DEPARTMENT: Administration

RECOMMENDED ACTION AND JUSTIFICATION:
Review and approval of report on the economic effects of continuing length restrictions on Highway 140 and authorize the Chairman of the Board of Supervisors to sign a letter for distribution with the report.

On March 6, 2007, a public meeting was held to gather information regarding the economic effects of the long-term length restrictions on Highway 140 due to the Ferguson Rockslide. The attached report was developed in order to provide elected officials with background information regarding the importance of opening the road to vehicles longer than 28 feet.

BACKGROUND AND HISTORY OF BOARD ACTIONS:
The Board has approved reports and authorized the Chairman of the Board of Supervisors to sign letters that will bring awareness to the issues that are affecting Mariposa County.

ALTERNATIVES AND CONSEQUENCES OF NEGATIVE ACTION:
Do not approve the report or authorize the Chairman of the Board of Supervisors to sign the letter. The report will not be distributed and State/Federal officials may not be aware of the full economic impact the length restrictions are having Mariposa’s economy.

Financial Impact? ( ) Yes (X) No Current FY Cost: $ Annual Recurring Cost: $
Budgeted in Current FY? ( ) Yes ( ) No ( ) Partially Funded
Amount in Budget: $  
Additional Funding Needed: $  
Source:
- Internal Transfer
- Unanticipated Revenue 4/S’s vote
- Transfer Between Funds 4/S’s vote
- Contingency 4/S’s vote
- General ( ) Other

CLERK’S USE ONLY:
Res. No.: 07-255 Ord. No. _____
Vote – Ayes: _____ Nocs: _____
Absents: _____
- [X] Approved
- [ ] Minute Order Attached ( ) No Action Necessary

The foregoing instrument is a correct copy of the original on file in this office.

Date: 
Attest: MARGIE WILLIAMS, Clerk of the Board 
County of Mariposa, State of California
By: Deputy

COUNTY ADMINISTRATIVE OFFICER:
- [ ] Requested Action Recommended
- [ ] No Opinion

Comments:

CAO:

Revised Dec. 2002
June 19, 2007

For decades, State Highway 140 has served as the only year-round thoroughfare in and out of Yosemite National Park. The road has provided safe access for automobiles, commercial traffic and a wide assortment of tourist vehicles including SUVs, recreational vehicles and tourist buses. Being situated with this ideal access to Yosemite, the economy of Mariposa County, the town of Mariposa and several communities along the highway have become dependent upon the steady flow of tourist traffic.

In late April of 2006, following a particularly rainy season, Mother Nature set into motion a calamitous rockslide. Over a period of a few days, thousands of cubic yards of rock came down on Highway 140 just east of the entrance to Yosemite. Originally the slide was expected to be a temporary inconvenience. As the rock movement continued it became obvious that a major traffic disruption was unavoidable.

Moving at a rapid pace and utilizing federal emergency relief dollars, Caltrans assessed the situation and by August installed two temporary bridges across the Merced River. These bridges allowed traffic to bypass the slide. There are limitations, however. The bridges only allow for one-way traffic and, most importantly, there is a length restriction of 28 feet for vehicles using this route.

Caltrans is now in the process of developing a permanent replacement for the roadway covered by the rockslide. Unfortunately, the development and construction process can be extremely-time-consuming. A project of this scope would normally take roughly six years to complete.

It is the firm belief of the Board of Supervisors of Mariposa County that a six-year delay in reopening the road to buses will be catastrophic to the Mariposa County economy. In order to gather public input regarding this situation, a special meeting of the Mariposa County Board of Supervisors was convened on Tuesday, March 6, 2007. The public was invited to share in person and/or in writing pertinent information as to the effects of continuing length restrictions over several years. Enclosed is a summary of the information gathered at that meeting.
COUNTY of MARIPOSA
P.O. Box 784, Mariposa, CA 95338 (209) 966-3222

JANET BIBBY, CHAIR
LYLE TURPIN, VICE CHAIR
BRAD ABORN
DIANNE A. FRITZ
BOB PICKARD

DISTRICT III
DISTRICT II
DISTRICT I
DISTRICT IV
DISTRICT V

MARIPOSA COUNTY BOARD OF SUPERVISORS

MINUTE ORDER

TO: RICHARD J. BENSON, CAO
FROM: MARGIE WILLIAMS, Clerk of the Board

SUBJECT: Richard J. Benson, County Administrative Officer;
Review and Approve Report on the Economic Effects of Continuing Length Restrictions on
Highway 140 and Authorize the Board of Supervisors Chair to Sign a Letter for Distribution
with the Report

RESOLUTION 07-283

THE BOARD OF SUPERVISORS OF MARIPOSA COUNTY, CALIFORNIA

ADOPTED THIS Order on June 19, 2007

ACTION AND VOTE:

Richard J. Benson, County Administrative Officer;
Review and Approve Report on the Economic Effects of Continuing Length Restrictions on Highway 140
and Authorize the Board of Supervisors Chair to Sign a Letter for Distribution with the Report

BOARD ACTION: Rick Benson initiated discussion relative to the report, and he thanked Dick
Hutchinson for his assistance.

Input from the public was provided by the following:
Dick Hutchinson suggested that the increase in traffic accidents be included with using the
alternative routes.

Further discussion was held relative to suggested changes to the report. (M)Fritz, (S)Aborn, Res. 07-283 was adopted approving the report and cover letter as revised/Ayes: Unanimous.

Cc: Dana Hertfelder, Public Works Director
File
June 19, 2007

For decades, State Highway 140 has served as the only year-round thoroughfare in and out of Yosemite National Park. The road has provided safe access for automobiles, commercial traffic and a wide assortment of tourist vehicles including SUVs, recreational vehicles and tourist buses. Being situated with this ideal access to Yosemite, the economy of Mariposa County, the town of Mariposa and several communities along the highway have become dependent upon the steady flow of tourist traffic.

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It was obvious to all who participated that continued length restrictions will have substantial, negative effects on the economy and, therefore, permanent injury to the community of Mariposa County. A copy of this report is being provided in an effort to assist all involved in evaluating the situation and to expedite the opening of Highway 140 to buses and other vehicles longer than 28 feet. If you have any questions regarding this information, please contact any member of the Mariposa County Board of Supervisors or Rick Benson, County Administrative Officer at 209-966-3222.

Sincerely

JANET BIBBY
Chairman, Mariposa County Board of Supervisors

JB/mj
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Sincerely,

JANET BIBBY
Chairman, Mariposa County Board of Supervisors
MARIPOSA COUNTY ECONOMIC EFFECTS

FROM THE FERGUSON ROCK SLIDE

LIMITING ACCESS INTO YOSEMITE NATIONAL PARK
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Mariposa County Continuing Economy Damage

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MARIPOSA’S FUTURE
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PURPOSE

The purpose of this report is to review the damage being done to the Mariposa County economy as a result of the Ferguson Rock Slide across California Hwy 140. We will look at the history of the rock slide, impacts on Mariposa’s everyday life and Mariposa’s future.

Included is a recap of events that occurred in April 2006 through the present.

We will also identify the areas impacted from Emergency Services, Schools, Tourism, Government (U.S. Forest Service & Yosemite National Park), County Government, Businesses, Other Areas and Long Term Prospects.

We will also discuss the future of Mariposa County if Hwy 140 is not opened to all vehicles until 2010 – 2015 as presently contemplated.
HISTORY

Rock Slide First Movement

In late April of 2006, rock and material began sliding on State Highway 140 in the Sierra National Forest, approximately 6 miles west of Yosemite National Park.

Caltrans Action

Caltrans responded by clearing rock and material and by installing a rockfall barrier for vehicle safety. In mid-May, rocks continued to fall on the highway and Caltrans geologists determined the rockfall was due to movement of a large prehistoric landslide higher on the slope. The cliff forming the landslide’s head scarp is visible on aerial photos taken over the past 62 years. Neither aerial photos nor historic accounts suggest that any significant movement occurred prior to 2006.

Based on this information, Caltrans moved the rockfall barrier to the road centerline and increased its height. During this time Caltrans closed Highway 140, which provides access to Yosemite National Park. With the new barrier in place, Caltrans re-opens Highway 140 for controlled one-way traffic.
History – continued.

Major Slide

Within 12 hours of opening Hwy 140, the rockfall barrier is damaged by additional slide material, as seen below, and the road once again closed.

**GPS Units**: The primary devices initially installed for monitoring movement in real-time are three (3) GPS units with individual housings. October 2006, two units were sited near the lower end of the rockslide mass (A) & (B) and the third near the head scarp (C) as seen in photo to the right. Power to the units is supplied by batteries. A fourth GPS base unit located off the rock slide near Savage’s Trading Post provides a reference for determining movement rate and direction for the three on-site units. The reference GPS unit is solar powered.
Emergency Team Organization

On June 5, 2006, the Sierra National Forest activated a Federal Incident Management Team to work with Local, State and Federal Agencies who were coordinating emergency efforts on the rock slide, closing State Highway 140 in the Merced Canyon.

The Team facilitated development of an emergency response plan to coordinate agency actions if future movement occurred. Mariposa County Sheriff Jim Allen, in conjunction with affected agencies, coordinated plans in case a catastrophic failure was to occur where the rock slide blocked the Merced River. The Sheriff set up a fleet of emergency volunteers equipped with pagers at all times, ready to mobilize. A reverse 911 system was set up to churn out notices in the event of flooding caused by the rock slide. An incident command system (ICS) was established, maintaining current information delivery for all affected agencies since damming of the Merced River could flood housing and businesses up river as far as El Portal.

Two PG&E power line towers were in danger of coming down, so PG&E installed a permanent line across the water and then back over to the main line, bypassing two power line towers that were threatened by the slide. Power was interrupted east of the slide for 8-12 hours, as they rerouted the lines.
Temporary Bridge Construction

Design, planning and construction began on two bridges to bypass the landslide using an old railroad-bed/road across the Merced River into El Portal and back to Hwy 140. By July 31, 2006, Caltrans completed the installation of the first bridge and initiated one-way, pilot escorted traffic twice a day.

Several weeks later, the 2nd bridge was completed, permitting a shorter detour back to Hwy 140. This is the current route awaiting final restoration.
Traffic Signals
One-way traffic on the detour is controlled by an automatic traffic signal that rotates traffic every 15 minutes.
Public Meetings

On June 2, 2006, a briefing was conducted by County, State and Federal agencies involved in working together to reopen Hwy 140 while maintaining public safety and open communication during the local emergency.

IMPACTS - Emergency Services

Fire Equipment

Shown on the next page are two pieces of fire fighting equipment that could be needed for fire suppression east of the rock slide exhibiting longer than the authorized 28 foot vehicle length restriction. This equipment is unable to accommodate the new 28 foot vehicle restriction caused by the temporary bridges.
This Mariposa Public Utility District (MPUD) Ladder Truck is necessary to fight fires at the multi story motels in El Portal. Yosemite National Park does not have a ladder truck.

CAL FIRE's 10 X 50 Foot Tractor/Trailer carries a special Bull Dozer to fight brush fires.
California Highway Patrol (CHP)

When CHP responds to emergencies on the East side of the Rock Slide, and requests additional resources (ambulance, fire, tow truck), or additional law enforcement personnel (CHP, CHP supervisor, Sheriff's Department), these requests can be delayed up to 15 minutes due to the traffic control signal.

Each attempt to clear and open the roadway at a traffic collision or a disabled vehicle longer than 28 feet at the bridges, can be delayed for hours waiting for a tow truck.

A CHP request for specialized equipment longer than 28 feet (big rig tow) for a disabled motor home/large truck, involved in a traffic collision, will be delayed an unknown period of time.

The CHP has responded to calls involving vehicles longer than 28 feet becoming stranded while attempting to cross the temporary bridges.

Mariposa County Sheriff

A deputy's response to emergencies on the East side of the rock slide can be delayed up to 15 minutes due to the traffic control signal. If an incident is large enough that a Mobile Command Center (MCC) is required, the Sheriff’s Department MCC could not be dispatched across the bridges due to length.
The Sheriff's Department MCC is a 40 foot long trailer. When attached to the towing vehicle in the unit it is approximately 58 feet in total length.

**Medical**

Ambulances responding to emergencies east of the rock slide can be delayed up to 15 minutes, and upon returning from an incident can be delayed again up to 15 minutes due to the traffic control signal.

Because buses have to be diverted, they are faced with somewhat treacherous driving conditions. Last winter, 14 serious carrier bus accidents occurred on the alternate routes. The lane limitation increases the likeliness of accidents while reducing the ability of emergency personnel to respond.
Medical / John C. Fremont Healthcare District

The John C. Fremont Hospital District is experiencing reduced revenues for medical services normally provided to Yosemite tourists. This impact is estimated to be $2 million per year. In addition to losing revenues for services, the estimated reduction in revenues from sales tax is approximately $100,000 annually. Other effects include reduced payments from patients as more and more people experience financial difficulties. The rockslide hampers the ability to provide services in the affected area and hinders residents seeking routine medical care.

Towing / Wrecker Vehicles

Towing vehicles vary from around 20 feet to 40 feet in length. Some of them can go across the bridges, but once they secure a vehicle, their total length exceeds the 28 foot limit. This means towing a vehicle from east of the rock slide entails traveling through Yosemite National Park to Hwy 41 (80 vs 40 miles) or Hwy 120 (125 vs 40 miles) to deliver a disabled vehicle to the nearest repair facility. This additional distance of going through Yosemite National Park adds unnecessary costs and inconvenience to the disabled vehicle owner and towing company. This also becomes a safety issue during inclement winter weather with icy road conditions as well as adding further congestion to less than desirable routes.
IMPACTS – Emergency Services – continued.

Fewer vehicles entering the area result in fewer calls. These reduced calls substantially increase downtime and overhead for towing companies.

40 Foot towing vehicle used to tow disabled buses, emergency vehicles, motor homes and trucks.

IMPACTS - Schools

Buses

A 28 foot school bus transports 30 to 33 students from Yosemite National Park and El Portal across the bridges to a turn around area west of the rock slide, where the students are transferred to a larger school bus. The 28 foot bus returns to El Portal to transport elementary students to school in El Portal. The larger bus takes the students to the high school. When school gets out in the afternoon, a large bus transports the students back to the turn-around area near the bridges. The students again board the 28 foot bus for the trip back to El Portal.
and Yosemite National Park. Students are exposed to increased risk of injury during the transfers and special needs students are faced with additional challenges. As a result of the closure, the school district has had to acquire smaller and less efficient buses and is incurring additional cost for drivers.

28 foot school bus delivering students for transfer to larger bus. Buses can be delayed 15 to 20 minutes in each direction due to traffic signal.

**Students**

Students are required to get on the El Portal bus up to 30 minutes earlier each day due to the additional time required, because of the traffic control signal delays (15 to 20 minutes) and transferring to a second bus.
The County's tourism businesses are most seriously affected. Bus traffic is "winding down." Tour buses are taking Yosemite off of their routes. It is simply taking too long to get in and out of the Park. The Park is becoming a less than desirable destination to foreign and domestic tours. Local restaurants and other businesses that cater to these bus tours will not survive. Mariposa County does not have enough diversification within its economy to absorb these job losses elsewhere. To Mariposa's proximity to Yosemite, businesses primarily serve a tourism base.

Tours conducted in conjunction with Amtrak are down at least 25%. Grayline Tours have canceled their Yosemite day trips. Trailers and other equipment used for tourism companies need to be replaced in order to meet the length restrictions.
While many buses have dropped Yosemite completely, some continue to go into the Park using other routes. These routes are less than ideal. As a result, the drop in bus traffic in Mariposa County is causing unwanted congestion and increased wear on roads not designed for these loads.

For the larger hotels, on-going restrictions amount to millions of dollars in increased costs. Transportation surcharges for commodities alone are costing the hotels hundreds of thousands of dollars. Employees face increasing difficulties in just being able to report for work. Again, the impact of losing tour buses is extremely grave.

Hotels / Motels / B&Bs

One large operator reported a potential loss of 5,000 to 7,000 room nights. Just attempting to recover these lost room nights will require massive advertising and other expenditures as cancellations continue.

Resort locations that have recently upgraded their facilities see little chance of recovering their investments due to the loss in visitor traffic. Group meeting bookings are down further compounding this unfortunate situation.
YARTS

Similar to the school district, Yosemite Area Regional Transportation System has had to acquire smaller and less efficient buses. These buses increase costs and detract from the patrons’ experience. Ridership is down for park employees and visitors.

Recreation

Companies providing rafting trips are showing reductions of 25%, noting that rafters provide significant numbers of customers for grocery, restaurants and other businesses in the Midpines area. Rafting is a destination sport with a limited season. The rafting business assists in promoting the attributes of the Merced River.

Yosemite National Park is affected similarly to Mariposa County. The Park Service depends on attendance revenues using estimates done years in advance. Any significant change in visitorship will have an effect on revenues.

Museums

The Mariposa Museum and History Center reports nearly a 50% decrease in tours from one source alone. Museums are also showing reductions in customer counts. Notably, the European visitors are conspicuous by their absence, as they are selecting other vacation locations due to uncertainties about the accessibility of the area.
IMPACTS — Tourism — continued.

Motor Homes / Recreational Vehicles

The reduction of large motor homes going through Mariposa on Hwy 140 has reduced gas, repairs, groceries and restaurant sales. In addition to the lost sales and accompanying lost jobs and reduced profits, this also reduces sales tax revenue. KOA in Midpines has lost revenue due to fewer RV’s traveling Hwy 140.
Non-Tourism Related Business

Because tourism is such an integral part of the Mariposa economy, it is sometimes difficult to separate non-tourist related businesses from the tourism industry. However, many businesses not generally associated with tourism are being severely affected.

- One local grocery outlet estimates their lost customers to be approximately 300 people per day during peak season.

- A local concrete supplier noted an annual reduction of $1 million in sales. This has resulted in loss of jobs, significant increase in prices to customers, increased vehicle costs and increased emissions since the trucks have to take another longer route.

- Local shops report a drastic reduction in business resulting in some closures and in other cases a loss of jobs. Those shops that reported, indicate a drop in business of anywhere from 15% to 30%.
Ongoing length restrictions on Highway 140 affect county government by hindering the County’s ability to deliver services as well as reducing revenues.

Several departments are affected by the rockslide and the continued reliance on the temporary bridges. As mentioned previously, there are some very obvious problems caused by the slide. Ambulance and other emergency service providers are delayed. The Sheriff faces delays in responding to calls. County fire trucks are unable to traverse the bridge.

Other impediments to service delivery are less obvious. For instance the Agricultural Commissioners/Sealer reports that testing vehicles are unable to use Highway 140. In order to conduct mandated tests the testing vehicles are diverted to other routes. For this service alone, approximately 5 hours are added per trip increasing costs by $400 per trip. This also reduces the
number of tests able to be conducted further adding to the cost. Similarly, some equipment used by the road department is subject to costly diversions and delays.

Considerable commercial traffic is being diverted to County Road J132, which is not designed for these vehicles. While there are inherent safety issues, this increased usage is causing significant maintenance concerns and premature deterioration of the road.

On the revenue side of the ledger, the County is seeing a reduction in sales tax. Many of our small businesses are reporting reduced sales revenues.

Although in the short term, the Transient Occupancy Tax (TOT) revenues have remained stable, reductions are expected as tour operators will be reluctant to make bookings where they cannot bring their buses. It should be noted that revenues received via the TOT is double that of property taxes making it the largest single source of discretionary revenue in Mariposa County.
MARIPOSA'S FUTURE

Impacts Beyond Mariposa

The effects are not just limited to Mariposa County. The Merced Conference & Visitors Bureau wrote: “We have definitely felt the effects in Merced. Our hotels, restaurants and attractions have all been impacted.” Their estimates indicate a 30% drop in the number of individual tourist and tour groups coming through Merced on their way into Yosemite. Hotels, restaurants and attractions have all been impacted approximately 30%.

Although not documented here, losing the all weather entrance to Yosemite affects the tourism industry of the entire region and the State far beyond Mariposa. When Yosemite is removed as a final destination by major tour/bus operators, some will choose other attractions to include those outside the state. A permanent restoration of the road is needed to retain Yosemite's worldwide status as one of nature's crown jewels and a desirable, accessible final tourist destination.
Mariposa County, in conjunction with Yosemite National Park, is in the process of contracting for an assessment of the economic effects of a long-term closure to buses. Although the study has not been completed, it seems likely that the effects will be dramatic. Some estimates indicate an impact of over $1 million per month. The long-term damage of closed businesses, lost jobs and changed tourism patterns is also expected to be substantial.

Mariposa County is making efforts to minimize those effects. Efforts are underway to promote Mariposa County as a final destination without Yosemite. Discussions are also continuing as to how to promote the rockslide itself as a tourist attraction.
SUMMARY

Effects of ongoing length restrictions include:

- Increased response times for emergencies
- Increased number of accidents involving buses
- Reduced public safety and environmental enjoyment for park visitors
- Increased costs in providing for government services
- Diversion of education funds in order to provide for transportation
- Threat to the ongoing viability of the local medical facility
- Diversion of mass transit funds in order to provide for alternate vehicles
- Negative impacts, i.e. road deterioration, congestion, air quality, to other routes in other communities
- Erosion of local tax base directly affecting ability to provide services
- Millions of dollars in increased private sector costs annually
- Millions of dollars in lost revenues
- Hundreds of lost jobs
- Reductions in work hours
- Several local business failures
- Suppressed local business investment
- Increase in vehicle emissions
- Depressed business real estate values
- Restrictions to accessing Yosemite National Park impacting all of California as the Park loses its attractiveness as a worldwide tourist destination.
CONCLUSION

The people of Mariposa County have always been and will continue to be self-reliant. Mariposa is looking for nothing more than the timely replacement of the infrastructure necessary to serve the many visitors to Yosemite National Park. Without which, the entire community is threatened.
June 8, 2007

As an addendum to the previous letter regarding the structural damage of the Old Masonic Lodge, it is important to clarify a predicament that was not presented in the original letter.

In order to open a permit with the county to address structural damage to the building, we will have to commit to entirely removing the foundation and exterior wall (90 feet long - two stories high), bring everything up to code, and then return the existing siding back in place. This job comes with a minimum estimate of $300,000 from Natural Environments.

We cannot stress enough that in order to survive as an owner of this building, we must rent the downstairs to offset the costs of owning it. We cannot rent the downstairs until the structural damage and related code upgrades are addressed.

We hope this conveys the disproportionate circumstances we are subject to due to the condition of the building. We hope this will encourage you further to support our request for year end funding to address the administrative drain that this issue has placed on our already strained nonprofit organization.

Sincerely,

[Signature]

Anthony Radanovich

Board of Directors
Anthony Radanovich, President
Barron Brouillette, Vice- President
Laura Phillips, Secretary/ Treasurer
Tom Artl, Director
Phyllis Becker, Director

Advisory Committee
Heather Bernikoff, Mariposa, CA
Wendy Hanamura, Link TV
San Francisco, CA
Chevon Kotari, Mountain Crisis Services, Mariposa, CA
Jerry Lee, PBS, Fresno, CA
Richard Lo, Nonprofit Attorney
Oakland, CA
John Morrison, Cal. Film Institute
Mill Valley, CA
Gail Silva, Film Arts Foundation
San Francisco, CA
Marilyn Saunders, Mariposa, CA
Sarah Scott, County Bank
Mariposa, CA
In December 2006 and January 2007, I met with Supervisor Pickard and Supervisor Bibby, respectively, to show them the extensive damage we recently uncovered at the Old Masonic Hall. I also updated them on our progress, or lack of progress, with our $1.6 million dollar renovation grant to the California Cultural and Historic Foundation.

I also explained the fact that the Rural Media Arts and Education Project’s resources (manpower) for its normal daily operations were being diverted to the issue of finding funds for the repair of the building. (Imagine the Board of Supervisors being forced to not only find and procure funding for the repair of the damage caused by the Ferguson Rock Slide, but also to administer the project in Cal Trans stead). We are a small nonprofit. We struggle each year to find enough time and funding for our educational programs and for our programs for the community. We can only do so much.

This manpower drain has taken the majority of the time that we would normally have spent looking for and developing program funding. Additionally, while the County was forced to cut all departments by 2% last year, we were, in effect, cut by 66%, from a high of $15,000 in County funding in 2005 to $5000 in 2007. We have already cut staff and programs to bare bones levels to decrease our expenses. However, our budget for 2007 will see a precipitous drop from last year.

This presents a very serious problem in regards to acquiring the renovation grant from CCHE in this, their last year of funding such projects. We were recently sent correspondence by CCHE about new language in the guidelines for applicants. The new language is as follows:

If a project has undergone a material change from the original application submitted, [the applicant] will be asked to withdraw its application.

A material change will be reviewed on a case-by-case basis but the following factors will be used to determine if a material change exists:

- A change of circumstances altering the structure of the Project or affecting the applicant’s ability to implement the Project.

- New information submitted to CCHE that would have the ability to fundamentally change the financial or operational ability of an entity applying for a grant award.
Our budget for calendar year 2007 will see a significant drop from approximately $1,14,000 to $75,000. We run the very real risk of being asked to withdraw our application for the reasons stated above. Even if we score high enough to get funding, as we did in 2006, it is clear that CCHE will rescind the decision, and we will have missed a huge opportunity to repair our historic structure. There are simply no other foundations, private or corporate, who are willing to donate to capital projects in Mariposa County.

We are asking the board to strongly consider a year-end appropriation of $25,000 to the RMAEP to alleviate the budget shortfall and eliminate any concern on the part of CCHE as to our financial or operational ability.

In the event that we do not receive the CCHE grant, the $25,000 will alleviate another issue as well. One involves an invitation by the USDA to apply for a $225,000 grant this month which, if received, will be added to a $2500 grant from the National Historic Trust to address the most immediate and pressing structural damage. But this grant comes with absolutely no provision for administering the grant. The $25,000, if provided by the county, will address this. These repairs are necessary for us to eventually benefit from a revenue stream from the renting of the downstairs portion of the building, which was our original reason for purchasing the building.

We feel it is in the community's best interest that the Old Masonic Hall not suffer the effects of deferred maintenance, as was the case for the Trabuco Warehouse, and is the case for the Gold Coin. To this end, we are going to provide the board with a short Power Point presentation at the board meeting on June 12 to show the extent of the damage and to allow the board to ask any questions. We look forward to seeing you then.

Sincerely,

Tony Radanovich
Executive Director
September 12, 2007

Margie –

Per your direction I have re-created Resolution # 07-283 & 07-285 approved on June 19, 2007 regarding the Alternatives for a permanent fix to Highway 140 and the review and approval of report on the economic effects of continuing length restriction on Highway 140 for your initials. I have also created minute orders for both and have attached them for your initials.

One of the copies that I used to re-create a Res. does not have Rick’s initials; I will obtain this prior to finalizing and filing.

If you have any questions you know where I am 😊

Tracy

Thanks -
May be original will show up.