



CHIEF'S REPORT

Date: January 8, 2020

To: MBFPD Board of Directors

From: Michael S. Schwartz, Fire Chief

The start of a new year is a good place to take stock of the previous year and set sights on the future. 2019 started and ended with some new faces, and due to several different factors, such as seniority in our workforce, retirements, and a highly competitive workforce recruitment environment. I suspect this trend will continue for some time; however, our estimated annual attrition rate for 2020 remains consistent with past years at 6%. We currently have three firefighter/paramedic openings, for which we have an open, lateral recruitment. We are also planning to do another CA/NV FIRE hire consortium recruitment, testing, and academy this spring. Our apparatus is in great shape, our replacement plan is on track, and with the recent renovation of Station 53, our facilities are in much better, overall condition than at any time in recent history.

Administrative and Fiscal

Both organizations are on track with budgets, both in terms of revenue and expenses. Director Eason is currently overseeing five audits -- some of these are annually-reoccurring, and the remainder are tied to federal or state grants that have benefited both the Districts and regional partners. We received notice from the U.S. Federal Bankruptcy Court of another hearing to try and settle the Nevada Fire Safe Counsel 2012 Bankruptcy. I am planning on attending the January 22, meeting along with special counsel. North Tahoe Fire and Meeks Bay Fire are both named as sub-recipients.

Operations

December 2019 was our busiest December on record; appropriate as 2019 was also our busiest year on record. We ended the year after responding to 2546 calls, 246 in December of which 23 were within the Meeks Bay Fire Protection District. Specific to El Dorado County, there were a total of 247 for the year (101 of them were EMS and 3 were fire related). This represents an overall increase in emergency responses of 16% in one year and more correlates to the increase in visitations than to any population or budget increases. On December 26, Station 53 reopened. The crews have returned to the 2.0 staffing at Station 61 and Station 53. While the crews found the 4.0 staffing a very efficient model for the summer, during the winter the 2-2 staffing provides better response times and coverage of the Homewood area. We may want to consider the 4.0 staffing model again for next summer. We have also begun a new staffing and response plan pilot program; study of the details are contained in an attached memorandum. This new Task Force model and variable 13/14 staffing program will be measured against some of the findings within the joint 2018 Standards of Coverage study. This will also provide the Districts an opportunity to analyze staffing costs. Again, the goal of this program is to increase response capabilities (especially during high visitation periods), increase community safety, and reduce risk while improving firefighter safety.

Training

December training was focused on seasonal preparedness and winter operations. This included several Avalanche 1 equivalent awareness level trainings along with the annual snowmobile back country rescue refresher.

EMS and IT

We changed our narcotic control boxes to an automated system that provides greater controls and accountability. This corresponds with increasing the number of ALS (Paramedic) Engines we maintain. Currently, Engines 61, 51, 52, and Brush 51 are ALS equipped. All of the Districts' Medic units received a substantial upgrade and have been outfitted with the Stryker Power Load System. This system has a proven record of reducing back injuries and providing greater patient safety.

Safety and Air Operations

Nothing to report

Fire and Life Safety (Fire Prevention)

F&LS remains busy. We are developing the Placer Short Term Rental (STR) inspections and still working though some issues in El Dorado. DC McNamara and FPO II Rodriguez spent a day with the El Dorado County Building Official and other El Dorado Chiefs to finish up the code adoption in that county.

- December
 - Conversations with CALFIRE AEU on implications of Title 14 changes specifically 30-foot set backs
 - Code Adoption completed and forwarded to Board of Supervisors for Consent Agenda
- Year end
 - 100 Chipping requests received and chipped
 - 92 Defensible Space Inspections completed
 - 51 VHR Inspections completed

Important Memorandums and Attachments

- #19-77 John Perhacs - Provisional Captain Appointment
- #19-79 Retirement of Captain Gomez
- #19-81 90-Day Peak Period Staffing and Response Study
- #19-82 Re-opening of Station 53
- Response reports and graphs.

During the past month the Fire Chief (designee*) represented the Districts at the following external meetings and events:

- 12/2 Maritime Museum multi-agency purchase meeting
- 12/3 NTF Board
- 12/4-6 NLTFPD Paramedic Refresher
- 12/11 Lake Tahoe West Stakeholders*
- 12/11 MBF Board
- 12/11 Lake Tahoe Community College Advisory Committee*
- 12/12 Tr-District Ambulance Operations
- 12/13 ASCWD Board
- 12/16 New Bridge ribbon cutting
- 12/16 Hosted fireworks public stakeholders meeting
- 12/18 Chief Calder NLT retirement
- 12/23 EJPA Chiefs association



North Tahoe and Meeks Bay Fire Protection Districts



Memorandum

#19-77

To: All Personnel

From: Michael Schwartz, Fire Chief

Re: John Perhacs – Provisional Captain Appointment

Date: December 20, 2019

Congratulations to John Perhacs for successful completion of all aspects of the recent promotional examinations for Captain.

After careful consideration, it is my pleasure to offer Engineer Perhacs a provisional appointment to Captain. John began his career with the District as a Firefighter Paramedic on November 25, 2013 and was promoted to Driver Operator on August 19, 2015. He took a short hiatus from the District on June 8, 2016 with Carson City Fire and returned to the District as an Engineer Paramedic on April 3, 2017. He has been working out of class as Captain since March 14, 2018.

John has accepted this new position effective January 5, 2020. John will move to C-Shift and will begin his duties and responsibilities of Captain for the District on January 5, 2020.

In accordance with District Rules and Regulations Sections 2.19.e. and 10.D.3., this provisional period will be subject to probation and will count as time in grade with the corresponding promotional anniversary date change. Upon successful completion of the provisional and probationary period, John's new anniversary date is expected to be January 5 each year.

Please join me in congratulating Captain Perhacs!



North Tahoe and Meeks Bay Fire Protection Districts



MEMORANDUM

#19-79

To: All Personnel

From: Michael Schwartz, Fire Chief

Re: Retirement of Captain Dan Gomez

Date: December 20, 2019

Captain Dan Gomez has informed the District of his intent to retire as of March 1, 2020. Dan started with the District as a Firefighter/Paramedic on October 4, 1999. During his career, he rose through the ranks and has been working as a Captain since 2012. Prior to joining North Tahoe Fire, he served with Donner Summit Fire and the Meeks Bay Fire Protection District.

He has held many important collateral duties, which include being on the apparatus committee, heavy equipment, group supervisor for the Active Shooter program, air operations, Hazardous Materials Technician and Personal Protection Equipment collateral duty supervisor. Dan's dedication and commitment to acquiring the very best gear available is the reason we have such outstanding protective clothing and personal safety equipment keeping us safe.

Please join me in congratulating Dan on an excellent career with the District, and wish him and his wife, Jennifer, all the best in his retirement.



North Tahoe and Meeks Bay Fire Protection Districts



MEMORANDUM

#19-81

To: All Personnel

From: Steve Leighton, Division Chief-Operations

Re: 90-Day Peak Period Staffing and Response Study

Date: December 23, 2019

Beginning December 26, 2019, we will operationally begin the use of the Task Force concept. This concept will be a three-month trial period pilot program and consist of on-duty staffing of 13 on Monday through Thursday and 14 on Friday through Sunday. However, from December 26 through January 5, we will maintain our staffing at 14, with no force to 14. We have recently added SCBA units to the slant style ambulances that will enhance our ability to successfully complete the pilot program. The operational benefits and rules of engagement will be explained below.

Operational Benefits:

- Increased firefighter safety by increasing daily staffing to 13 or 14
- Increase response capabilities by staffing more apparatus (with 14 we will have 7 apparatus staffed with two firefighters each)
- Improved fire ground operations and accountability
- Consistent station and apparatus seat assignments
- Consistent response staffing
- Reduced or elimination of utility pick-ups for responses
- Reduce firefighter ambiguity as to which apparatus to ride within
- Reduce the need for duffle shuffles
- Quicker 2 in 2 out assemblies (NFPA 1710)
- E51 and E52 to be staffed at the ALS Level
- Simplify dispatch run cards (run cards will be updated at a later date)
- Maintain crew integrity

Rules of Engagement:

- With staffing at 13, Station 51 Engine and Medic are staffed 2-2. Units are to remain separately staffed 2-2 for all responses.
- With staffing at 13, Station 52 for all calls two personnel will ride in the engine and one will follow in the medic unit. If there is a patient transport, the engine will be put out of service with GVECC and returned to

the station by the remaining Captain or Engineer. In the event that all three personnel are utilized for transport, the out-of-service engine should be parked in a safe location and the Battalion Chief notified.

-With staffing at 14, Station 52 Engine and Medic are staffed 2-2. Units are to remain separately staffed for all responses.

-With staffing at 13 or 14, Stations 53, 56 and 61 Engines and Medic units are crossed staffed with two.

-Most calls will have a minimum of one Engine and one Medic unit dispatched.

Additional Operational Directives:

-For safety concerns; Engines, Brush Engines, and Water Tenders are NOT to be driven Code 3 without two personnel on board and should only be driven and operated solo Code 2 if absolutely necessary.



North Tahoe and Meeks Bay Fire Protection Districts



MEMORANDUM

#19-82

To: All Personnel

From: Steve Leighton, Division Chief-Operations

Re: Re-Opening of Station 53

Date: December 26, 2019

I am pleased to announce that North Tahoe Fire Station 53 will be re-opened for business effective mid-morning on December 27, 2019. Two of the four personnel currently assigned to Station 61 will be relocated to staff Station 53.

Both Stations 61 and 53 will be permanently staffed with two personnel and will cross staff the Engine and Medic unit.

I would like to thank Facilities Coordinator Tim Schrader for his excellent workmanship, as well as the outstanding dedicated North Tahoe Firefighters who helped out on a regular basis to make this project a reality.

NFIRS REPORT - MEEKS BAY FIRE RESPONSE CALLS
December 2019

Basic Incident Number (FD1)	Basic Incident Date Time	Basic Incident Postal Code (FD1.19)	Basic Incident Type (FD1.21)	Basic Apparatus Call Sign List	Basic Primary Action Taken (FD1.48)	Basic Additional Actions Taken 2 (FD1.66)
2019029289	12/1/2019 20:13	96142	EMS call, excluding vehicle accident with injury	E61, M61	Refusal of EMS care	
2019029336	12/2/2019 11:07	96142	Motor vehicle accident with injuries	B5, E51, E61, M61	Extricate, disentangle	Provide basic life support (BLS)
2019029366	12/2/2019 15:33	96142	Smoke detector activation, no fire - unintentional	B5, E61, M61	Investigate	
2019029715	12/6/2019 14:39	96142	EMS call, excluding vehicle	E61, M61	Transport person	
2019029799	12/7/2019 14:51	96142	EMS call, excluding vehicle accident with injury	E61, M61	Transport person	
2019030252	12/12/2019 21:33	96142	Public service assistance,	E61, M61	Assist physically disabled	
2019030759	12/18/2019 17:42	96142	EMS call, excluding vehicle accident with injury	E51, E61, M61	Provide advanced life support (ALS)	
2019030793	12/19/2019 10:05	96142	Assist invalid	E61, M61, U51	Assist physically disabled	
2019030806	12/19/2019 12:04	96142	EMS call, excluding vehicle accident with injury	B5, E61, M61, U61	Transport person	
2019030820	12/19/2019 14:41	96142	Dispatched and cancelled en route	B5, E61, E52, E61,	Cancelled en route	
2019030825	12/19/2019 15:59	96142	Assist invalid	M61, U51	Assist physically disabled	
2019030870	12/20/2019 9:17	96142	Gas leak (natural gas or LPG)	B5, E51,	Investigate	
2019031103	12/22/2019 19:28	96142	EMS call, excluding vehicle	E61, M61,	Provide advanced life support	Transport person
2019031206	12/23/2019 20:15	96142	EMS call, excluding vehicle accident with injury	E61, M61	Transport person	
2019031220	12/24/2019 3:36	96142	EMS call, excluding vehicle	E61, M61	Transport person	
2019031241	12/24/2019 10:27	96142	Assist invalid	E61, M61	Assist physically disabled	
2019031274	12/24/2019 16:58	96142	Assist invalid	E61, M61	Assist physically disabled	
2019031286	12/24/2019 18:28	96142	EMS call, excluding vehicle	E61, M61	Provide advanced life support	Transport person

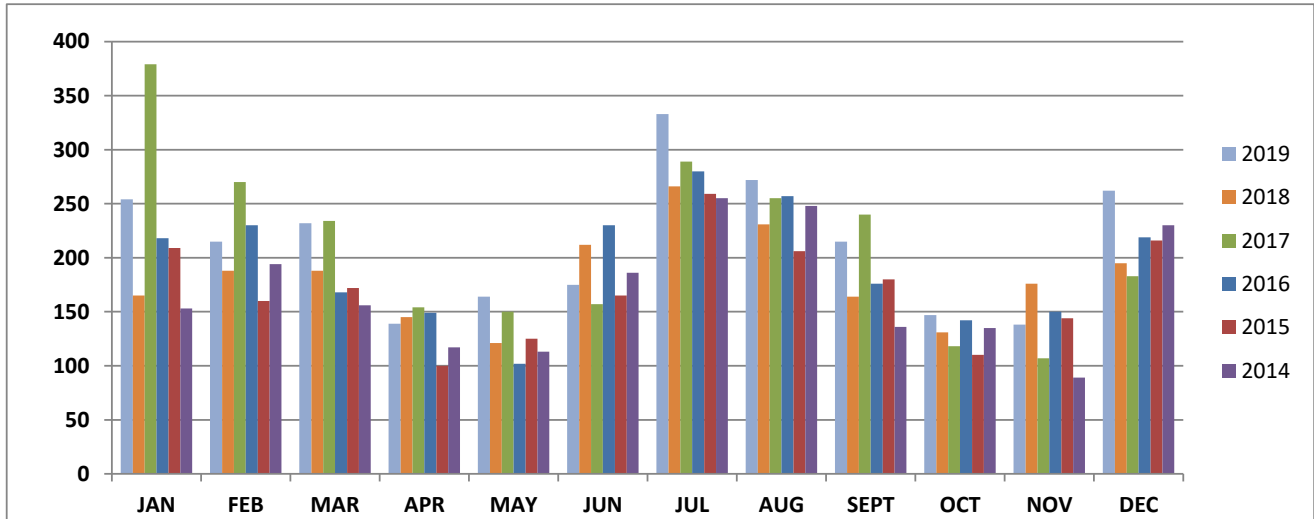
NFIRS REPORT - MEEKS BAY FIRE RESPONSE CALLS
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2019031337	12/25/2019 11:51	96142	EMS call, excluding vehicle accident with injury	E61, M61 B5, M53,	Provide advanced life support (ALS)	
2019031636	12/28/2019 13:52	96142	EMS in backcountry / wilderness	M61, U53, U61	Provide advanced life support (ALS)	Transport person
2019031659	12/28/2019 16:17	96142	Dispatched and cancelled en route	B5, E51, M53	Cancelled en route	
2019032029	12/31/2019 13:29	96142		B5, E61, M51, U51		
2019032059	12/31/2019 17:46	96142		E61, M53, M61, U51		

Calls = 23

MONTHLY COMPARISON

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
2019	254	215	232	139	164	175	333	272	215	147	138	262
2018	165	188	188	145	121	212	266	231	164	131	176	195
2017	379	270	234	154	150	157	289	255	240	118	107	183
2016	218	230	168	149	102	230	280	257	176	142	150	219
2015	209	160	172	100	125	165	259	206	180	110	144	216
2014	153	194	156	117	113	186	255	248	136	135	89	230



YEAR TO DATE COMPARISON

2019	2546
2018	2182
2017	2536
2016	2321
2015	2046
2014	2012

