

# Tourism Impact Request FY 23/24

County Fire ..... 2

Diamond Springs – El Dorado Fire Protection District.....11

El Dorado County Department of Transportation ..... 12

El Dorado Hills Fire Department ..... 13

Fallen Leaf Lake Community Service District Fire Department ..... 25

Garden Valley Fire Protection District .....28

Georgetown Fire District .....31

Lake Valley Fire Protection District .....36

North Tahoe and Meeks Bay Fire Protection Districts ..... 57

Pioneer Fire Protection District .....67

Rescue Fire Protection District .....72

Tahoe Transportation District ..... 79



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

March 30, 2023

Sue Hennike, Deputy CAO  
El Dorado County  
330 Fair Lane  
Placerville, CA 95667

Deputy CAO Hennike,

On behalf of the El Dorado County Fire Protection District (ECF), thank you again for considering the use of Transient Occupancy Taxes (TOT) funds to offset the costs and impacts to our fire district. We are fortunate to live in a County with an abundance of activities ranging from wineries, river rafting, site seeing, hiking and countless outdoor opportunities. While we welcome tourist into our County, to experience all that our County has to offer and support our local economy; these visitors come at a cost and impact to local emergency services. For ECF, these costs and impacts come in the form of increased responses for emergency medical calls, vehicle accidents, fires, and remote area rescues.

TOT funding provides us with the ability to purchase additional specialized equipment and recover costs on tourism-related calls. This greatly helps to shift the financial costs associated with these calls from our local resident's tax dollars to tax dollars generated by visitors to our County.

ECF would request consideration for the following items:

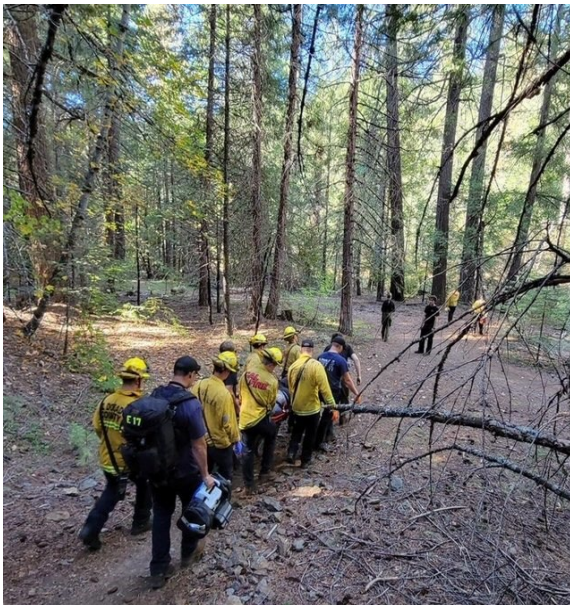
- Cost recovery for tourism related responses
- Rescue equipment for new apparatus
- Replacement tow vehicles for UTV & boat
- Secure storage for rescue vehicles at Station 17
- Tactical Water Tender
- Skid Steer Tractor
- Training funds for in-house specialized trainings
- Electric Vehicle Fire Blankets

For Consistency, the cost recovery amount for tourism has been calculated using the same formula as previous years. Hourly costs are based on current OES reimbursements rates, with resource allocation per call type as follows:

- Emergency medical calls – one engine, 2 hr. commitment
  - 56 emergency medical calls
- Vehicle accidents – two engines, one Chief Officer, 2.5 hr. commitment
  - 38 vehicle accidents
- Vehicle fires – two engines, one Chief Officer, 2.5 hr. commitment
  - 4 vehicle fires
- Remote Area Rescues – three engines, one Chief Officer, 4 hr. commitment
  - 10 remote area rescues

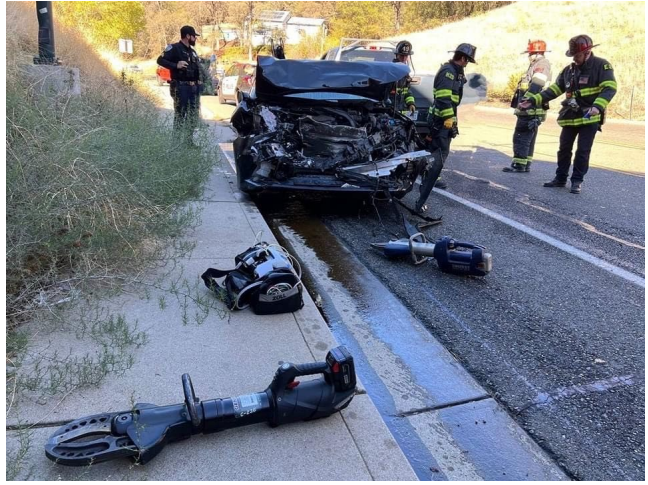
**Totals cost for responses to tourism-related calls: \$121,080.92.**

EMS Calls: 56 Total Cost:	\$27,989.92
Vehicle Accidents: 38 Total Cost:	\$52,232.90
Vehicle Fires: 4 Total Cost:	\$5,248.20
Remote Area Rescues: 10 Total Cost:	\$35,609.90
<b>Total Costs:</b>	<b>\$121,080.92</b>



**Rescue Tools & Equipment for Apparatus**

ECF has ordered three new Type 1 fire engines and a new ladder truck, which are due to arrive early 2024. Our apparatuses are equipped with a complete set of rescue ropes, water rescue cache and vehicle extrication equipment. Our rescue rope cache consists of the necessary equipment for remote area rescues and low angle rescues. These rescues are primarily located within recreational areas of the County. Our County has numerous waterways which create a host of recreational activities. To



meet the response challenges created by these activities, our apparatus is equipped with water rescue equipment such as, rescue life vests, throw bags, helmets, and assorted water rescue gear. We also encounter a large number of vehicle accidents within our district, as both Highways 49 & 50 transect our district. Unfortunately, many of the vehicle accidents require the use of extrication equipment. A recent “Trip to Green” survey reported that 88% of the vehicles that travel on Highway 50 are not El Dorado County residents. Our roadways can be very unforgiving for those who are not familiar with driving in rural, mountainous areas. Our firefighters need to be equipped with new, updated extrication tools for these calls – where time can be of the essence to save lives.

**Total Costs for Rescue Tools & Equipment: \$278,096.00**

E-Hurst Tools "Jaws of Life"	\$52,500.00
Spreaders, cutters, rams, accessories	
<b>4 Sets of tools</b>	<b>\$210,000.00</b>
Rope Rescue Cache	\$2,762.00
<b>4 Caches</b>	<b>\$11,048.00</b>
SKEDS - Portable, foldable stretcher	\$750.00
<b>4 SKEDS</b>	<b>\$3,000.00</b>
Swift Water Rescue compliment	\$13,512.00
<b>4 Sets of gear</b>	<b>\$54,048.00</b>
<b>Total Cost for rescue tools &amp; Equip.</b>	<b>\$278,096.00</b>

**Tow Vehicles for Specialized Equipment**

Over the past several years, our district has been able to expand our capabilities with the addition of several pieces of specialized equipment. The district now has two side by side UTV's, three rescue rafts and a flat-water boat. While having this equipment has greatly increased our effectiveness and efficiency when responding to calls throughout the recreational areas of the County, this greatly impacts our apparatus fleet. Historically our stations have had a utility vehicle for the crews to deliver crews and supplies, run errands, and attend district approved training and classes. With the increased number of specialized apparatuses which need to be towed, it is imperative that we have reliable tow vehicles to ensure a timely and successful response for this equipment. We are requesting two three-quarter ton pickup trucks for towing our second UTV and boat. These vehicles are also critical during other events such as wildfires and the recent winter storms for transporting both personnel and equipment.

**Total Costs for two Tow Vehicles: \$190,000.00**

3/4-ton Pickup	\$70,000.00
Radio, Lights, etc.	\$25,000.00
<b>Total for 2 vehicles</b>	<b>\$190,000.00</b>

**Secure Storage for Specialized Equipment**



With the continual increase of calls within the recreational areas and our local waterways, we have been forced to expand our response capabilities. This includes an additional side by side UTV, a raft and a boat which are strategically located at Station 17 in Pollock Pines. Station 17 is the easternmost staffed fire station on the west slope and has the primary response into all the

recreational areas up to the summit. There is a demand for these specialized resources in the East of our district, to ensure a timely response into the Crystal Basin and Iron Mountain Road recreational areas. We also have a need to keep

them secure and out of the weather. Unfortunately, Station 17 and the existing property boundaries will not accommodate expanding the apparatus bays to house this equipment. Staff have researched the feasibility to place a metal storage building behind the station that will securely store our UTV, boat, raft, and the required tow vehicle. This secured storage building will allow for prompt response to emergencies, while protecting the equipment from the elements and theft.

**Estimated Cost for Storage Building: \$100,000.00**



### **Tactical Water Tender**

There is an on-going increase in visitors to recreational areas in the Northside of the County. Two areas of particular mention are the confluence on Hwy 49 and the trail systems between Pilot Hill and Salmon Falls. As the number of people travel to these areas to take advantage of camping, hiking, mountain biking, water sports and other outdoor activities there is an increased threat to wildfires in those areas. While these wildfires may be unintentional or accidental in nature, it is critical to the County that we have the necessary resources to immediately respond to any wildfires. Station 72 is currently without a water tender, which would greatly augment the firefighting capabilities in the area. The addition of a water tender at Station 72 also provides support for our neighboring districts and communities on the Divide, with similar recreational areas.



**Total Cost for Tactical Water Tender \$350,000.00**



**Swift Water Rescue Gear**

Swift Water and River Rescue is a major component of El Dorado County with the South Fork American River being the most commercially rafted river west of the Mississippi. To affect rescue proper gear is required and essential to the rescuer. Currently rafting companies have been rafting each weekend since the beginning of May. The snow and influx of water will cause an increase in water rescues in 2023. Currently the rivers are flowing at 6000 cfs (Cubic Feet per Second) with last year's average at 1300 cfs. The first storm sent the rivers over flood stage. This equipment will better outfit our rescue personnel with the required gear needed to be on the river for all patrons. Most if not all of these patrons are individuals that are from outside of the county and underestimate the power of the water, this creates safety concerns and multiple rescues. Many rivers in the county, which are typically available for recreation, are seeing individuals raft and kayak them. The South Fork American River sees thousands of tourists annually. The Governor, Gavin Newsom, rafted last year with our swift water team providing safety for him and his crew. This gear would be essential in keeping county residents and tourists safe for years to come.

**Total Cost for Swift Water Rescue Gear \$23,800.00**

Rescuer PFD's, throw bags & equip	\$4,800.00
Dry suits, helmets, boots, rope	\$19,000.00
<b>Swift Water Rescue Gear</b>	<b>\$23,800.00</b>

### **Skid Steer Tractor**

El Dorado County Fire District is responsible for emergency responses to 51 miles of Highway 50 and 24 miles of Highway 49, along with hundreds of miles of local roads. Unfortunately, with the increase in traffic, we see an increase in vehicle accidents. Many of these accidents occur at “highway speed” on very unforgiving roadways, usually requiring firefighters to utilize the “Jaws of Life” to extricate patients from their vehicles. A critical component to any successful extrication is ensuring vehicle stabilization and understanding load shifting principles.

Our Training Division hosts several auto extrication training courses for our crews annually. Individual fire companies also participate in auto extrication training routinely to keep their knowledge, skills and abilities (KSA’s) at a high level to serve our citizens. This is often coordinated through the generosity of vehicle donations by local tow companies and tow yards, who recognize the necessity of keeping their firefighters trained in this area. One of the challenges our crews face during these trainings is the inability to manipulate these cars into realistic settings, creating real life scenarios for vehicle stabilization and patient extrication. The addition of a skid steer tractor will allow for the positioning of training vehicles in realistic positions, challenging our crews to determine the safest and quickest operations for patient extrication. In addition to auto extrication, having a skid steer tractor would enhance a multitude of other training opportunities, allowing firefighters to move and relocate training props to further create variety and challenges during on-going trainings.

**Total Cost for Skid Steer Tractor: \$84,000.00**

### **Training Cadre Instructional Hours**

Our Training Division maintains several training cadres, who plan, coordinate, and provide multiple training courses to our firefighters and neighboring districts annually. Some of these training courses include our annual swift water rescue refresher classes, rope rescue and auto extrication. Our request would be to have a reserve of funded hours to cover the costs associated with these multi-company, multi-department training courses, covering the overtime costs for the training cadre. The training cadre would be five individuals, providing three specific multi-company training courses across three shifts. The specific training would consist of:

- Swift Water Rescue
- Low Angle Rope Rescue
- Auto Extrication



**Total Cost for Instructional Hours Not to Exceed \$21,750.00**

Swift Water Rescue Drills:	
5 instructors, 8 hours/day, 3 shifts	120
Low Angle Rope Rescue Drills:	
5 instructors, 8 hours/day, 3 shifts	120
Auto Extrication Drills:	
5 instructors, 8 hours/day, 3 shifts	120
Total Hours:	360
<b>Not To Exceed Cost:</b>	<b>\$21,750.00</b>

\*Typically, our training cadres consist of personnel across all ranks and pay scales, the “not to exceed” request reflects Fire Captain overtime in the amount of \$21,750.00.

**Vehicle Fire Blankets**

There are a large number of electric vehicles (EV) traveling through our County. extrication and fires for electric vehicles create another unique challenge to firefighters. While the data is still being collected and studied regarding the amount of water necessary to extinguish an EV fire. However, it is known that the amount of water needed is significantly more than a traditional vehicle fire. Current data regarding extinguishing an EV fire ranges from 5,000 to 28,000 gallons. One of the emerging products to assist firefighters in containing and extinguishing not only EV fires, but traditional car fires is the use of vehicle fire blankets. These re-usable blankets are designed to fully cover a passenger vehicle by smothering the fire and dramatically reducing the risk of the fire extending beyond the vehicle. These tools could significantly enhance our firefighter’s ability to quickly contain vehicle fires and reduce the risk of catastrophic wildfires.

**Total Cost for six (6) Bridgehill Car Fire Pro-X Blankets: \$21,480.00**

Bridgehill Car Fire Pro-X Blanket:	\$3,230.00
Estimated tax, shipping & handling	\$350.00
<b>6 Car Fire Blankets</b>	<b>\$21,480.00</b>



Thank you in advance for the opportunity to request these necessary items to ensure our firefighters are prepared and equipped to meet the diversity of challenges presented to them. Below is a summary and cost breakdown of the requested items for your consideration.

Cost Recovery	\$121,080.92
Rescue Equipment for Apparatus	\$278,096.00
Two Vehicles for Specialized Equip	\$190,000.00
Secure Storage Building	\$100,000.00
Tactical Water Tender	\$350,000.00
Swift Water Rescue Gear	\$23,800.00
Skid Steer Tractor	\$84,000.00
Training Cadre Instructor Hours	\$21,750.00
Vehicle Fire Blankets	\$21,480.00
<b>Total Request</b>	<b>\$1,190,206.92</b>

We appreciate the consideration and continued support for our firefighters!

Respectfully,



Tim Cordero  
Fire Chief  
El Dorado County Fire Protection District



## Diamond Springs - El Dorado Fire Protection District

501 Pleasant Valley Road, Diamond Springs, CA 95619

Office (530) 626-3190 ♦ Fax (530) 626-3188

[www.diamondfire.org](http://www.diamondfire.org)

March 28, 2023

Sue Hennike  
Chief Administrative Office  
330 Fair Lane  
Placerville, CA 95667

Dear Ms. Hennike,

Diamond Springs-El Dorado Fire Protection District is requesting funds from the Transient Occupancy Tax FY 2023-2024. Diamond Springs-El Dorado Fire Protection District operates Rescue 49 and responds to almost every rescue in the west slope of the county. This includes water rescues, confine space rescues, building collapse, remote area rescues and rope rescues. Currently, we need to respond our rescue, a pick-up truck to tow the boat, and another pick-up truck to tow the UTV.

We are asking for the funds to convert our 1 ton Dodge Ram truck into a water and remote area rescue unit. These are the calls we respond to most frequently. This would allow us to carry the needed equipment for these type of rescues without having to use three vehicles to do so. This would give us the ability to carry the necessary equipment for these rescue, including carrying the rescue boat and towing the rescue UTV.

As you know, our county has a lot of outdoor activities that bring tourists here from all over the world. These activities also bring risks that cause people to need assistance or rescued. We responded to 63 of these rescues in 2022. This vehicle conversion would streamline our ability to make these rescues.

The total cost of the conversion is \$35,591.

Thank you,

A handwritten signature in black ink, appearing to read "Matt Gallagher".

Matt Gallagher  
Fire Chief



**EL DORADO COUNTY**  
**DEPARTMENT OF TRANSPORTATION**  
**INTEROFFICE MEMORANDUM**

**PLACERVILLE OFFICES:**

**MAIN OFFICE :**

2850 Fairlane Court, Placerville, CA 95667  
(530) 621-5900 / (530) 626-0387 Fax

**CONSTRUCTION & MAINTENANCE :**

2441 Headington Road, Placerville, CA 95667  
(530) 642-4909 / (530) 642-0508 Fax

**LAKE TAHOE OFFICES:**

**ENGINEERING:**

924 B Emerald Bay Road, South Lake Tahoe, CA 96150  
(530) 573-7900 / (530) 541-7049 Fax

**MAINTENANCE:**

1121 Shakori Drive, South Lake Tahoe, CA 96150  
(530) 573-3180 / (530) 577-8402 Fax

Date: March 14, 2023  
To: Tiffany Schmid, Chief Administrative Officer  
From: Rafael Martinez, Director *RM*  
Subject: Transient Occupancy Tax Allocation – Pioneer Trail

The Department of Transportation respectfully requests consideration for \$1.3M in Transient Occupancy Tax to fund approximately 1.5 miles of roadway rehabilitation for Pioneer Trail utilizing a microgrind, followed by rubberized asphalt and roadway markings. Pioneer Trail is the second most utilized access road to South Lake Tahoe from the city of Meyers and is used by tourists and residents, with an Average Daily Traffic (ADT) count of 8,400. The last evaluation of Pioneer Trail's Pavement Condition Index (PCI) returned a value of 61, and Transportation is anticipating a drastic drop in PCI this year after the recent and continuing storms.

Board Policy B-16, Section II.13, states, "Transient Occupancy Tax revenue shall be directed toward the impact of tourism and economic development, with consideration for support of tourism and promotion activities within the County and for continued support for grant fund allocations to support Veteran programs within the County." Transportation believes this project would directly address the impacts of tourism on a heavily tourist-traveled county road.

For these reasons, Transportation respectfully requests your consideration for additional TOT funding for this important project. Please let me know if you would like any additional information.

# EL DORADO HILLS FIRE DEPARTMENT



## PROPOSAL FOR TRANSIENT OCCUPANCY TAX USE

March 24, 2023

# EL DORADO HILLS FIRE DEPARTMENT REQUEST FOR FIRE TRAINING CENTER PROPS

## Overview

El Dorado County is known for being a destination for many travelers who love to visit, stay, and play on our lakes, rivers, and trail systems. As these visitors play on our lakes, rivers, and trail systems, they encounter emergencies that place a strain on local fire and EMS resources. They pull off on the shores of our lakes at night and start campfires which creates a significant risk to the surrounding communities. Additional examples of tourism-related impacts on emergency services include visitors getting stranded in the middle of rapidly rising waters on the American River. They get lost on the trails near the waterways, crash their watercrafts, bikes, have medical emergencies in remote areas, and their boats catch fire. These types of emergency calls are often technical in nature and usually require several fire engines and ambulances to respond to resolve the emergency. Keeping emergency responders trained to mitigate these tourism related emergencies requires a designated facility for emergency responders to train in.

The El Dorado Hills Fire Department (EDHFD) has invested almost thirteen million dollars (\$13,000,000) of department funds to construct PHASE 1 of a Regional Fire and Public Safety Training Center (Training Center). This phase of the Training Center includes two large burn buildings designed to replicate homes in El Dorado County, an outdoor classroom, and all the underground utilities required to establish the Training Center.

The Training Center is designed to be used to train **emergency responders from across El Dorado County** including fire, law, EMS, and other emergency responders. All of these personnel require additional training as a result of the impacts of tourism in all of El Dorado County.

## Maps and Photos

The following pictures are of the current state of the Training Center. We anticipate completion of phase one by May 2023.









**FORMAL REQUEST FOR USE OF TOT FUNDS FROM THE EL DORADO HILLS FIRE DEPARTMENT**

The EDHFD seeks to use TOT tax allocation to fund the following training props (listed in priority order) needed to complete the next phase of the Training Center.

Priority	Item	Cost
1	Flashover Chamber	\$160,000
2	SCBA Air Compressor	\$90,000
3	Pump-Pod	\$125,000
4	SCBA Confidence Prop	\$75,000
5	Ventilation Prop	\$80,000
6	Vehicle Fire Training Prop	\$85,000
	<b>TOTAL</b>	<b>\$615,000</b>

## **Flashover Chamber**

Amount Requested: \$160,000

A Flashover chamber allows firefighters to gain first-hand experience of fighting live fires. The flashover chamber trains firefighters to recognize conditions that lead up to a deadly flashover event and learn techniques to delay this phenomenon - in a controlled, repeatable setting. Flashovers are a huge risk for all firefighters at structure fires.

### Examples of These Props





## **SCBA Air Compressor**

Amount Requested: \$90,000

A SCBA Air Compressor is used to refill firefighter air cylinders after training exercises. The training center has multiple live fire training props. During training on these props, firefighters will be using their air tanks. The SCBA Air Compressor will allow for refilling these tanks with air after training.

Examples of These Props





## **Pump-Pod**

Amount Requested: \$125,000

A pump-pod is designed to allow firefighters to train with thousands of gallons of water flowing through hose lines without wasting the water. The water is directed into a pump-pod that recirculates the water and eliminates waste.

Examples of These Props



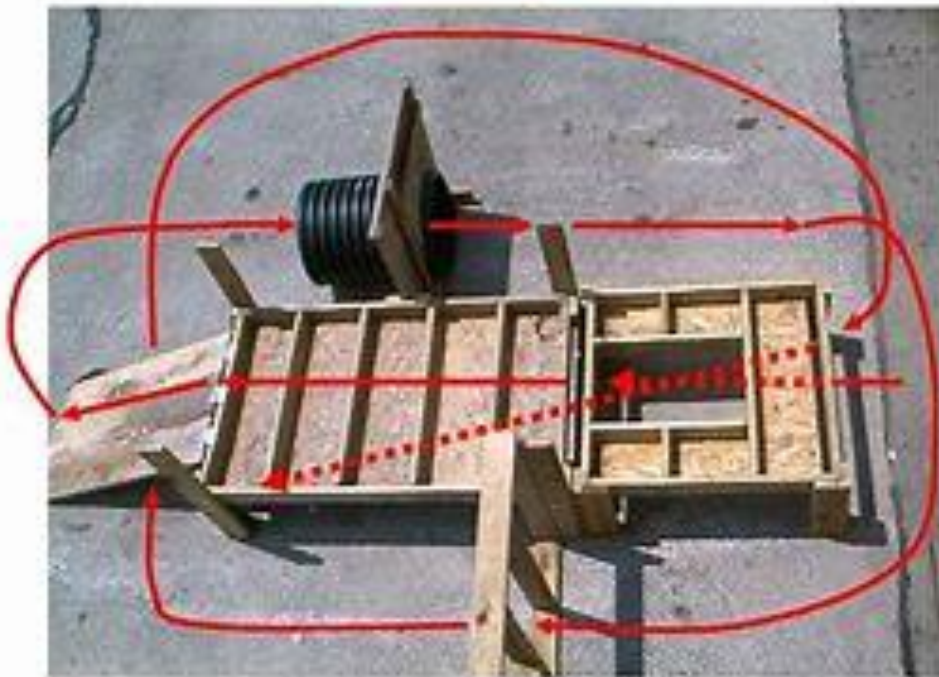


## **SCBA Confidence Prop**

Amount Requested: \$75,000

A SCBA confidence prop is a maze of wood, wire, multi-level floors, etc. designed to train firefighters to navigate through structures during a fire. When a structure burns, firefighters encounter a maze of furniture, wires, and other hazards. These props are critical to firefighter safety as they teach the techniques to allow for disentanglement from these hazards.

Examples of These Props





## **Vent Prop**

Amount Requested: \$80,000

A vent prop is designed to allow firefighters to train on roof ventilation of houses and commercial buildings that are on fire. Holes are cut into simulated wood roofs to train on the skills needed to remove superheated smoke and fire gases that are present at structure fires.

### Examples of These Props





## **Vehicle Fire Training Prop**

Amount Requested: \$85,000

Tourism increases vehicle traffic in our County. All fire departments respond to vehicle fires. These fires often extend into the surrounding vegetation and cause large wildland fires. Firefighters need to train to be proficient at quickly attacking a vehicle fire. A commercially available vehicle fire training prop as shown below would be of great benefit to help mitigate the impacts of tourism.

Examples of These Props









## **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**

March 21, 2023

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. There are 100,000+ visitors per day who travel along the Highway 50, State Route 89 corridor through the Basin. Thousands of these visitors are drawn to the Fallen Leaf Lake area attractions of the 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, which is a single lane road and at best is sometimes difficult to navigate.

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. 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 and traffic incidents have increased due to the increase in tourism. We now have more bike traffic than ever before.

During the Caldor Fire it becomes apparent that the large number of tourist creates several problems that impact our department. The safety of our community and visitors to our area is paramount for our department. During Caldor we had time to build toward the evacuation of residents and tourist. The smoke condition created by the Caldor Fire allowed us the opportunity to have most everyone out of our basin in a timely manner. But under and immediate emergency we understand the difficulty it would be to evacuate the Fallen Leaf

**Gary D. Gerren Fire Chief**

Basin under fire conditions. With the fact that road is one way in and out, this creates many issues that are related to this request. Apparatus and firefighter PPE (personal protective equipment) are absolute requirements for our department to provide the safest protection for the community and those that visit us daily.

**Harmful Economic Consequences:** Because the following three items are essential to the operations of the Fire Department and public safety, it is critical that they are fully funded using the TOT funds. The Fire Department does not have the ability to fund these requests. 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 attraction, but with these, come increased risk on Fallen Leaf Lake Road, Glen Alpine Road as well as in the basin.

**Request 1 The purchase of a Model 34 Type III apparatus at \$454,156.00. This purchase would be as add on purchase to the approved State of California CAL Fire approved bid. This purchase price is a total including State of California Sales Tax. Total request is \$454,156.00.**

**Information related to this request:** The Type III apparatus would respond throughout the district. With an increase of tourism in our area, and the constant threat of wildfire, we need apparatus designed for wildfire events that may initiate in our area that would impact tourism safety. This apparatus has the pump capacity and the ability to operate on wildfire incidents. This apparatus would allow the fire department to provide mutual aid to surrounding agencies.

This equipment is critical because of the narrow, one-lane road that is the access into Fallen Leaf Lake/Lily Lake/Desolation Wilderness. There are certain times during the day where the roads are impassable which makes it difficult for large Type 1 apparatus to respond. With the purchase of the model 34 Type 3; this will allow our department to have the ability to perform in wildfire conditions with larger pump capacity.

**Request 2 Purchase of 26 Complete Sets of Turnout Gear. This PPE is essential to the safe operation of the fire department and its firefighter while operating on any type of incident. The total cost including California State Sales Tax is \$144,998.00**

**Information related to this request:** The fire department current PPE is a mixed batch of gear that dates in some cases back 20 years and most PPE is at minimum 10 years old or older. The NFPA requirement states that protective elements manufactured and certified to NFPA 1971 for structural firefighting, which include garments, helmets, gloves, footwear, and hoods, must be taken out a service **once the item reaches 10 years from the manufacturing date placed on the product label.** It is so critical to replace this PPE for the safety of our firefighters and to be compliant with the requirements of NFPA.

**Request 3 Purchase of SCBA's, Spare Bottles, Facepieces and a RIT III for \$347,000 through the State of California CAL Fire approved bid. This purchase price would include State of California Sales Tax. Total Purchase price \$347,000.00**

**Gary D. Gerren Fire Chief**

**Information related to this request:** The Fallen Leaf Fire Departments SCBA's are out of service. All our current SCBA's are 2004 issue dates. All our air tanks are out of service and will not hydro test. They have all reached the limit of life expectancy. SCBA's are one component of our overall PPE which provide safety to the firefighter. With the added tourism and the potential for a response to an incident requiring full PPE we must replace our unsafe and out of date equipment.

**Total requested funds from TOT \$946,154.00**

Respectfully,

A handwritten signature in black ink, appearing to read "Gary D. Gerren", with a long horizontal flourish extending to the right.

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

**Gary D. Gerren Fire Chief**

# Garden Valley Fire Protection District



P.O. Box 408, 4860 Marshall Rd. • Garden Valley, CA 95633 • Phone: (530) 333-1240 • Fax: (530) 333-2023  
E-Mail: [wnorman@gardenvalley.org](mailto:wnorman@gardenvalley.org) Web: [www.gardenvalley.org](http://www.gardenvalley.org)

March 28, 2023

El Dorado County Board of Supervisors  
El Dorado County Chief Administrator's Office  
330 Fair Lane  
Placerville, CA 95667

El Dorado County Representatives:

This letter serves as a request from the Garden Valley Fire Protection District for Transient Occupancy Tax (TOT) funds to replace our aging vehicle accident extrication equipment.

As an independent special district the Garden Valley Fire Protection District has limited options when it comes to funding. Over the years, the District has demonstrated its fiscal responsibility by limiting paid staff, taking advantage of volunteer programs and has been a leader in the County for seeking collaborative alternatives such as consolidation and annexation with other fire districts. When regular funding sources were not available, the District sought out and successfully obtained other means of revenue, such as grants, strike team assignment funding and attempted a special assessment from the voters in 2019. Garden Valley was also the lead agency in developing the County's Vacation Home Rental (VHR) inspection program several years ago, that has proven a significant source of revenue for the County and participating agencies.

To address the direct impacts of tourism on the District, we are requesting funds to purchase new extrication equipment to support our staff on the frequent vehicle accidents within our jurisdiction. Within Garden Valley, tourist events include the 4<sup>th</sup> of July parade, summer car show, sporting events and other outdoor recreation. Garden Valley highways also provide tourists routes to neighboring areas for wine tasting, offroad vehicle events, camping, hiking, river recreation and winter recreation. Given the number of tourists traveling in Garden Valley, it has a direct impact on the vehicle accidents on our roadways. These vehicle accidents constitute a disproportionate amount of emergency responses compared to like-sized fire agencies in California. To further complicate the challenges of these vehicle accidents for our crews, modern cars have stronger passenger protection components making it difficult for our aging tools designed for extricating accident victims.

Unfortunately in 2015, the Garden Valley Fire Protection District was left out of a regional grant put together by local fire districts, making our extrication equipment one of the most outdated set of tools in the County. The District has been responsible in managing resources over the past few years, but after facing firefighter layoffs in 2020 and replacing equipment from the September 2019 burnover that nearly killed two of our staff and destroyed our newest fire engine, we have not been able to come up with the funds to replace our near obsolete extrication tools. And given that our staffing levels have decreased since our failed special assessment and consolidation attempts in 2019, modern extrication equipment is even more critical for our remaining staff to manage these life and death incidents.

With the outlined necessity and direct nexus to tourism, we are respectfully requesting assistance from the County to purchase a new set of tools using the collected TOT funds. With these funds we will be able to directly improve our services to the visitors that travel through our District. The requested funds total \$52,025.30.

Spreaders - \$14,282.00

Telescopic Ram - \$11,597.00

Cutter - \$13,841.00

Chain package - \$1,913.00

Batteries (6) - \$5,688.00

Battery Charger - \$628.00

Total after tax - \$52,025.30 (see attached invoice)

Thank you for your consideration and continued support of our community and its visitors.

Sincerely,



Wes Norman

Fire Chief

**Western Extrication Specialists, Inc.**

P.O. Box 1065  
Simi Valley, CA 93062  
+1 8056247475  
djackson@holmatro-westx.com  
www.holmatro-westx.com



**Western Extrication Specialists**

## Price Quote

**ADDRESS**

Garden Valley FPD  
4860 Marshall Rd  
Garden Valley, CA 95633

**SHIP TO**

Ryan Howard  
Garden Valley FPD  
4860 Marshall Rd  
Garden Valley, CA 95633

**PRICE QUOTE # 2409**

**DATE 03/29/2023**

**EXPIRATION DATE 06/30/2023**

**TECH/SALES REP.**

Tony Martinez

DATE	ARTICLE NUMBER	DESCRIPTION	QTY	RATE	AMOUNT
	159.000.064	PSP40 SPREADER	1	14,282.00	14,282.00T
	159.000.063	PCU50 CUTTER	1	13,841.00	13,841.00T
	159.000.207	PTR50 TELESCOPIC RAM	1	11,597.00	11,597.00T
	151.000.583	PBPA287 BATTERY	6	948.00	5,688.00T
	151.000.742	PBCH2 BATTERY CHARGER 120VAC	1	628.00	628.00T
	150.582.152	PULLING CHAIN SET 3/8"	1	423.00	423.00T
	150.182.274	PULLING ATTACHMENT SET SP5240/50	1	1,490.00	1,490.00T

This is an updated estimate that reflects the removal of the PCT50, TRE05 Extension Pipe and 2 chargers. I also reduced the battery count to 6 to give you 2 batteries per tool, which has proven to be more than sufficient for the number of tools you are requesting.

SUBTOTAL	47,949.00
TAX	3,476.30
SHIPPING	600.00
<b>TOTAL</b>	<b>\$52,025.30</b>

Accepted By

Accepted Date

Note: Western Extrication Specialists, Inc is not responsible for outside parties that may request payments via email scams. Any requests to change the normal payment means previously agreed upon should be scrutinized. If there is any suspicious activity involving such requests, please notify us by phone.

El Dorado County Board of Supervisors  
330 Fair Lane  
Placerville, CA 95667

March 31, 2023

Dear Members of the Board of Supervisors,

For the Transient Occupancy Tax (TOT) FY 2022-2023 the Diamond Springs Fire District, El Dorado County Fire District, El Dorado Hills Fire District and Georgetown Fire District worked together to submit for monies to upgrade each of our side x side utility vehicles that were awarded through an OES Homeland Security Grant. The Georgetown Fire Department requested a higher funding amount in order to winterize our side x side. We greatly appreciate what last year's grant allowed us to do. The winterizing upgrades, particularly, the Snow Trax, which allowed us to respond to numerous rescue calls in our fire district, as well as Garden Valley and Mosquito Fire Districts and the El Dorado National Forest, outside of any fire district. We successfully transported patients, in sitting positions, to a waiting ambulance, that was staged where roads had been plowed and were accessible.

This year the Georgetown Fire District is requesting additional funds to fully winterize our side x side, to enclose the rear of the unit, and allow for a patient to be transported lying down in a significantly more comfortable fashion. We are also requesting additional lighting and treads for the unit to continue facilitating winter rescues in remote areas.

The West Slope of El Dorado County is home to numerous tourist areas. These areas include outdoor recreation areas such as Loon Lake, and Stumpy Meadows, wineries, off-road vehicle areas, horse trails, hiking trails, rafting areas, etc. These areas attract thousands of visitors to El Dorado County and can often lead to remote emergency response, which are referred to as Remote Area/Medical Rescues.

The Department of Homeland Security, with El Dorado OES approval, awarded a grant for four (4) side x side utility vehicles to the fire districts in the county. These vehicles have dramatically improved the ability to respond to remote area rescues and medical calls in off-road areas.

Last year, fire and emergency medical services on the West Slope were dispatched to 31 Remote Area/Medical Rescues. These rescues are labor intensive and can take many hours to complete. The side x side units, and the extra equipment provided through last year's grant, dramatically improved the ability to reach victims faster and assist in removing them from remote areas in a safer manner than we were able to previously.

The Georgetown Fire District is requesting additional winterizing and safety equipment for their side x side to assist in events such as the recent "Snowmagedon 2/3" winter snowstorms which occurred in January – March of 2023.

The equipment requested is listed below:

<b>ITEM</b>	<b>COST</b>	<b># UNITS</b>	<b>TOTAL</b>
Rear cover/cap (enclosed)	\$10,000	1	\$10,000
Replacement Snow Treads	\$ 2,332	1	\$ 2,332
Striping/Lettering	\$2,300	1	\$ 2,400
Scene Lights (Flood)	\$ 1,250	2	\$ 2,500
<b>Total Request</b>			<b>\$17,232</b>

As the state continues to recover from the Covid restrictions, the number of tourists visiting the West Slope is dramatically increasing. Visitors and citizens of El Dorado County want to enjoy the recreational areas we have to offer. As these recreational areas have many different types of rugged terrain, ensuring the four agencies have the side-by-side vehicles available and located throughout the West Slope, the visitors and citizens will be better served.



Enclosed below are figures from California Department of Transportation (DOT). These figures indicate number of travelers on major roadways in our area in 2019:

		Peak Hourly	AADT	Peak MADT
Highway 49	Amador/El Dorado Line		2,050	2,100
Highway 49	Placer/Amador Line		8,900	
Highway 50	Sacramento/El Dorado Line		100,000	108,000
Highway 50	Placerville – Bedford Ave.	4,100	43,100	46,000
Highway 193	Highway 49 Junction		7,800	8,000
Highway 193	Black Oak Mine Rd.	250	2,000	2,100
Highway 193	Main St. Georgetown	450	3,500	3,900

\*(Peak Hourly – Peak Hourly Traffic) (AADT – Average Annual Daily Traffic) (Peak MADT – Month Average Daily Traffic)

The El Dorado County Office of Tourism was unable to provide the number of visitors to this area; but hopes to be able to in the future.

Due to the Georgetown Fire Districts unit being the only one that has been winterized properly, we are the only one that can respond during heavy snow situations through the West Slope of the County. Therefore, this grant will not only support the citizens and visitors to our agency’s area, but it will also support all of the agencies in the County through automatic and mutual aid response.

If you have any questions regarding this request, please do not hesitate to contact any of the Chief’s serving as signatories below.

Thank you for your time and consideration.



Glenn W. Brown  
 Fire Chief  
 Georgetown Fire

Georgetown Fire



<  Georgetown Fire  
7m · 🌐

...

Georgetown Fire personnel on Medic 61, Engine 361 and Utility 261 responded to a medical aid in Volcanoville this afternoon. With the unprecedented snowfall it was fortunate that we had the new Side by Side with snow tracks as that was the only vehicle that could make it directly to the scene. Patient was transported to Medic 61 who was waiting at Volcanoville Road and Wentworth Springs and then transported to the hospital.

Please know our response times may be delayed in this weather but we do all we can to get to anyone in need. Stay safe and warm.





**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 \$1,025,475.17 in TOT funding for FY 2022-2023. Of the total amount granted to LVFPD, \$730,000 was used to purchase a 4x4 Type I Fire Engine that is utilized year-round to access roadways during storms and high traffic. This was a change request from our original request to use the funds to purchase a Quint apparatus. Unfortunately, the fire stations in the District would need to be remodeled to house the Quint and this apparatus cannot be used during heavy snowfall, times of decreased access, or traffic congestion. The District also cannot staff the apparatus safely, thus the change request to the 4x4 Type 1 Engine. The additional \$296,825 in funding received from the County went to reimburse the District for personnel costs incurred responding to visitors in 2021.

We are pleased to present the following proposal and subsequent data to apply for Transient Occupancy Tax (TOT) funding for FY 2023-2024. 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 identified four (4) funding priorities for consideration by the Board of Supervisors. The District would like to impart on the Board of Supervisors the need to fund these priorities 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 45% between 2019 and 2022. Of the 1,457 calls for service in 2022, 387 of those calls, or approximately **27%** were to visitors in the District; and
- Costs for the District to respond to visitor specific emergency services, vehicle accidents and extended calls totaled \$661,410.02 in 2022. The 387 visitor calls, and the subsequent costs associated are a direct burden to District taxpayers; and
- As of February 2023, approximately **679** active Vacation Home Rentals (VHRs) permits were located within the District boundary with a total of 958 active permits Countywide. This equates to **71%** of active VHRs in the County located in the LVFPD area alone. This is an **increase of 17% from 2022** in the District while VHRs increased only 2% Countywide.

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. Though the County as enacted VHR buffering requirements, the number of VHRs in the District continue to increase towards the cap. No agency has accurately documented the total number of tourists traveling to the Basin. The impacts are so great that at the end of 2022, Lake Tahoe was listed on the Fodor's "No List" of natural attractions as one of the neediest places on earth for visitors to avoid in 2023. Citing a

pandemic influx of remote workers, second home buyers, traffic gridlock and packed beaches, the guide concluded "Lake Tahoe has a people problem."

Not only does funding our requests help meet apparatus and equipment needs, but it also frees up existing revenue for staffing increases that the District desperately needs. Currently LVFPD only operates with two firefighters on an engine per shift at each station (or a 2-0 staffing model). 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 fund our priorities so that we can redirect revenue towards adding firefighters to shifts. 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,

A handwritten signature in black ink, appearing to be 'CS' followed by a long horizontal stroke.

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

## 2023 Transient Occupancy Tax (TOT) Funding Request

Submitted to El Dorado County  
March 24, 2023



# Table of Contents

- Transient Occupancy Tax (TOT) Request Summary .....2**
- Tourism Impacts.....3**
  - South Shore Visitor Impacts .....3
  - Weather & Visitor Impacts .....3
  - District Visitor Impacts.....4
  - District Vacation Home Rental Impacts.....5
- Funding Priorities .....7**
  - Priority 1 – 2022 Direct Visitor Costs .....8
  - Priority 2 – Command Vehicles.....10
  - Priority 3 – New Infrastructure for Asset Preservation .....11
  - Priority 4 – Backup Power/Generators.....13
- Appendix A: AirDNA Data Area .....14**
- Appendix B: District Staffing Shortage Information .....16**

# 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 four (4) funding priorities 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.

Funding requests for the District are provided in Table 1 below. LVFPD hopes the Board of Supervisors will fund all priorities.

Table 1: Funding Priority Summary

Priority Number	Priority Type	Timeline	Total Amount Requested
1	2022 Direct Visitor Costs	One-time each FY	\$621,410.02
2	Command Vehicle Replacement	One-time	\$285,000.00
3	New Infrastructure for Asset Preservation	Option 1: New Metal Building Station No. 7	\$1,072,500.00
		Option 2: Expand Station No. 6	\$775,000.00
4	Back-up Power/Generators	One-time	\$135,000.00





# 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>
- 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>2</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>3</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>4</sup> Extreme traffic congestion resulting in hours long delays is not uncommon in the winter or summer peaks.
- At the end of 2022, Lake Tahoe was listed on the Fodor's "No List" of natural attractions as one of the neediest places on earth for visitors to avoid in 2023. Citing a pandemic influx of remote workers, second home buyers, traffic gridlock and packed beaches, the guide concluded "Lake Tahoe has a people problem."<sup>5,6</sup>

## **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

---

<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> 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>3</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>4</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>.

<sup>5</sup> Fodor's Travel. Fodor's No List 2023. <https://www.fodors.com/news/news/fodors-no-list-2023>.

<sup>6</sup> Anguiano, D. 12 February 2023. "'Lake Tahoe has a people problem:' how a resort town became unlivable." The Guardian. [https://www.theguardian.com/us-news/2023/feb/12/lake-tahoe-resort-housing-crisis?CMP=oth\\_b-aplnews\\_d-1](https://www.theguardian.com/us-news/2023/feb/12/lake-tahoe-resort-housing-crisis?CMP=oth_b-aplnews_d-1).



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 2022 and into early 2023 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 12,660 permanent residents within the District<sup>9</sup> as of the 2021 Census, a decrease of 0.9% from 2020. 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> Of the 1,457 calls for service in 2022, 387 of those calls, or approximately **27%** were to visitors in the District. Just over one quarter of all calls for LVFPD were to just visitors in 2022.
- 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 Beach, Camp Richardson, and Emerald Bay. These areas are premier destinations for visitors in

---

<sup>7</sup> LVFPD Staff, personal communication, February 2023.

<sup>8</sup> Ibid.

<sup>9</sup> U.S. Census Bureau, 2021 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 2023.



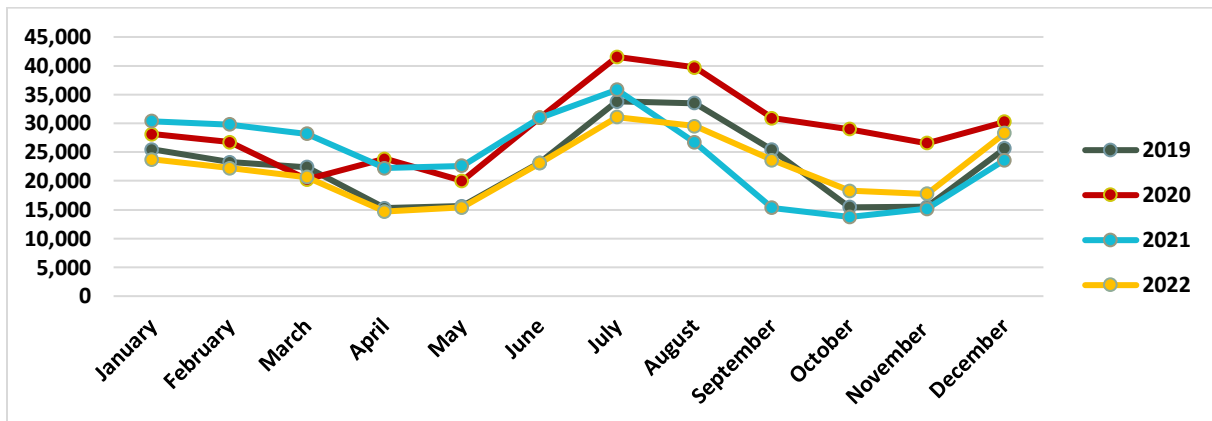
South Lake Tahoe. The District also serves two major ski areas: Sierra-at-Tahoe and Heavenly Ski Resort.

- The District responded to 387 calls from visitors in 2022, an increase of 115% from 2021 (180 calls). Costs for the District to respond to visitor specific emergency services, vehicle accidents and extended calls totaled \$661,410.02 in 2022. The 387 visitor calls, and the subsequent costs associated are a direct burden to District taxpayers.<sup>11</sup>

## District Vacation Home Rental Impacts

- As of March 6, 2023, approximately **679** active Vacation Home Rentals (VHRs) permits were located within the District boundary with a total of 958 active permits Countywide.<sup>12</sup> This equates to **71%** of active VHRs in the County located in the LVFPD area alone. This is an **increase of 17%** of VHRs in the District from 2022 while the County total only went up 2% between 2022 and 2023. In addition, there are 3 pending VHR permits within LVFPD’s boundary.
- Occupancy rates for vacation home rentals in the South Shore have increased substantially since the start of the COVID-19 Pandemic according to AirDNA<sup>13</sup>. Total nights booked for all VHRs in the South Shore area increased by 27% from 2019 to 2020 and by another 7% in 2021 as seen in Figure 2. Last year saw a return to pre-pandemic levels of nights booked through the first half of the year, with an uptick higher than 2021 from August through December to almost 2020 levels of total nights in December of 2022.<sup>14</sup>

Figure 2: Total Nights Booked (2019-2022)



<sup>11</sup> LVFPD Staff, personal communication, February 2023.

<sup>12</sup> El Dorado County VHR Staff, personal communication, March 2023.

<sup>13</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>14</sup> Ibid.



- There are approximately 6,361 developed single-family residential properties in the District.<sup>15</sup> VHRs make up 11% of all single-family homes, and they accounted for roughly a third of all visitor calls for 2022.<sup>16</sup>
- The District conducted 45% less VHR inspections in 2022 than the previous year (441 inspections in 2021 and 244 inspections in 2022). VHRs are inspected by LVFPD staff when new licenses are approved and bi-annually for existing licenses.<sup>17</sup> The decrease in inspections is due to permit processing delays at the County. The District added 97 more vacation home rentals between 2022 and 2023.<sup>18</sup>

---

<sup>15</sup> El Dorado County Staff, personal communication, March 2023.

<sup>16</sup> Ibid.

<sup>17</sup> Lake Valley FPD staff, personal communication, February 2023.

<sup>18</sup> El Dorado County VHR Staff, personal communication, March 2023.



## Funding Priorities

In order to equip the District to better address tourism impacts as described above, LVFPD proposes the following four (4) funding priorities using TOT revenue: Priority 1 – 2022 Direct Visitor Costs, Priority 2 – Command Vehicles, Priority 3 – New Infrastructure for Asset Preservation, and Priority 4 – Back up Power/Generators.

Each priority includes a short description, summary statement, and a funding breakdown provided on the following pages. The table provided below shows summary information for the four priorities. LVFPD hopes the Board of Supervisors will fund all priorities.

Priority Number	Priority Type	Timeline	Total Amount Requested
1	2022 Direct Visitor Costs	One-time each FY	\$621,410.02
2	Command Vehicle Replacement	One-time	\$285,000.00
3	New Infrastructure for Asset Preservation	<b>Option 1:</b> New Metal Building at Station No. 7	\$1,072,500.00
		<b>Option 2:</b> Expand Station No. 6	\$775,000.00
4	Back-up Power/Generators	One-time	\$135,000.00



## Priority 1 – 2022 Direct Visitor Costs

In 2022, the District identified 387 calls where personnel responded to visitors in need of emergency medical or fire protection services. These calls totaled \$661,410.02 with the cost burden placed directly on District taxpayers. 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. This places an unnecessary burden on District taxpayers who provide the main source of revenue for the District. The highest amount the District has been able to recoup from the collection agency is \$40,000. Therefore, the District is requesting the cost burden minus the maximum reimbursement the District has received in the past for a total of \$621,410.02.

The total number of calls for 2022 is much greater than subsequent requests due to more accurate data collection implemented by the District last year. This has allowed the District to more accurately track instances in which the District responded to visitors as opposed to residence than in past years and has allowed the District to truly capture all visitor calls. The funding breakdown 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 2022 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

Priority 1 would be one-time TOT funding of \$621,410.02 to cover costs associated with visitor specific calls in 2022.

Call Type	Equipment/ Staff	Number of hours	Number of Visitor Calls in 2022	Total Costs
Emergency Medical	Single Engine/Single Medic	2 hours	201	\$128,697.36
Vehicle Accident	2 Engines and Chief Officer	2.5 hours	112	\$245,902.04
Extended Call	3 Engines and Chief Officer	4 hours	74	\$286,810.62
<b>Total Costs</b>				<b>\$661,410.02</b>
Max Reimbursement from 3 <sup>rd</sup> party Collection Agency				(\$40,000.00)
<b>Total Requested</b>				<b>\$621,410.02</b>

### Funding Breakdown

One EMS Call – Single Engine / Single Medic (2 hours total)		
Engine Company	Hourly Rate	Total (2 hr)
Captain	\$50.27	\$100.54
Engineer	\$45.65	\$91.30
Firefighter/Paramedic	\$42.78	\$85.56
Total Personnel Cost:		<b>\$277.40</b>
Engine Hourly Rate	\$140.00	<b>\$280.00</b>
Personnel & Equip		\$557.40



<b>One EMS Call – Single Engine / Single Medic (2 hours total)</b>		
Admin Rate	14.87%	\$82.89
Total Reimbursement:		<b>\$640.29</b>
<b>201 Visitor Calls x Total Reimbursement</b>		<b>\$128,697.36</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 hr)</b>
Captain	\$50.27	\$125.68
Engineer	\$45.65	\$114.13
Firefighter/Paramedic	\$42.78	\$106.95
Personnel cost per eng.		\$346.75
2 Engines companies		<b>\$693.50</b>
	<b>Hourly Rate</b>	<b>Total (2.5 hrs)</b>
Chief Officer	\$64.35	<b>\$160.88</b>
Engine Hourly Rate	\$140.00	<b>\$350.00</b>
2 Engines @ 2.5 hours		<b>\$700.00</b>
Personnel & Equip		\$1,904.38
Admin Rate	15.29%	\$291.18
Total Reimbursement:		<b>\$2,195.55</b>
<b>112 Visitor Calls x Total Reimbursement</b>		<b>\$245,902.04</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
Firefighter/Paramedic	\$42.78	\$171.12
Personnel cost per eng.		\$554.80
3 Engine Companies		<b>\$1,664.40</b>
	<b>Hourly Rate</b>	<b>Total (4 hrs)</b>
Chief Officer	\$64.35	<b>\$257.40</b>
Engine Hourly Rate	\$120.00	\$480.00
3 Engines @ 4 hours		<b>\$1,440.00</b>
Personnel & Equip		\$3,361.80
Admin Rate	15.29%	\$514.02
Total Reimbursement:		<b>\$3,875.82</b>
<b>74 Visitor Calls x Total Reimbursement</b>		<b>\$286,810.62</b>



## Priority 2 – Command Vehicles

The District is requesting funding to replace three existing vehicles not able to be used by battalion chiefs with three command/prevention vehicles that can be used by battalion chiefs. The existing vehicles in use by the District are 14-19 years old and do not meet the current needs of the District.

During heavy impacts of visitors causing traffic and delays, it is difficult for engines to navigate through the District in a timely fashion. Additionally, during heavy snow fall, tree fall impacts to power and access can make traversing difficult to impassable. Smaller equipment is more successful in maneuvering around traffic and hazards to get to emergencies faster.

The District endured 200-300 calls per day during the winter storms of 2022/2023. Access for emergency vehicles was compounded by closures on major highways and visitors essentially parking on the highway, waiting for the roads to re-open for hours. Adding more command/prevention vehicles to the fleet will allow the District to spread out staging areas, mitigating the distances engines would need to travel during emergencies with the command vehicles available to quickly navigate to priority calls through visitor traffic. These vehicles would also allow the District to leave the engines available for higher priority emergencies.

### Summary

Priority 2 would fund the purchase of three (3) new command/prevention vehicles. The District has budgeted for replacement of these vehicles, however meeting this funding request would allow the District to reallocate funding for badly needed staffing as described in Appendix B.

### Funding Breakdown

Command/Prevention Vehicles	
Estimated Cost for one (1) vehicle	\$95,000.00
<b>Total for three (3) vehicles:</b>	<b>\$285,000.00</b>





## Priority 3 – New Infrastructure for Asset Preservation

For the last two TOT funding requests, the District has asked for funding to purchase apparatus and equipment. The El Dorado County Board of Supervisors has generously funded some of those equipment purchases for LVFPD. The District would ask for another piece of equipment for FY 2023/2024, however due to the increased sizes of apparatus over the years, existing District stations are no longer able to accommodate 4 pieces of equipment in a station. Currently two pieces of apparatus live outside year-round. This causes significant wear and tear, as the apparatus are continually exposed to the variability of weather in the Tahoe region.

The District continues to explore alternative funding and partnerships with neighboring agencies. LVFPD is exploring development of a new fire station in the Black Bart and Al Tahoe residential areas. The South Tahoe Public Utility District (STPUD) has offered land to build a joint facility with LVFPD and the City of South Lake Tahoe Fire Rescue at Al Tahoe Blvd. LVFPD has been researching grants and talking to lobbyists for state funding. Both LVFPD and the City are looking at identifying one project that would benefit the entire south shore community, as both agencies are in need of new infrastructure for Station No. 2 in the City and Station No. 6 in LVFPD. Station No. 6 was built in 1976 and the City's Station No. 2 was built in 1960.



### Summary

Priority 3 presents two options for the Board to consider. The difference in cost between the two funding options is \$297,500. The District hopes the Board will consider funding Option 1 to provide a more permanent solution as opposed to the stopgap measure proposed under Option 2.

- **Option 1:** This option would fund the development of a pre-fabricated metal building to be placed on land owned by the District at Station No. 7 in Meyers. This new metal building would accomplish more than a re-configuring of Station No. 6 (Option 2) as it would allow for storage of 3-4 apparatus and allow for an area for District staff to perform apparatus maintenance. As it



currently stands, District staff must move apparatus out of the Station to perform maintenance. This new building would provide more flexibility for the District and be utilized over the long-term.

- **Option 2:** This option involves expanding the garage space of Station No. 6 at Golden Bear to allow the station to fit four engines. As of now, the station can only fit two. This would be a stopgap measure until the District is able to capture enough funding through grants, loans, and available funds through the State to build a new Station No. 6. The District anticipates funding for a new station and station development would be 5-10 years in the future.

## Funding Breakdown

Two Options	
<b>Option 1:</b> Station No. 7 New Metal Building	<b>\$1,072,500.00</b>
<b>Option 2:</b> Station No. 6 Garage Expansion	<b>\$775,000.00</b>



## Priority 4 – Backup Power/Generators

The District has identified generators for Station No.'s 6 and 7 are past their useful lives and in need of replacement. Both generators were purchased in 1997 and have served the needs of the District for 25 years. Due to the expectation of more frequent Public Safety Power Shutoffs (PSPS) and power outages occurring more frequently during intense winter storms, the District cannot depend on the existing generators to run continually for multiple days.

Visitors as well as residents depend on the District to be self-sufficient and continue to operate even during power outages. Without power, the District cannot function effectively or efficiently.

### Summary

The District requests that the Board consider allocating \$135,000 in TOT revenue to cover the purchase of two new generators for Station No. 6 and Station No. 7. The District has budgeted for replacement of these generators, however meeting this funding request would allow the District to reallocate funding for badly needed staffing as described in Appendix B.

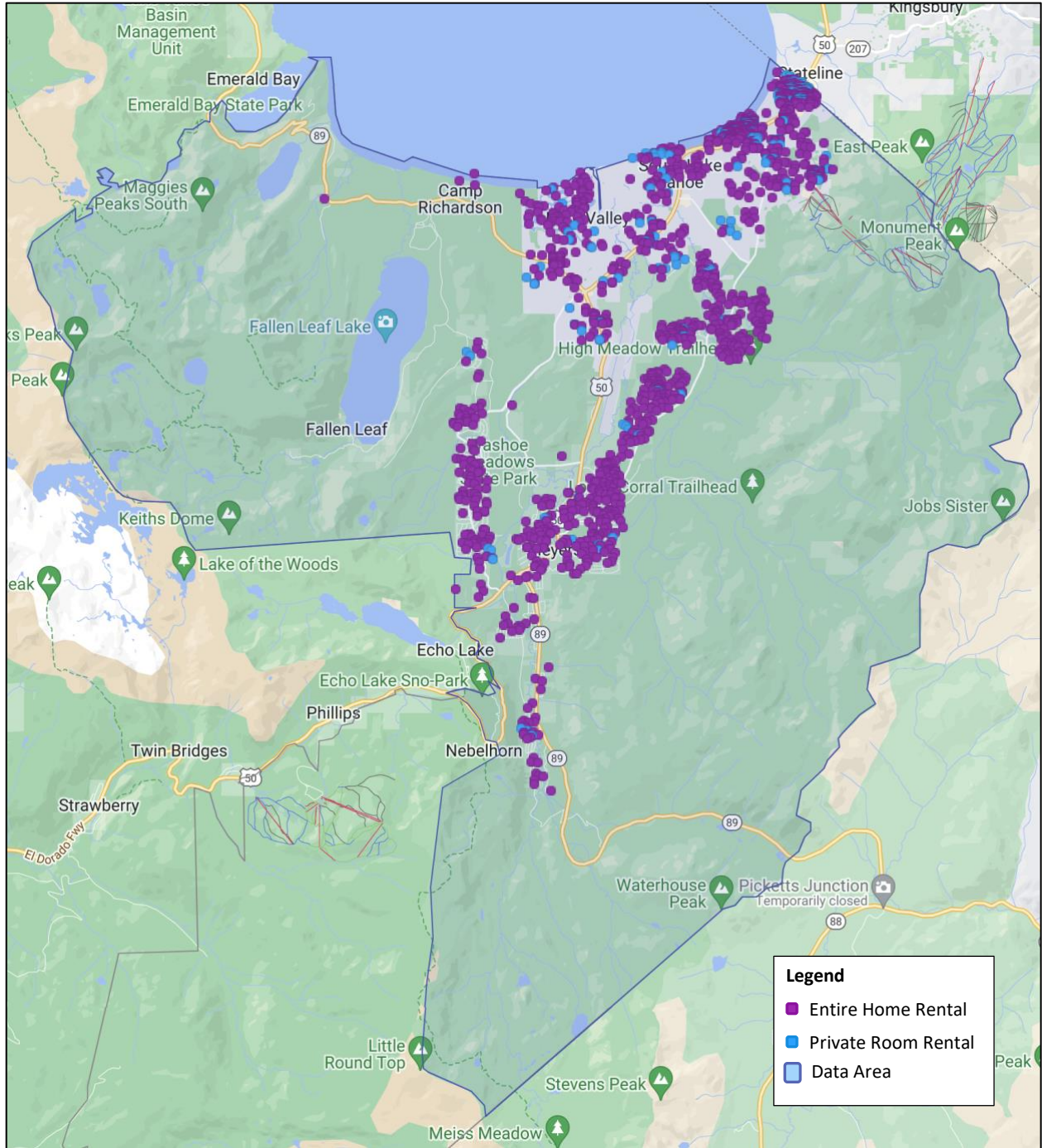
### Funding Breakdown

Backup Power/Generators	
Station No. 6	\$35,000.00
Station No. 7	\$100,000.00
<b>Total:</b>	<b>\$135,000.00</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 all stations.<sup>19</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>20</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>21</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>22</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

---

<sup>19</sup> LVFPD staff, personal communication, February 2023

<sup>20</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>21</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>22</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/VolumeI+-+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>23,24,25</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>26</sup>

---

<sup>23</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>24</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>25</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>26</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>





**From:** Daniels, Melissa <[mdaniels@ntfire.net](mailto:mdaniels@ntfire.net)>  
**Sent:** Monday, April 10, 2023 2:36:34 PM  
**To:** Sue Hennike <[sue.hennike@edcgov.us](mailto:sue.hennike@edcgov.us)>  
**Cc:** Leighton, Steve <[leighton@ntfire.net](mailto:leighton@ntfire.net)>; armstrong <[armstrong@ntfire.net](mailto:armstrong@ntfire.net)>  
**Subject:** Request For Funding: TOT Addendum

Dear Sue,

Thank you for your time last week in discussing our TOT request. We are submitting this email to serve as the amendment vehicle per your guidance. We would like to modify our request by using the staff, equipment and administrative rates as approved by CalOES. This adjustment to our baseline is to maintain consistency with the other El Dorado agencies seeking funding to offset the impacts of tourism.

We appreciate the opportunity to discuss this with you, and the board's consideration of our application.

Thank you,

**Melissa Daniels**  
**Administrative Assistant II**  
**North Tahoe Fire Protection District**  
222 Fairway Dr.  
P.O. Box 5879  
Tahoe City, CA 96145  
Office: 530-584-2303  
Fax: 530-583-6909  
[mdaniels@ntfire.net](mailto:mdaniels@ntfire.net)

[ntfire.net](http://ntfire.net) | [Like us on Facebook](#)



**HAZARD/EMS CALL 1 CHFO / 1 ENG / 1 AMB**

<b>Engine Company</b>	<b>Hourly Rate</b>	<b>Total (2 hr)</b>
Captain	\$ 48.43	\$ 96.86
Engineer	\$ 39.45	\$ 78.90
Firefighter PM	\$ 35.18	\$ 70.36
<b>Total Personnel Cost:</b>		\$ 246.12
Chief Fire Officer	\$ 59.73	\$ 119.46
Engine Hourly Rate:	\$ 141.96	\$ 283.92
<b>Total Personnel and Equipment:</b>		\$ <b>649.50</b>
OES Admin Rate	19.578%	\$ 127.16
<b>Total Reimbursement:</b>		\$ <b>776.66</b>
2022 Total Calls	248	\$ <b>192,611.46</b>
Visitor 90% of calls		\$ <b>173,350.31</b>

**MOTOR VEHICLE ACCIDENT 1 CHFO / 2 ENG / 1 AMB**

<b>Engine Company</b>	<b>Hourly Rate</b>	<b>Total (2.5 hr)</b>
Captain	\$ 48.43	\$ 121.08
Engineer	\$ 39.45	\$ 98.63
Firefighter PM	\$ 35.18	\$ 87.95
<b>Total Personnel Cost Per Engine:</b>		\$ 307.65
2 Engine Companies		\$ 615.30
Chief Fire Officer	\$ 59.73	\$ 149.33
Engine Hourly Rate:	\$ 141.96	\$ 709.80
<b>Total Personnel and Equipment:</b>		\$ <b>1,782.08</b>
OES Admin Rate	19.578%	\$ 348.89
<b>Total Reimbursement:</b>		\$ <b>2,130.97</b>
2022 Total Calls	10	\$ <b>21,309.70</b>
Visitor 90% of calls		\$ <b>19,178.73</b>

**EXTENDED CALL 1 CHFO / 3 ENG**

<b>Engine Company</b>	<b>Hourly Rate</b>	<b>Total (4 hr)</b>
Captain	\$ 48.43	\$ 193.72
Engineer	\$ 39.45	\$ 157.80
Firefighter PM	\$ 35.18	\$ 140.72
<b>Total Personnel Cost Per Engine:</b>		\$ 492.24
3 Engine Companies		\$ 1,476.72
Chief Fire Officer	\$ 59.73	\$ 238.92
Engine Hourly Rate:	\$ 141.96	\$ 1,703.52
<b>Total Personnel and Equipment:</b>		\$ <b>3,911.40</b>
OES Admin Rate	19.578%	\$ 765.77
<b>Total Reimbursement:</b>		\$ <b>4,677.17</b>
2022 Total Calls	17	\$ <b>79,511.96</b>
Visitor 90% of calls		\$ <b>71,560.76</b>

<b>2022 TOTAL VISITOR COSTS:</b>	\$ <b>264,089.80</b>
----------------------------------	----------------------



## North Tahoe and Meeks Bay Fire Protection Districts



*Steve Leighton – Fire Chief*

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

March 28, 2023

Dear County Staff and Supervisors,

North Tahoe Fire, on behalf of Meeks Bay Fire (with whom we are operationally consolidated), is presenting the following Request for Funding in response to El Dorado County's invitation, dated March 9, 2023. We appreciate the Board of Supervisors' solicitation of funding requests from fire districts in order to address tourism impacts.

North Tahoe Fire Protection District (NTFPD) is an all-risk service provider that protects various unincorporated communities within two counties on the north and west shores of Lake Tahoe, and since 2014 has been operationally consolidated with the Meeks Bay Fire Protection District (MBFPD) in El Dorado County via contract-for-service. As such, NTFPD 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 where, as the closest agency, NTFPD provides primary response via mutual aid to Lake Valley Fire.

NTFPD 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. The 2021 season was our busiest on record and 2022 was a close second. Our statistics show we responded to an overall increase of 29% over the past five years, with no financial offsets to meet this additional demand. As visitation continues to grow along with an increase in call volume, it is essential that NTFPD be properly equipped and staffed to keep firefighters and patients safe, while protecting the public.

We appreciate this opportunity and hope the information submitted articulates the impacts we face.

Respectfully,

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

Steve Leighton, Fire Chief

North Tahoe Fire/Meeks Bay Fire Protection Districts

## 2023 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. NTFPD 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 where, as the closest agency, North Tahoe Fire provides primary response via mutual aid for Lake Valley Fire's service area. In the winter months, NTFPD is the only response agency for these El Dorado County communities on the west shore of Lake Tahoe due to the snow gate blocking all west shore access from the south shore at Cascade Lake.

Lake Tahoe is the most visited national forest in the state of California. At one-third the size of Yosemite, Lake Tahoe regularly saw 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. With the onset of the pandemic, the number of visitors skyrocketed. The new level of visitation has remained constant, and local agencies continue to struggle to manage these impacts. NTFPD is responsible to respond to the increase in calls for service, including medical calls and back country rescue, which are a result of increased use of parks, trails, beaches, and ski resorts. NTFPD has experienced an overall increase of 29% in calls for service over the past five years, with a current average increase of 14% annually. Proximity to Homewood Ski Resort, Palisades Alpine and Palisades Tahoe (Olympic Valley) and the traffic the resorts draw, results in extended transport times to and from Tahoe Forest Hospital in Truckee, the nearest hospital to Meeks Bay Fire's service area on the west shore, or Renown in Reno, NV, which is the nearest level-two trauma center to Meeks Bay. Rarely does NTFPD transport patients to Barton Hospital in South Lake due to the distance, the inability to access it due to the snow gates, and the traffic congestion around Emerald Bay.

SR-89, a 17.5 mile two-lane mountain roadway, is the only artery in and out of the Meeks Bay Fire service area and the only road to Emerald Bay, one of California's 36 National Natural Landmark sites and one of Lake Tahoe's most popular and most photographed locations. NTFPD 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, and that congestion of traffic impacts our ability to reach patients in an efficient timeframe. While Emerald Bay is located in Lake Valley Fire's boundary, North Tahoe Fire provides primary response via mutual aid as the closest agency year-round.

---

<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>

The El Dorado communities that NTFPD personnel protect and provide ambulance transport for consists of over 2,300 (2,180 taxed) parcels with an assessed valuation of more than \$1.4 billion dollars.<sup>3</sup> The MBFPD service area has only 646 fulltime residents/registered voters and few commercial businesses, yet it hosts over 25% of the permitted Vacation Home Rental inventory (143) in all of El Dorado County due to its proximity to the iconic features located in the MBFPD response zone on the west shore. These sites include Homewood Ski Resort (just blocks from the county line), Meeks Bay, Sugar Pine Point State Park, Ehrman Mansion, McKinney-Rubicon Trailhead, Rubicon Bay, D.L. 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. All of 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 Meeks Bay Fire service area.

The MBFPD service area covers 14 square miles (mostly linear) along Tahoe's west shoreline, including extensive state park lands (841 acres) and federal/forest service lands (1,244 acres) and beaches receiving extensive visitation and calls for service year-round. NTFPD'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. The influx of lodging guests and day-use visitors on weekends/holidays surge to approximately 75,000 (fulltime resident/registered voters- to-visitor ratio of 1:15 for MBFPD area, Census Bureau Data 2021 (5-year data) lists 909 residents, still less than 10% the El Dorado/west shore population) during peak season requires NTFPD to upstaff over 26 weekends and 8 holidays annually to meet the volume of calls, especially given the complexity/duration of calls like backcountry rescues. An analysis performed by Stantec using cell phone data purchased from Air Sage for three months in 2014 (Feb., July, and Aug.) arrived at a statistic of visitors entering the Tahoe Basin 24.4 million times. This number is at an 80 percent confidence level, meaning it can range from 19.5–29 million in any given year. The data also showed that winter and summer day use accounted for 42 to 43 percent of that figure, the balance of those entering staying at least one night.

In addition to the general surge in visitation, NTFPD sees direct impacts to the Meeks Bay Fire service area due to organized events to include the Reno-Tahoe Odyssey Relay Race held on June 3, 2022, with legs 13-15 of the 178-mile race held within in the service area. America's Most Beautiful Bike Ride was held on June 5<sup>th</sup>, 2022, Concourse d'Elegance was held on August 12-13, 2022, and the Lake Tahoe Triathlon was held August 27-28, 2022. NTFPD provides a dedicated ambulance for each of these organized events, however there are no offsets for the additional impacts resulting from organized events, which increase visitation even more so than the rest of peak season, and because the ambulance is dedicated to each event, the other stations in the district must provide coverage to respond to calls for service surrounding the event.

---

<sup>3</sup> County of El Dorado Auditor Certified Values by Tax Base, Tax Year 2022: [www.edcgov.us/Government/Auditor-Controller/proptaxreports/Documents/EqualizedAVsummary2022-23.pdf](http://www.edcgov.us/Government/Auditor-Controller/proptaxreports/Documents/EqualizedAVsummary2022-23.pdf)

## Tourism Occupancy Tax Funding Request

### MBFPD Funding Priorities:

Project	Amount
<b>Visitor Calls for Service 2022 Impacts</b>	<b>\$344,273.23</b>
<b>Total</b>	<b>\$344,273.23</b>

#### Meeks Bay Fire Staffing via NTFPD (\$344,273.23)

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 North Tahoe Fire safety staff per the *Operating Agreement for Providing Safety Personnel and Employee Association Unification*, and as such has no active employees. On behalf of MBFPD, North Tahoe Fire requests this funding assistance to reimburse NTFPD for services provided as a result of tourism and visitation.

*El Dorado County's Strategic Plan*<sup>4</sup> 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.

Station 67 in Meeks Bay, staffed with NTFPD personnel, responded to 238 calls for service in 2022. 51 of these calls resulted in patient transport to a hospital (primarily in either Truckee or Reno; incidents for calls to repeat addresses indicate a potentially elderly or disabled resident and have been removed from these statistics). The 21/22 billable cost for an ambulance transport as approved by the California Department of Health Care Services Ground Emergency Medical Transportation is \$6,272.48 per transport. We calculated transports at 90% in alignment with the resident-to-visitor ratio of the population in El Dorado County on the west shore. This includes CDHC-approved costs for staffing, equipment, supplies, etc. necessary for ALS patient care. Sierra-Sacramento Valley (SSV) EMS Agency is the Emergency Medical Services Authority for NTFPD; transports are verified per SSV reporting.

Visitor Calls for Service	Amount
MBFPD Ambulance Transport (90% visitation)	\$287,906.83
Admin Rate 19.578%	\$56,366.40
<b>34 Weekends of One Additional Firefighter</b>	<b>\$344,273.23</b>

*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.

<sup>4</sup> El Dorado County Strategic Plan: <https://www.edcgov.us/Government/CAO/StrategicPlan>

## Tourism Impacts<sup>5</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>5</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>6</sup>



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

<sup>6</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  
 nltfpd.net



**Tahoe Douglas Fire**  
 (775)588-3591  
 tahodefire.org



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



**Fallen Leaf Fire**



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



**South Lake Tahoe Fire**



## Pioneer Fire Protection District Fire Prevention Division

7061 Mt. Aukum Rd. Somerset, CA P.O. Box 128  
Office: (530) 620-4444 Website: <http://pioneerfire.org>

**Date:** March 24, 2023

**To:** El Dorado County Board of Supervisors  
330 Fair Lane Placerville, Ca 95667

Sue Hennike, Deputy Chief Administrative Officer  
330 Fair Lane Placerville, CA 95667

**From:** Pioneer Fire Protection District

**Dear Members of the Board of Supervisors, and DCAO Hennike,**

**The Pioneer Fire Protection District is presenting a proposal for using the Transient Occupancy Tax (TOT) for FY 2023-2024.**

### **Background**

The Pioneer Fire Protection District (PFPD) encompasses 289 square miles of the southern region of El Dorado County, with a regular district population of Approximately 7,800 persons. RFPD provides a basic life support engine company with several volunteer-staffed patrols and utility vehicles (Ismith, 2019 - Pioneer Fire Protection District, 2023).

Pioneer's southern location allows us to cover the areas within our District and provide mutual aid response to the El Dorado County Fire District, the USDA Forest Service, CalFire DPA, and our neighbors in the Fiddletown area in Amador County. These areas are very mountainous, with numerous steep canyons and valleys (*Get Maps*, 2023). The topography of the District and the communications challenges that this presents, coupled with the remoteness of many of the calls in our District, make reliable communications an absolute must and concurrently difficult.

Throughout the spring and summer, weekly, PFPD has hundreds of mountain bike enthusiasts and off road-motorcyclists that travel through the District. PFPD contains the main travel route for all camping and water recreation in the Happy Valley, Somerset, Bucks Bar, and Fiddletown areas and the traffic related to the equine and walking trails in the Leoni Meadows Area. The multiple area wineries and Vacation Home Rentals within our boundaries increase road traffic year-round. In the fall and winter, frequent off-road activities include snow machines, other all-terrain vehicles, snowshoeing, and cross-country skiing (El Dorado County Visitors Authority [EDCVA], 2023).

As a public service local government agency, we must upgrade radios to a federally defined standard outlined in the National Incident Management System (NIMS) (Savchuk & Department of Homeland Security [DHS], 20202). This upgrade is an unfunded liability that we have not been able to meet due to fiscal concerns. NIMS Interoperability between multiple agencies has been a directive since Homeland Security Presidential Directive/HSPD-5 by President George Bush (Department of Homeland Security [DHS] & Bush, 2003). We communicate with the El Dorado County Sheriff's

CAO MAR 28 '23 PM3:18



## Pioneer Fire Protection District Fire Prevention Division

7061 Mt. Aukum Rd. Somerset, CA P.O. Box 128  
Office: (530) 620-4444 Website: <http://pioneerfire.org>

Office, Search and Rescue, multiple local, state, and federal fire agencies, and responders from many areas on campaign fires.

As we work to replace and repair our aging fleet, we have become acutely aware of our communication equipment interoperability deficiencies. We have situations where we rely on non-manufacturer-supported, aging technology to communicate (Ibid.) during responses involving the constituents and guests of our District. We recognize a direct nexus between the intent of the Transient Occupancy Tax (TOT) (El Dorado County Visitors Authority [EDCVA], 2023), the amount of tourism we experience, and the need for industry-standard communications equipment. We also acknowledge these difficulties exist within a post-Caldor Fire disaster environment in which our ad valorem tax base will decrease due to property damage within the District. Additionally, our annual liability and property insurance expenses will increase from \$19,197.00 in 2020 to \$161,534.00 in 2023, representing an 841% increase from an already challenging budget (Figures available upon request).

### Impacts

The trend for the last five years demonstrates a steady average call volume despite our fiscal challenges. (Please refer to Appendix A at the end of the document.) The five-year trend illustrates that approximately 27% of the calls for service do not occur within the PFPD district boundaries. An additional 12% of our calls for service are cover assignments that we provide to bolster the County fire resources. We did not include out-of-district county residents in our statistics as we do not precisely track this data; however, we can anecdotally state that they make up many of our calls during tourism-related activities. We are just entering the spring-summer months when the impact of tourism is highest in our District (source: PRPD RMS).

PFPD baseline and tourism-related calls require versatile, robust communications capable of interagency interoperability. Addressing the nature of all the varied call types within our topographically and tourism-diverse environment is essential. The tourists visiting our county and the residents of our District expect and require appropriately delivered services. The public safety of our constituents and visitors has become increasingly challenging to provide. Rural districts are stretched to cover recreation-related calls with no tax base to offset readiness or actual cost. Rural communities are also home to the tourism opportunities that draw visitors to our county.

### Proposal

PFPD aims to purchase reliable, industry-standard, P-25-compliant portable radio equipment (Ibid.) for our career and volunteer personnel. Additionally, we need six mobile radios for our first out fleet and command vehicles, with eight remote heads. This purchase will allow PFPD to reliably respond to and communicate within an all-risk environment, including wildland fire response.



**Pioneer Fire Protection District**  
**Fire Prevention Division**

7061 Mt. Aukum Rd. Somerset, CA P.O. Box 128  
Office: (530) 620-4444 Website: <http://pioneerfire.org>

PFPD has been committed to the countywide mutual aid system for many years as a recipient and a partner. The District is requesting the county continue to be a strong ally and support the PFPD by funding the projected costs of radio replacement totaling \$113,109.00. This dispersal will secure our ability to communicate effectively within a NIMS-compliant framework for the next 10-15 years.

**Budget**

PFPD Communication Equipment Replacement Cost @	
20 Relm BKR 5000 Portable Radios and associated equipment @ \$3,400.00 ea.	<b>\$68,000.00</b>
6 Relm M-150 Mobile radios @ \$3664.00 ea, with 8 remote heads @ \$2800.00 ea	<b>\$44,384.00</b>
1 BKR 6 bay radio charger @ \$725.00 ea	<b><u>\$725.00</u></b>
County of El Dorado TOT Funds	<b>\$113,109.00</b>

We appreciate your assistance with this vital request.

Sincerely,

David Whitt  
Chief, Pioneer Fire Protection District

cc: Sue Hennike DCAO  
Laura Colton  
Dave Whitt  
Joy Vierra  
Heather Gurzinski



## Pioneer Fire Protection District Fire Prevention Division

7061 Mt. Aukum Rd. Somerset, CA P.O. Box 128  
Office: (530) 620-4444 Website: <http://pioneerfire.org>

### Appendix A:

#### Response Matrix Statistics

Year	Total Calls	Out-of-District Calls	Medical	Traffic Accident	Specialty Rescue	Fire	Cover Assignments	Other call Types
2022	645	206	285	46	3	32	55	18
		32%	44%	7%	1%	5%	9%	2%
2021	713	185	284	51	2	37	111	43
		26%	40%	7%	1%	5%	15%	6%
2020	744	182	314	39	8	48	107	46
		24%	42%	5%	1%	7%	14%	7%
2019	736	191	350	53	2	38	83	19
		26%	48%	7%	1%	5%	11%	2%
2018	652	178	315	40	2	30	65	22
		27%	48%	6%	1%	5%	10%	3%



## Pioneer Fire Protection District Fire Prevention Division

7061 Mt. Aukum Rd. Somerset, CA P.O. Box 128  
Office: (530) 620-4444 Website: <http://pioneerfire.org>

### References

- County of El Dorado. (2022, November). *Hotel/motel ballot measure*. Hotel/Motel ballot measure. Retrieved March 23, 2023, from <https://www.edcgov.us/Pages/TOT-Ballot-Measure.aspx>
- Department of Homeland Security & Bush, G. W. (2003, February 28). *Homeland security presidential directive 5* [PDF]. Retrieved March 23, 2023, from <https://www.dhs.gov/sites/default/files/publications/Homeland%20Security%20Presidential%20Directive%205.pdf>
- El Dorado County Visitors Authority. (2023). *Fair play wineries - visit el dorado*. Visit El Dorado. Retrieved March 23, 2023, from <https://visit-eldorado.com/fair-play-somerset/>
- Get maps* [United States Geological Survey]. (2023, March 23). USGS Topoview. Retrieved March 23, 2023, from <https://ngmdb.usgs.gov/topoview/viewer/#12/38.6108/-120.5875>
- lsmith. (2019, June 20). *District*: [PDF]. Local Area Formation Commission. Retrieved March 23, 2023, from [https://www.edlafco.us/files/25855275e/PioneerFire\\_June+2019.pdf](https://www.edlafco.us/files/25855275e/PioneerFire_June+2019.pdf)
- Pioneer fire protection district*. (2023, March 23). PFPD. Retrieved March 23, 2023, from <http://pioneerfire.org/>
- Savchuk & Department of Homeland Security. (2020, July 27). *Factsheet\_p25 cap\_07.27.2020\_v3* [PDF]. Project 25 compliance assessment program. Retrieved March 23, 2023, from [https://www.dhs.gov/sites/default/files/publications/p25\\_capfactsheet\\_07.27.2020\\_v3\\_508c.pdf](https://www.dhs.gov/sites/default/files/publications/p25_capfactsheet_07.27.2020_v3_508c.pdf)

**Date:** 3/1/2023

**To:** CAO Sue Hennike and Laura Colton

**From:** Rescue Fire Protection District

**The Rescue Fire Protection District is presenting a proposal for the use of Transient Occupancy Tax (TOT), for FY 2023-2024.**

## **Background**

The Rescue Fire Protection District encompasses 36 square miles of the western region of El Dorado County with a district population of Approximately 7,500 persons. Through the closest resource agreement, Rescue's first in response area expands to approximately 65 square miles. RFPD provides an advanced life support engine company.

Rescue's central location allows us to not only cover the unincorporated area of Rescue but also to provide first unit response into the Coloma/Lotus and the Gold Hill areas. In addition, RFPD also frequently travels to Pilot Hill, Cool, Georgetown, and Garden Valley as initial response to any specialty rescue or fire.

Throughout the spring and summer on a weekly basis, RFPD has hundreds of bicyclists and motorcyclists that travel through the district. RFPD covers approximately 10 miles of the American River between Coloma and Folsom Lake this section of river is highest traveled section of tax revenue for the county and this area of the American River generates the most amount of emergency responses.

## **Impacts**

The trend for the last five years demonstrates an ever-increasing call volume. The five-year trend illustrates that approximately 15-20 calls for service including water rescues occur on this section of river every year at various times. These incidents are complex in nature and on average take anywhere from 1-6 hours in length and in several instances lasted overnight and into the next day. In addition to these types of incidents the numerous weather-related incidents that have occurred in just this year alone whether it be snow or water related are on the rise.

It is important to note that these calls are not only driven by tourism, but by non-residents but are also occurring outside of the district boundaries. These two aspects of these calls make these incidents some of the most expensive responses. Not only are these calls more expensive, as costs are driven by distance, but also, they are not funded at all. RFPD has always been a good partner with other agencies in the county. RFPD finds great value for its residents and neighbors, in the automatic and mutual aid, drop border system. These calls for service continue to have an ever increasing cost.



Currently the county uses rafts to attempt water rescues and utility type vehicles to access the river in the summer and in the winter during flooding events they use the same model. In addition to this during times of heavy snow that require rescues or access the districts are using snow tracked type vehicles to attempt to make access.

All these approaches while good in theory are most times inefficient in their application. A typical water rescue consists of water rescuers floating down the river in an attempt to locate a victim and if they are unable to rescue the victim they take the boat out of the water and hike it up the river to put in again. From the bottom side powered boats attempt to make it upriver as far as they can but depending on water conditions can't. All these activities take a lot of time, effort and personnel to coordinate.

In the winter during the floods this December and January many units were committed to flooding emergencies and are ill prepared to deal with them. The same tactics for traditional water rescues were attempted with some success but increased danger to victims and rescuers.

During the snow conditions of January and February this crews worked valiantly to try to get to citizens that were stuck in the roads or their homes due to blizzard type conditions sometimes walking for extended distances in the snow or attempting to use snow tracked vehicles to access of which there was only one.

All these activities were exacerbated by the amount of out county residents attempting to make it to the snow of come up to the foothills and were caught by rising waters necessitating a rescue.

## **Proposal**

RFPD goal is to purchase an apparatus that would better serve all these functions. RFPD proposes to purchase a rescue hovercraft to be used on all water, flood, and snow related incidents. This is vehicle is not hindered by most of the limitations of other vehicles and rafts as it travels above the ground allowing it to be ideal to traverse the river upstream or down looking for victims in a much faster fashion and only requiring two personnel to operate instead of the traditional four plus to operate a raft device. In the snow it can travel over terrain without fear of the snow collapsing underneath it weight and traverse in a more expedient manner. RFPD, we believe would a prime location for this craft due to the proximity to the river and our ability to Mae it to the divide area in short order. We propose to make this the first vehicle of its kind in the county and would make it available 24/7/365 to any other agency that needed its use and hopefully the county would look to expand the program in the future to a second craft somewhere in the core to service the side of the county. RFPD has demonstrated its commitment for many years to the countywide mutual aid system. The district is requesting the county continue to be a strong partner and join with RFPD by funding 100% of the projected costs of this project totaling \$104,661.98.

## **Budget**

Rescue Craft Cost-\$83971.73

Trailer Cost-\$11690.25

Training of Personnel-\$9,000

Total Cost-\$104,661.98

## Response Matrix Statistics

Year	Total Calls	Out of District Calls	Non-resident Involved Calls	Rescue Related Incidents
2023	404	7	8	8
2022	1032	50	58	73
2021	1014	64	60	69
2020	974	58	59	65

## Conclusion

These types of incidents are becoming more commonplace in the county and will keep taxing our local resources. We believe in being good partners and good neighbors to the other districts and visitors but this comes at a cost over time that a smaller district like ours has more trouble absorbing. We ask that the county help us absorb this cost so that we can continue to be a good partner and more effectively mitigate these types of incidents by reducing the amount of time and resources committed to these type of incidents and increase the overall safety of responders by giving us the tools to operate more efficiently.

---

# Rescue Fire Protection District Water Tender Replacement Proposal 2023

**To:** Deputy CAO Sue Hennike and Laura Colton

**From:** Rescue Fire protection District  
5221 Deer Valley Rd  
Rescue, CA 95672

## **Background**

The Rescue Fire Protection District encompasses 36 square miles of the western region of El Dorado County with a district population of Approximately 7,500 persons. Through the closest resource agreement, Rescue's first in response area expands to approximately 65 square miles. RFPD provides an advanced life support engine company.

Rescue's central location allows us to not only cover the unincorporated area of Rescue but also to provide first unit response for a water tender into all of Cameron Park, Shingle Springs, Coloma/Lotus, Pilot Hill, North EL Dorado Hills, Greenstone and Rural Placerville. In addition to this we are usually tapped as the next water tender dispatched to any other location in the county due to our location and willingness to staff our water tender as a first out resource

## **Impacts**

The trend for the last five years demonstrates an ever-increasing call volume. (Please refer to the response matrix section at the end of the document.) The five-year trend illustrates that approximately 50% of the calls for service do not occur within the district boundaries. Furthermore, of this 50% representing the out of district calls, 20%-30% of these calls are generated by non-county residents. We did not include out of district county residents, who often enjoy and participate in tourism-based activities

locally. In 2022, the district ended at 49% of the out of district calls being for non-county residents. We will be entering spring and summer when tourism is highest in our district and this side of the county.

It is important to note that these calls are not only driven by tourism, by non-residents but are also occurring outside of the district boundaries. These two aspects of these calls make these incidents some of the most expensive responses. Not only are these calls more expensive, as costs are driven by distance, but also, they are not funded at all. These calls are out of district and supported through RFPD participating in the automatic and mutual aid system. RFPD has always been a good partner with other agencies in the county. RFPD finds great value for its residents and neighbors, in the automatic and mutual aid, drop border system. These calls for service continue to have an ever-increasing cost.

Our current first out water tender was manufactured in 1995. This water tender has served Rescue and the rest of the county well since its purchase, but time and usage have begun to equal an increase in cost to Rescue in the form of maintenance, fuel costs, and repairs. These tourism based, out of district incidents, range from medical aid, to traffic accidents, to water rescue, and remote area rescue and fires RFPD has staffed our current water tender since 1995 however, there are certain core components that cannot be updated; pump capacity, storage, and hose bed capacity this in addition to access issues due to this being a larger vehicle make it difficult to provide effective fire suppression in these tourism driven areas.

The increase in these out of district responses, composed of these varied types of calls, requires a more versatile unit capable of addressing the nature of the calls. The tourists visiting our county and the residents of our county deserve appropriately delivered services. The public safety of our visitors has become increasingly difficult to provide. Rural districts are stretched to cover jurisdictions which provide no tax base. Rural districts are also home to the tourism opportunities that draw visitors to our county. We cannot continue to financially absorb over half the call volume with no funding, nor can we continue to support over 20% of the operating costs being driven by tourism. The county cannot afford to not have effective emergency response to outdoor tourism centers because rural districts are financially forced to retreat from the automatic aid system, nor does RFPD have the desire to retreat from this system. To reiterate our commitment, RFPD finds great value for its residents and neighbors, in the automatic and mutual aid, drop border system.

## Proposal

RFPD goal is to purchase a new water tender to meet the ever-increasing fire threat in the area and assisting in greater countywide public safety. This purchase will allow RFPD to further assist all the agencies and areas in the county and keep our commitment to serving the community.

RFPD has demonstrated its commitment for many years to the countywide mutual aid system. The district is requesting the county continue to be a strong partner and join with RFPD by funding 50% of the projected costs of replacement totaling \$2229,322.93. The district's goal would be to add a new water tender in Rescue that would be available to every agency in the county and place our current water tender into reserve status. The district would request that the county assist the fire district by funding %50 of the projected costs of replacement totaling \$229,322.93. Adding a new water tender that is more maneuverable and has better capabilities will make our firefighting operation more efficient and effective. This also allows a more effective use of our water tender and decreasing turnaround time for water supply operations thereby decreasing time of suppression and commitment of resources on fires.

## Budget

Water Tender Cost-\$437,645.86

Equipment Cost-\$21,000.

Rescue FPD-\$221,750

County of El Dorado-\$229,322.93

## Response Statistics

Year	Total Calls	Out of District Calls	Non- resident Involved Calls	Medical	Traffic Accident	Specialty Rescue	Fire	Cover Assignments
2023	1032	564 54.6%	167 17% of total calls 29% of out of district	59	31	17	39	21
2022	1014	524 51.7%	143 14.1% of total calls 27.3% of out of district	76	29	14	24	58
2021	967	533 55.1%	134 13.9% of total calls 25.1% of out of district	47	17	11	20	49
2010	974	507 52.1%	128 13.1% of total calls 25.2% of out of district	52	15	9	21	41

## **Conclusion**

Fires in El Dorado County are not a single agency problem, they are multifaceted multi-jurisdictional emergencies that every agency must lean on each other to mitigate. Rescue on average fills up to %56 percent of the water tender requests for the county with less than 5% being fires in Rescue. We believe in being good partners and good neighbors to the other districts, but this comes at a cost over time that a smaller district like ours has more trouble absorbing. We ask that the county help us absorb some of this cost so that we can continue to be a good partner and neighbor and help all agencies quickly and effectively suppress the fires within our county, helping to keep our county thrive and protect the beauty that so many have come to love and come to visit on a regular basis.

March 30, 2023

Sue Hennike, Deputy Chief Administrative Officer  
Chief Administrative Office  
El Dorado County  
330 Fair Lane, Building A  
Placerville, CA 95667

***Via e-mail***

Dear Ms. Hennike:

On behalf of Tahoe Transportation District (TTD) and all who rely on public transportation, thank you for providing TTD with Transient Occupancy Tax (TOT) funds for public transit to assist in mitigating the impact of tourism in the current fiscal year. These critical local funds help TTD leverage federal and state dollars to maintain transit services in El Dorado County.

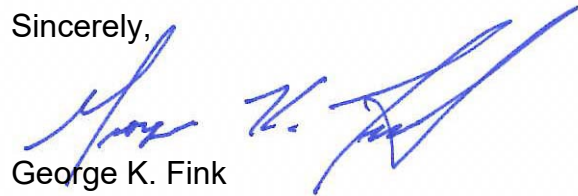
For the fiscal year 2023-2024, TTD respectfully requests three hundred thousand (\$300,000) dollars for public transit serving the Lake Tahoe area of El Dorado County. TTD is proposing \$270,000 for transit operations and maintenance with \$30,000 allocated to support TTD's General Fund.

Currently, TTD provides paratransit service to much of El Dorado County including Meyers, Christmas Valley, and connections to El Dorado Transit's Amtrak Thruway bus at both Stateline Transit Center and the South Y Transit Center. Moreover, TTD is updating its Short Range Transit Plan (SRTP) and considering options that would expand service to El Dorado County, its residents, employees, and recreation travelers.

Although there are many details still to address, TTD is confident that El Dorado County's transit needs will be met with either the existing service, a hybrid of fixed and microtransit, or new services that could include more connections over Echo Pass. As a regional entity, TTD is committed to ensuring El Dorado County is connected to the south shore communities and beyond.

Thank you for considering this request and continuing to support public transit at Lake Tahoe. If you have any questions or concerns, please do not hesitate to contact me at 775-589-5325 or email [gfink@tahoetransportation.org](mailto:gfink@tahoetransportation.org).

Sincerely,



George K. Fink  
Transit System Program Manager

cc: Laura Colten, via email