

Trump versus Calif.: The feud becomes real

By Cathleen Decker, Los Angeles Times

Between his executive orders on immigration and the investigation he wants into voter fraud, President Trump had a clear target on Wednesday: California.

The state was one of two singled out as a focus of the vote fraud investigation stemming from Trump's belief that he lost the popular vote due to "illegals" taking part in November's election.

California also was the unnamed center of Trump's announcement of plans to tighten immigration rules and punish jurisdictions that offer sanctuary to those without proper papers—penalties that in California could rise to millions or billions of dollars.

The new president's moves came one day after Gov. Jerry Brown used his State of the State speech to challenge Trump's presidency and assert that California intended to go its own way.

Read the whole story

Letter: EDC Republicans on opposite side of supes

To the community,

The El Dorado County Republican Central Committee wholeheartedly opposes Assembly Bill 1 and Senate Bill 1, which, if passed, would raise gasoline taxes by 12 cents a gallon and diesel, taxes by 20 cents a gallon.

The two bills, both proposed by Democrat legislators, would also raise vehicle registrations by at least \$38 per year.

We also completely oppose the El Dorado County Board of Supervisors unanimous vote to send letters of support to Democrat [state] Sen. [Jim] Beall and Democrat Assemblyman [Jm] Fraizer in support of their efforts to raise these taxes. In their recent letter of support passed on Jan. 24 the EDC Board of Supervisors stated that these proposed taxes were part of a plan to refine "Republican ideas on revenues and reforms". To be clear, raising taxes, especially in this drastic fashion, are not in line with any Republican principles. To the contrary, the Republican Party believes economic growth will only come through lowering taxes and eliminating unnecessary regulations.

On behalf of hardworking local families the EDC Republican Central Committee respectfully asks that the EDC Board of Supervisors rescind their recent support of Assembly Bill 1 and Senate Bill 1. These bills particularly harm rural counties, like El Dorado, the most because our residents have to drive more miles compared to that of a typical urban California family.

We look forward to working with our county's Board of Supervisors to find real solutions to our local and state transportation needs.

Sincerely,

Todd White, chairman El Dorado County Republican Central Committee

Placer residents urged to clear propane tanks

Placer County officials are warning officials that snow loads on residential propane tanks are extreme and pose a risk of leaks and possible explosion.

In 2011, when similar snow loads were a concern, propane leaks in the Serene Lakes area were widespread, triggering evacuations and the disconnection of power to homes. One leak caused an explosion that completely destroyed a home.

“Snow loads on roofs and decks are a problem throughout the Sierra right now, and everyone should take care to clear those. But the loads on propane tanks are an especially serious concern,” Placer County Office of Emergency Services Manager John McEldowney said in a statement. “Residents should dig out and inspect their tanks as soon as they possibly can and call 911 if they smell any gas at all.”

Access to all types of propane tanks should be cleared, including underground, sheltered and stand-alone tanks. Residents should contact the Placer County Department of Environmental Health office in Tahoe City at 530.581.6240 before digging into the ground.

– Lake Tahoe News staff report

Snow removal expectations, reality differ

By Kathryn Reed

When it comes to snow removal, South Lake Tahoe and El Dorado County officials are defensive and bristle with the barrage of criticism.

They point to the amount of snow – several feet in consecutive days – as being a literal barrier to being able to clear streets.

Those who have lived in the basin for a short time seem to complain the most. They have cleared their property and now expect the public right-of-ways to be snow-free zones.

Those who have been here more than a decade have a bit more tolerance. Some remember a time when businesses were mom and pop operations, nothing corporate. Residents didn't go to work because the boss couldn't make it either, nor could any potential customers. It's not that way today. People don't

expect commerce to sti



South Lake Tahoe equipment

- 12 graders; 8 are used during a 12-hour shift, while 4 are backups
 - 2 sander plow trucks that are primarily used at the beginning of the storm
 - 7 blowers; 6 are active and 1 is a 1960 machine with a blown engine
- "During a 12-hour shift, and we do two per 24-hour day, we have eight grader operators, two plow truck operators, one manager, and two or three mechanics on duty. Same for the next shift. We are fully staffed. This has been the same number of plow operators for many years. Nothing has changed in the labor numbers or the patterns or the methods. We are short on mechanics, but that is being taken care of." – **Jim Marino**, South Lake Tahoe public works deputy director

El Dorado County equipment in Meyers

- 9 graders, plus 1 backup
 - 7 rotaries, no backup
 - 2 loaders
 - 2 sand trucks
- "Most graders are 11 years old. In the past we replaced them every seven years when possible. We have five rotaries from the 1970s one from the 1980s and one brand new one that was delivered in 2016."

– **Brad Lower**, director of El Dorado County's transportation division

El Dorado County equipment in Tahoma

- 2 graders, no backup
- 2 rotaries, no backup
- 1 loader
- 1 sand truck

"The graders at this location are only a couple of years old and our rotaries are from 1994 and 2003." – **Brad Lower**, director of El Dorado County's transportation division

The city and county in large part are operating with decades-old equipment. This has a lot to do with voters not upping the snow removal tax and the jurisdictions then not putting together a fleet replacement plan in time to deal with the problem. Tahoma residents voted to pay \$50 a year. South Lake Tahoe and El Dorado County South Shore property owners pay \$20/year.

South Lake Tahoe sends a mechanic out to a broken down apparatus. It's fixed in the street, not back at the shop. It's faster, but clearly not ideal working conditions. The county mechanics are based in Meyers; one of the four is out.

Bard Lower, director of El Dorado County's transportation

division, told *Lake Tahoe News*, “Our crews have been working seven days a week 24 hours a day since the New Year without a break.”

Experience driving the plows makes a difference, too. Two-thirds of the city’s crew has five or more years’ experience plowing with graders. The remaining third is new. The county drivers based in Meyers have an average of 14 years of snow removal experience.

(This is **a story** about a snowplow ride-along this reporter did in 2011 that explains what it is like to do that job.)

Both agencies say they provide better service than the other. That internal bravado is not carrying over into reality, at least with some residents. This is Day 4 since there has been any substantial snow and yet some neighborhoods are still a mess.

“This is the worst year in my 50-year history for snow removal from our roads. What changed? Places like Angora Highlands and Echo View Estate have yet to see a rotary plow – this is at 1:30 on Thursday. This is extremely substandard,” one resident wrote to *Lake Tahoe News*.

Lake Tahoe Unified School District called a snow day on Tuesday because officials said the roads were impassable for buses.

Yet, fire trucks that are 38-feet-long were going down those same roads.



Some South Shore residents have little tolerance for narrow streets. Photo/LTN

Issues continued for school bus drivers on Wednesday.

“A couple of buses did get stuck in neighborhoods where they couldn’t clear the turns on the roads. There were some minor delays in dropping students at school, but no damage to buses, and no accidents,” Shannon Chandler, spokeswoman for LTUSD, told *Lake Tahoe News*.

Years ago the district used main bus routes when side streets were not plowed. Not so anymore. No explanation was provided by the district why this no longer occurs. (When LTUSD has at least three snow days it applies for a waiver from the state Department of Education to not have to have the maximum days of instruction.)

The county says school bus routes are a priority after main routes like Pioneer Trail and Upper Truckee Road are plowed.

The city doesn't factor in school bus routes in its prioritization.

"Our guys have been going 24/7 since Dec. 28 and in that time have only had three days off. We experienced mechanical issues with the plows, downed trees, power lines, grader diversions to accident scenes for fire and police, and a gazillion cars abandoned in roadways all compounding a long duration storm. Couple that with the 'instant gratification need' of some of our population and we have trouble satisfying," South Lake Tahoe Deputy Public Works Director Jim Marino told *Lake Tahoe News*.

The county has the same obstacles.



Gates are not dropped on snowplows when a driveway is not cleared. Photo/LTN

"Each of these items add significantly to the time required to clear not only the street, but those around them. For example, county staff has to wait to remove snow from streets until power lines have been removed for safety reasons and in an effort not to destroy the infrastructure of the power provider," Lower said.

Both agencies say plows have now hit every street at least once. Still, many are narrow, requiring cars to stop in order to have oncoming traffic pass.

The city used to have a GPS system where the public could track the plows. It didn't work as expected and therefore was discontinued. If better technology presents itself, the idea might be revisited.

The county's Meyers office is responsible for snow removal down to Strawberry. A separate group handles Tahoma.

Much contention in all jurisdictions surrounds the use of the gate on plows. The irony is the gate was created years ago by a South Lake Tahoe employee who then sold the concept to a snowplow manufacturer. Now those gates are the norm.

"If you watch our operators, you will see that they lower the gate when they can see they are going to pass a driveway. If there are only a few inches of snow the snow will be moved beyond the driveway – no berm. However, if there is more than 6 to 8 inches of snow, even with the gate down, snow will boil over the gate and is left in the adjacent driveway," Lower said. "With the amount of snow we've had recently, graders can no longer move the snow effectively and our crews are using blowers to open up the road. A blower generally leaves a fairly straight line along the edge of the road and leaves little or no berm."

Marino said, "I can honestly say our guys really do try and minimize problems for properties as much as we can, but this storm gave us no respite, we simply did not have a long enough

break between snowfall to break out the blowers and widen.”

Opinion: Donald Trump is living in my closet

By Joe Mathews

I have a confession to make: Donald Trump is imprisoned in my closet.

He’s been in there for months, and I haven’t dared to let him out, for fear that his presence might be discovered. What’s worse, my treatment of Trump does not conform with the Geneva Convention. He’s spent all this time in a tiny, dark space, without proper ventilation. I haven’t even provided food or water.



Joe Mathews

I’m not a kidnapper or torturer, I swear. My only defense is puzzlement: Like most people in California, I badly want to get rid of Donald Trump, but I can’t figure out how.

To be clear: My Donald Trump looks a lot like the one who is assuming the presidency of the United States. My Trump also hasn’t released any tax returns. But my Trump is not that Trump.

How do I know? Well, the Trump in my closet has never insulted Mexicans, threatened to ban Muslims from the country, boasted about assaulting women, or cozied up to Vladimir Putin.

My Trump is a piñata. He is about half the size of the human Trump. Unfortunately, he has become, like President Trump, inescapable.

I never thought my Trump would hang around this long. I bought him online in 2015—as a gift. A journalist friend in Sweden was celebrating his 50th birthday. I thought a Trump piñata might offer an opportunity for amusing intercultural exchange. So I paid to have Trump shipped direct.

But borders are always fraught in matters Trump. Swedish officials, for reasons I don't understand, wouldn't let him into their country, deporting him back to me in Southern California. Trump sat in a box among kids' toys until the kids opened the box and started asking questions about his lack of private parts.

So, early in 2016, I relocated Trump to the closet, laying him on his back on the top shelf. I figured, like other Americans, that the non-piñata Trump wouldn't last. But as he kept winning primaries, I felt unsettled about having an unhinged white nationalist in the closet.

I tried to get rid of him. I offered him to friends, and friends of friends. No one would take him. My Trump experienced bipartisan rejection—more liberally minded people didn't want to be near the piñata. And more conservative minded people didn't want any association that would force them to explain why they might support or oppose him.

Desperate, I tried to repurpose Trump. Noisy birds had taken up residency in our yard, so I attached him to our grapefruit tree—my very own Trumpian scarecrow. Unfortunately, he scared the neighbors more than the birds. One asked me how I could be a Trump supporter. Another asked me if my suspending Trump

from the tree was a form of lynching.

Trump went back in the closet. But I didn't give up. After his frightening convention speech, I put him out with the trash. But Trump was too large to fit entirely in one trash can, and the company that handles our city's trash won't pick up oversize items. I considered setting him on fire in the driveway, but would I be in violation of Southern California's strict air quality regulations?

After his upset victory in November, I redoubled my resolve to dispatch him once and for all. I asked my family if we could seize the opportunity of a December birthday party to let the piñata fulfill its intended destiny. But my wife, who stays out of politics, didn't think it was a good idea. My 8-year-old informed me he was already sick of seeing and hearing Trump all the time.

So today Trump remains in my closet. And I remain stuck, in the same way California is with President Trump.

We can't support him—more than two thirds of Californians voted against him. But we can't really fight him at every single turn—he's the federal government and we still need our Social Security, Medicare, Medicaid and military.

There is, of course, the lingering temptation to stuff him full of candy and beat him with a stick until he breaks into pieces. But maybe we can't even do that anymore. Now that he's president, would someone call the cops or the Secret Service?

In recent days, I've decided I was devoting too much energy to the future of my Trump. So I'm keeping him in my closet for the foreseeable future. I won't ever be comfortable with him, but the two of us can coexist. At least the piñata version of our president hasn't told me any lies.

Joe Mathews writes the Connecting California column for Zócalo Public Square.

Where to sell unwanted stuff online

By Joseph Pisani, AP

If you're cleaning out your closets for the new year, or need some spare cash after the holidays, your old stuff can help fill up your wallet.

A number of websites and apps make it easier to sell used smartphones, furniture and clothes. Here's where to go to sell your unwanted stuff and earn some extra bucks:

Gadgets

If you got the latest tablet or smartphone during the holidays, don't let the old ones go to the forgotten junk drawer. Gazelle and NextWorth will buy your unwanted electronics depending on its condition. Recently, Gazelle was offering \$215 for an iPhone 6s in good condition on Verizon's cellphone network.

Other options include Apple, which will pay you in Apple Store gift cards for some products. And retailers Target and Best Buy will take your electronics online or at some of its stores in exchange for gift cards. You can also try selling unwanted electronics on eBay, which may charge listing fees, or Facebook's recently launched marketplace, which is free, and found within the social media company's app.

Clothing

For women's, men's or children's clothing, there's Poshmark. The company charges \$2.95 for items sold for under \$15 and takes 20 percent for items sold for more than \$15.

With ThredUP, the website will send you a box to fill with brand-name women's or children's clothing that it tries to sell for you. You can keep 5 percent to as much as 80 percent of the amount an item is sold for, depending on the sell price. At Tradesy, you can list designer bags, shoes and clothing, with Tradesy taking as much as 17.8 percent of the sale price.

You can also selling used clothing on eBay, which may charge some listing fees.

Furniture

For couches, mirrors and other household items, try Craigslist or Facebook marketplace. Some good photos in the listing, and measurements of the items, can help them better attract a buyer. But with those options, only accept cash or online payments such as PayPal, since requests to pay by check can be a sign of a scam.

Gift cards

If you got a gift card over the holidays you know you won't use, you can sell them at a number of sites including CardCash, Cardpool and Giftcard Zen. How much money you get depends on a number of factors, including how likely someone else will want to buy it from the gift card seller. Recently, CardCash was offering \$87 for a \$100 gift card from Target, a 23 percent loss. You can also trying selling it on your own through eBay.

Toys

For unopened toys such as Lego sets or American Doll dresses, try the Brian's Toys website. It will quote you the price it will pay on its site, or download the Brian's Toys app, which lets you scan the toy's barcode for a quote. You can also try eBay, Craigslist or Amazon to sell unwanted toys.

NV Energy, Apple partnering on solar energy in Nev.

By Erin Ryan, Las Vegas Sun

NV Energy and Apple have jointly announced an agreement to build 200 megawatts of additional solar energy in Nevada to support the tech company's Reno-based data center with renewable energy. Completion is expected by 2019.

First, NV Energy must apply with the state's Public Utilities Commission to enter into a power purchase agreement for the solar power plant.

Apple plans to dedicate up to 5 megawatts of the new power to a subscription solar program NV Energy has in the works for residential and commercial customers.

[Read the whole story](#)

Calif. drought is over in roughly half the state



Heavenly Mountain Resort has enough snow to provide skiing well into spring. Photo Copyright 2017 Carolyn E. Wright

By Paul Rogers, San Jose Mercury News

Hammered with record rainstorms and blizzards, nearly half of California is no longer in a drought, and the rest saw dramatic improvement over the past week, federal scientists reported Thursday.

Overall, 49 percent of the state is now drought free, the highest level since April 2013, according to the U.S. Drought Monitor, a weekly study by the National Oceanic and Atmospheric Administration, the U.S. Department of Agriculture and the University of Nebraska, Lincoln.

A year ago, only 5 percent of the state was classified as not in drought conditions.

Read the whole story

Road Beat: 2017 Kia Cadenza, more luxury



The Kia Cadenza's 2017 model is worth taking a spin.
Photos/Larry Weitzman

By Larry Weitzman

It has been more than 2½ years since I last tested the Kia Cadenza and for 2017 it becomes a new generation. While it may look only refreshed, the overhaul was far more extensive as it is marginally longer (0.2 inches), with a half inch longer wheelbase, almost an inch wider and is slightly lower.

The entire body structure has been strengthened (more than 35 percent). While it strongly resembles the prior generation,

several changes were made to improve its overall appearance, including one change that was suggested by my last Road Beat. Even the co-efficient of drag was reduced from 0.29 to 0.28.

Cadenza is a super mid-size car (196L x 74W x 58H inches) with large car interior dimensions with almost 124 cubic feet of cabin and trunk volume. The body is made more beautiful by a change (suggested by the Road Beat) in the rear quarter window. Before it wasn't part of the overall window line but now the lower window line continues in one smooth slightly upward motion to a Hofmeister type kink that intersects the beautiful, continuously downward curving upper window line making the entire cabin look like an expansive coupe. Well done Kia. You can be sure that Kia's CEO who is also Kia's chief design officer, Peter Schreyer, had a huge hand in this change. Also, changed is the upper character line that extends with purpose from the Z shape headlight signatures to the "piano key" styled tail lights. The Kia signature grille comes in two styles with the top of the line getting the "Intaglio" design of vertical faceted blades.

This "tiger nose" grille also is concaved and the body has a tauter look transforming the Cadenza from what was slightly milk-toast to more of an aggressive cat. It has become a truly beautiful, elegant car. This new designed received a continuous line of compliments from many people, even from those driving competing brands. Cadenza has become a glamorous, upscale looker that will impress even non-car aficionados.

Things have changed in the power train department. While the engine is the same Road Beat favorite, 3.3LD0HC, 16 Valve, Direct Injected V-6 that knocks down 290 hp at 6,400 rpm and 253 pounds of twist at 5,200 rpm, those values are actually down by about one percent from the prior rating of the engine. This 3.3L mill happens to be one of the best V-6s in production, and considering its output, smoothness and efficiency, it is perhaps the best V-6 in production.

Performance has actually improved, probably due to the new super slick eight speed auto cog swapper replacing the prior generation's six-speeder driving the front wheels. Shifts feel quicker and more positive, almost like an automated dual clutch unit. Needless to say, 0-60 mph times are down four tenths of a second to 5.94 seconds and a level 50-70 mph pass is down to 3.15 seconds. That same run up a steep grade required 4.71 seconds a slight increase of about three tenths of a second. The numbers from the prior test were 6.34, 3.20 and 4.42 seconds respectively. The new Cadenza is a very quick vehicle. Any times under six seconds to 60 mph is world class.



Specifications

Price (with destination)
\$32,890 to about \$45,290

Engine

3.3L DOHC, 24 valve V-6 290
hp @ 6,400 rpm
253 ft.-lbs. of torque @
5,200 rpm

Transmission

8 speed torque converter
automatic with paddle
shifters

Configuration

Transversely mounted front
engine/front wheel drive

Dimensions

Wheelbase 112.4 inches
Length 195.7 inches
Width 73.6 inches
Height 57.9 inches
Track (f/r) 63.1/63.4 inches
Weight (18"/19" wheels)
3,633/3,799 pounds
Ground clearance 5.4 inches
Fuel Capacity 18.5 gallons
Cabin interior volume 107.8
cubic feet
Trunk volume 16.0 cubic feet
Turning circle 37.2 feet
Steering lock to lock 2.71
turns
Wheels (std/opt)
18X7.5/19X8.0 inch alloys
Tires (std/opt)
245/45X18/245/40X19 inch
radials

Performance

0-60 mph 5.94 seconds
50-70 mph 3.15 seconds
50-70 mph uphill 4.71
seconds
Top speed Way beyond sanity
Fuel economy EPA rated at
20/28/23 mpg
city/highway/combined.
Expect 34 mpg in highway
driving at legal speeds and
25-26 mpg overall in
suburban/rural driving.

Fuel economy is also improved marginally. EPA now rates the Cadenza at 20/28/23 mpg city/highway/combined. As usual, my mpg numbers were much higher with a two way 70 mph run on a

level highway returning 34.1 mpg, an improvement of one mpg over my last test helped in part to a slightly reduced cruising rpm from the new tranny. In suburban driving with mostly moderate but with some heavy traffic it averaged 25.2 mpg and overall in 438 miles of driving with almost no time on the open road or the freeway it returned 26.8 mpg. In a 200 mile, round trip from Placerville to Carson City which included almost no freeway, some heavy traffic, climbing over the Sierra twice and 60 percent on windy, two-lane Highway 50, the Cadenza averaged 32.5 mpg. Amazing performance coupled with surprisingly good fuel economy. Fuel capacity remains a large 18.5 gallons making a real highway range of over 600 miles possible, for the Cadenza that is.

Handling is improved because of a slight widening of track of about half an inch to over 63 inches, quicker steering of just 2.71 turns lock to lock and its stiffer body structure. Suspension remains a state of the art four-wheel independent system with wide 245/40 rubber mounted on 19x8 inch alloys. Cadenza goes around corners with good roll control, tracking perfectly where you point it with massive cornering power. There is some understeer, but its mild and the electric power rack has surprisingly good feel and is nicely weighted. Overall Cadenza handles very well with crisp turn-in. It is fun to drive aggressively and it will not disappoint those looking for a real sporty sedan. You have heard of Easy Rider, well this Cadenza is an easy driver.

Ride quality hasn't diminished. Its supple nature absorbs bumps beautifully, while being so well controlled that there is no float and Cadenza is bank vault quiet. It is a smooth mover with the engine spinning just 1,950 rpm at 70 mph, slightly slower than the prior generation. See above.

Braking is strong with large four-wheel discs with all the acronyms and the SX Limited top of the line Cadenza has just about every safety feature you can think down to the surround view monitor. Headlights are very good in low beam, but the

high beams could be stronger.

Another Improvement from the prior generation is the interior. Seating is even more comfortable. Still with super soft Nappa leather, Kia has done a quilt job on the seats giving it a sportier look while adding to their bolstering comfort level. Many high-end sports car like those from Italy use a quilting style in the leather. On the Kia, the pattern is smaller, but it seems to add to the softness of the seats. They do enhance the Kia experience. Already extremely spacious, the sublime rear seating is improved with a bit of additional, already enormous legroom from the longer wheelbase. The trunk is huge at 16 cubic feet.

Instrumentation is complete with a large speedo and tach separated by an information center with three fuel computers, perfect for guys like me. It is well done and easy to use. Materials for the dash and doors are mostly soft touch and exude quality. The center stack is easy to use for both the climate and sound system and it is topped by a huge 8-inch color screen for Nav, rear and surround cameras and the sound system.

So, what is the damage? Price of admission for this absolutely loaded Cadenza SXL is \$44,390 plus \$900 for the boat from Ulsan, Korea. But the base premium model stickers for just \$31,990 and that's with leather seating. Quite the deal. For \$3,000 you can add the premium luxury package which gives you things you would want like NAV with the 8-inch screen. So, a nicely equipped unit is more like \$35 large, but that is a bargain when compared to slightly smaller mid-size cars with about the same level of equipment, but not quite the luxury. The Technology model lists for \$38,990 and has nearly everything including the trick front grille, except things like the quilted seats and I must tell you those seats are nice. Any way you slice it, this Cadenza is like a filet mignon among mid-size near luxury rides. About the only thing for improvement would be an all-wheel drive option. As I said

with the newest Hyundais (a sister company to Kia), the Koreans have now out Japanesed the Japanese.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.

Race to benefit Wildland Firefighter Foundation

Registration is open for the May 13 Northern Nevada Wildfire Awareness Multi-hour Trail Event in Reno.

The race is hosted by University of Nevada Cooperative Extension's Living with Fire Program in partnership with the Bureau of Land Management and Desert Sky Adventures. All proceeds from the race will be donated to the Wildland Firefighter Foundation.

The event is at Bartley Ranch Regional Park, 6000 Bartley Ranch Road in Reno. Participants can choose to run either one, three or six hours, and then they see how many laps around the one-mile flat, dirt trail loop that they can run in the chosen amount of time. Participants can register as solo runners or as teams. The six-hour race begins at 7am the three-hour race at 8am, and the one-hour race at 9am.

Cost is \$25 per person by Jan. 31, \$30 between Feb. 1 and April 1, \$35 between April 2 and May 11, and \$40 on May 12 and 13. Cost includes a tech T-shirt, goodie bag, finisher's medal, snacks, a downloadable race photo and refreshments, including refreshments courtesy of the Brewer's Cabinet. To

register or for more information, go **online**.

The Wildland Firefighter Foundation is a nonprofit organization that provides assistance to fallen firefighters' families and to firefighters injured in the line of duty.