impacts

- As of February 7, 2024, approximately **663** active Vacation Home Rentals (VHRs) permits were located within the District boundary with a total of 1,125 active permits Countywide.<sup>13</sup> This equates to **59%** of active VHRs in the County located in the LVFPD area alone.
- Occupancy rates for vacation home rentals in the South Shore have stayed above pre-pandemic levels according to AirDNA<sup>14</sup>. Total listing days booked for all VHRs in the South Shore area increased by 14% from 2019 to 2023 (March – December) as seen in Figure 2. Total listing days booked in 2023 was 10% higher than the previous year. Last year saw a return to pre-pandemic levels of total listing days booked in August, while total listing days booked during December matching near peak levels seen in 2020.<sup>15</sup>

**Figure 2: Total Nights Booked by Month (2019-2023)**



<sup>13</sup> El Dorado County VHR Staff, personal communication, February 2024.

<sup>14</sup> AirDNA is the leading provider of data and analytics for the short-term rental industry. AirDNA collects short-term vacation rental data from thousands of sources, including Airbnb and VRBO/HomeAway, to build a comprehensive view of the short-term rental market. Sources of data also include private hosts (50K) and several strategic API partnerships with several large property management companies. AirDNA provides analytics for the South Lake Tahoe area. A map of the data area can be found in Appendix A.

<sup>15</sup> Ibid.



- There are approximately 6,361 developed single-family residential properties in the District.<sup>16</sup> VHRs make up **10%** of all single-family homes, and they accounted for roughly a **18%** of all visitor calls for 2023.<sup>17</sup>
- The District conducted 79% more VHR inspections in 2023 than the previous year (244 inspections in 2022 and 437 inspections in 2023). VHRs are inspected by LVFPD staff when new licenses are approved and bi-annually for existing licenses.<sup>18</sup>
- There are a total of 217 homes on the VHR waitlist. Of those on the waitlist, 149 homes are in the District service area, or **69%**.<sup>19</sup>

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<sup>16</sup> El Dorado County Staff, personal communication, February 2024.

<sup>17</sup> Ibid.

<sup>18</sup> Lake Valley FPD staff, personal communication, February 2024.

<sup>19</sup> El Dorado County Staff, personal communication, February 2024.



## 2023 Direct Visitor Costs

In 2023, the District identified 456 visitor calls. These calls totaled \$793,381.33 with the cost burden placed directly on District taxpayers. This total includes an 18 percent increase in visitor calls compared to 2022 as well as a \$33.47 increase in the engine hourly rate and 6.43% increase in the Admin Rate with no salary increase. LVFPD does utilize a third-party collection agency and has policies in place to attempt to recoup some of these costs. However, the District is not generally able to make up the associated costs for service and was only able to recoup \$42,996 from the collection agency for 2023. Therefore, the District is requesting the cost burden minus the reimbursement for a total of **\$750,385.33**.

The total number of visitor calls for 2023 is 18 percent higher than 2022. In 2023, approximately 56 percent of visitor calls were for medical emergencies and 26 percent for vehicle accidents. Of the total visitor calls, 14 percent were to VHRs (64 calls). The funding request is divided into three different call types and the associated costs for responding to one of each call type. The last row of each table shows the number of visitor calls for 2023 in that call type and the associated costs for the year. The three different call types are: 1) emergency medical service (EMS) call, 2) vehicle accident, and 3) extended call.

### Summary

Call Type	Equipment/ Staff	Number of hours	Number of Visitor Calls in 2022	Total Costs
Emergency Medical	Single Engine/Single Medic	2 hours	257	\$168,541.38
Vehicle Accident	2 Engines and Chief Officer	2.5 hours	117	\$276,493.67
Extended Call	3 Engines and Chief Officer	4 hours	82	\$348,346.28
<b>Total Costs</b>				<b>\$793,381.33</b>
Max Reimbursement from 3 <sup>rd</sup> party Collection Agency				(\$42,996)
<b>Total Requested</b>				<b>\$750,385.33</b>

### Funding Breakdown

One EMS Call – Single Engine / Single Medic (2 hours total)		
Engine Company	Hourly Rate	Total (2 hrs)
Captain	\$50.27	\$100.54
Fire Engineer	\$45.65	\$91.30
Total Personnel Cost:		<b>\$191.84</b>
	Hourly Rate	Total (2 hrs)
Engine Hourly Rate	\$173.47	<b>\$346.94</b>
Personnel & Equip		\$538.78
Admin Rate	21.72%	\$117.02



<b>One EMS Call – Single Engine / Single Medic (2 hours total)</b>	
Total Reimbursement:	<b>\$655.80</b>
<b>257 Visitor Calls x Total Reimbursement</b>	<b>\$168,541.38</b>

<b>One Vehicle Accident - Two Engines &amp; Chief Officer - 2.5 hours</b>		
<b>Engine Company</b>	<b>Hourly Rate</b>	<b>Total (2.5 hrs)</b>
Captain	\$50.27	\$125.68
Engineer	\$45.65	\$114.13
Personnel cost per eng.		\$239.80
2 Engines companies		<b>\$479.60</b>
	<b>Hourly Rate</b>	<b>Total (2.5 hrs)</b>
Chief Officer	\$64.35	<b>\$160.88</b>
Engine Hourly Rate	\$173.47	<b>\$433.68</b>
2 Engines @ 2.5 hours		<b>\$867.35</b>
Personnel & Equip		\$1,941.50
Admin Rate	21.72%	\$421.69
Total Reimbursement:		<b>\$2,363.19</b>
<b>117 Visitor Calls x Total Reimbursement</b>		<b>\$276,493.67</b>

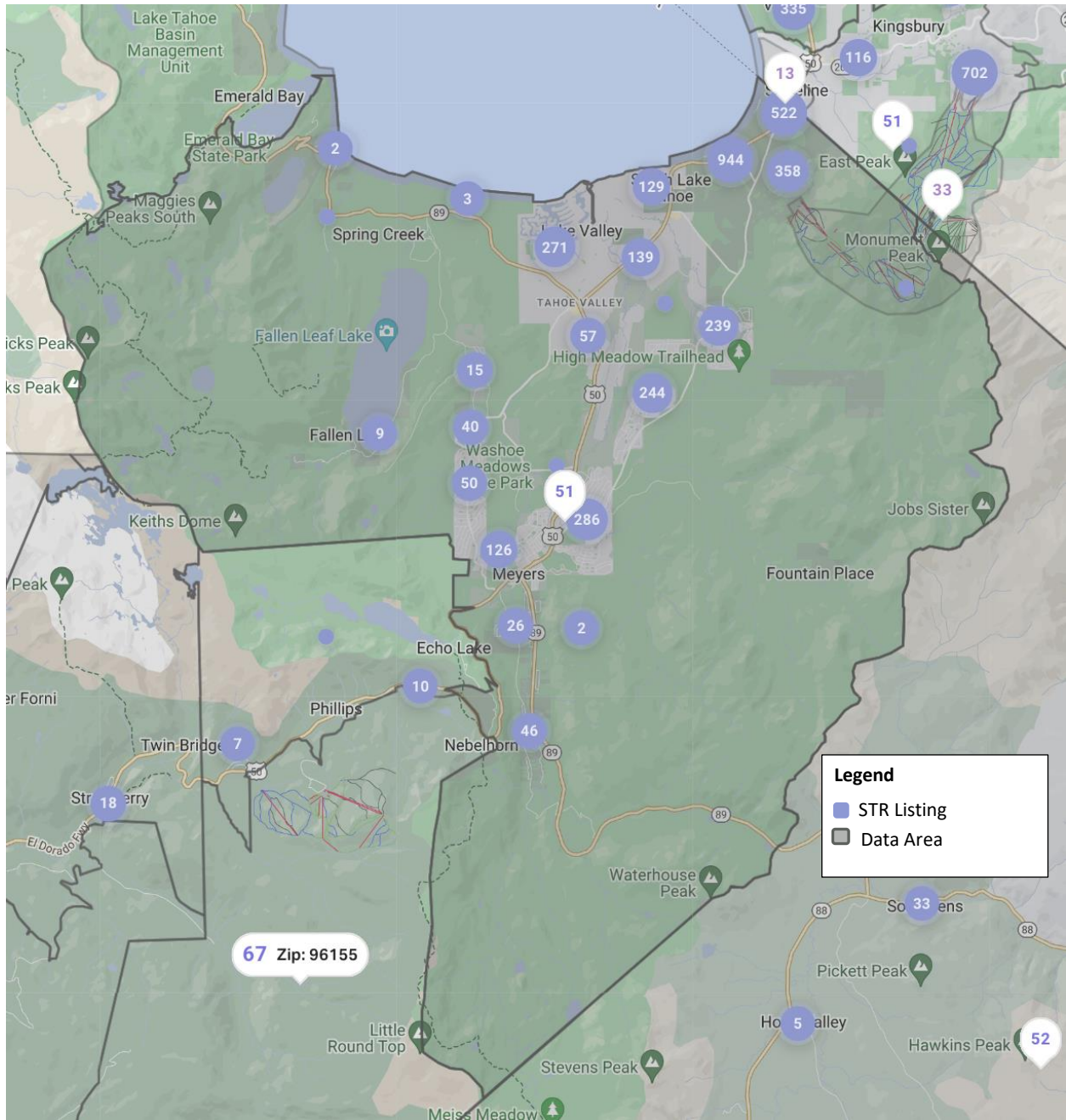
<b>One Extended Call - Three engines &amp; Chief Officer - 4 hours</b>		
<b>Engine Company</b>	<b>Hourly Rate</b>	<b>Total (4 hrs)</b>
Captain	\$50.27	\$201.08
Engineer	\$45.65	\$182.60
Personnel cost per eng.		\$383.68
3 Engine Companies		<b>\$1,151.04</b>
	<b>Hourly Rate</b>	<b>Total (4 hrs)</b>
Chief Officer	\$64.35	<b>\$257.40</b>
Engine Hourly Rate	\$173.47	\$693.88
3 Engines @ 4 hours		<b>\$2,081.64</b>
Personnel & Equip		\$3,490.08
Admin Rate	21.72%	\$758.05
Total Reimbursement:		<b>\$4,248.13</b>
<b>82 Visitor Calls x Total Reimbursement</b>		<b>\$348,346.28</b>





## Appendix A: AirDNA Data Area





## **Appendix B: District Staffing** **Shortage Information**



## District Staffing Shortages

Lake Valley Fire Protection District currently operates with (2-0) staffing, or two firefighting personnel to an engine on shift for one station and three firefighters (3-0) staffing on an engine for the other.<sup>20</sup> The National Fire Protection Association (NFPA) sets staffing standard recommendations nationwide. The NFPA Standard 1710 recommends career fire departments operate under a (4-0) staffing model, meaning four firefighters on an engine.<sup>21</sup> The District operates as a career department; therefore, the District does not meet recommended staffing standards according to the NFPA. In general, most rural agencies are not able to meet (4-0) staffing, thus (3-0) staffing has become the minimum acceptable level of staff for many fire service providers throughout the State of California.<sup>22</sup> As of the most recent Countywide Fire Protection and Emergency Medical Services MSR/SOI Study for El Dorado County LAFCO, ten (or 77 percent) of fire agencies in the County are not meeting the minimum standard of (3-0) staffing some or all of the time.<sup>23</sup>

According to California Division of Occupational Health and Safety (Cal OSHA) requirements, the U.S. Department of Commerce: National Institute of Standards and Technology (NIST), the California Governor's Office of Emergency Services (Cal OES), and research conducted at San Diego State University, lower staffing levels are dangerous for firefighting personnel as well as residents and visitors. Having fewer firefighters on an engine reduces the ability for the unit to respond and requires waiting for mutual or automatic aid to meet Cal OSHA standards. In general, research and studies found that (2-0) staffing models are seriously deficient in keeping ahead of wildfire and slower for key activities in relation to fire suppression than (3-0) and (4-0) staffing models. For example, a (4-0) staffing model operating on a low-hazard structure fire completed laddering and ventilation (for life safety and rescue) 30 percent faster than the (2-0) staffing model and 25 percent faster than the (3-0) staffing model. The (3-0) staffing model started and completed a primary search and rescue 25 percent faster than the (2-0) model. The (4-0) and (5-0) model started and completed a primary search six percent faster than the (3-0) model and 30 percent faster than the (2-0) model. For this research, a 10 percent difference was equivalent to just over one minute of time for primary search and rescue operations. The (2-0) staffing took 57 seconds longer than

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<sup>20</sup> LVFPD staff, personal communication, February 2023

<sup>21</sup> National Fire Protection Association (NFPA). 2020. NFPA 1720: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. Available online at: <https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=1710>.

<sup>22</sup> NFPA. December 2021. Staffing & Operations as part of the Fifth Needs Assessment of the US Fire Service. Available online at: <https://www.nfpa.org/-/media/Files/News-and-Research/Fire-statistics-and-reports/Emergency-responders/Needs-Assessment/osfifthneedsassessmentStaffingOperations.ashx>

<sup>23</sup> El Dorado Local Agency Formation Commission (LAFCO). April 2022. Final Countywide Fire Protection and Emergency Medical Services Municipal Service Review and Sphere of Influence Update Main Report Volume I of II. Available online at: <https://www.edlafco.us/files/a9242b5d4/Volume+I+-+Main+Report+-+Final+Countywide+Fire+Protection+and+Emergency+Medical+Services+MSR+and+SOI+Update.pdf>



(3-0) staffing models to stretch hose line and took 87 seconds longer than (4-0) staffing models.<sup>24,25,26</sup> These studies and research demonstrate that, though (3-0) staffing is less efficient and less safe for firefighters than (4-0) or (5-0) staffing models, it is more efficient and safer for firefighters than a (2-0) staffing model.

According to research conducted by the California Office of Emergency Service Firefighting Resources of Southern California Organized for Potential Emergencies (Cal OES FIRESCOPE), agencies of medium to smaller size can be challenged to maintain geographical coverage at times of increased emergency activity. Even under normal threat levels, a fairly routine call for service can deplete the availability of their resources and result in a degree of drawdown. If an incident becomes prolonged or requires the commitment of resources beyond the initial response, the agencies capabilities can be affected. In the case of some smaller agencies, a single resource committed to an incident can result in extreme drawdown and challenge their ability to meet their basic jurisdictional coverage responsibilities.<sup>27</sup>

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<sup>24</sup> NIST. April 2010. Report on Residential Fireground Field Experiments. Available online at:

[https://www.nist.gov/system/files/documents/el/fire\\_research/Report-on-Residential-Fireground-Field-Experiments.pdf](https://www.nist.gov/system/files/documents/el/fire_research/Report-on-Residential-Fireground-Field-Experiments.pdf)

<sup>25</sup> Rahn, Matt, Ph.D. (2010). 2010 California Wildfire Staffing Study - Wildfire Research Report No. 2. San

Diego State University. Montezuma Publishing. Available online at: <https://wildfirescience.org/wp-content/uploads/2018/04/6-2010-StaffingStudy1.pdf>

<sup>26</sup> Occupational Safety and Health Administration (OSHA). <https://www.osha.gov/laws-regs/standardinterpretations/1998-04-29#:~:text=This%20provision%20requires%20that%20at,two%20in%2Ftwo%20out%22>

<sup>27</sup> California Governor's Office of Emergency Services (Cal OES) FIRESCOPE. April 2020. Drawdown Consideration for Fire Agencies. Incident Command System Publication - MACS 408. Available online at: <https://firescope.caloes.ca.gov/ICS%20Documents/MACS%20408.pdf>





## North Tahoe and Meeks Bay Fire Protection Districts



*Steve Leighton – Fire Chief*

### Request for Funding: Tourism Occupancy Tax – Meeks Bay Fire

February 27, 2024

Dear County Staff and Supervisors,

North Tahoe Fire/Meeks Bay Fire is presenting the following Request for Funding in response to El Dorado County's invitation, dated January 24, 2024. We appreciate the Board of Supervisors' solicitation of funding requests from fire districts to address tourism impacts.

North Tahoe Fire/Meeks Bay Fire Protection Districts is an all-risk service provider that protects various unincorporated communities within two counties on the north and west shores of Lake Tahoe. North Tahoe Fire/Meeks Bay Fire has been operationally consolidated since 2014. North Tahoe Fire/Meeks Bay Fire employees protect northeastern El Dorado County communities on the west shore of Lake Tahoe, from the Placer County line in Tahoma, through Meeks Bay, Rubicon, Emerald Bay to north of Cascade Falls; North Tahoe Fire/Meeks Bay Fire provides primary response via mutual aid to Lake Valley Fire.

North Tahoe Fire/Meeks Bay Fire is experiencing new risks in many areas including increased visitation since the onset of the pandemic, leading to many novice visitors recreating in our extreme back county environment. As visitation continues to grow along with an increase in call volume, it is essential we find additional funding to ease the impact of the increase in visitors to the Tahoe Basin for tourism-related calls.

We appreciate this opportunity and the County's recognition of the impact of tourism on our operations.

Respectfully,

A handwritten signature in blue ink that reads "Steve Leighton".

Steve Leighton, Fire Chief

North Tahoe Fire/Meeks Bay Fire Protection Districts



## 2024 Request for Funding: Tourism Occupancy Tax

### North Tahoe Fire on behalf of Meeks Bay Fire

North Tahoe Fire's mission is to provide the highest possible level of fire, rescue, and advanced level emergency medical services to the communities we serve, including the Meeks Bay Fire service area of 14 square miles along Tahoe's west shoreline. North Tahoe Fire/Meeks Bay Fire's overall service area expands from the Nevada state line in Kings Beach, to the south in Emerald Bay in Lake Valley Fire's boundary, out to Alpine Meadows, with ambulance service provided to Olympic Valley Fire's service area. North Tahoe Fire/Meeks Bay Fire employees protect northeastern El Dorado County communities on the west shore of Lake Tahoe, from the Placer County line in Tahoma to Emerald Bay north of Cascade Falls. North Tahoe Fire provides primary response via mutual aid for Lake Valley Fire's service area. In the winter months, North Tahoe Fire/Meeks Bay Fire is the only response agency for these El Dorado County communities on the west shore of Lake Tahoe due to road closures during the winter months.

Lake Tahoe is the most visited national forest in the state of California. At one-third the size of Yosemite, Lake Tahoe regularly sees three times as many tourists as Yosemite before the increase in visitation since the onset of the pandemic. The Lake Tahoe region is a popular destination attracting 24+million<sup>1</sup> people each year for hiking, skiing, mountain biking, camping, water sports and other recreational activities. The new level of visitation has remained constant since the pandemic, and local agencies continue to struggle to manage these impacts. North Tahoe Fire/Meeks Bay Fire responds to the increase in calls for service, including medical calls and back country rescues. Traffic congestion on State Route 89 due to the proximity to Homewood Ski Resort, Palisades Alpine and Palisades Tahoe in Olympic Valley results in extended transport times to and from Tahoe Forest Hospital in Truckee or Renown in Reno, NV. North Tahoe Fire rarely transports patients to Barton Hospital in South Lake due to the distance.

North Tahoe Fire/Meeks Bay Fire experiences substantial impacts from visitation that are magnified due to narrow roads, and limited parking. According to the SR-89 Corridor Management Plan<sup>2</sup>, there is one parking space for every 813 annual vehicle entries which impacts our ability to reach patients in an efficient timeframe.

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<sup>1</sup> Standards of Coverage and Deployment Plan – 2018: <https://www.ntfire.net/standards-of-cover-2018>

<sup>2</sup> SR-89 Corridor Management Plan: <https://www.trpa.org/wp-content/uploads/Final-State-Route-89-Recreation-Corridor-Management-Plan.pdf>

<sup>3</sup> County of El Dorado Auditor Certified Values by Tax Base, Tax Year 2023: <https://www.edcgov.us/Government/Auditor-Controller/proptaxreports/Documents/RTC601AVsummary2023-24.pdf>

The North Tahoe Fire/Meeks Bay Fire service area in El Dorado County consists of over 2,300 parcels with an assessed valuation of nearly \$1.5 billion dollars.<sup>3</sup> Yet has only 646 fulltime residents/registered voters and few commercial businesses, and hosts over 25% of the permitted Vacation Home Rental inventory in all of El Dorado County. This is primarily due to its proximity to the iconic features located in the North Tahoe Fire/Meeks Bay Fire response zone on the west shore. These sites include Homewood Ski Resort, Meeks Bay Resort, Sugar Pine Point State Park, Ehrman Mansion, McKinney- Rubicon Trailhead, Rubicon Bay, DL Bliss State Park, Emerald Bay State Park, access to Desolation Wilderness, Emerald Bay, Vikingsholm, Eagle Falls and Inspiration Point to name a few. The state parks and their camp sites on the west shore attract more than 7,500 visitors daily. The vantage point from locations such as Inspiration Point, Vikingsholm and Eagle Falls draw millions of visitors all year long. These sites are popular for various recreation, including water recreation, site seeing, biking, hiking, back country camping and skiing. Recreation activity has expanded to include the new Maritime Heritage Underwater Trail in Emerald Bay, drawing scuba and snorkel diving visitors, and the new Lake Tahoe Water Trail draws daytrip paddlers, with four Water Trail Trailhead sites located within the North Tahoe Fire/Meeks Bay Fire service area.

North Tahoe/Meeks Bay Fire's service area includes extensive state park lands of 841 acres, federal forest service lands of 1,244 acres and beaches receiving extensive visitation and calls for service year-round. The influx of lodging guests and day-use visitors on weekends/holidays surges to approximately 75,000 during peak season which requires North Tahoe Fire/Meeks Bay Fire to upstaff over 26 weekends and 8 holidays annually to meet the volume of calls. Some of these calls are complex due to backcountry rescues which require additional time and staff. An analysis performed by Stantec using cell phone data purchased from Air Sage In the months of February, July and August of 2014, arrived at a statistic of visitors entering the Tahoe Basin 24.4 million times. This number is at an 80% confidence level, which means a range of 19.5–29 million visitors in any given year. The data also showed winter and summer day use accounted for 42-43% of the volume and the visitors staying at least one night.

In addition to the general surge in visitation, North Tahoe Fire/Meeks Bay Fire sees direct impacts due to organized events to include the Reno-Tahoe Odyssey Relay Race, with legs 13-15 of the 178-mile race, as well as America's Most Beautiful Bike Ride, Concourse d'Elegance, and the Lake Tahoe Triathlon. North Tahoe Fire/Meeks Bay Fire provides a dedicated ambulance for each of these organized events with no offsets for the additional impacts. The other stations in the district must provide coverage to respond to calls for service surrounding the events.



## Tourism Occupancy Tax Funding Request

Project	Amount
Visitor Calls for Service 2023 Impacts	\$308,137.44
<b>Total</b>	<b>\$308,137.44</b>

### Meeks Bay Fire Reimbursement via North Tahoe Fire Protection District (NTFPD) (\$308,137.44)

Meeks Bay Fire Protection District (MBFPD) was officially formed in 1973 and encompasses 14 square miles on the west shore of Lake Tahoe. MBFPD is staffed with NTFPD fire safety staff per the *Operating Agreement for Providing Safety Personnel and Employee Association Unification*. On behalf of MBFPD, NTFPD requests this funding assistance to reimburse NTFPD for services provided as a result of tourism and visitation. Station 67 in Meeks Bay, staffed with NTFPD personnel, responded to 297 incidents related to tourism.

HAZARD/EMS CALL 1 CHFO / 1 ENG / 1 AMB		
Engine Company	Hourly Rate Total (2 hr)	
Captain	\$ 51.97	\$ 103.94
Engineer	\$ 42.19	\$ 84.38
Firefighter PM	\$ 38.34	\$ 76.68
<b>Total Personnel Cost:</b>		<b>\$ 265.00</b>
Chief Fire Officer	\$ 67.70	\$ 135.40
Engine Hourly Rate:	\$ 141.96	\$ 283.92
<b>Total Personnel and Equipment:</b>		<b>\$ 684.32</b>
OES Admin Rate	19.578%	\$ 133.98
<b>Total Reimbursement:</b>		<b>\$ 818.30</b>
2023 Total Calls	252	<b>\$ 206,210.63</b>
Visitor 90% of calls		<b>\$ 185,589.57</b>

MOTOR VEHICLE ACCIDENT 1 CHFO / 2 ENG / 1 AMB		
Engine Company	Hourly Rate Total (2.5 hr)	
Captain	\$ 51.97	\$ 129.93
Engineer	\$ 42.19	\$ 105.48
Firefighter PM	\$ 38.34	\$ 95.85
<b>Total Personnel Cost Per Engine:</b>		<b>\$ 331.25</b>
2 Engine Companies		\$ 662.50
Chief Fire Officer	\$ 67.70	\$ 169.25
Engine Hourly Rate:	\$ 141.96	\$ 709.80
<b>Total Personnel and Equipment:</b>		<b>\$ 1,541.55</b>
OES Admin Rate	19.578%	\$ 301.80
<b>Total Reimbursement:</b>		<b>\$ 1,843.35</b>
2023 Total Calls	23	<b>\$ 42,397.16</b>
Visitor 90% of calls		<b>\$ 38,157.44</b>

EXTENDED CALL 1 CHFO / 3 ENG		
Engine Company	Hourly Rate Total (4 hr)	
Captain	\$ 51.97	\$ 207.88
Engineer	\$ 42.19	\$ 168.76
Firefighter PM	\$ 38.34	\$ 153.36
<b>Total Personnel Cost Per Engine:</b>		<b>\$ 530.00</b>
3 Engine Companies		\$ 1,590.00
Chief Fire Officer	\$ 67.70	\$ 270.80
Engine Hourly Rate:	\$ 141.96	\$ 1,703.52
<b>Total Personnel and Equipment:</b>		<b>\$ 3,564.32</b>
OES Admin Rate	19.578%	\$ 697.82
<b>Total Reimbursement:</b>		<b>\$ 4,262.14</b>
2023 Total Calls	22	<b>\$ 93,767.14</b>
Visitor 90% of calls		<b>\$ 84,390.42</b>

<b>2023 TOTAL VISITOR COSTS:</b>	<b>\$ 308,137.44</b>
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*El Dorado County's Strategic Plan* prioritizes a safe work environment, maintaining public facilities and associated services that protect the community, promptly responding to emergencies and calls for service, and improved communication and coordination between public safety agencies. This project meets these priorities.

#### **Tourism Impacts<sup>4</sup>**

*Pre-pandemic images of impacts at recreational areas. Since the onset of the pandemic, visitation has increased well beyond what these images portray, along with an associated increase in calls for service. In MBFPD, NTFPD saw a 29% higher call volume than in pre-pandemic levels, and is seeking financial offsets to relieve the burden tourism places on local agencies.*



*Our fire apparatus are continually at risk of damage due to traffic from tourism that impedes our ability to safely proceed throughout the district.*

<sup>4</sup> Photos beginning on Page 5 are courtesy of SR-89 Corridor Management Plan – Existing Conditions Summary Report, May 2019: <http://www.trpa.org/wp-content/uploads/SR-89-Existing-Conditions.pdf>



Cars park over the white fog line and pedestrians regularly walk in the travel lanes to get to their destination.



Pedestrians hug the viaduct's guardrail and walk in a 12- to 18-inch shoulder as they walk from their car to their destination.



Motorists illegally park in no parking areas and block bus stops.



Winter access to the corridor is popular for backcountry access and for those just wanting to enjoy the view. The above picture was taken just a few hours after the road was reopened after a snowstorm.



Vehicles park along the viaduct and in stormwater improvement projects.



Inspiration Point is so popular, people queue to take their turn for a picture or to read the interpretive panels.





Pedestrians often walk in the travel lane, with traffic, to access their recreation site.

Recreational cyclists participate in sanctioned and unsanctioned cycling events, frequently impacting traffic and the ability to maneuver through traffic in the SR-89 corridor.<sup>5</sup>



The congestion on the 89 corridor makes emergency response challenging and inefficient.

<sup>5</sup> Photo Credit <https://totalwomenscycling.com/road-cycling/sportives/updated-daily-womens-amgen-tour-california-2016>



North Tahoe Fire  
 (530)584-2322  
 ntfire.net



North Lake Tahoe Fire  
 (775)831-0351 ext. 8118  
 nttfpd.net



Tahoe Douglas Fire  
 (775)588-3591  
 tahoefire.org



Meeks Bay Fire  
 (530)525-7548  
 meeksbayfire.com



Follen Leaf Fire



Lake Valley Fire  
 (530)577-2447  
 lakevalleyfire.org



South Lake Tahoe  
 Fire