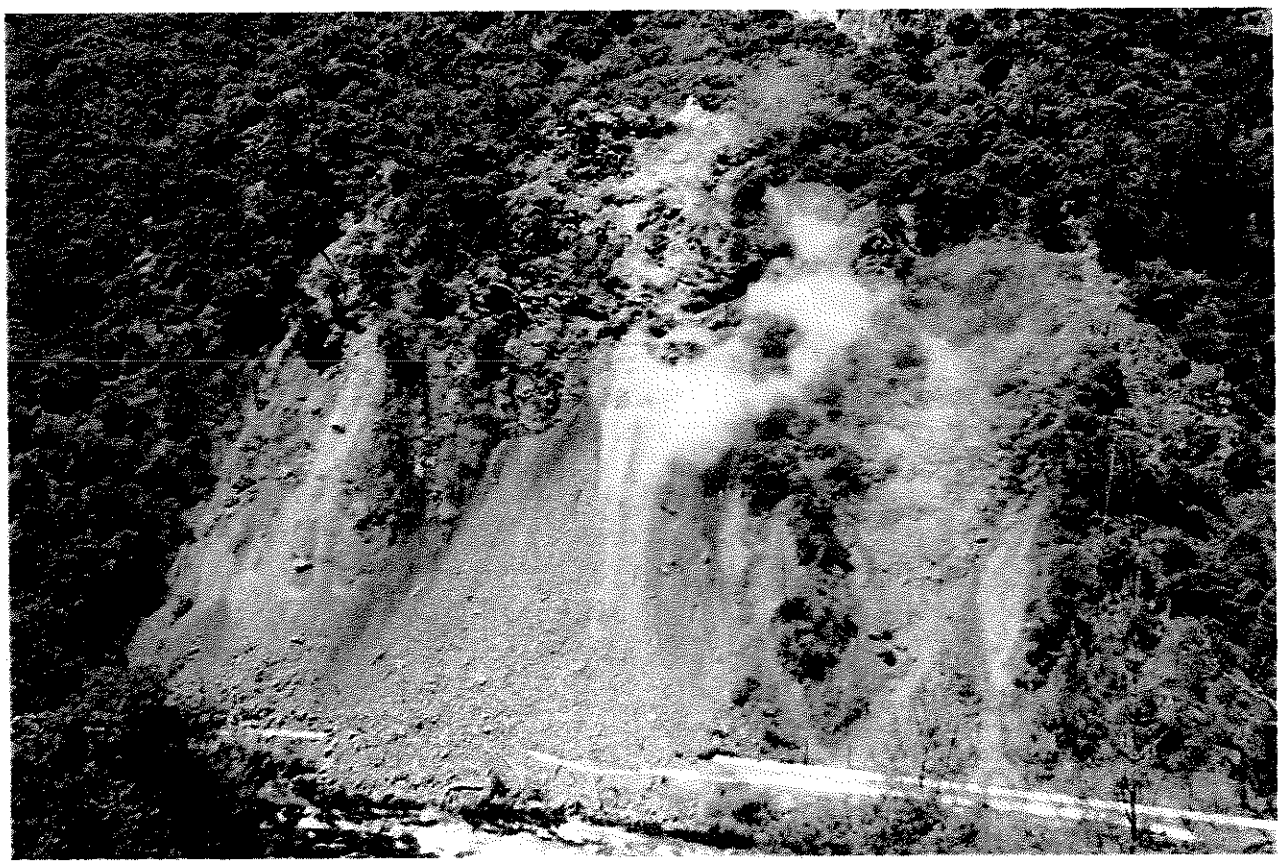
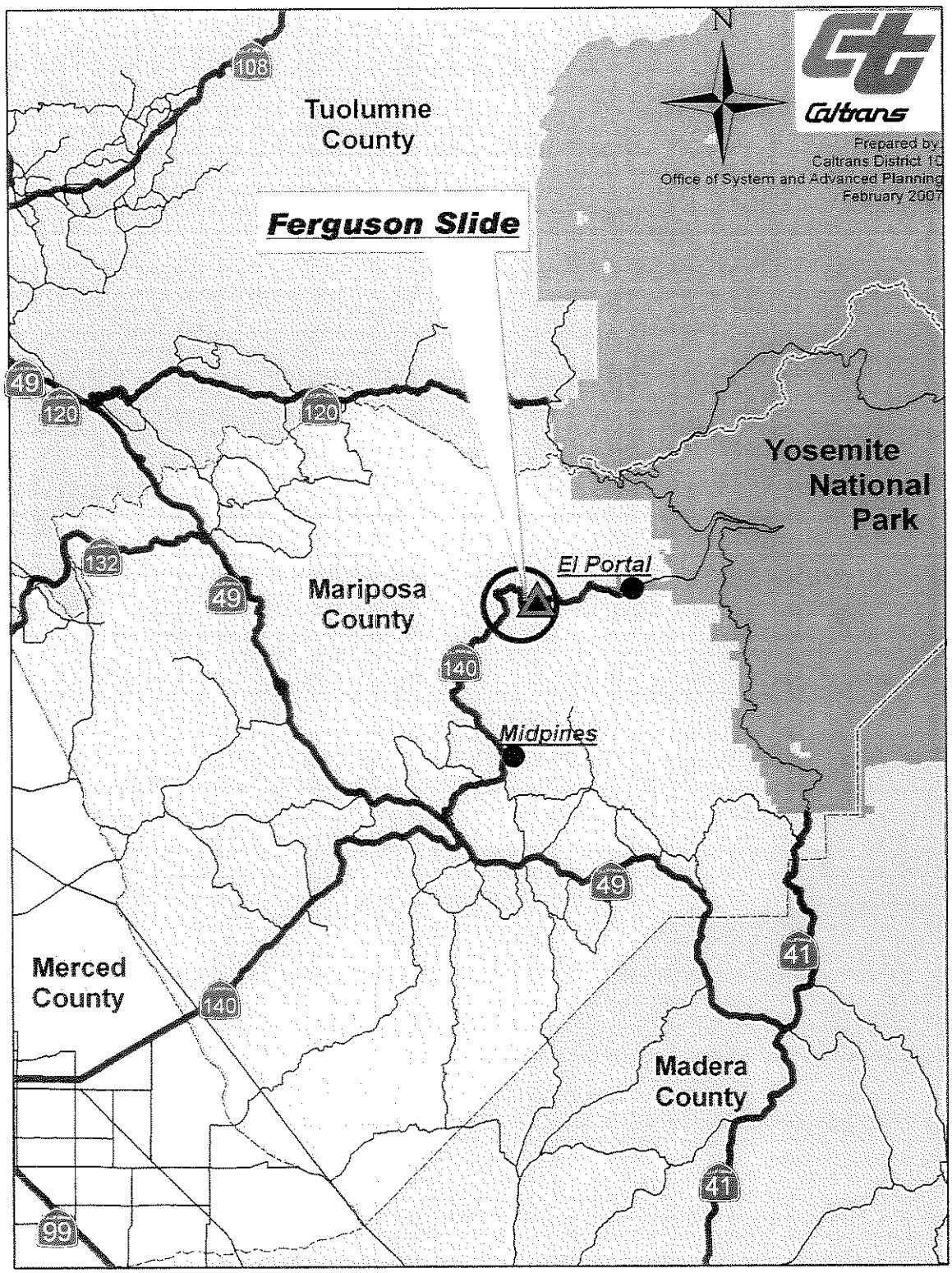
FERGUSON SLIDE

ECONOMIC IMPACT OF STATE ROUTE 140 CLOSURE



May 25, 2007

FERGUSON SLIDE LOCATION MAP



EXECUTIVE SUMMARY

State Route 140 (SR-140) is an east/west corridor serving as the primary route into and out of Yosemite National Park for Bay Area and Southern California travelers; it also serves as a through route for local area residents of Mariposa County. The area of the Ferguson Slide has been subject to landslides in the past and efforts to control future slides along SR-140 had previously been implemented. In May 2006, a major landslide occurred covering an entire portion of SR-140 and closing the highway. The highway was re-opened to through traffic in August 2006 with a one-way traffic controlled detour past the slide along with restricting vehicle size to 28 feet through the detour.

Closure of SR-140 and the re-routing of through traffic to alternate routes would have a negative impact primarily on travelers and businesses that service tourists and recreational travelers. Travelers heading to Yosemite National Park could expect to add 50 to 90 minutes to their trip, depending on which alternate route they chose to use. Tourism is a major source of business income in Mariposa County. Businesses dependent upon tourism and recreational traffic would be adversely impacted, as these travelers would be diverted off SR-140 to alternative routes. Many businesses along SR-140 service the tour buses from the Bay Area that would use this route to Yosemite National Park. Businesses continue to suffer economic losses as restrictions imposed on SR-140 prohibit buses on this route.

Caltrans District 10 has proposed five (5) alternatives as long-term, permanent remedy. The alternatives include removing the debris and restoring the existing alignment, building a rockshed/ tunnel through the debris along the existing alignment and re-routing the current alignment out of the slide area (three separate re-alignment alternatives are proposed). The project costs range from $34 to $74 million.

The Office of Transportation Economics (OTE), Division of Transportation Planning, was tasked by Caltrans District 10 to review the district's draft economic impact report and to provide a benefit/cost analysis of the proposed alternatives. The OTE calculated the benefits based on information provided by Caltrans District 10. The OTE developed 10-year benefit-cost evaluations for both the total closure and partial closure scenarios. For simplicity, it was assumed that the 2006 landslide scenario would be repeated every year for a decade. The future benefits considered are the potential user costs and

business and community losses that would be avoided by eliminating future road closures. All future benefits were then discounted to present value and were compared to the cost of each alternative.

As the following summary table shows, the benefit-cost ratios for total closure are between 5.7-12.9, and for partial closure the ratios are between 3.4-7.7 for the 5 alternatives. Although all 5 alternatives have merit as good investments in terms of B/C Ratio, Alternative S seems to be the most cost-effective option under both the total and partial closure.

Ferguson Slide 10 Year B/C Analysis					
	Alt. E	Alt. R	Alt. C	Alt. T	Alt. S
Costs	$71,000,000	$74,000,000	$53,000,000	$77,000,000	$34,000,000
Total Closure SR-140	6.2	5.9	8.2	5.7	12.9
Partial Closure SR-140	3.7	3.6	5	3.4	7.7

State Route 140 Description

State Route 140 (SR-140) is an east/west corridor that begins at Interstate 5 (I-5), west of the city of Gustine in Merced County, and terminates at the Yosemite National Park (YNP) boundary near El Portal in Mariposa County. The corridor is 101.6-miles long and lies entirely within the Caltrans District 10 Region. It traverses the flat agricultural land of the Valley through Merced County and continues southeast through the foothills of Mariposa County. State Route 140 is a year round highway serving the cities of Gustine and Merced, and the communities of Planada, Catheys Valley, Mariposa, Midpines, Briceburg and El Portal. Along this corridor are recreational areas such as San Luis National Wildlife Refuge, Kesterson National Wildlife Refuge, the Sierra National Forest and (YNP).

From I-5 to the city of Merced, SR-140 is primarily used for interregional travel with heavy emphasis on agricultural traffic. It is an important access route to YNP. For the cities of Gustine and Merced, it serves as a local commuter route. From Merced to YNP, the primary use is for interregional travel with emphasis on recreational and commute traffic. Transportation demands continue to increase each year becoming increasingly more difficult during peak periods. SR-140 is also a popular route used by bicycle tourists traveling to and from Yosemite Area, and serves local bicycle commuters in the various communities. During the winter months, SR-140 is the preferred route into YNP as alternate routes are subject to heavier snowfall because of their higher elevations and is sometimes referred to as the "All Year Highway."

Several of the gateway communities that serve as access points to the park have pooled resources to implement the "Yosemite Area Regional Transit System" (YARTS), which began running regional transit buses in May of 2000. YARTS serves the counties of Mariposa, Merced and Mono, and offers travelers a dependable alternative to driving throughout the region, including YNP, while safeguarding the area's wealth of natural resources and maintaining the economic viability of the surrounding communities.

Ferguson Slide

State Route 140, in the Merced River Canyon near YNP was closed for a period of time due to a massive rockslide. The initial slide occurred on April 29, 2006, and Caltrans was able to re-open the roadway within a few days; however, on May 25, 2006, the highway was again closed as the slide increased in activity and a section of the road became completely covered with a massive quantity of debris. As a result, the Mariposa County Board of Supervisors declared a local state of emergency due to the economic impacts of the highway closure.

As of August 18, 2006, a temporary project consisting of a single one-lane detour with one-way traffic control was completed opening SR-140 within the slide area. In December 2006, a Permanent Restoration Project of the Ferguson Slide was initiated by Caltrans.

There are five viable build alternatives currently under study. A description of each viable alternative is discussed below. More detailed descriptions of each viable alternative can be found in the draft Project Report. Maps illustrating the viable project alternatives and the project limits can be found in Attachment D.

- Alternative E – Slide Removal

This alternative proposes to remove the talus (accumulated rock fall) from the roadway and part or all of the slide mass to stabilize the slope above the highway. It would generate approximately 800,000 cubic yards of waste. This alternative will include a subsurface drainage system and substantial slope stabilization measures. The highway would be restored to pre-damage condition maintaining the original highway geometric features. The construction cost for this alternative is estimated at $71 Million.

- Alternative R – Rock Shed/Tunnel

This alternative proposes construction of a "build and cover tunnel" through the talus of the slide along the existing alignment. The tunnel will provide two 12 ft lanes, 8 ft outside shoulders and a 5 ft walkway. The total capital cost to construct this alternative is estimated at $74 Million.

- Alternative C – Open-Cut Realignment

This alternative proposes to realign SR-140 by constructing two bridges across the Merced River and an open cut through the hillside located on the north side of the river. The roadway will provide two 12 ft lanes, 8 ft outside shoulders and 20 ft surface debris benches through the cut areas. This alternative includes a 550 ft horizontal curve at the west end and a 550 ft horizontal curve at the east end. The proposed bridges are located within the limits of the horizontal curves. The bridges are approximately 550 ft and 650 ft in length. The total capital cost to construct this alternative is estimated at $53 Million.

- Alternative T – Tunnel Realignment

This alternative has similar horizontal and vertical geometics to Alternative C. Instead of the open cut through the hillside, it proposes a 725 ft long tunnel. The roadway will provide two 12 ft lanes, 8 ft outside shoulders and 5 ft walkways through the tunnel section. Like Alternative C, this alternative includes a 550 ft horizontal curve at the west end and a 550 ft horizontal curve at the east end. The bridges are approximately 550 ft and 650 ft in length. The total capital cost to construct this alternative is estimated at $77 Million.

- Alternative S – Viaduct Realignment

This alternative proposes to realign SR-140 by constructing two bridges across the Merced River and a side-hill viaduct/retaining wall on the north side of the river between the bridges. The roadway will provide two 12 ft lanes and 8 ft outside shoulders. This alternative includes a 550 ft horizontal curve at the west end and a 650 ft horizontal curve at the east end. The proposed bridges are located within the limits of the horizontal curves. The bridges are approximately 805 ft and 670 ft in length. The viaduct/retaining section between the two bridges is approximately 400 ft in length and will be supported by a combination of benching into the hillside and columns. The total capital cost to construct this alternative is estimated at $34 Million.

In addition to the five viable alternatives currently under study, there are two additional alternatives that have been rejected. A brief description of each is discussed below. More detailed descriptions of each rejected alternative can be found in the draft Project Report.

- Alternative T-2
  A tunnel alternative was considered that would realign the highway to the south of the slide. The tunnel was approximately one mile long at a cost of approximately $378 Million. This alternative was dropped due to excessive cost and a prolonged construction schedule.

- Alternative 6 – No Build
  Under this alternative, no work would be performed to address the indefinite closure of this section of SR-140. The No Build Alternative would not satisfy the purpose and need of the project.

Any prolonged closure of SR-140 due to the Ferguson Slide would affect the economic vitality of Mariposa County whose primary source of revenues are from travel related business activities. The recent slide activities resulting in the closure of SR-140 caused major economic impacts to many of the businesses in Mariposa County, which depends on the tourist and recreational traffic that use the State highway to get to the Mother Lode area to the north and to YNP. The actual impacts cannot be accurately determined due to a lack of information about their sales and revenues. A prolonged closure of SR-140 could potentially force many of the smaller establishments out of business. The inconvenience and added cost of travel resulting from the closure of SR-140 for an extended period of time would also discourage and reduce recreational travel through Mariposa County.

Costs for Routine Maintenance & Emergency Opening

As of January 2007, approximately $6.5 million have been spent on temporary bridges and detours on SR-140 to allow traffic to traverse through the Ferguson Slide area.

BACKGROUND

Chronology of Events

- April 29, 1999
  (Smaller slides and rock falls started in late January. Scaled slide area and removed slide debris.)
  Moderate sized landslide - Caltrans Geologist identifies this landslide as part of a larger prehistoric landslide. Determination is larger slide is not moving. Slide debris is removed from roadway, rock slope scaled, steel drapery installed on slide face to stabilize.

- March 2000
  Completed drapery on slide area.
  Minor rock falls during construction.

- Spring 2000 to Fall 2005
  Little, if any, rock fall activity

- December 2005/January 2006
  Rocks moving behind drapery.
  Minor slides and rock falls elsewhere.

- April 29, 2006
  Unusually heavy rains in March and April had triggered a major landslide on State Route 140 approximately 10-miles west of the YNP boundary, completely blocking and closing the highway. Caltrans began same approach as 1999.

- May 10, 2006
  (Numerous large rock falls throughout the day. Source area between and above the two (2) slides and 500 to 600-feet above roadway.) Scaling and slide removal completed. Caltrans decides to install rock fall barrier on shoulder of roadway.

- May 14, 2006
  (Numerous large rock falls from a new source area on the east side of 1999 slide occur.)
  The Contractor completed rock fall barrier in anticipation of opening the road to two-way traffic.
  Geologists are consulted.

- May 16, 2006
  Geologists determine major prehistoric landslide mass is moving.

- May 18, 2006
  Caltrans meets with impacted public officials explaining geology and discussed strategy for next steps. Decision is made to move rock fall barrier to centerline of road, extend it from 300 to 500-feet and raise the height from 13 to 20-feet.

- May 25, 2006
  (Accelerated rock fall activity all over the hillside. SR-140 was permanently shut down and has since been covered with debris.)
  5:00am – Caltrans opens the road to one-way traffic control.
  7:30pm – Slide damages rock fall barrier. Caltrans closes road.

- May 26-27, 2006
  Rock fall continues to accelerate.

- May 28, 2006
  Major section of rock fall barrier completely covered by rocks.

TRAFFIC IMPACT

The closure of SR-140 caused diversion of normal traffic to other routes. There was a 63% reduction of average daily traffic (ADT) comparing Memorial Day in 2005 to a post slide Memorial Day in 2006. Tables demonstrating this reduction can be found in Attachment E.

YOSEMITE NATIONAL PARK

Information obtained from YNP also demonstrated fiscal impacts due to the slide closure based on park entrance revenue comparisons between 2005 and post slide 2006 showing an approximate decrease in revenue of 50% at the Arch Rock Entrance and an overall decrease of approximately 5% of the total of all entrances to the park. The conclusion can be drawn that the Ferguson Slide Closure had minimal effect on the overall revenues of YNP but a significant impact to the Arch Rock Entrance. A table comparing total monthly YNP entrance traffic volumes can be found in Attachment G.

Fiscal Year 2006 entrance revenue compared to Fiscal Year 2005

Arch Rock:

2005	$3,242,361.00	2006	$1,658,793.00

All entrance stations combined:

2005	$12,539,343.00	2006	$11,933,245.00

-4.83% decrease

Additional Travel Time and Miles on Alternate Routes

The following chart presents alternate routes of travel between the Mariposa and YNP.

Travel Time and Distance Comparisons

START TO END DESTINATION (One Direction)	TIME	DISTANCE	ADD. TIME (%)	ADD. DISTANCE (%)
Time and distance taken from Yahoo Maps				
Mariposa to Yosemite Valley via SR-140	1hr, 9 min.	42.2 mi.	N/A	N/A
Mariposa to Oakhurst to Yosemite Valley via SR-49/41	2 hrs, 0 min.	72.7 mi.	51 min. (42%)	30.5 mi. (42%)
Mariposa to Groveland to Yosemite Valley via SR-49/120	2 hrs, 31 min.	88.9 mi.	1 hr., 22 min. (54%)	46.7 mi. (54%)

Daily Vehicle Hours of Delay

The following information presents approximate daily vehicle hours of delay (DVHD) based on an annual average daily traffic (AADT) of 3,000 for the distance of half-mile through the Ferguson Slide area. A chart displaying this information can be found on the Vehicle Hours of Delay Calculation Sheet in Attachment H. The calculations include the following assumptions:

- 0.5 Miles -Travel distance through the Ferguson Slide area
- 35 MPH – Free Flow Speed (Posted Speed) through the Ferguson Slide area
- 3,000 – 2005 AADT
- 3 MPH – Congested Speed with Detour Through the Ferguson Slide area
- Summary: With the existing Detour through the Ferguson Slide area, it is approximated that an additional 457 Daily Vehicle Hours of Delay (DVHD) can occur based on 3,000 ADT.

ECONOMIC IMPACTS

The following is a brief summary of information that was provided by Marilyn Lidyoff, Mariposa County Business Development Coordinator from an Economic Impact Survey of local anchor businesses, County and private service providers, who agreed to participate in the survey. Additional information is provided by Dick Whittington, Yosemite Area Regional Transportation Systems (YARTS) Transit Manager (more detailed information is included in Attachments B [for Mariposa County] and C [for YARTS]):

MARIPOSA UNIFIED SCHOOL DISTRICT

- El Portal Elementary and Yosemite Elementary Schools - Each trip to Yosemite Elementary increased travel time 2.5-hours;
- The hard costs for "extra payroll" expenses and equipment rental totaled $7,318.74;
- Due to the route changes necessitated by the smaller bus, the District is incurring the cost of one (1) additional driver; and
- The School Board has recently approved the purchase of a new bus at a cost of $93,000. The slide accelerated the need for a small bus (one that can access the bridges and fit within the road restrictions).

MARIPOSA BUSINESSES

- The estimated reduction in gross retail sales was estimated at $1.2 million per month for four (4) months, four (4) Mariposa businesses closed (retail music shop, gift shop, a small tour guide company and a taxi company); and
- Prohibition of tour buses and recreational vehicles have a long-term affect on revenues. Businesses reported an on-going annual loss of $1.7 million until the bridge is restored to allow tour buses and recreational vehicles.

RESIDENTS

- Fewer Mariposa County residents visited YNP as the travel time increased up to three (3) hours one-way; and
- If flooding, massive rock slide and road failures occur within YNP, residents will not be able to flee the area, thereby causing catastrophic loss of lives of an entire community.

TOURISM

- Up to 30% of rooms are reserved for bus tours, which means that the lodging industry is loosing customers; and
- It is estimated that Mariposa County is losing up to 250 tour busses annually.

COUNTY SERVICES

- The Building Department reported a slight increase in fiscal charges for fuel and vehicle maintenance costs due to the road closure;
- Parks and recreation staff working at the El Portal swimming pool increased commute time from 45-minutes each way to 2 ½ hours each way;
- The Road Division is unable to move heavy equipment to the El Portal area on Highway 140. The low-bed tractor-trailer utilized for moving equipment costs $65 per hour to operate;
- With the current traffic light system and limited road width on Highway 140 on the bridges, emergency vehicles cannot pass other vehicles;
- Large fire dozers utilized for wild land fire, along with an aerial fire truck (to rescue civilians), cannot be used, which renders fire equipment ineffective;
- Thirty (30) days following the rock slide, the out-of-pocket costs to the Sheriff's Department were $9,583 for personnel and mileage; and
- Should the decline in Transient Occupancy Tax (TOT) become constant, it is conceivable that the County will loose 20 to 30%, which totals $1.4M annually.

YOSEMITE AREA REGIONAL TRANSPORATION SYSTEM (YARTS)

- The rock slide significantly decreased ridership on the YARTS system. The May 2006 ridership dropped by 42% and in June 2006 ridership plummeted to 53%; $111.24 per service, while accommodating 2/3 less passengers due to the smaller buses. YARTS was forced to detour its buses through Oakhurst and Wawona to reach the park. The change added approximately 1.5-hours to each direction of the YARTS runs into and out of the park. The additional time allotted to each run caused YARTS to drop some of its runs to remain within budget. This resulted in further reductions in ridership; namely -52% in July and -48% in August. In FY 06-07, the cumulative ridership numbers reflect -37%, compared to that of the previous year (which may place the entire YARTS system in jeopardy).

Attachments

Attachment A:
Ferguson Slide Benefit/Cost Analysis

FERGUSON SLIDE B/C ANALYSIS: Total SR-140 Closure

Project Alternatives	Costs	Description
Alternative E	71 million	Remove the slide and restore the highway on its original alignment
Alternative R	74 million	Construct a concrete rockshed/tunnel through the slide talus along the existing highway alignment
Alternative C	53 million	Realign the highway to the north side with a large through cut between the bridges
Alternative T	77 million	Realign the highway to the north side through a tunnel between the 2 bridges
Alternative S	34 million	Realign the highway by constructing 2 bridges across the river and a side-hill viaduct

Project Benefits *(Avoided Costs)*	Annual Benefits	10-Yr Benefits (PV)	Description
User Costs	$8,712,079	$64,068,917	Delay costs due to closure and re-routing 3000 AADT to SR-41 (70%) and SR-120 (30%). The extra distance on SR-41 is 30.5 miles (51 mins) and 82 miles on SR-120 (46.7 mins), at average speed of 45 mph.
	$3,124,976	$22,961,177	Additional vehicle operating costs due to delay and detour, using Cal-B/C Model values .
Mariposa USD [1]	$34,819	$256,060	Replacing rental bus, extra payroll expenses and equipment, plus operating costs
County [2]	$466,667	$3,431,882	A 20-30% Transient Occupancy Tax reduction ($1.4 mil- Total Annual)
	$38,332	$281,895	Out-of pocket expenses to the Sheriff's Dept (personnel & mileage)
Roadway Restoration Costs [3]	$1,200,000	$8,824,840	Slide Removal, Slope Stabilization & Rock Fall Barrier
	$6,150,000	$45,227,305	Temporary Bypass/Emergency Opening
John Fremont Hospital Dist. [4]	$1,000,000	$7,354,033	Loss revenue for medical services normally provided to Yosemite tourists
YARTS [4]	$200,000	$1,470,807	Reduced fare revenues assuming 40% ridership drop
	$206,550	$1,518,976	Added Vehicle Operating Costs
Tourism [5]	$38,283,489	$281,536,052	Reduced visitors spending assuming 25% drop (during May-Aug)
TOTAL	$59,416,911	$436,953,944	

Ferguson Slide: Total Closure 10 Year B/C Analysis

Alternatives	10 Yr Benefits	Costs	B/C Ratio
Alternative E	$436,953,944	$71,000,000	6.2
Alternative R	$436,953,944	$74,000,000	5.9
Alternative C	$436,953,944	$53,000,000	8.2
Alternative T	$436,953,944	$77,000,000	5.7
Alternative S	$436,953,944	$34,000,000	12.9

Sources:

1) Ferguson Slide (Draft), Economic Impact of SR-140 Closure, January 29, 2007
2) Draft Project Report on Rte 140, MPA 140- 42.0/42.7.
3) Ferguson Slide: What Effect Does It Have on You and Your Business or Organization? Public Meeting, March 6, 2007.
4) Yosemite Area Regional Transportation System (YARTS) Short-Range Transit Plan: 2004-2009, October 20, 2003.
5) California Travel Impacts by County: 1992-2005, 2006 Preliminary State Estimates, Dean Runyan Associates, March 2007.
6) 2005 Traffic Volumes Book

Office of Transportation Economics
Division of Transportation Planning
CA Department of Transportation
May-07

Attachment B:
Data from Mariposa County Business Development Coordinator, Marilyn Lidyoff

The attached document is in response to your inquiry to complete a survey from Caltrans. If you have questions regarding this document please contact me by Friday, December 29th as I will be out of the office from Jan 1 - 3, 2007. My direct telephone number is 209 742-1229.
Marilyn Lidyoff

The purpose of this document is to respond to your inquiry on short-term and long-term economic impacts of the Ferguson Rock Slide in Mariposa County. The information contained herein is a brief synopsis of anchor businesses, County and private services, who agreed to participate in this economic impact survey.

Background
On April 29, 2006, a rockslide occurred at Ferguson Ridge in Mariposa resulting in the closure of Highway 140 at that location. Four and a half months following the rock slide, two temporary bridges were installed at the site allowing up to 28-foot vehicles to access Hwy 140 to YNP. The two temporary bridges on Highway 140 serve local residents, few visitors and park employees.

QUESTION # 1:
What are the short/long-term impacts on the school district, businesses, residents, tourism, services (emergency) revenue and transportation?

Mariposa Unified School District
Short-term impacts
The Ferguson Rock Slide created additional costs to the Mariposa County Unified School District. The slide interrupted electrical service to the schools, necessitating the rental of generators. Another impact to the District was the increase in travel time to El Portal Elementary and Yosemite Elementary Schools. Each trip to Yosemite Elementary increased travel time 2.5 hours. This extra time not only prevented staff from attending to other duties elsewhere in the District, but also resulted in the payment of overtime. The hard costs for "extra payroll" expenses and equipment rental totaled $7,318.74.

Long-term Impacts
With the opening of the two temporary bridges, the District is utilizing a small school bus for the home-to-school route. Unfortunately, the District has only one bus that can access the bridges and fit within the road restrictions, however, it is old and unreliable. Often, the bus becomes inoperable that requires the District to rent a replacement bus, which has cost the District an excess of $5,000 to date. While the District's fleet is comprised of 45 buses and in need of upgrading, the slide accelerated the need for a small bus. The average age of the fleet of buses is 20 years with an average odometer reading of 229,000. The School Board has recently approved the purchase of a new bus at a cost of $93,000. In the absence of the special needs presented by the slide, these funds would have been used to purchase a larger capacity bus - but due to the requirements presented by the temporary bridges, the District ordered a small bus which will have limited usefulness in the coming years. Due to the route changes necessitated by the smaller bus, the District is incurring the cost of one additional driver. This will continue until a permanent bridge is in place. Diversion of capital in a capital impoverished district is a disaster.

Mariposa businesses

Short-term impacts

During the first two months following the rock slide, the estimated reduction in gross retail sales was estimated at $1.2M per month (for four months) based upon a survey comprised of twelve businesses. In addition, four Mariposa businesses closed (retail music shop, gift shop, small tour guide company, and a taxi company).

Long-Term Impacts

A key business in Mariposa, who produces high volume sales tax for this community, reported that limited access to the temporary bridges and the prohibition of tour buses and RV's have a long-term affect on revenues. That business reported an on going annual loss of $1.7M until the bridge is restored to allow tour buses and RVs.

Residents

Short-term impacts

Due to the rockslide, fewer Mariposa County residents visited YNP as the travel time increased up to three hours one way.

Long-term impacts

As long as Highway 140 is uninterrupted there are no known long-term impacts to residents. However, should a disaster occur in the El Portal area (flooding, massive rock slide and road failures especially within YNP) residents will not be able to flee the area, thereby causing catastrophic loss of lives of an entire community.

Tourism

Short-term Impacts

Days following the Ferguson Rock Slide tour bus companies rerouted trips to YNP via Highway 120 and 41 located in Tuolumne and Madera Counties. Likewise, visitors traveling by vehicles also utilized alternate routes outside of Mariposa County.

Long-term Impacts

While the cumulative transit occupancy tax revenue remains unaffected to date, **the reason is that the lodging industry raised rates and increased rates on weekends which cannot continue**. Up to thirty percent of rooms are reserved for bus tours, which mean that the lodging industry is **loosing customers**. While it is too soon to report actual industry loss, the negative economic impact will surface within two years when the number of beds sold continues to decline. The lodging industry cannot sustain continued loss of beds from the tour bus companies and the raising of rates.

Bus tours now drive to the southern entrance of Yosemite; many lodging entities in Mariposa will loose at least fifty percent of that market because safety issues alone are reason for tour companies to choose other destinations. It is estimated that Mariposa County is loosing up to 250 tour busses annually.

County Services

Short-term Impacts

The Building Department reported a slight increase in fiscal charges for fuel and vehicle maintenance costs. Due to the road closure, there was no overtime charged regarding added drive time to daily schedules.

Long-term Impacts

Currently, there are very few projects in El Portal or within the park boundaries. The forecast of long-term impact is minimal.

Public Works Department

Short-term Impacts

During the road closure, Parks and Recreation staff working at the El Portal swimming pool increased commute time from 45-minute each way to 2 ½ hours each way. Two staff members (one lifeguard and one recreation aide) commuted to the pool five days per week during July 19 through August 23rd. Lifeguards are paid roughly $9.00 per hour and recreation aides $6.75 to $8.00 per hour. Further, Facilities Maintenance staff workers maintaining the El Portal pool also commuted through Oakhurst. One staff member was commuting to the pool once per week during the same time cited above. The reimbursable rate for a maintenance worker (wages, benefits and overhead) ranges from $30 to $36 per hour. In addition, the Road Division staff performed grading and maintenance work on Chowchilla Mountain Road costing roughly $23,000, which was related to the rockslide. Road staff spent one night at Cedar Lodge (cost $495), as this was more cost effective than having them drive back and forth to the Ben Hur yard in Mariposa.

Long-term Impacts

Due to the 28-foot length restriction, the Road Division is unable to move heavy equipment to the El Portal area on Highway 140. The County's low-bed-tractor-trailer utilized for moving equipment costs $65 per hour to operate. Most grading and asphalt repair work is completed in the late spring to summer season.

Fire Department

Short-term Impacts

With the current traffic light system and limited road width on Highway 140 on the bridges, emergency vehicles cannot pass other vehicles. Thus, emergency vehicle must wait until the detour is cleared of traffic, thereby, slowing the response time to an incident. The current length limitation of 28-foot vehicles prohibits access of emergency vehicles. Thus, large fire dozers utilized for wild land fire along with an aerial fire truck (to rescue civilians) cannot be used, which renders fire equipment ineffective.

Long-term Impacts

The major long-term impact is the inability of the Fire Department to provide safety services to areas east of the slide in a timely manner. The lack of an all-weather full access road to areas east of the slide is not available. So long as the two temporary bridges remain in affect, the lives of the El Portal community are in jeopardy.

Sheriff Department

Short-term Impacts

Since the installation and opening of the two temporary bridges on Highway 140, the Mariposa County Sheriff's Office has not experienced any significant problems or delays in its ability to respond to the needs of residents in the Eastern portion of the county. However, 30-days following the rock slide, the out of pocket costs to the Sheriff's Department were $9,583 for personnel and mileage. Despite the absence of any problems to date, the availability of a bridge or roadway that allows for the flow of two-way traffic and the passage of vehicles or vehicle combinations in excess of twenty-eight feet does contribute to on-going concern associated with limited access.

Long-term Impacts

Recognizing the commendable job that Caltrans has accomplished to secure a reliable means of passage to the El Portal area, and realizing that limited access to the El Portal area is certainly better than no access at all, there exist areas that are of great concern. The area of greatest concern related to the departments ability to respond to natural disasters (floods, fire, landslide etc), mutual aid requests and search/rescue efforts (lost or missing individuals, river rescues, etc.). We have observed that natural disasters can necessitate the rapid evacuation/movement of entire communities within a short-time period. In the event of a disaster in the eastern portion of the county, the existing

river crossings would be the catalyst of at least two unavoidable and potentially unmanageable situations: 1) the rapid and orderly relocation of large number of people to an area West of the existing bridges in a timely fashion would not be possible; 2) it would be impossible to mobilize emergency equipment and responders to any area East of the existing bridges while attempting to evacuate people to an area West of the existing bridges. In essence, during a natural disaster, the inability to evacuate individuals to an area west of the bridges, and the inability of emergency responders to access the area east of the bridges can realistically result in significant loss of life and/or property. The Mariposa County Sheriff's Office currently posses three pieces of equipment (river rescue raft transport trailer, all terrain vehicle transport trailer, and mobile command trailer) that are vital to the ability to perform certain search, rescue/disaster operation and management functions. Due to the length of each piece of equipment, it is NOT possible to transport the equipment via an alternate route, which would result in the unnecessary loss of life and/or property.

County Auditor /Revenue

Short -term Impacts

According to the County Auditor's Office both the Sales Tax and Transient Occupancy Tax (TOT) has not dipped in actual dollars collected since the Rock slide event. However, during the initial road closure of Highway 140, businesses estimated a cumulative loss of $1.2M per month in revenue. In an effort to offset the loss in revenue, businesses made adjustments in rates to modify their losses. *In summary, there has been no growth in revenue because of increased rates while room sales are down. Further, rooms were sold on a prescheduled basis and the lodging industry did not give refunds on rooms less than 48-hours of notification.*

I believe that the true scenario will impact the County in the Third and fourth quarter of 2007, as businesses are reporting consistent decline in bed revenues.

Long-term Impacts

As cited above, one of the reasons TOT has not tumbled since the rock slide is that the lodging industry raised room rates when the number of beds decreased. The lodging industry has reported a thirty percent reduction in bed revenue, which will be realized by the County Auditors office in the third and fourth quarter in 2007. Due to the decline in interest from the tour bus industry because of the vehicle length limitation on the temporary bridges, Mariposa County will experience problems in the future as we will not be able to readily book tours and rooms for the lodging industry. Should the decline in TOT become constant, it is conceivable that County will loose twenty to thirty percent, which totals $1.4M annually. The tour bus industry will visit other national parks and may not return to Yosemite for years to come. The loss of tour bus and RV industry will create a loss of revenue or declining rates of revenue gain for the future.

A key business in Mariposa, who produces high volume sales tax for this community, reported an on going annual loss of $1.7M until the bridge is restored to allow tour buses and Rvs. Because of the short notice from Caltrans to generate this report only one key business was surveyed. Thus, the $1.7M loss in sales annually is understated as other businesses were not surveyed. The County will realize the decrease in sales revenue in the third and fourth quarter in 2007.

Transportation (YARTS)

Short-term and long-term impacts

YARTS was in its 6th year of operation when the Ferguson Rock Slide occurred. In FY 2005-06, YARTS had a cumulative increase in ridership of 15 percent on Highway 140 corridor for the first 10.5 months. The rock slide decreased ridership to the point that the system ended the fiscal year 1 ½ months later. The May 2006 ridership dropped by 42 percent and in June 2006 ridership plummeted to -53 percent; $111.24 per service while accommodating two-thirds less passengers due to the smaller buses.

As a result of road closure, YARTS was forced to detour its buses through Oakhurst and Wawona to reach the park. The change added approximately 1.5 hours to each direction of the YARTS runs into/out of the park. The additional

time allotted to each run caused YARTS to drop some of its runs to remain within budget. This resulted in further reductions in ridership; namely -52 percent in July and -48 percent in August. In FY 06-07, the cumulative ridership numbers reflect -37 percent, compared to that of the previous year. YARTS contracts and pays for buses on a "service hour" basis. The more frequently used, the more expensive to operate the system. The large 40-foot coaches, which YARTS normally uses, are currently billed at $116.55 per service hour; whereas, the smaller busses are billed at $111.24 per service hour.

When Highway 140 opened with the two temporary bridges, YARTS resumed their run using the smaller buses (28-foot). The 40-foot coach carries between 45 - 52 passengers. The smaller buses have a carrying capacity of 18 - 22.

The success and growth of the YARTS system has been based in large part on its ability to offer economic, convenient and comfortable service. It is YARTS management's opinion that capacity issues caused by the rockslide resulted the service to diminish, which may place the entire YATRS system to be in jeopardy.

QUESTION # 2
If possible, how would you compare the impacts of this closure to previous incidents of 1950 and 1997?

It is difficult to compare the previous road closures to that of the current closure of 2006, as the previous closures occurred during the mid-winter months. The impacts of the 2006 closure are far more significant than the previous due to the number of community users. YNP employees' and Concessionaire employees' transportation costs escalated during the closure as many used private vehicles to commute to the Park. They drove through Mariposa and Oakhurst, which increased commute time over three hours one-way. Before the slide some YNP had used YARTS; however, after the slide they were confronted with using private vehicle to commute to work.

The inability of tour busses to access YNP and lodging facilities in/outside the park is of great concern. It is estimated that Mariposa County is losing potentially 250 tour busses annually. Because of the twenty-eight foot limit, tour busses and recreational vehicles are unable to access recreational areas, the RV Park at Indian Flat and Forest Service camping areas along the Merced River.

QUESTION # 3
Please give general comments regarding this incident.

I wish to recognize that Caltrans has done a commendable job to secure a temporary reliable means of passage to the El Portal area. However, limited access to Highway 140 has caused great concern for the County of Mariposa. A key business that participated in this survey reported a substantial decline in sales in the amount of $1.7M annually, which will be realized in the third and fourth quarter of 2007. This amount however, is not all inclusive of businesses located in Mariposa County, which means $1.7M annual loss is understated. In addition, the loss of approximately 250 tour buses further negatively impact Mariposa County.

Another concern related to the temporary bridges is the inability of the Sheriff and Fire Departments to respond to natural disasters, mutual aid requests and search/rescue efforts. In the event of a disaster in the eastern portion of the county the existing river crossing would be the catalyst of at least two unavoidable and potentially unmanageable situations, namely, 1) the rapid and orderly relocating of a large number of people to an area west of the existing bridges in a timely fashion would not be possible; 2) it would be impossible to mobilize emergency equipment and responders to any area east of the existing bridges while trying to evacuate people to an area west of the existing bridges. In a natural disaster, the inability of individuals to evacuate to an area west of the bridges, and the inability of emergency responders to access the area east of the bridges could easily result in significant loss of life and/or property.

Finally, Mariposa County looks forward to full restoration of Highway 140. Impacts will continue to mount as long as the detour continues. We look forward to working with CalTrans to affect a desirable outcome.

Submitted by,

Marilyn Lidyoff
Mariposa County
Business Development Coordinator

Cc: Mariposa County Board of Supervisors
Rick Benson, CAO
Leroy Radanovich, Tourism Coordinator

Special Proj.Caltrans update 1206

Attachment C:
Data from YARTS Transit Manager, Dick Whittington

Hopefully the dialogue that follows will give you what you need to complete your report. If it is inadequate, please let me know what else you need and I will gladly provide it:

Yosemite Area Regional Transportation System - YARTS

To say that the rockslide and subsequent closure of Hwy 140 has been a financial hardship on YARTS would be a gross understatement. Even with the restricted reopening of the highway, the financial strain is a problem that could lead to the demise of the system.

At the time of the rockslide in May of 2006, on Hwy 140 in Mariposa County, YARTS was in its 6th year of operation; a seasoned and growing system. For the 2005-2006 FY YARTS had a cumulative increase in ridership of 15% on the Hwy 140 corridor for the first 10.5 months. The rockslide cut ridership to the point that the system ended the FY, 1½ months later, with a very small decrease for the year. All of the hard work was wiped out by this one act of nature. In May, ridership dropped by 42% and in June it plummeted to -53%.

With the road closed, YARTS was forced to detour its buses through Oakhurst and Wawona to get into the park. The change added about 1.5 hours to each direction of the YARTS runs into and out of Yosemite and forced YARTS to drop some of its runs to try to stay within its budget. The result was further reductions in ridership; -52% in July and -48% in August.

For FY 06-07, the cumulative ridership numbers reflect a -37%, compared to last year.

YARTS contracts for buses and pays for them on a "service hour" basis. The more they are used, the more expensive to operate the system. The large 40-foot coaches, which YARTS normally uses, are currently billed at $116.55 per service hour and the smaller buses bill at $111.24. You can see there is very little difference in the cost between the two.

When the bridges that created the detour ON Hwy 140 allowed the use of the road again to go to the park, YARTS was able to use the highway again, but only with the smaller buses. The detour bridges limit the size of a vehicle to 28 feet. The 40-foot coaches carry between 45 and 52 passengers. The smaller buses have a capacity of between 18 and 22. For the winter, this difference has only caused one additional run.

YARTS has historically operated with a fare box percentage of close to 25%. In the industry, that is considered a good rate. Now, with the smaller buses and the remaining high costs, ridership as a percentage of operating cost is going down dramatically.

The capacity issue will be of considerable concern as we enter into the peak tourism season in May/June through October. While the current schedule is allowing us to continue to stay viable, but far from ideal, the onslaught of tourists this summer will strain the system greatly and drive our costs well beyond the currently budgeted amounts. (We are in the process of evaluating the most minimal schedule to see if we will have sufficient funding to operate through the end of FY 2006-2007. I should have the details of that review in the next couple of weeks.)

The success and growth of the YARTS system has been based in large part on the ability of the system to offer economical, convenient and comfortable service. It is YARTS management's concern that, if capacity issues caused by the rockslide cause the service to diminish, the entire system will be in jeopardy. The most expedient cure for the restrictions on Hwy 140 should be sought by Caltrans.

Dick Whittington
YARTS Transit Manager

Attachment C1:
YARTS Ridership

Hwy 140 and Hwy 120 Ridership
by Fiscal Year

	Jul-99	Aug-99	Sep-99	Oct-99	Nov-99	Dec-99	Jan-00	Feb-00	Mar-00	Apr-00	May-00	Jun-00
Visitors & Others											1,541	4,779
NPS/YCS											739	3,236
TOTAL											2,280	8,015
year to date											2,280	10,295
%												

	Jul-00	Aug-00	Sep-00	Oct-00	Nov-00	Dec-00	Jan-01	Feb-01	Mar-01	Apr-01	May-01	Jun-01
Visitors & Others	3,370	3,707	2,793	2,096	1,418	1,131	1,514	1,452	1,647	2,088	2,517	3,120
NPS/YCS	3,774	3,552	3,017	2,423	2,516	2,265	2,525	2,211	2,427	2,331	2,274	3,130
TOTAL	7,144	7,259	5,810	4,519	3,934	3,396	4,039	3,663	4,074	4,419	4,791	6,250
% Change previous year											*110%*	*-22%*
year to date	7,144	14,403	20,213	24,732	28,666	32,062	36,101	39,764	43,838	48,257	53,048	59,298
%												

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
Visitors & Others	3,641	3,980	2,848	1,842	1,640	2,056	1,671	1,749	2,189	2,423	3,496	3,795
NPS/YCS	3,478	3,331	2,664	1,788	1,400	1,665	1,857	1,665	1,788	1,679	1,748	1,707
TOTAL	7,119	7,311	5,512	3,630	3,040	3,721	3,528	3,414	3,977	4,102	5,244	5,502
% Change previous year	*0%*	*1%*	*-5%*	*-20%*	*-23%*	*10%*	*-13%*	*-7%*	*-2%*	*-7%*	*9%*	*-12%*
year to date	7,119	14,430	19,942	23,572	26,612	30,333	33,861	37,275	41,252	45,354	50,598	56,100
%	0%	0%	-1%	-5%	-7%	-5%	-6%	-6%	-6%	-6%	-5%	-5%

	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03
Visitors & Others	4,670	5,019	3,682	2,896	1,785	2,517	2,088	1,642	2,118	2,584	3,184	3,856
Hwy 120												103
NPS/YCS	1,926	1,929	1,764	1,663	1,448	1,626	1,687	1,554	1,697	1,678	1,777	1,480
TOTAL	6,596	6,948	5,446	4,559	3,233	4,143	3,775	3,196	3,815	4,262	4,961	5,439
% Change previous year	-7%	-5%	-1%	26%	6%	11%	7%	-6%	-4%	4%	-5%	-1%
year to date	6,596	13,544	18,990	23,549	26,782	30,925	34,700	37,896	41,711	45,973	50,934	56,373
%	*-7%*	*-6%*	*-5%*	*0%*	*1%*	*2%*	*2%*	*2%*	*1%*	*1%*	*1%*	*0%*

	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04
Visitors & Others	4,511	4,388	3,383	2,738	1,853	2,451	2,252	1,758	1,916	2,705	3,968	4,270
Hwy 120	826	859	161									155
NPS/YCS	1,857	1,920	1,812	1,724	1,358	1,422	1,660	1,595	1,895	1,781	1,765	1,966
TOTAL	7,194	7,167	5,356	4,462	3,211	3,873	3,912	3,353	3,811	4,486	5,733	6,391
% Change previous year	9%	3%	-2%	-2%	-1%	-7%	4%	5%	-0.1%	5.3%	13%	18%
year to date	7,194	14,361	19,717	24,179	27,390	31,263	35,175	38,528	42,339	46,825	52,558	58,949
%	9%	6%	4%	3%	2%	1%	1%	2%	2%	2%	3%	5%

	Jul-04	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05
Visitors & Others	4,632	4,484	3,666	2,542	1,561	2,102	1,946	1,766	2,653	2,519	3,807	4,723
Hwy 120	701	773	156									
NPS/YCS	2,220	2,123	1,871	1,643	1,877	1,628	1,690	1,428	1,909	1,761	1,778	2,287
TOTAL	7,553	7,380	5,693	4,185	3,438	3,730	3,555	3,194	4,562	4,280	5,585	7,010
% Change previous year	5%	3%	6%	-6%	7%	-4%	-9%	-5%	20%	-5%	-3%	10%
year to date	7,553	14,933	20,626	24,811	28,249	31,979	35,534	38,728	43,290	47,570	53,155	60,165
%	5%	4%	5%	3%	3%	2%	1%	1%	2%	2%	1%	2%

	Jul-05	Aug-05	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06
Visitors & Others	4915	5289	4042	3018	1949	1739	1943	1960	2740	3045	2465	2662
Hwy 120	572	968	394									20
NPS/DNC	2480	2839	2206	2174	2020	1808	2174	1875	2417	2331	775	603
TOTAL	7967	9096	6642	5192	3969	3547	4117	3835	5157	5376	3240	3285
% Change previous year	5%	23%	17%	24%	15%	-5%	16%	20%	13%	26%	-42%	-53%
year to date	7967	17063	23705	28897	32866	36413	40530	44365	49522	54898	58138	61423
%	5%	14%	15%	16%	16%	14%	14%	15%	14%	15%	9%	2%

	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07
Visitors $ Others	2921	3452	3371	2610	1754	2012	2091	1729	2246	2508		
Hwy 120	774	1054	462									
NPS/DNC	612	741	1205	1409	1333	1204	1690	1482	1899	1716		
TOTAL	4307	5247	5038	4019	3087	3216	3781	3211	4145	4224	0	0
% Change previous year	-46%	-42%	-24%	-23%	-22%	-9%	-8%	-16%	-20%	-21%	-100%	-100%
year to date	4307	9554	14592	18611	21698	24914	28695	31906	36051	40275	40275	40275
%	-46%	-44%	-38%	-36%	-34%	-32%	-29%	-28%	-27%	-27%	-31%	-34%

Attachment C2: YARTS Revenue

Hwy 140 and Hwy 120 Ridership
by Fiscal Year

	Jul-99	Aug-99	Sep-99	Oct-99	Nov-99	Dec-99	Jan-00	Feb-00	Mar-00	Apr-00	May-00	Jun-00
Visitors & Others											1,541	4,779
NPS/YCS											739	3,236
TOTAL											2,280	8,015
year to date											2,280	10,295
%												

	Jul-00	Aug-00	Sep-00	Oct-00	Nov-00	Dec-00	Jan-01	Feb-01	Mar-01	Apr-01	May-01	Jun-01
Visitors & Others	3,370	3,707	2,793	2,096	1,418	1,131	1,514	1,452	1,647	2,088	2,517	3,120
NPS/YCS	3,774	3,552	3,017	2,423	2,516	2,265	2,525	2,211	2,427	2,331	2,274	3,130
TOTAL	7,144	7,259	5,810	4,519	3,934	3,396	4,039	3,663	4,074	4,419	4,791	6,250
% Change previous year											*110%*	-22%
year to date	7,144	14,403	20,213	24,732	28,666	32,062	36,101	39,764	43,838	48,257	53,048	59,298
%												

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02	Apr-02	May-02	Jun-02
Visitors & Others	3,641	3,980	2,848	1,842	1,640	2,056	1,671	1,749	2,189	2,423	3,496	3,795
NPS/YCS	3,478	3,331	2,664	1,788	1,400	1,665	1,857	1,665	1,788	1,679	1,748	1,707
TOTAL	7,119	7,311	5,512	3,630	3,040	3,721	3,528	3,414	3,977	4,102	5,244	5,502
% Change previous year	*0%*	*1%*	-5%	-20%	-23%	*10%*	-13%	-7%	-2%	-7%	*9%*	-12%
year to date	7,119	14,430	19,942	23,572	26,612	30,333	33,861	37,275	41,252	45,354	50,598	56,100
%	0%	0%	-1%	-5%	-7%	-5%	-6%	-6%	-6%	-6%	-5%	-5%

	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03
Visitors & Others	4,670	5,019	3,682	2,896	1,785	2,517	2,088	1,642	2,118	2,584	3,184	3,856
Hwy 120												103
NPS/YCS	1,926	1,929	1,764	1,663	1,448	1,626	1,687	1,554	1,697	1,678	1,777	1,480
TOTAL	6,596	6,948	5,446	4,559	3,233	4,143	3,775	3,196	3,815	4,262	4,961	5,439
% Change previous year	-7%	-5%	-1%	26%	6%	11%	7%	-6%	-4%	4%	-5%	-1%
year to date	6,596	13,544	18,990	23,549	26,782	30,925	34,700	37,896	41,711	45,973	50,934	56,373
%	-7%	-6%	-5%	0%	1%	2%	2%	2%	1%	1%	1%	0%

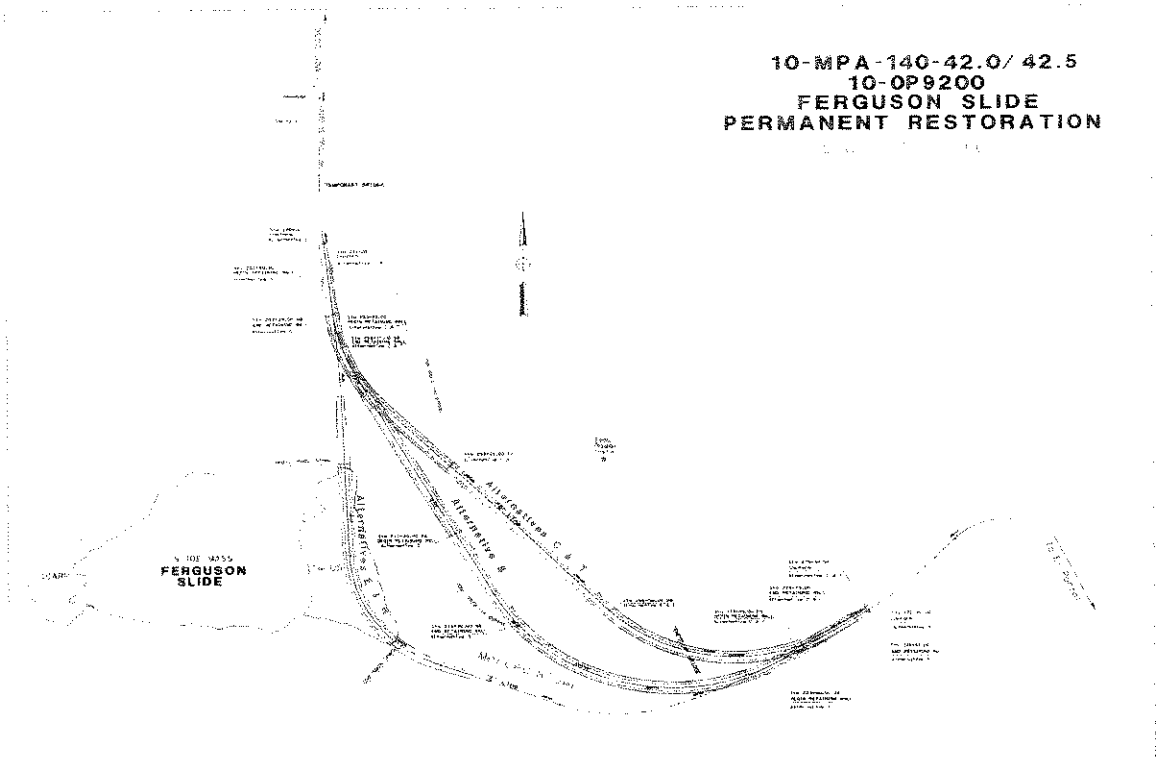
	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04	Jun-04
Visitors & Others	4,511	4,388	3,383	2,738	1,853	2,451	2,252	1,758	1,916	2,705	3,968	4,270
Hwy 120	826	859	161									155
NPS/YCS	1,857	1,920	1,812	1,724	1,358	1,422	1,660	1,595	1,895	1,781	1,765	1,966
TOTAL	7,194	7,167	5,356	4,462	3,211	3,873	3,912	3,353	3,811	4,486	5,733	6,391
% Change previous year	9%	3%	-2%	-2%	-1%	-7%	4%	5%	-0.1%	5.3%	13%	18%
year to date	7,194	14,361	19,717	24,179	27,390	31,263	35,175	38,528	42,339	46,825	52,558	58,949
%	9%	6%	4%	3%	2%	1%	1%	2%	2%	2%	3%	5%

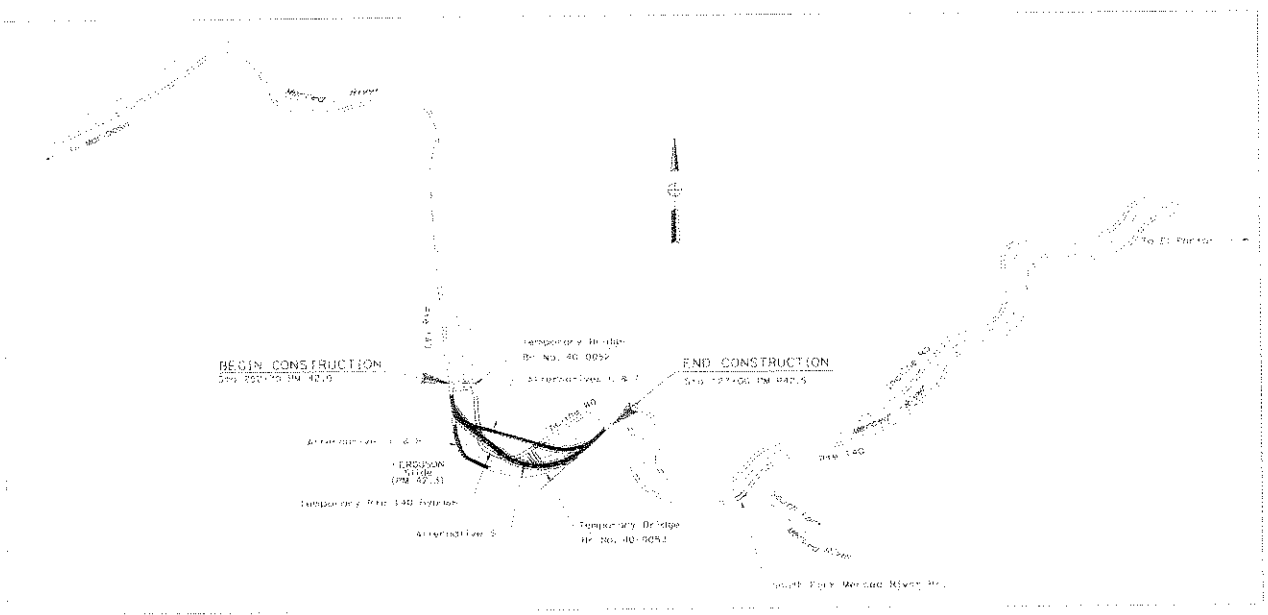
	Jul-04	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05	Jun-05
Visitors & Others	4,632	4,484	3,666	2,542	1,561	2,102	1,946	1,766	2,653	2,519	3,807	4,723
Hwy 120	701	773	156									
NPS/YCS	2,220	2,123	1,871	1,643	1,877	1,628	1,690	1,428	1,909	1,761	1,778	2,287
TOTAL	7,553	7,380	5,693	4,185	3,438	3,730	3,555	3,194	4,562	4,280	5,585	7,010
% Change previous year	5%	3%	6%	-6%	7%	-4%	-9%	-5%	20%	-5%	-3%	10%
year to date	7,553	14,933	20,626	24,811	28,249	31,979	35,534	38,728	43,290	47,570	53,155	60,165
%	5%	4%	5%	3%	3%	2%	1%	1%	2%	2%	1%	2%

	Jul-05	Aug-05	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06	May-06	Jun-06
Visitors & Others	4915	5289	4042	3018	1949	1739	1943	1960	2740	3045	2465	2662
Hwy 120	572	968	394									20
NPS/DNC	2480	2839	2206	2174	2020	1808	2174	1875	2417	2331	775	603
TOTAL	7967	9096	6642	5192	3969	3547	4117	3835	5157	5376	3240	3285
% Change previous year	5%	23%	17%	24%	15%	-5%	16%	20%	13%	26%	-42%	-53%
year to date	7967	17063	23705	28897	32866	36413	40530	44365	49522	54898	58138	61423
%	5%	14%	15%	16%	16%	14%	14%	15%	14%	15%	9%	2%

	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07
Visitors S Others	2921	3452	3371	2610	1754	2012	2091	1729	2246			
Hwy 120	774	1054	462									
NPS/DNC	612	741	1205	1409	1333	1204	1690	1482	1899			
TOTAL	4307	5247	5038	4019	3087	3216	3781	3211	4145	0	0	0
% Change previous year	-46%	-42%	-24%	-23%	-22%	-9%	-8%	-16%	-20%	-100%	-100%	-100%
year to date	4307	9554	14592	18611	21698	24914	28695	31906	36051	36051	36051	36051
%	-46%	-44%	-38%	-36%	-34%	-32%	-29%	-28%	-27%	-34%	-38%	-41%

Attachment D:
Maps of Viable Alternatives and Project Limits





Attachment E: Traffic Impact

4/29/2006 rock slides become active
5/28/06 highway was closed due to the rockslide
8/18/06, 1-way traffic control was opened during daylight hours
9/1/06 highway was opened for 24 hours.

(Before slide) 2005 ADT Friday, Saturday, Sunday & Monday					
Fri	29-Apr	3108			
Sat	30-Apr	3128			
Sun	1-May	2083		ave daily traffic	2982
Mon	2-May	2730	11929	Total 4-day traffic	
Fri	27-May	3840			
Sat	28-May	4234			
Sun	29-May	4649		ave daily traffic	4232
Mon	30-May	4204	16927	Total 4-day traffic	Memorial Day
Fri	24-Jun	4231			
Sat	25-Jun	4354			
Sun	26-Jun	4105		ave daily traffic	4134
Mon	27-Jun	3847	16537	Total 4-day traffic	
Data taken from permanent CT count station in Midpines					

(After slide) 2006 ADT Friday, Saturday, Sunday & Monday					
Fri	26-Apr	2103			
Sat	29-Apr	3224			
Sun	30-Apr	3128			2877
Mon	1-May	1952	11507		
Fri	26-May	1850			
Sat	27-May	1610		ave daily traffic	1583
Sun	**28-May**	**1473**	**highway was closed due to the rockslide**		
Mon	29-May	1397	6330	Total 4-day traffic	Memorial Day
Fri	23-Jun	1580			
Sat	24-Jun	1626		ave daily traffic	1475
Sun	25-Jun	1442			
Mon	26-Jun	1252	5900	Total 4-day traffic	
Data taken from permanent CT count station in Midpines					

Attachment F: Slide Data

SLIDE DATA
PM 42.2-43.1
1989-2002

Date	Post Mile FROM:	Post Mile TO:	Weather	Remarks	Closure
4/8/2000	42.2	42.3	NIGHT FAIR	OT ROCK SLIDE REMOVAL SAVAGE	
7/25/1999	42.2	42.3	CLEAR COOL	TMC CALLOUT SLIDE CANYON	
5/7/1998	42.2	42.3	SHOWERS	TMC CALLOUT SLIDE	
2/16/2002	42.3	42.4	RAIN	CALLOUT ROCKS IN TRAVELWAY	
1/18/2000	42.3	42.4	STORMY/LIGHT RAIN	CALLOUT TO REMOVE SMALL SLIDE	
1/17/2000	42.3	42.4	NIGHT RAIN	CONTINUED SLIDE REMOVAL CALLOUT	
1/21/2000	42.3	42.4	CLOUDY	CLEAN UP SLIDE AREA	
1/25/2000	42.3	42.4	RAIN/STORM	SLIDE WATCH/ROCK REMOVAL	
1/26/2000	42.3	42.4	RAIN/EARLY AM	SLIDE WATCH/ROCK REMOVAL	
1/27/2000	42.3	42.4	NIGHT	SLIDE WATCH	
1/27/2000	42.3	42.4	NIGHT	SLIDE WATCH	
1/27/2000	42.3	42.4	NIGHT	SLIDE WATCH	
3/19/1999	42.3	42.5	NIGHT	SLIDE REMOVAL	
4/25/1998	42.3	42.4		CHP CALLOUT SLIDE REMOVAL	
5/4/1998	42.3	42.4	RAIN	SLIDE REMOVAL	
11/18/1991	42.3	43.0	RAIN/PT. CLOUDY	CLEAN UP MINOR SLIDES	
1/19/1999	42.4	42.5	RAIN	SLIDE REMOVAL	
1/23/1999	42.4	42.5	RAIN	SLIDE WATCH	
1/24/1999	42.4	42.5	RAIN	OT SLIDE WATCH	
1/25/1999	42.4	42.5		SLIDE WATCH	
1/28/1999	42.4	42.5		SLIDE WATCH	
3/20/1999	42.4	42.5	RAIN	SLIDE REMOVAL	
5/13/1999	42.4	42.5		PATCHING MATERIAL TO REPAIR ROAD SLIDE	
5/26/1999	42.4	42.5	FAIR	PATCHES IN ROAD AT SLIDE AREA	
9/9/1999	42.4	42.5	NIGHT	CALLOUT SLIDE REMOVAL	
10/28/1999	42.4	42.5	CLOUDY COOL	ROCKS IN BRUSH ROADWAY	
11/21/1999	42.4	42.6	CLOUDY	CALLOUT SLIDE REMOVAL	
11/21/1999	42.4	42.5	OVERCAST NIGHT	CALLOUT MINOR REMOVAL	
11/22/1999	42.4	44.4	FAIR	REMOVED BUILT UP SLIDE MATERIAL	
10/30/2001	42.5	42.6	CLOUDY/RAIN	TMC CALL ROCK SLIDE	
11/2/2001	42.5	42.6	CLEAR	REMOVE LARGE ROCKS FROM SLIDE W/PARK FIELD	
11/8/1999	42.5	42.6	RAIN COLD	TMC CALLOUT SLIDE	
2/15/1998	42.5	42.6	CLOUDY	ROCK SLIDE REMOVAL	
12/20/1996	42.5	42.6		SLIDE REMOVAL OVER CANYON	
12/18/1995	42.5	42.6	CLEAR NIGHT	CALLOUT LARGE ROCK SLIDE	
12/18/1995	42.5	42.6	CLEAR NIGHT	CALLOUT LARGE ROCK SLIDE	
6/11/1991	42.5	50.0	CLEAR-HOT	CLEAN UP SMALL SLIDES	
9/13/1998	42.6	42.7	FAIR	OT CALLOUT TO REMOVE BOULDER	
2/7/1991	42.6	42.7	CLEAR	REMOVE ROCK SLIDE FROM TW	
4/4/1994	42.9	43.3	CLR/PT. CLOUDY	CLEAN UP SLIDES & BRUSH IN ERA	
1/11/1991	42.9	43.0	PT. CLOUDY	CHP CALL MINOR ROCK SLIDE	
2/5/2002	43.0	43.1	CLEAR/COOL	TMC CALLOUT ROCKS IN TRAVEL WAY	

Attachment G:

Data from: Adrienne Freeman, Park Ranger
Division of Interpretation
Yosemite National Park

FY 06 entrance revenue compared to FY 05

Arch Rock:

2005/$3,242,361.00
2006/$1,658,793.00

All entrance stations combined:

2005/$12,539,343.00
2006/$11,933,245.00
-4.83% decrease

Comparison of Total Monthly Park Entrance Volume

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1998	118,353	113,122	163,143	240,317	318,963	359,580	626,095	697,082	498,062	398,062	147,540	111,779	3,792,754
2000	97,985	108,347	143,057	226,438	331,465	474,099	572,126	569,982	405,343	337,950	151,514	131,759	3,550,065
1999	105,681	107,269	143,509	177,722	351,619	468,003	582,087	651,244	451,291	344,686	158,024	107,249	3,648,384
					Partially closed for 14 + - days from 4/29/1999								
2004	114,099	118,255	157,509	237,265	331,843	461,354	542,743	525,886	407,037	279,791	126,303	100,477	3,402,562
2005	94,935	106,409	147,133	200,468	309,158	425,105	568,700	491,114	439,631	328,244	158,677	114,909	3,384,483
2006	107,482	104,490	129,159	196,821	321,953	[redacted]		547,701	436,750	309,652	*N/A*	*N/A*	**3,408,482**
						Closed from 5-28 to 8-18 when it was partially reopened							

Attachment G1:

Yosemite National Park Visitation Statistics

Park Visitation Report				
Yosemite NP 2005				
Month	Year	Recreation Visits	Non-Rec Visits	Total Visits
January	2005	91,238	3,697	94,935
February	2005	103,756	2,652	106,408
March	2005	143,335	3,798	147,133
April	2005	195,385	5,084	200,469
May	2005	304,552	4,606	309,158
June	2005	413,124	11,981	425,105
July	2005	554,567	14,133	568,700
August	2005	485,643	5,472	491,115
September	2005	430,134	9,497	439,631
October	2005	318,508	9,736	328,244
November	2005	152,671	6,006	158,677
December	2005	111,231	3,678	114,909
Totals:		3,304,144	80,340	3,384,484

Park Visitation Report				
Yosemite NP 2006				
Month	Year	Recreation Visits	Non-Rec Visits	Total Visits
January	2006	104,591	2,892	107,483
February	2006	101,194	3,296	104,490
March	2006	125,556	3,603	129,159
April	2006	189,472	7,349	196,821
May	2006	309,387	12,566	321,953
June	2006	382,972	13,981	396,953
July	2006	510,932	16,859	527,791
August	2006	528,254	19,447	547,701
September	2006	421,502	15,068	436,570
October	2006	298,771	10,882	309,653
November	2006	165,499	6,399	171,898
December	2006	104,514	4,400	108,914
Totals:		3,242,644	116,742	3,359,386

Difference	-61,500	36,402	-25,098

Attachment G2:

Yosemite NP							
Recreation Visitors Only							
Year	Visitors	Year	Visitors	Year	Visitors		
1906	5,414	1951	858,405	1996	4,046,207		
1907	7,102	1952	973,971	1997	3,669,970		
1908	8,850	1953	969,225	1998	3,657,132		
1909	13,182	1954	1,008,000	1999	3,493,607		
1910	13,619	1955	984,200	2000	3,400,903		
1911	12,530	1956	1,114,200	2001	3,368,731		
1912	10,884	1957	1,138,700	2002	3,361,867		
1913	13,735	1958	1,139,300	2003	3,378,664		
1914	15,145	1959	1,061,500	2004	3,280,911		
1915	33,452	1960	1,150,400	2005	3,304,144		
1916	33,390	1961	1,227,100	2006	3,242,644	Difference 2005-2006	-61,500
1917	34,510	1962	1,505,500				
1918	33,527	1963	1,473,400				
1919	58,362	1964	1,547,000				
1920	68,906	1965	1,635,400				
1921	91,513	1966	1,817,100				
1922	100,506	1967	2,238,300				
1923	130,046	1968	2,281,100				
1924	105,894	1969	2,291,300				
1925	209,166	1970	2,277,200				
1926	274,209	1971	2,342,200				
1927	490,430	1972	2,190,301				
1928	460,619	1973	2,254,300				
1929	461,257	1974	2,274,600				
1930	458,566	1975	2,537,400				
1931	461,855	1976	2,682,400				
1932	498,289	1977	2,392,600				
1933	296,088	1978	2,569,268				
1934	309,431	1979	2,350,782				
1935	372,317	1980	2,490,282				
1936	431,192	1981	2,516,893				
1937	481,492	1982	2,415,587				
1938	443,325	1983	2,457,464				
1939	466,552	1984	2,738,467				
1940	506,781	1985	2,831,952				
1941	597,863	1986	2,876,717				
1942	319,816	1987	3,152,275				
1943	116,682	1988	3,216,681				
1944	120,494	1989	3,308,159				
1945	290,569	1990	3,124,939				
1946	640,483	1991	3,423,101				
1947	777,622	1992	3,819,518				
1948	745,899	1993	3,839,645				
1949	808,372	1994	3,962,117				
1950	820,953	1995	3,958,406				

Attachment G3:

National Park System Statistics

National Park System Visitation Report				
National Park System: Summary for Jan-Dec, 2005				
Totals:	Year	Recreation Visits	Non-Recreation Visits	Total Visits
	2005	273,488,751	149,898,447	423,387,198

National Park System Visitation Report				
National Park System: Summary for Jan-Dec, 2006				
Totals:	Year	Recreation Visits	Non-Recreation Visits	Total Visits
	2006	272,623,980	165,768,204	438,392,184
	Difference	-864,771	15,869,757	15,004,986

Attachment H: Vehicle Hours of Delay Calculation Sheet

Enter data into yellow boxes only	
DISTANCE	0.5
CSPD	35
AADT	3000
CSP VEHICLE	3
VHD	457

Vehicle Hours of Delay Calculation Sheet

1			2			3	
Distance / Coded Free Flow Speed (TSVA)	*	# of Vehicles (AADT)	- Distance / Congested Speed (CSPD)	*	# of Vehicles	=	VHD
Free Flow Travel Time			Congested Travel Time			(Vehicle Hours of Delay)	
43			500			457	

Attachment I: California Travel and Tourism Commission, California Travel Impacts by County

California's Top Attractions

Top California Theme Parks (Based on 2005 attendance)

Disneyland, Anaheim	14,550,000
Disney's California Adventure	5,830,000
Universal Studios Hollywood TM	4,700,000
SeaWorld, San Diego	4,100,000
Knott's Berry Farm, Buena Park	3,470,000
San Diego Zoo	3,100,000
Santa Cruz Beach Boardwalk, Santa Cruz	3,000,000
Six Flags Magic Mountain, Valencia	2,835,000
Paramount's Great America, Santa Clara	2,070,000
Monterey Bay Aquarium, Monterey	1,884,000
Six Flags Marine World, Vallejo	1,537,000
Legoland, Carlsbad	1,430,000
San Diego Zoo's Wild Animal Park	1,400,000

Sources: *Amusement Business* (Year-End issue, 2005); Monterey Bay Aquarium, San Diego Zoo and Wild Animal Park

Top Ten National Park Facilities (Based on 2005 visitation)

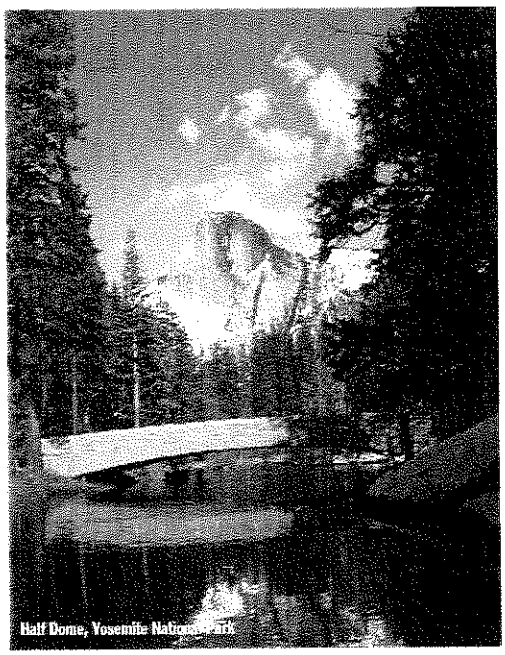
Golden Gate National Recreation Area	13,602,629
San Francisco Maritime Museum	3,976,056
Yosemite National Park	3,304,144
Point Reyes National Seashore	1,988,585
Fort Point National Historic Site	1,682,041
Joshua Tree National Park	1,375,111
Sequoia National Park	1,004,843
Cabrillo National Monument	826,615
Death Valley National Park	800,113
Whiskeytown-Shasta-Trinity National Recreation Area	740,275

Source: National Park Service, 2006

Top Ten State Parks (Based on 2004/2005 fiscal year visitation)

Old Town San Diego State Historic Park	4,578,683
Huntington State Beach	3,062,714
Sonoma Coast State Beach	3,059,141
Seacliff State Beach	2,916,181
Bolsa Chica State Beach	2,695,594
San Onofre State Beach	2,551,463
Doheny State Beach	1,984,200
Oceano Dunes State Vehicle Recreation Area	1,871,162
New Brighton State Beach	1,674,889
Malibu Lagoon State Beach	1,546,979

Source: California State Parks, 2004-2005



Half Dome, Yosemite National Park

Robert Holmes, California Tourism

Main Mode of Transportation, 2004 (% of Person-trips)

	All California Travel			California Leisure Travel	
	Total	Business	Leisure	Residents	Non-Residents
Vehicular					
Auto	69	59	73	78	42
Van/Small Truck	10	9	10	10	11
Camper/RV	2	1	2	2	3
Air Travel	11	19	8	2	39
Bus/Train	3	3	2	3	1

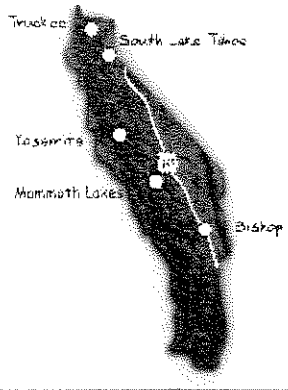
Source: D.K. Shifflet & Associates, Ltd., 2005

California Tourism Visitor Inquires vs Website Visitors, 2001-2005

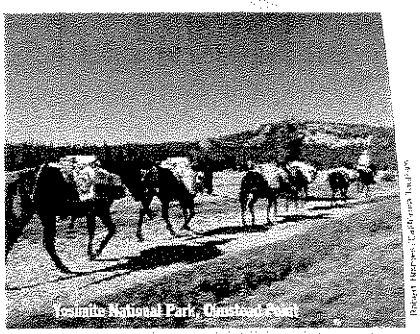
	Visitor Inquiries (Packet Requests)a	Web Visitors (Unique visitors)b
2001	157,957	1,179,684
2002	125,167	1,039,356
2003	163,946	1,158,089
2004	124,046	1,082,687
2005	145,330	1,268,671

Source: California Tourism, 2006
(a) From 800 #s, mail and online
(b) Multiple visits by same individual during one month only counted once

High Sierra



The High Sierra is symbolic of the American wilderness. The crystal-clear high country lakes, steaming hot springs, giant sequoias and peaks of the Sierra Nevada are an outdoor enthusiast's dream. The High Sierra region includes all of Alpine, Mariposa and Mono counties, the eastern portions of Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, Madera, Fresno and Tulare counties, the northern portion of Inyo County, and northeastern Kern County.



Robert Nemes/California Tourism

Yosemite National Park, Quarter Point

Population of Cities (2005)

- **Truckee** **15,657**
- **S. Lake Tahoe** **24,059**
- **Bishop** **3,643**

National Parks

- **Yosemite National Park**
  2005 attendance 3,304,144
- **Sequoia National Park**
  2005 attendance 1,004,843
- **Kings Canyon National Park**
  2005 attendance 594,893
- **Devil's Postpile National Monument**
  2005 attendance 67,402
- **Manzanar National Historical Site**
  2005 attendance 78,172

State Parks

- **Donner Memorial State Park**
  Attendance 159,322*
- **Calaveras Big Trees State Park**
  Attendance 171,644*
- **D.L. Bliss State Park**
  Attendance 64,262*
- **Emerald Bay State Park**
  Attendance 364,662*
- **Sugar Pine Point State Park**
  Attendance 80,144*

*2004/2005 fiscal year

Average expenditures per person per day (less transportation)

	Total	Leisure Travel
Sac/Placer/El Dorado/Yolo Counties (2004)	$114.68	$108.50
Fresno County (Avg. 2002-2004)	$474.66	$71.55
Tulare (Avg. 2000-2004)	$72.55	$68.95

Source: D.K. Shifflet & Associates, Ltd., 2006

Domestic Visitor Profile

	CA Leisure Travel to Sacramento/Placer El Dorado/Yolo Counties (2004)	CA Leisure Travel to Fresno Countyy (Avg. 2002-2004)	CA Leisure Travel to Tulare County (Avg. 2000-2004)
Non-CA resident travelers	13%	5%	9%
Avg. length of stay (all trips)	2.2 days	1.94 days	2.30 days
Avg. length of overnight stay	3.78 days	2.95 days	3.56 days
Avg. party size	2.35 persons	2.17 persons	2.35 persons
% Traveling with children	25%	34%	30%
% Day trips	52%	46%	45%
Mean household income	$74,666	$64,240	$62,274
Used rental car	4%	2%	5%
Hotel/motel stay	30%	42%	32%

Source: D.K. Shifflet & Associates, Ltd., 2006

Lodging Statistics

	Avg. Occupancy Rate 2005	Percent change 2004:2005	Avg. Room Rate 2005	Percent change 2004:2005	Hotel Census	Room Census
California North Central	63.4%	4.4%	$81.99	11.6%	264	16,326
Fresno	63.2%	-0.5%	$66.62	5.8%	114	8,793
Tulare/Visalia	65.0%	4.7%	$65.01	3.4%	85	4,895

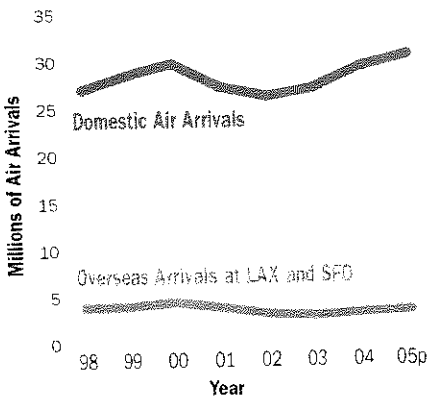
Source: Smith Travel Research, 2006

California Travel Impacts, 1994-2005p

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005p
Total Direct Travel Spending ($Billion)												
Visitor Spending at Destination	47.9	49.7	54.2	59.2	61.7	66.1	71.3	68.3	68.0	71.0	76.0	82.0
Other Travel*	6.1	5.7	6.0	6.3	6.1	6.1	6.7	6.4	6.0	5.8	5.9	6.1
Total Direct Spending	54.0	55.4	60.2	65.5	67.8	72.2	78.0	74.7	74.0	76.8	81.9	88.1
Visitor Spending by Type of Traveler Accommodation ($Billion)												
Hotel, Motel	22.1	23.2	25.9	28.9	31.0	33.7	36.6	35.1	34.6	36.3	39.4	42.9
Private Campground	1.8	1.8	2.1	2.4	2.2	2.3	2.5	2.6	2.6	2.7	2.9	3.2
Public Campground	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6
Private Home	8.2	8.3	8.7	9.0	9.2	9.5	10.2	10.0	10.0	10.3	10.8	11.3
Vacation Home	2.5	2.5	2.6	2.7	2.7	2.8	2.9	3.1	3.1	3.2	3.4	3.6
Day Travel	12.9	13.4	14.5	15.7	16.2	17.3	18.5	17.0	17.1	18.0	19.0	20.4
Spending at Destination	47.9	49.7	54.2	59.2	61.7	66.1	71.3	68.3	68.0	71.0	76.0	82.0
Visitor Spending by Commodity Purchased ($Billion)												
Accommodations	7.6	8.0	8.9	9.9	10.6	11.5	12.6	12.1	11.6	11.9	12.9	14.2
Food & Beverage Services	11.2	11.7	12.6	13.9	14.7	15.7	16.4	15.8	16.4	17.2	18.4	19.7
Food Stores	1.6	1.7	1.8	2.0	2.1	2.2	2.3	2.3	2.3	2.4	2.6	2.7
Gournd Tran. & Motor Fuel	6.3	6.5	7.1	7.7	7.4	8.3	9.7	9.1	8.7	10.2	11.8	14.0
Arts, Entertainment & Recreation	8.3	8.8	9.5	10.4	11.0	11.8	12.4	12.0	12.2	12.7	13.3	13.7
Retail Sales	9.8	10.3	11.2	12.2	12.8	13.7	14.4	13.8	13.7	13.8	14.1	14.6
Air Transportation (visitor only)	3.1	2.8	3.0	3.1	3.0	3.1	3.4	3.1	3.0	2.8	3.0	3.1
Spending at Destination	47.9	49.7	54.2	59.2	61.7	66.1	71.3	68.3	68.0	71.0	76.0	82.0
Industry Earnings Generated by Travel Spending ($Billion)												
Accommodations & Food Service	7.1	7.5	8.2	9.0	9.8	10.6	11.5	10.9	11.3	12.0	12.9	14.0
Arts, Entertainment & Recreation	4.2	4.4	4.8	5.2	5.5	5.9	6.2	6.0	6.0	6.3	6.6	6.8
Retail**	1.7	1.8	1.8	1.9	2.0	2.1	2.3	2.4	2.4	2.4	2.5	2.6
Auto Rental & Ground Tran.	0.3	0.3	0.4	0.4	0.4	0.4	0.5	0.4	0.5	0.5	0.5	0.5
Air Transportation (visitor only)	0.7	0.7	0.7	0.7	0.8	0.8	0.9	1.0	1.0	0.9	0.9	0.9
Other Travel*	2.9	2.8	2.9	2.9	3.0	3.1	3.5	3.6	3.4	3.1	3.1	3.1
Total Direct Earnings	16.8	17.4	18.7	20.2	21.6	23.0	24.8	24.3	24.5	25.2	26.5	28.0
Industry Employment Generated by Travel Spending (Thousand Jobs)												
Accommodations & Food Service	403.0	412.9	438.4	457.6	467.5	491.0	506.6	463.7	465.3	487.9	500.0	518.0
Arts, Entertainment & Recreation	212.0	215.0	223.8	240.2	233.8	245.0	243.1	225.1	218.5	220.6	224.4	229.1
Retail**	84.4	86.4	85.0	87.6	87.8	89.6	87.6	87.0	85.0	86.9	87.6	88.1
Auto Rental & Ground Tran.	13.2	14.2	15.6	17.7	16.4	16.5	16.5	15.2	15.0	15.0	14.8	15.1
Air Transportation (visitor only)	15.5	15.7	16.2	16.1	17.0	17.6	18.2	17.5	15.4	13.5	13.2	13.0
Other Travel*	65.0	65.4	66.4	66.0	67.1	66.9	67.9	64.9	56.6	51.6	50.0	48.5
Total Direct Employment	793.0	809.5	845.3	885.2	889.6	926.6	939.9	873.5	855.8	875.5	890.0	911.8
Tax Receipts Generated by Travel Spending ($Billion)												
Local Tax Receipts	1.1	1.1	1.3	1.4	1.5	1.6	1.8	1.7	1.6	1.7	1.8	1.9
State Tax Receipts	2.0	2.1	2.3	2.5	2.6	2.8	2.9	2.8	2.8	2.9	3.1	3.4
Federal Tax Receipts	2.9	2.9	3.1	3.3	3.4	3.6	3.9	4.1	4.2	4.2	4.4	4.6
Total Direct Tax Receipts	5.9	6.2	6.7	7.2	7.5	8.0	8.6	8.5	8.7	8.8	9.3	9.9

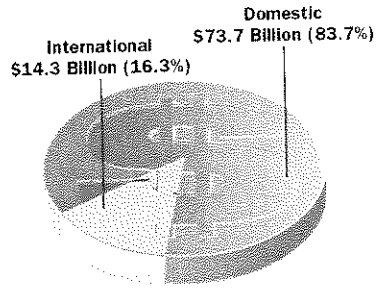
Note: Other travel includes resident air travel and travel agency services. Total earnings include wage & salary disbursements, other earned income and proprietor income. Employment includes payroll employees and proprietors. Estimates for 2005 are preliminary (p). Local tax receipts include transient occupancy taxes and local sales taxes. State tax receipts include state sales taxes, motor fuel tax, and personal and corporate income taxes. Property taxes are not included. These estimates supersede all previous estimates released by California Tourism. Details may not add to totals due to rounding.
Source: Dean Runyan Associates, 2006

California Air Arrivals
1998-2005



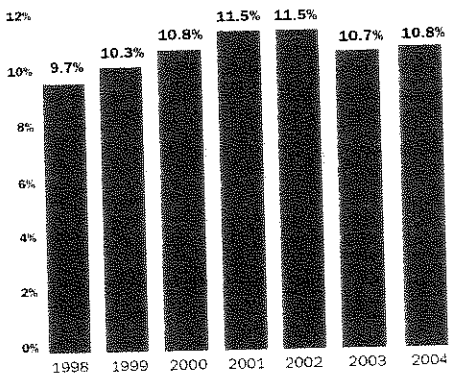
Source: Dean Runyan Associates, 2006; Bureau of Transportation Statistics; CIC Research Inc., U.S. DA, OTI

Domestic vs. International Travel Spending in California, 2005 (Percent of destination spending)



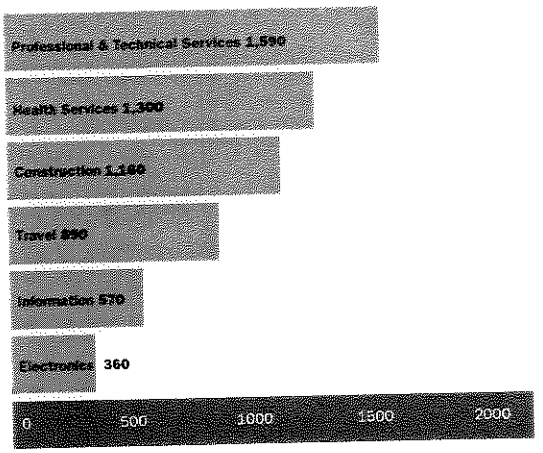
Note: International air fares not included
Source: Dean Runyan Associates, 2006; Bureau of Economic Analysis and International Trade Administration, U.S. Department of Commerce

California's Share of the U.S. Travel Market, 1998-2004



Source: D.K. Shifflet & Associates, Ltd. 2005

Industry Employment in California, 2004



Professional & Technical Services corresponds to NAICS Sector 54. Health Services - NAICS subsectors 621, 622, 623; Construction - Sector 23. Information - sector 51. Electronics - subsectors 334 and 335.
Source: Dean Runyan Associates, 2006, and U.S. Bureau of Economic Analysis

Impacts Generated by Travel Spending in California

	1999	2000	2001	2002	2003	2004	2005
Amount of Travel Spending to Support 1 Job	$77,900	$83,000	$85,500	$86,400	$87,700	$92,000	$96,600
Tax Revenue Generated by $100 Travel Spending							
Local	$2.24	$2.26	$2.24	$2.21	$2.22	$2.16	$2.19
State	$3.85	$3.77	$3.70	$3.85	$3.84	$3.83	$3.82

Source: Dean Runyan Associates, 2006

Source: California Travel and Tourism Commission, California Travel Impacts by County: 1992-2001, February 2003.,

2 Board of Equalization: Taxable Sales in California During 2001..

3 2002-2020 County-Level Economic Forecast, Caltrans, November 2002

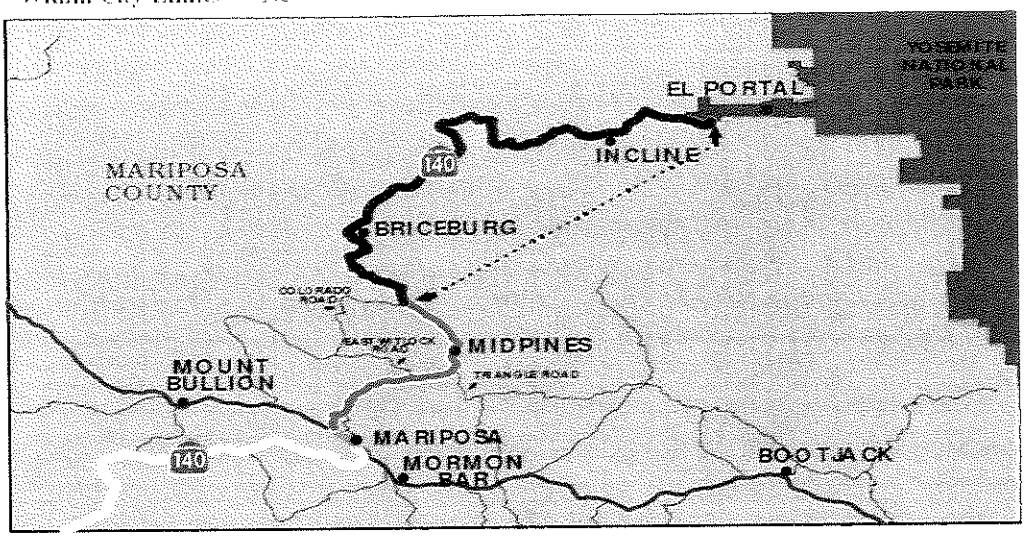
Attachment J:

STATE ROUTE 140

TRANSPORATION CONCEPT REPORT (TCR)
EXCERPT INFORMATION
Source: 2002 SR-140 TCR

SR 140: MARIPOSA COUNTY - SEGMENT 5
FACT SHEET

Location PM 29.70 – 51.80 From SR-49 N – To Yosemite Ntl Prk
Length 22.10 miles
Functional Classification Principal Arterial **Rural/Urban** Rural
Within City Limits No **Terrain** Mountainous



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 50 mph

	1997 Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	E	E
V/C	.28	.43	.57
ADT	3100	3900	4500
Peak Hour Volume	320	500	650
Peak Hour Dir. Split	60/40	60/40	60/40
% Trucks	5%	5%	5%

Concept Facility (2020) 2-lane, conventional highway with passing lanes and paved shoulders; LOS C

The Mariposa Local Transportation Commission has advised that this portion of SR-140 is frequently traveled by bicyclists. Paved shoulders will provide increased safety for bicyclists accessing the Merced River Canyon.

Ultimate Transportation Corridor 4-lane, conventional highway

Local Planning Jurisdiction Mariposa County Transportation Commission

Planned Projects

County	Route	Post Miles	Description	Designation
Mariposa	*SR-140*		***Realign Bear Creek to Briceburg***	*Regional Transportation Plan 2001*

Programmed projects: No programmed projects for this segment

Intelligent Transportation System (ITS) Proposed Projects

PM 22.01 YATI Sign, Changeable Message Sign (CMS).
PM 22.01 YATI Highway Advisory Radio (HAR).

System Designations

Yes Freeway/Expressway System
Yes National Highway System (NHS)
Yes Interregional Road System (IRRS)
No - High Emphasis Route
No - Focus Route
No Strategic Highway Network (STRAHNET)
No STAA Truck Network
Yes Terminal Access Route for National Truck Network
Yes Scenic Highway
Yes Accessible to Bicycles

Right-of-way/Shoulder Information

The right-of-way ranges from 80 to 400 feet. The paved shoulder width ranges from 0 to 4 feet on each side of the roadway. The average shoulder width is 2 feet. In order to widen this segment, right-of-way acquisition will be required and the mountainous terrain will be a factor in the location of passing lanes.

Air Quality/Environmental Status

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Unclassified Unclassified
Flood Plain	Within 100 year flood plain	
Wetlands	Yes	Low to Moderate Sensitivity
Endangered Species:	Yes	High Sensitivity
Archaeological	Mostly Surveyed	High Sensitivity

Traffic Collision Rate
(per million vehicle miles)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
pending			

Source: TASAS Database (July 7, 1997 – June 30, 2000)

IC

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data for Facility	Count (No.)	Rate
Fatal Accidents	0	0.00
Injury Accidents	4	0.68
Property Damage Only (PDO) Accidents	2	0.34

Statewide Average for Highway Classification	Existing	New
Accident Rate (per million vehicle-miles)	1.87	
Percent Fatal Accidents	2.51%	
Percent Injury Accidents	45.61%	

Source: The latest available data from TASAS 1/03 to 12/05

Our concept facility for Segment 5 (PM 29.70-51.8) is a 2-lane conventional highway with passing lanes and paved shoulders.

The concept LOS is projected to be deficient within the 10-year horizon. A 4-lane conventional highway is needed to meet our 2010 concept LOS, but due to the highly scenic qualities of the area and to the significant impact widening would have upon the communities, left turn lanes, passing lanes and turnouts are low-cost alternatives that can be used to achieve operational improvements rather than lane widening. The present LOS for this segment is inadequate and is projected to experience more delays during peak periods. However, the YARTS transit project may provide relief. Traffic on this segment is mostly recreational and highly seasonal. Although it does not near capacity, it does lack passing opportunities. Slope and horizontal curve alignments reduce speed and contribute to delays during weekends and peak summer months. The Local Transportation Commission has advised that bicyclists frequently travel this portion of SR-140. Paved shoulders will improve safety for bicyclists and motorists on this segment of the highway. The UTC for this segment is a 4-lane conventional highway.

Much of this segment parallels the Merced River, which has recently been listed as wild and scenic. Thus, the impact to the Merced River Canyon from any proposed project on SR-140 would need to be adequately explored and addressed.

Again, a right-of-way study may be required depending on the location of the passing lanes. Any acquisition of right-of-way will be in accordance with State and Federal procedures.

Trucks

In Merced County, the average daily traffic (ADT) for truck ranges from 6 percent (east of Merced) to 13 percent (west of Merced). In this segment, most of the trucks present in the traffic stream are "farm-to-market" and serve the agriculture-related industries in this region. **In Mariposa County, trucks account for 5 percent of the ADT and a sizable proportion of this truck traffic consists of recreational vehicles visiting the YNP. SR 140 provides an east-west link between I-5 and SR 99 and as tourist-oriented service industries expand along this corridor, it will be prudent to keep this route in serviceable condition and to avoid major reconstruction costs.**

ALTERNATIVE TRANSPORTATION

Fixed Route Transit

In Merced County, the Merced County Transit operates "The Bus" which is a consolidated countywide public transit system that serves the entire county. It provides regular bus service within the City of Merced and a daily shuttle bus service from the Merced Transpo Center to Planada along SR 140. The Transpo Center is a multi-modal transportation center located in Merced that serves as a central hub or interface which facilitates connections between public transit and private bus lines.

At a regional level, **Merced County provides a partially subsidized fixed-route bus service over SR 140 daily from Merced through Mariposa to Yosemite Park. Merced Transportation Company & VIA Charter Lines is a private business enterprise that provides transportation services on a charter basis. This company operates 45 buses of varying types and sizes that service the community daily, using fixed routes.** The Greyhound – Trailways bus line, a combined national bus carrier, provides inter-city service in and throughout the County with two bus depots located in Merced and Los Banos.

In Mariposa County, transit options consist of fixed route service provided as part of the Yosemite Area Regional Transportation Strategy (YARTS) and demand response to Dial-a-Ride. Mariposa County's fixed route bus service is provided by Via Bus Line in coordination with the YARTS program. YARTS provides public transit services from all of the gateways to Yosemite. Currently, Yosemite Gray Line, VIA Bus Line, and the 140 Express provide daily bus service from the city of Merced to Mariposa and Yosemite Park. YARTS buses also connect with Amtrak and Greyhound service in Merced.

Rail

In Merced County, the Atchison, Topeka, and Santa Fe (ATSF) operates a rail line that runs parallel and within close proximity of SR 140 from Santa Fe Ave to Plainsburg Rd. It supports Amtrak passenger rail service that operates four daily "San Joaquin" trains from Bakersfield to Oakland and has a station in Merced. **Connecting bus services are provided to other destinations including YNP as well as long-distance nationwide trains.**

In Mariposa County, Amtrak provides a combination of train and bus service from Merced to Mariposa, Midpines, El Portal, and YNP.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an intelligent transportation system (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for safety, traveler information, and congestion management through message boards, ramp metering, and automated warning systems.

Presently, SR 140 has one operating Highway Advisory Radio (HAR) that is located at the north junction of Highways SR 49 and SR 140 in Mariposa. HAR is part of the Yosemite Area Traveler Information (YATI) system that provides Yosemite area travelers with accurate, real time information about YNP and the surrounding regions. It is located at the north junction of Highways SR 49 and SR 140 in Mariposa.

Scenic Value

State Route 140 is classified as a scenic route from Mariposa to the foothills of the YNP. The natural beauty, mountainous terrain, and many vista points along this portion of SR 140 confer a pleasing appearance and make driving a pleasurable experience especially for tourists visiting the National Park. This corridor serves mostly recreational travel since it serves as one of the access points to YNP.

In order to maintain and enhance the scenic beauty and value of this route, development projects should be planned so as to have minimum impact to the natural environment. Any enhancement project should minimize the destruction of desirable vegetation. In the planning and location of passing lanes, within this corridor, scenic value must be considered along with other factors such as safety, utility, and cost.