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## Hazus: Earthquake Global Risk Report

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**Region Name:** MohawkValley

**Earthquake Scenario:** mohawkvalley2011cfme\_m7p13\_se

**Print Date:** June 07, 2024

**Disclaimer:**

*Totals only reflect data for those census tracts/blocks included in the user's study region.*

*The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.*

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## General Description of the Region

Hazus-MH is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 27 county(ies) from the following state(s):

California

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 51,043.93 square miles and contains 1,491 census tracts. There are over 2,284 thousand households in the region which has a total population of 6,475,212 people. The distribution of population by Total Region and County is provided in Appendix B.

There are an estimated 2,196 thousand buildings in the region with a total building replacement value (excluding contents) of 1,226,251 (millions of dollars). Approximately 91.00 % of the buildings (and 67.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 124,512 and 129,180 (millions of dollars) , respectively.

## Building and Lifeline Inventory

### Building Inventory

Hazus estimates that there are 2,196 thousand buildings in the region which have an aggregate total replacement value of 1,226,251 (millions of dollars) . Appendix B provides a general distribution of the building value by Total Region and County.

In terms of building construction types found in the region, wood frame construction makes up 87% of the building inventory. The remaining percentage is distributed between the other general building types.

### Critical Facility Inventory

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 120 hospitals in the region with a total bed capacity of 12,478 beds. There are 2,547 schools, 916 fire stations, 253 police stations and 41 emergency operation facilities. With respect to high potential loss facilities (HPL), there are no dams identified within the inventory. The inventory also includes no hazardous material sites, no military installations and no nuclear power plants.

### Transportation and Utility Lifeline Inventory

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 253,692.00 (millions of dollars). This inventory includes over 7,256.99 miles of highways, 7,077 bridges, 178,963.55 miles of pipes.

**Table 1: Transportation System Lifeline Inventory**

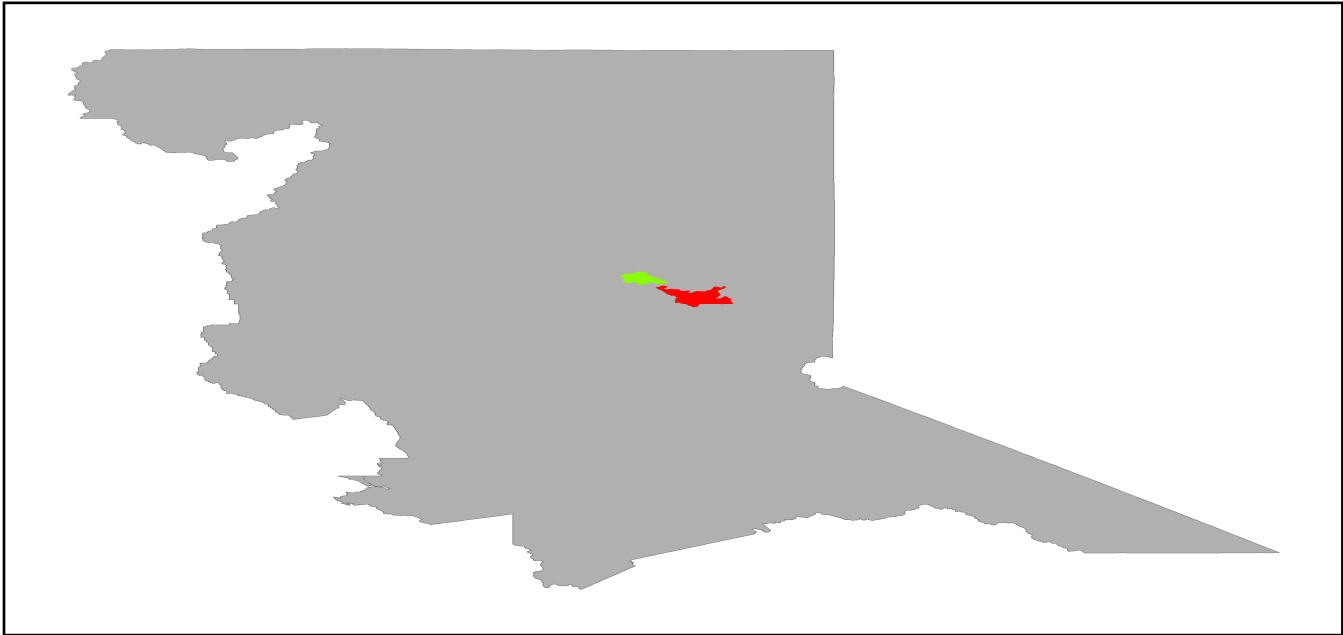
System	Component	# Locations/ # Segments	Replacement value (millions of dollars)
<b>Highway</b>	Bridges	7,077	27003.5790
	Segments	3,656	56563.7808
	Tunnels	13	135.2151
	<b>Subtotal</b>		<b>83702.5749</b>
<b>Railways</b>	Bridges	1,266	7203.5400
	Facilities	49	130.4870
	Segments	2,436	28886.2853
	Tunnels	2	1.7557
	<b>Subtotal</b>		<b>36222.0680</b>
<b>Light Rail</b>	Bridges	26	3.3240
	Facilities	58	331.1800
	Segments	4	1771.6066
	Tunnels	0	0.0000
	<b>Subtotal</b>		<b>2106.1106</b>
<b>Bus</b>	Facilities	17	37.7582
	<b>Subtotal</b>		<b>37.7582</b>
<b>Ferry</b>	Facilities	13	17.3030
	<b>Subtotal</b>		<b>17.3030</b>
<b>Port</b>	Facilities	189	720.4386
	<b>Subtotal</b>		<b>720.4386</b>
<b>Airport</b>	Facilities	86	943.5966
	Runways	107	762.4917
	<b>Subtotal</b>		<b>1706.0883</b>
		<b>Total</b>	<b>124,512.30</b>

**Table 2: Utility System Lifeline Inventory**

System	Component	# Locations / Segments	Replacement value (millions of dollars)
<b>Potable Water</b>	Distribution Lines	NA	3558.9030
	Facilities	19	746.5860
	Pipelines	0	0.0000
		<b>Subtotal</b>	<b>4305.4890</b>
<b>Waste Water</b>	Distribution Lines	NA	2135.3418
	Facilities	107	18398.8426
	Pipelines	0	0.0000
		<b>Subtotal</b>	<b>20534.1844</b>
<b>Natural Gas</b>	Distribution Lines	NA	1423.5612
	Facilities	4	164.9741
	Pipelines	855	11631.3570
		<b>Subtotal</b>	<b>13219.8923</b>
<b>Oil Systems</b>	Facilities	16	1.8880
	Pipelines	0	0.0000
		<b>Subtotal</b>	<b>1.8880</b>
<b>Electrical Power</b>	Facilities	262	91095.3930
		<b>Subtotal</b>	<b>91095.3930</b>
<b>Communication</b>	Facilities	197	23.2460
		<b>Subtotal</b>	<b>23.2460</b>
	<b>Total</b>		<b>129,180.10</b>

## Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.



<b>Scenario Name</b>	mohawkvalley2011cfme_m7p13_se
<b>Type of Earthquake</b>	User-defined
<b>Fault Name</b>	NA
<b>Historical Epicenter ID #</b>	NA
<b>Probabilistic Return Period</b>	NA
<b>Longitude of Epicenter</b>	NA
<b>Latitude of Epicenter</b>	NA
<b>Earthquake Magnitude</b>	7.13
<b>Depth (km)</b>	NA
<b>Rupture Length (Km)</b>	NA
<b>Rupture Orientation (degrees)</b>	NA
<b>Attenuation Function</b>	NA

## Direct Earthquake Damage

### Building Damage

Hazus estimates that about 878 buildings will be at least moderately damaged. This is over 0.00 % of the buildings in the region. There are an estimated 2 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

### Damage Categories by General Occupancy Type

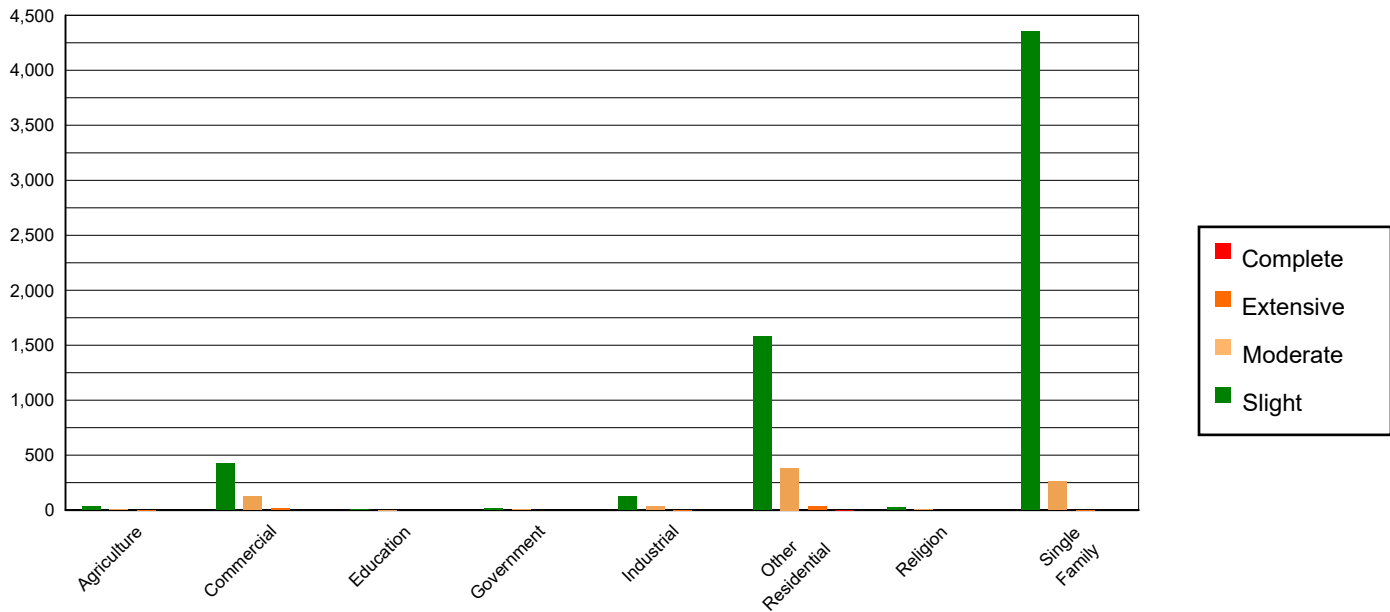


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
<b>Agriculture</b>	14581.00	0.67	31.94	0.49	9.38	1.14	1.51	2.76	0.18	6.35
<b>Commercial</b>	123969.99	5.66	425.10	6.48	125.46	15.27	12.70	23.26	0.76	27.02
<b>Education</b>	3933.35	0.18	6.00	0.09	1.48	0.18	0.17	0.31	0.00	0.06
<b>Government</b>	9191.70	0.42	17.59	0.27	2.68	0.33	0.03	0.06	0.00	0.00
<b>Industrial</b>	35052.92	1.60	127.32	1.94	31.96	3.89	1.79	3.28	0.02	0.56
<b>Other Residential</b>	274330.29	12.53	1579.48	24.08	382.26	46.54	36.34	66.57	1.63	57.98
<b>Religion</b>	7533.00	0.34	20.92	0.32	4.10	0.50	0.75	1.37	0.23	8.04
<b>Single Family</b>	1720618.40	78.60	4352.25	66.34	264.04	32.15	1.30	2.39	0.00	0.00
<b>Total</b>	<b>2,189,211</b>		<b>6,561</b>		<b>821</b>		<b>55</b>		<b>3</b>	

**Table 4: Expected Building Damage by Building Type (All Design Levels)**

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
<b>Wood</b>	1898009.68	86.70	5211.65	79.44	369.10	44.94	2.75	5.04	0.02	0.61
<b>Steel</b>	41151.16	1.88	185.95	2.83	83.77	10.20	13.04	23.89	0.73	26.13
<b>Concrete</b>	44147.75	2.02	170.49	2.60	64.03	7.80	9.32	17.07	1.12	40.03
<b>Precast</b>	27818.30	1.27	104.54	1.59	37.86	4.61	3.66	6.71	0.04	1.42
<b>RM</b>	82999.69	3.79	122.07	1.86	55.67	6.78	4.48	8.20	0.01	0.49
<b>URM</b>	19608.67	0.90	103.05	1.57	21.09	2.57	2.42	4.43	0.42	15.05
<b>MH</b>	75475.39	3.45	662.86	10.10	189.84	23.11	18.92	34.66	0.46	16.28
<b>Total</b>	<b>2,189,211</b>		<b>6,561</b>		<b>821</b>		<b>55</b>		<b>3</b>	

\*Note:

- RM Reinforced Masonry
- URM Unreinforced Masonry
- MH Manufactured Housing

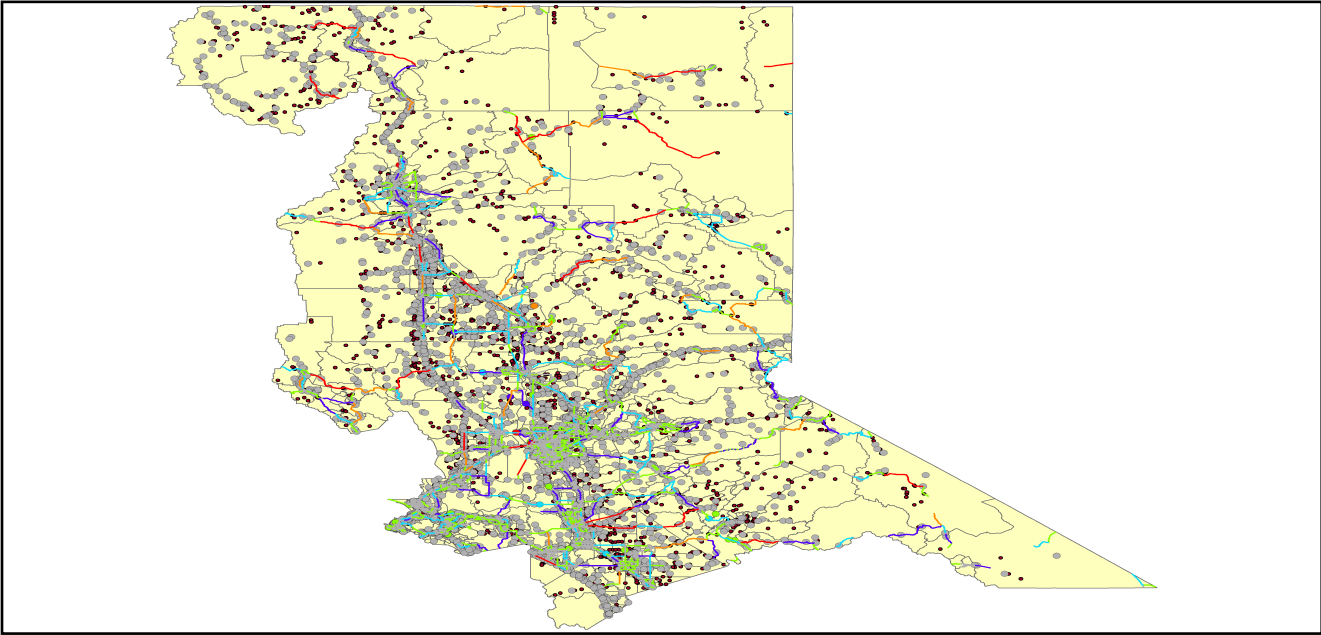
## Essential Facility Damage

Before the earthquake, the region had 12,478 hospital beds available for use. On the day of the earthquake, the model estimates that only 12,189 hospital beds (98.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 99.00% of the beds will be back in service. By 30 days, 100.00% will be operational.

**Table 5: Expected Damage to Essential Facilities**

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	120	0	0	117
Schools	2,547	1	0	2,537
EOCs	41	0	0	41
PoliceStations	253	0	0	253
FireStations	916	2	0	904

Transportation Lifeline Damage



**Table 6: Expected Damage to the Transportation Systems**

System	Component	Number of Locations_				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	3,656	0	0	3,656	3,656
	Bridges	7,077	4	0	7,074	7,074
	Tunnels	13	0	0	13	13
Railways	Segments	2,436	0	0	2,436	2,436
	Bridges	1,266	0	0	1,266	1,266
	Tunnels	2	0	0	2	2
	Facilities	49	0	0	49	49
Light Rail	Segments	4	0	0	4	4
	Bridges	26	0	0	26	26
	Tunnels	0	0	0	0	0
	Facilities	58	0	0	58	58
Bus	Facilities	17	0	0	17	17
Ferry	Facilities	13	0	0	13	13
Port	Facilities	189	0	0	189	189
Airport	Facilities	86	1	0	86	86
	Runways	107	0	0	107	107

Table 6 provides damage estimates for the transportation system.

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.

**Table 7 : Expected Utility System Facility Damage**

System	# of Locations				
	Total #	With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	19	0	0	19	19
Waste Water	107	0	0	103	107
Natural Gas	4	0	0	4	4
Oil Systems	16	0	0	16	16
Electrical Power	262	3	0	260	262
Communication	197	1	0	197	197

**Table 8 : Expected Utility System Pipeline Damage (Site Specific)**

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	110,570	1117	279
Waste Water	66,342	561	140
Natural Gas	2,052	0	0
Oil	0	0	0

**Table 9: Expected Potable Water and Electric Power System Performance**

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	2,284,816	43	2	0	0	0
Electric Power		659	434	182	15	1

## Induced Earthquake Damage

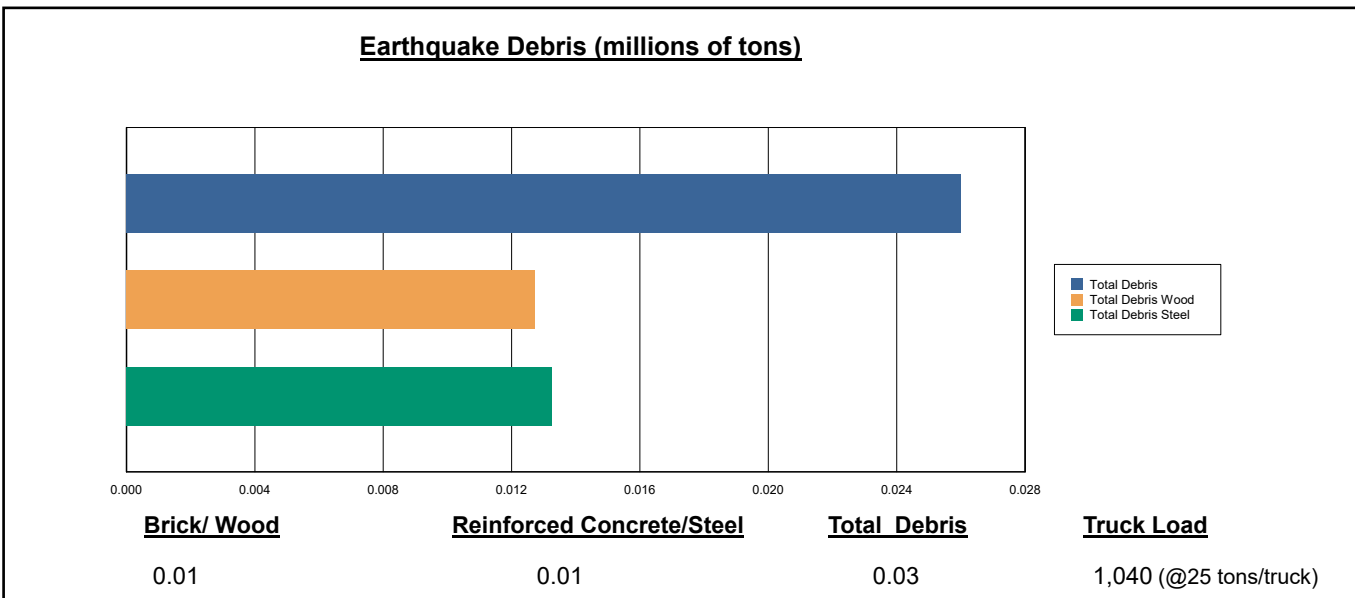
### Fire Following Earthquake

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 0 ignitions that will burn about 0.00 sq. mi 0.00 % of the region's total area.) The model also estimates that the fires will displace about 0 people and burn about 0 (millions of dollars) of building value.

### Debris Generation

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

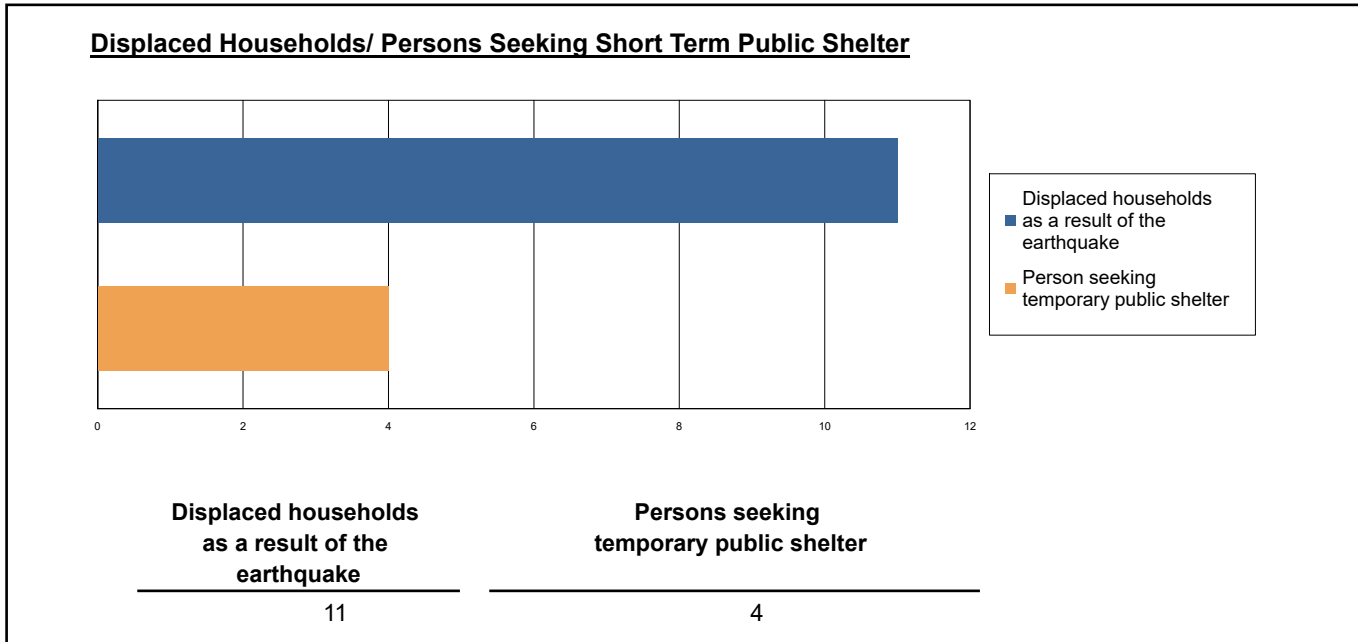
The model estimates that a total of 26,000 tons of debris will be generated. Of the total amount, Brick/Wood comprises 49.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 1,040 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.



## Social Impact

### Shelter Requirement

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 11 households to be displaced due to the earthquake. Of these, 4 people (out of a total population of 6,475,212) will seek temporary shelter in public shelters.



### Casualties

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows;

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake

**Table 10: Casualty Estimates**

		Level 1	Level 2	Level 3	Level 4
<b>2 AM</b>	Commercial	0.12	0.01	0.00	0.00
	Commuting	0.00	0.00	0.01	0.00
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.12	0.01	0.00	0.00
	Other-Residential	3.80	0.28	0.01	0.02
	Single Family	3.21	0.07	0.00	0.00
	<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>2 PM</b>	Commercial	7.52	0.77	0.05	0.10
	Commuting	0.02	0.03	0.05	0.01
	Educational	1.17	0.08	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.91	0.07	0.00	0.00
	Other-Residential	1.44	0.11	0.01	0.01
	Single Family	1.15	0.03	0.00	0.00
	<b>Total</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>5 PM</b>	Commercial	4.54	0.46	0.03	0.06
	Commuting	0.32	0.44	0.72	0.14
	Educational	0.23	0.02	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	0.57	0.05	0.00	0.00
	Other-Residential	1.38	0.10	0.00	0.01
	Single Family	1.15	0.03	0.00	0.00
	<b>Total</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>

## Economic Loss

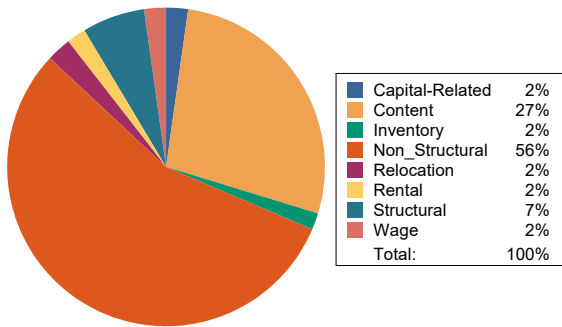
The total economic loss estimated for the earthquake is 1,207.42 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

## Building-Related Losses

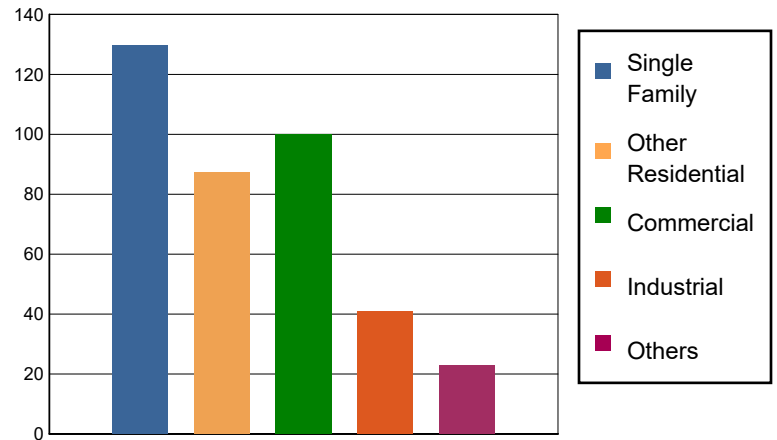
The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 380.85 (millions of dollars); 9 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 57 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

Earthquake Losses by Loss Type (\$ millions)



Earthquake Losses by Occupancy Type (\$ millions)



**Table 11: Building-Related Economic Loss Estimates**  
(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
<b>Income Losses</b>							
	Wage	0.0000	0.3021	7.0545	0.1738	0.4619	7.9923
	Capital-Related	0.0000	0.1282	8.3967	0.1051	0.0682	8.6982
	Rental	0.7644	3.4337	3.0019	0.1484	0.1201	7.4685
	Relocation	1.9368	2.4731	3.1789	0.6118	0.7615	8.9621
	<b>Subtotal</b>	<b>2.7012</b>	<b>6.3371</b>	<b>21.6320</b>	<b>1.0391</b>	<b>1.4117</b>	<b>33.1211</b>
<b>Capital Stock Losses</b>							
	Structural	9.8641	5.6926	5.6097	2.0005	1.9612	25.1281
	Non_Structural	80.6643	57.0707	42.8608	20.6404	10.8788	212.1150
	Content	36.4795	18.1303	27.0594	15.1215	7.4491	104.2398
	Inventory	0.0000	0.0000	2.9502	2.2349	1.0655	6.2506
	<b>Subtotal</b>	<b>127.0079</b>	<b>80.8936</b>	<b>78.4801</b>	<b>39.9973</b>	<b>21.3546</b>	<b>347.7335</b>
	<b>Total</b>	<b>129.71</b>	<b>87.23</b>	<b>100.11</b>	<b>41.04</b>	<b>22.77</b>	<b>380.85</b>

### Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

**Table 12: Transportation System Economic Losses**  
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	56563.7808	0.0000	0.00
	Bridges	27003.5790	7.3561	0.03
	Tunnels	135.2151	0.0040	0.00
	<b>Subtotal</b>	<b>83702.5749</b>	<b>7.3601</b>	
Railways	Segments	28886.2853	0.0000	0.00
	Bridges	7203.5400	4.8626	0.07
	Tunnels	1.7557	0.0000	0.00
	Facilities	130.4870	0.7050	0.54
	<b>Subtotal</b>	<b>36222.0680</b>	<b>5.5676</b>	
Light Rail	Segments	1771.6066	0.0000	0.00
	Bridges	3.3240	0.0000	0.00
	Tunnels	0.0000	0.0000	0.00
	Facilities	331.1800	3.0426	0.92
	<b>Subtotal</b>	<b>2106.1106</b>	<b>3.0426</b>	
Bus	Facilities	37.7582	0.3242	0.86
	<b>Subtotal</b>	<b>37.7582</b>	<b>0.3242</b>	
Ferry	Facilities	17.3030	0.1211	0.70
	<b>Subtotal</b>	<b>17.3030</b>	<b>0.1211</b>	
Port	Facilities	720.4386	2.4227	0.34
	<b>Subtotal</b>	<b>720.4386</b>	<b>2.4227</b>	
Airport	Facilities	943.5966	15.0200	1.59
	Runways	762.4917	0.0000	0.00
	<b>Subtotal</b>	<b>1706.0883</b>	<b>15.0200</b>	
<b>Total</b>		<b>124,512.34</b>	<b>33.86</b>	

**Table 13: Utility System Economic Losses**  
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	746.5860	1.9902	0.27
	Distribution Lines	3558.9030	5.0266	0.14
	<b>Subtotal</b>	<b>4305.4890</b>	<b>7.0168</b>	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	18398.8426	84.5564	0.46
	Distribution Lines	2135.3418	2.5250	0.12
	<b>Subtotal</b>	<b>20534.1844</b>	<b>87.0814</b>	
Natural Gas	Pipelines	11631.3570	0.0000	0.00
	Facilities	164.9741	0.2246	0.14
	Distribution Lines	1423.5612	0.8650	0.06
	<b>Subtotal</b>	<b>13219.8923</b>	<b>1.0896</b>	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	1.8880	0.0001	0.01
	<b>Subtotal</b>	<b>1.8880</b>	<b>0.0001</b>	
Electrical Power	Facilities	91095.3930	697.3957	0.77
	<b>Subtotal</b>	<b>91095.3930</b>	<b>697.3957</b>	
Communication	Facilities	23.2460	0.1258	0.54
	<b>Subtotal</b>	<b>23.2460</b>	<b>0.1258</b>	
	<b>Total</b>	<b>129,180.09</b>	<b>792.71</b>	

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## Appendix A: County Listing for the Region

Alpine,CA  
Amador,CA  
Butte,CA  
Calaveras,CA  
Colusa,CA  
Contra Costa,CA  
El Dorado,CA  
Glenn,CA  
Lake,CA  
Lassen,CA  
Modoc,CA  
Mono,CA  
Nevada,CA  
Placer,CA  
Plumas,CA  
Sacramento,CA  
San Joaquin,CA  
Shasta,CA  
Sierra,CA  
Siskiyou,CA  
Solano,CA  
Stanislaus,CA  
Sutter,CA  
Tehama,CA  
Tuolumne,CA  
Yolo,CA  
Yuba,CA

## Appendix B: Regional Population and Building Value Data

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
California	Alpine	1,204	721	139	861
	Amador	40,474	5,608	2,517	8,125
	Butte	211,632	25,875	16,639	42,514
	Calaveras	45,292	8,305	4,893	13,199
	Colusa	21,839	2,244	2,024	4,268
	Contra Costa	1,165,927	158,118	60,339	218,458
	El Dorado	191,185	34,907	9,704	44,611
	Glenn	28,917	2,791	3,717	6,508
	Lake	68,163	9,699	4,530	14,229
	Lassen	32,730	4,033	2,008	6,042
	Modoc	8,700	1,435	1,468	2,904
	Mono	13,195	3,293	1,083	4,377
	Nevada	102,241	17,908	6,108	24,016
	Placer	404,739	69,985	24,193	94,179
	Plumas	19,790	6,128	2,276	8,405
	Sacramento	1,585,055	179,811	83,911	263,723
	San Joaquin	779,233	82,706	56,882	139,589
	Shasta	182,155	21,572	15,715	37,288
	Sierra	3,236	596	419	1,015
	Siskiyou	44,076	6,856	4,758	11,615
	Solano	453,491	55,802	26,393	82,195
Stanislaus	552,878	62,937	37,511	100,449	
Sutter	99,633	10,618	6,448	17,066	
Tehama	65,829	7,705	5,113	12,818	
Tuolumne	55,620	8,964	3,507	12,471	
Yolo	216,403	24,130	18,343	42,473	
Yuba	81,575	8,161	4,677	12,839	
<b>Total Region</b>		<b>6,475,212</b>	<b>820,908</b>	<b>405,315</b>	<b>1,226,237</b>

**Building Inspection Tagging (Counts)**

**Total Economic Loss**
**Total:**

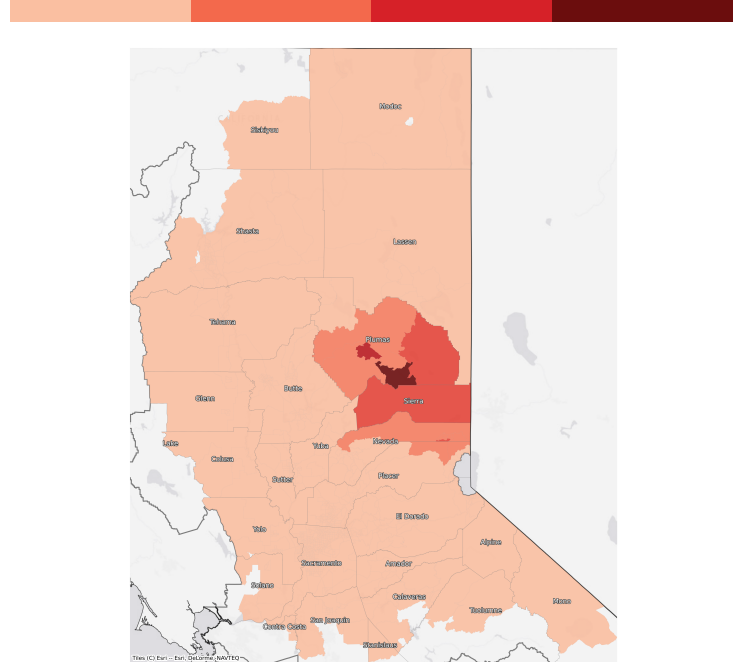
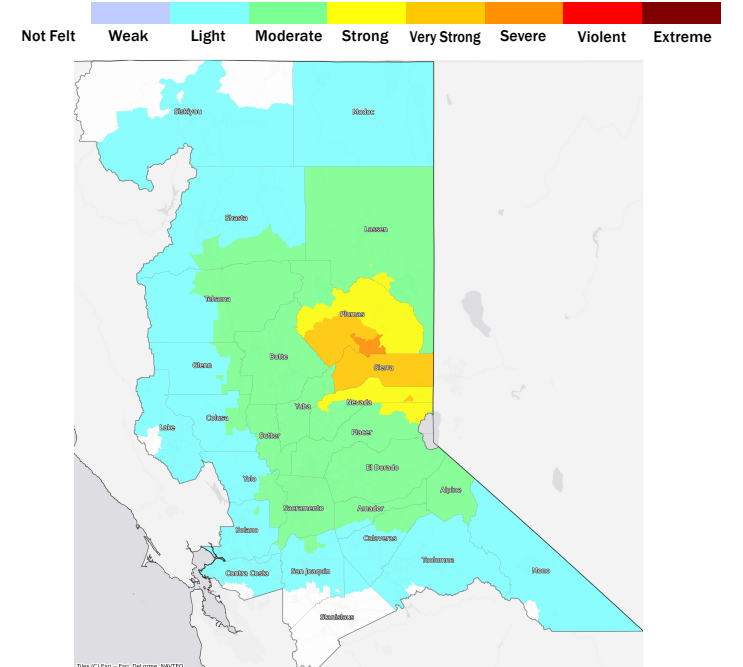
Top Counties	State	Total

**Injuries & Fatalities**
**Total Day:  
Total Night:**

Top Counties	State	Injuries (day/night)	Fatalities (day/night)

**Displaced Households & Short-Term Shelter Needs**
**Total Displaced:  
Total Needing Shelter:**

Top Counties	State	Displaced	Needing Shelter

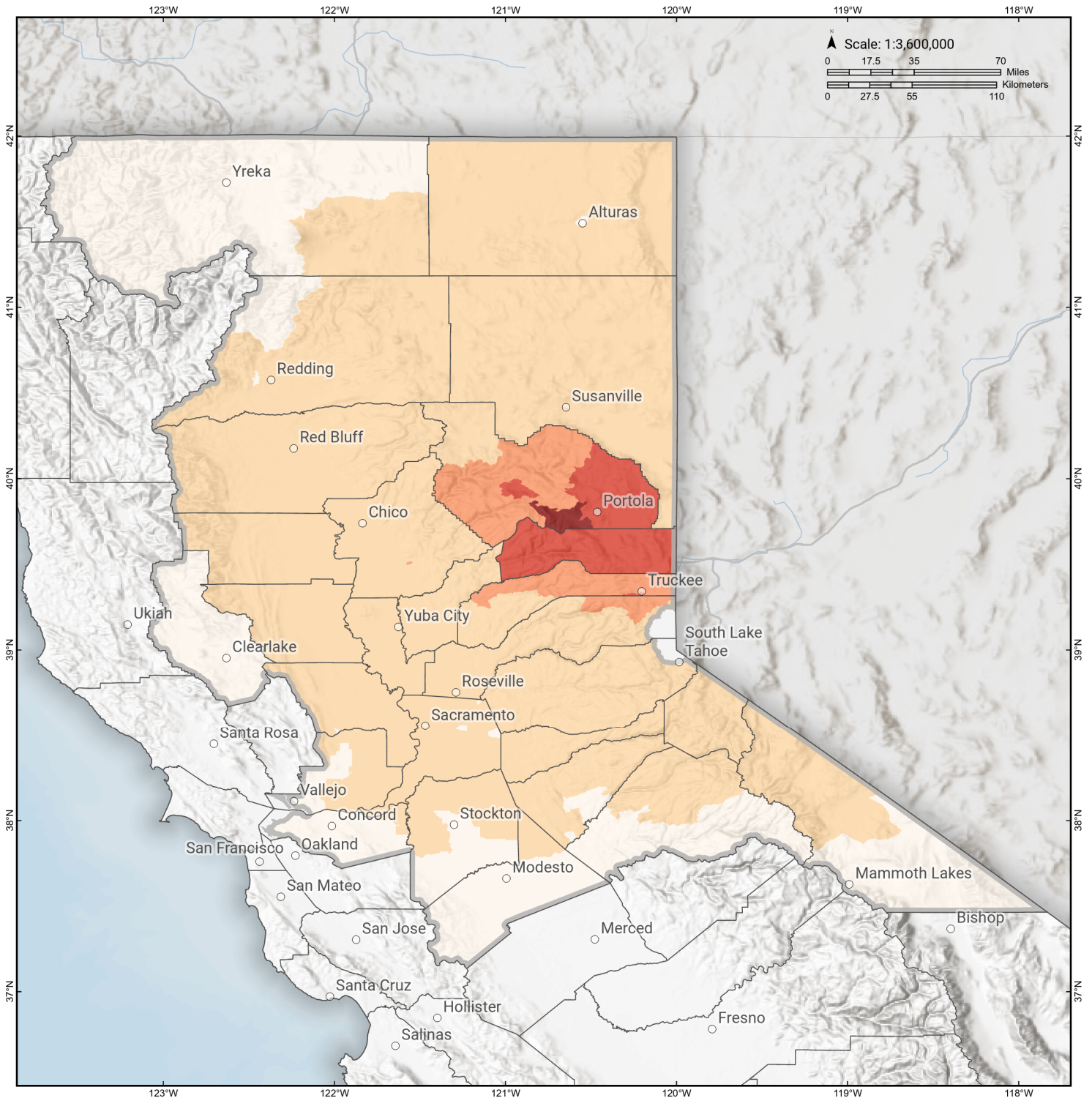
**Economic Impacts by Census Tract**

**Ground Shaking**

**Debris**
**Total Tons:  
Total Truckloads:**

Type	Tons

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake.

# Mohawk Valley

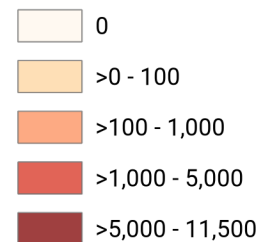
## Debris Generated by Census Tract



**Study Region:** Mohawk Valley  
**Scenario:** mohawkvalley2011cfme\_m7p13\_se



### Debris Generated (in tons)



# Mohawk Valley

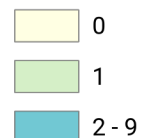
## Displaced Households by Census Tract



**Study Region:** Mohawk Valley  
**Scenario:** mohawkvalley2011cfme\_m7p13\_se



### Displaced Households



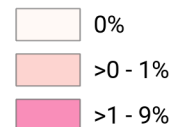
# Mohawk Valley

## Loss Ratio by Census Tract



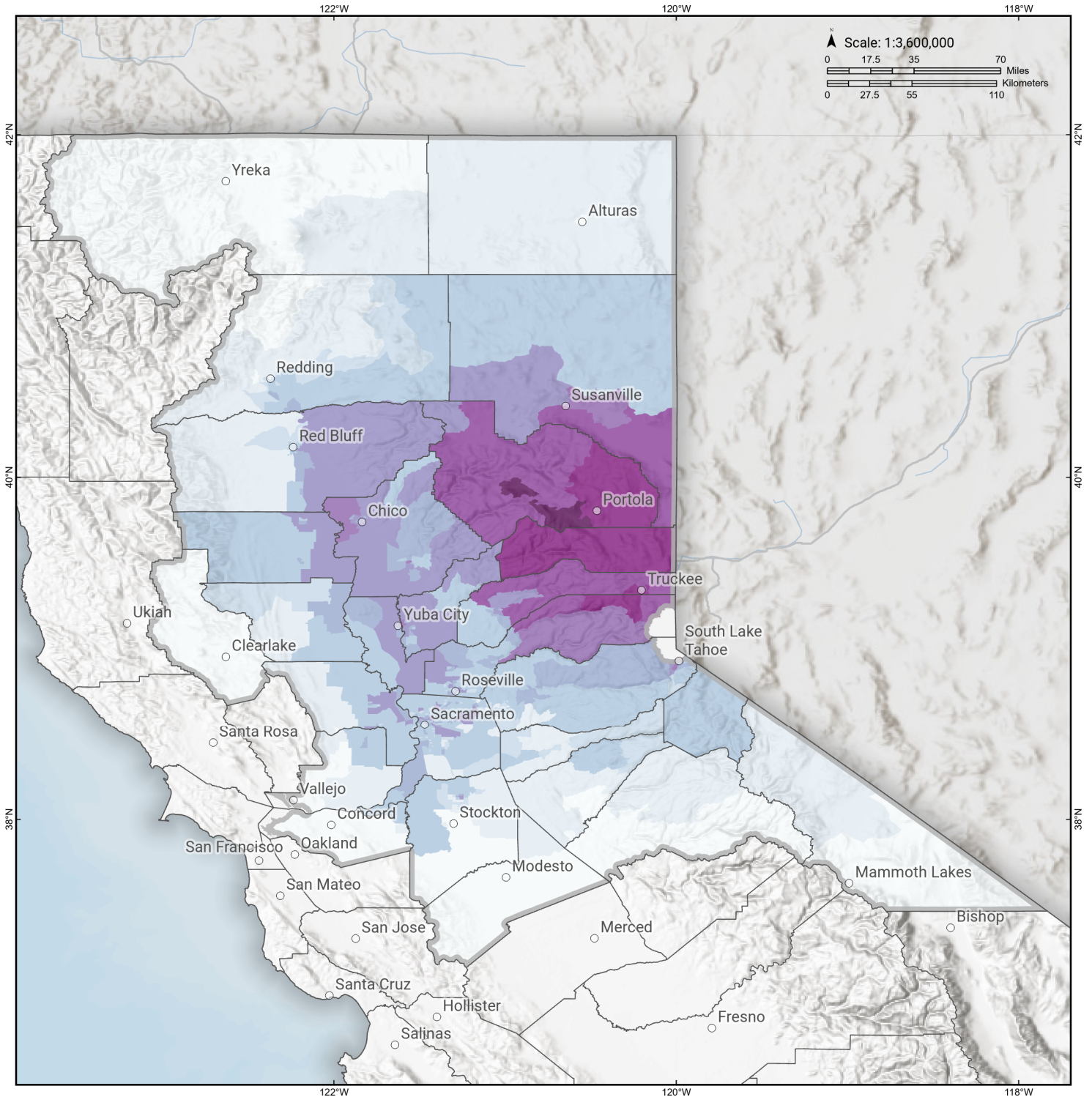
**Study Region:** Mohawk Valley  
**Scenario:** mohawkvalley2011cfme\_m7p13\_se

**Loss Ratio** (ratio of building related economic loss to exposed value of buildings)



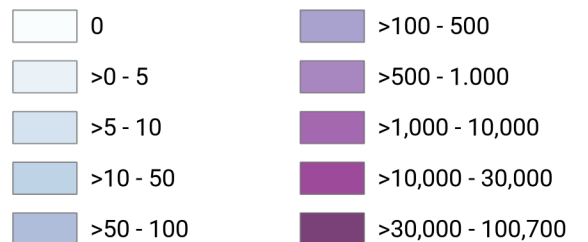
# Mohawk Valley

## Total Building Related Economic Loss by Census Tract



**Study Region:** Mohawk Valley  
**Scenario:** mohawkvalley2011cfme\_m7p13\_se

**Economic Loss** (in thousands of USD \$)



## Building Damage by Count by General Occupancy

June 07, 2024

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<b>California</b>						
<b>Alpine</b>						
<i>Agriculture</i>	0	0	0	0	0	0
<i>Commercial</i>	48	0	0	0	0	48
<i>Education</i>	5	0	0	0	0	5
<i>Government</i>	4	0	0	0	0	4
<i>Industrial</i>	14	0	0	0	0	14
<i>Religion</i>	1	0	0	0	0	1
<i>Other Residential</i>	97	0	0	0	0	97
<i>Single Family</i>	842	0	0	0	0	842
<b>Amador</b>						
<i>Agriculture</i>	44	0	0	0	0	44
<i>Commercial</i>	1,368	0	0	0	0	1,368
<i>Education</i>	23	0	0	0	0	23
<i>Government</i>	32	0	0	0	0	32
<i>Industrial</i>	235	0	0	0	0	235
<i>Religion</i>	45	0	0	0	0	45
<i>Other Residential</i>	1,037	0	0	0	0	1,037
<i>Single Family</i>	14,962	0	0	0	0	14,962
<b>Butte</b>						

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Agriculture</i>	507	3	0	0	0	510
<i>Commercial</i>	6,360	23	1	0	0	6,385
<i>Education</i>	172	0	0	0	0	172
<i>Government</i>	146	1	0	0	0	147
<i>Industrial</i>	1,514	7	0	0	0	1,522
<i>Religion</i>	528	3	0	0	0	531
<i>Other Residential</i>	21,381	112	5	0	0	21,498
<i>Single Family</i>	50,257	26	0	0	0	50,283
<b>Calaveras</b>						
<i>Agriculture</i>	2,207	0	0	0	0	2,207
<i>Commercial</i>	1,413	0	0	0	0	1,413
<i>Education</i>	35	0	0	0	0	35
<i>Government</i>	84	0	0	0	0	84
<i>Industrial</i>	466	0	0	0	0	466
<i>Religion</i>	130	0	0	0	0	130
<i>Other Residential</i>	2,559	0	0	0	0	2,559
<i>Single Family</i>	22,148	0	0	0	0	22,148
<b>Colusa</b>						
<i>Agriculture</i>	142	0	0	0	0	142
<i>Commercial</i>	793	1	0	0	0	794
<i>Education</i>	33	0	0	0	0	33
<i>Government</i>	32	0	0	0	0	32
<i>Industrial</i>	113	0	0	0	0	113
<i>Religion</i>	58	0	0	0	0	58
<i>Other Residential</i>	953	1	0	0	0	954

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Single Family</i>	5,954	0	0	0	0	5,954
<b>Contra Costa</b>						
<i>Agriculture</i>	749	0	0	0	0	749
<i>Commercial</i>	17,991	0	0	0	0	17,991
<i>Education</i>	653	0	0	0	0	653
<i>Government</i>	5,024	0	0	0	0	5,024
<i>Industrial</i>	4,749	0	0	0	0	4,749
<i>Religion</i>	1,226	0	0	0	0	1,226
<i>Other Residential</i>	29,124	0	0	0	0	29,124
<i>Single Family</i>	281,935	0	0	0	0	281,935
<b>El Dorado</b>						
<i>Agriculture</i>	161	0	0	0	0	161
<i>Commercial</i>	4,762	5	0	0	0	4,768
<i>Education</i>	128	0	0	0	0	128
<i>Government</i>	100	0	0	0	0	100
<i>Industrial</i>	1,197	2	0	0	0	1,199
<i>Religion</i>	180	0	0	0	0	180
<i>Other Residential</i>	10,397	23	1	0	0	10,420
<i>Single Family</i>	71,386	38	0	0	0	71,424
<b>Glenn</b>						
<i>Agriculture</i>	1,361	3	0	0	0	1,365
<i>Commercial</i>	884	1	0	0	0	885
<i>Education</i>	35	0	0	0	0	35
<i>Government</i>	99	0	0	0	0	99
<i>Industrial</i>	254	0	0	0	0	254

		# of Buildings					
		None	Slight	Moderate	Extensive	Complete	Total
<b>Lake</b>	<i>Religion</i>	89	0	0	0	0	89
	<i>Other Residential</i>	2,146	6	0	0	0	2,152
	<i>Single Family</i>	7,416	1	0	0	0	7,417
	<i>Agriculture</i>	161	0	0	0	0	161
	<i>Commercial</i>	2,091	0	0	0	0	2,091
	<i>Education</i>	68	0	0	0	0	68
	<i>Government</i>	78	0	0	0	0	78
	<i>Industrial</i>	354	0	0	0	0	354
	<i>Religion</i>	140	0	0	0	0	140
	<i>Other Residential</i>	14,601	0	0	0	0	14,601
<b>Lassen</b>	<i>Single Family</i>	21,633	0	0	0	0	21,633
	<i>Agriculture</i>	36	1	0	0	0	37
	<i>Commercial</i>	893	18	2	0	0	913
	<i>Education</i>	40	0	0	0	0	40
	<i>Government</i>	22	0	0	0	0	22
	<i>Industrial</i>	137	2	0	0	0	140
	<i>Religion</i>	69	1	0	0	0	71
	<i>Other Residential</i>	2,541	79	7	0	0	2,627
	<i>Single Family</i>	9,486	76	0	0	0	9,562
	<b>Modoc</b>	<i>Agriculture</i>	449	0	0	0	0
<i>Commercial</i>		532	0	0	0	0	532
<i>Education</i>		20	0	0	0	0	20

		# of Buildings					
		None	Slight	Moderate	Extensive	Complete	Total
<b>Mono</b>	<i>Government</i>	16	0	0	0	0	16
	<i>Industrial</i>	76	0	0	0	0	76
	<i>Religion</i>	36	0	0	0	0	36
	<i>Other Residential</i>	1,994	0	0	0	0	1,994
	<i>Single Family</i>	3,740	0	0	0	0	3,740
	<i>Agriculture</i>	145	0	0	0	0	145
	<i>Commercial</i>	654	0	0	0	0	654
	<i>Education</i>	21	0	0	0	0	21
	<i>Government</i>	18	0	0	0	0	18
	<i>Industrial</i>	108	0	0	0	0	108
<b>Nevada</b>	<i>Religion</i>	32	0	0	0	0	32
	<i>Other Residential</i>	1,759	0	0	0	0	1,759
	<i>Single Family</i>	7,704	0	0	0	0	7,704
	<i>Agriculture</i>	128	4	1	0	0	132
	<i>Commercial</i>	2,700	112	22	1	0	2,835
	<i>Education</i>	106	2	0	0	0	108
	<i>Government</i>	57	2	0	0	0	60
	<i>Industrial</i>	1,100	52	9	0	0	1,161
	<i>Religion</i>	181	7	1	0	0	189
	<i>Other Residential</i>	6,039	278	66	1	0	6,384
<b>Placer</b>	<i>Single Family</i>	41,436	1,801	43	0	0	43,280
	<i>Agriculture</i>	257	1	0	0	0	258

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Commercial</i>	8,506	29	3	0	0	8,538
<i>Education</i>	231	0	0	0	0	231
<i>Government</i>	372	4	0	0	0	377
<i>Industrial</i>	2,692	10	1	0	0	2,703
<i>Religion</i>	381	1	0	0	0	382
<i>Other Residential</i>	14,800	40	3	0	0	14,843
<i>Single Family</i>	134,387	330	2	0	0	134,719
<b>Plumas</b>						
<i>Agriculture</i>	62	14	7	1	0	84
<i>Commercial</i>	937	181	85	11	1	1,215
<i>Education</i>	23	2	1	0	0	26
<i>Government</i>	38	6	1	0	0	45
<i>Industrial</i>	136	32	15	1	0	184
<i>Religion</i>	23	4	2	1	0	30
<i>Other Residential</i>	3,788	922	285	35	2	5,032
<i>Single Family</i>	8,128	1,552	196	1	0	9,877
<b>Sacramento</b>						
<i>Agriculture</i>	621	0	0	0	0	621
<i>Commercial</i>	26,287	8	0	0	0	26,295
<i>Education</i>	829	0	0	0	0	829
<i>Government</i>	619	0	0	0	0	619
<i>Industrial</i>	6,755	1	0	0	0	6,756
<i>Religion</i>	1,701	1	0	0	0	1,702
<i>Other Residential</i>	56,403	10	0	0	0	56,413

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Single Family</i>	386,837	3	0	0	0	386,840
<b>San Joaquin</b>						
<i>Agriculture</i>	753	0	0	0	0	753
<i>Commercial</i>	12,863	1	0	0	0	12,864
<i>Education</i>	395	0	0	0	0	395
<i>Government</i>	304	0	0	0	0	304
<i>Industrial</i>	4,928	0	0	0	0	4,928
<i>Religion</i>	877	0	0	0	0	877
<i>Other Residential</i>	21,802	3	0	0	0	21,805
<i>Single Family</i>	188,907	15	1	0	0	188,922
<b>Shasta</b>						
<i>Agriculture</i>	3,235	0	0	0	0	3,235
<i>Commercial</i>	5,254	0	0	0	0	5,254
<i>Education</i>	136	0	0	0	0	136
<i>Government</i>	87	0	0	0	0	87
<i>Industrial</i>	1,038	0	0	0	0	1,038
<i>Religion</i>	66	0	0	0	0	66
<i>Other Residential</i>	16,945	4	0	0	0	16,949
<i>Single Family</i>	51,815	0	0	0	0	51,815
<b>Sierra</b>						
<i>Agriculture</i>	4	2	1	0	0	7
<i>Commercial</i>	92	37	11	0	0	141
<i>Education</i>	12	2	0	0	0	14
<i>Government</i>	12	3	1	0	0	16
<i>Industrial</i>	43	17	6	0	0	66

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Religion</i>	8	3	1	0	0	12
<i>Other Residential</i>	96	43	13	1	0	153
<i>Single Family</i>	1,349	486	22	0	0	1,858
<b>Siskiyou</b>						
<i>Agriculture</i>	201	0	0	0	0	201
<i>Commercial</i>	1,591	0	0	0	0	1,591
<i>Education</i>	76	0	0	0	0	76
<i>Government</i>	244	0	0	0	0	244
<i>Industrial</i>	480	0	0	0	0	480
<i>Religion</i>	127	0	0	0	0	127
<i>Other Residential</i>	5,095	0	0	0	0	5,095
<i>Single Family</i>	17,794	0	0	0	0	17,794
<b>Solano</b>						
<i>Agriculture</i>	245	0	0	0	0	245
<i>Commercial</i>	7,268	0	0	0	0	7,268
<i>Education</i>	225	0	0	0	0	225
<i>Government</i>	152	0	0	0	0	152
<i>Industrial</i>	2,101	0	0	0	0	2,101
<i>Religion</i>	454	0	0	0	0	454
<i>Other Residential</i>	12,317	0	0	0	0	12,317
<i>Single Family</i>	120,968	0	0	0	0	120,968
<b>Stanislaus</b>						
<i>Agriculture</i>	1,239	0	0	0	0	1,239
<i>Commercial</i>	10,369	0	0	0	0	10,369
<i>Education</i>	307	0	0	0	0	307

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Government</i>	680	0	0	0	0	680
<i>Industrial</i>	3,475	0	0	0	0	3,475
<i>Religion</i>	456	0	0	0	0	456
<i>Other Residential</i>	19,569	0	0	0	0	19,569
<i>Single Family</i>	142,724	0	0	0	0	142,724
<b>Sutter</b>						
<i>Agriculture</i>	1,121	4	0	0	0	1,125
<i>Commercial</i>	2,048	4	0	0	0	2,052
<i>Education</i>	62	0	0	0	0	62
<i>Government</i>	77	0	0	0	0	77
<i>Industrial</i>	634	2	0	0	0	636
<i>Religion</i>	154	0	0	0	0	154
<i>Other Residential</i>	3,100	12	1	0	0	3,113
<i>Single Family</i>	24,498	14	0	0	0	24,512
<b>Tehama</b>						
<i>Agriculture</i>	299	0	0	0	0	299
<i>Commercial</i>	1,269	0	0	0	0	1,270
<i>Education</i>	57	0	0	0	0	57
<i>Government</i>	50	0	0	0	0	50
<i>Industrial</i>	552	0	0	0	0	552
<i>Religion</i>	110	0	0	0	0	110
<i>Other Residential</i>	3,985	6	0	0	0	3,991
<i>Single Family</i>	21,220	2	0	0	0	21,222
<b>Tuolumne</b>						
<i>Agriculture</i>	82	0	0	0	0	82

	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<i>Commercial</i>	1,576	0	0	0	0	1,576
<i>Education</i>	57	0	0	0	0	57
<i>Government</i>	143	0	0	0	0	143
<i>Industrial</i>	383	0	0	0	0	383
<i>Religion</i>	121	0	0	0	0	121
<i>Other Residential</i>	4,962	0	0	0	0	4,962
<i>Single Family</i>	21,645	0	0	0	0	21,645
<b>Yolo</b>						
<i>Agriculture</i>	281	0	0	0	0	281
<i>Commercial</i>	4,224	1	0	0	0	4,225
<i>Education</i>	131	0	0	0	0	131
<i>Government</i>	111	0	0	0	0	111
<i>Industrial</i>	1,117	0	0	0	0	1,117
<i>Religion</i>	242	0	0	0	0	242
<i>Other Residential</i>	9,859	2	0	0	0	9,861
<i>Single Family</i>	42,589	0	0	0	0	42,589
<b>Yuba</b>						
<i>Agriculture</i>	92	0	0	0	0	92
<i>Commercial</i>	1,195	4	0	0	0	1,199
<i>Education</i>	54	0	0	0	0	54
<i>Government</i>	591	0	0	0	0	591
<i>Industrial</i>	403	1	0	0	0	404
<i>Religion</i>	98	0	0	0	0	98
<i>Other Residential</i>	6,981	39	2	0	0	7,021
<i>Single Family</i>	18,859	8	0	0	0	18,867

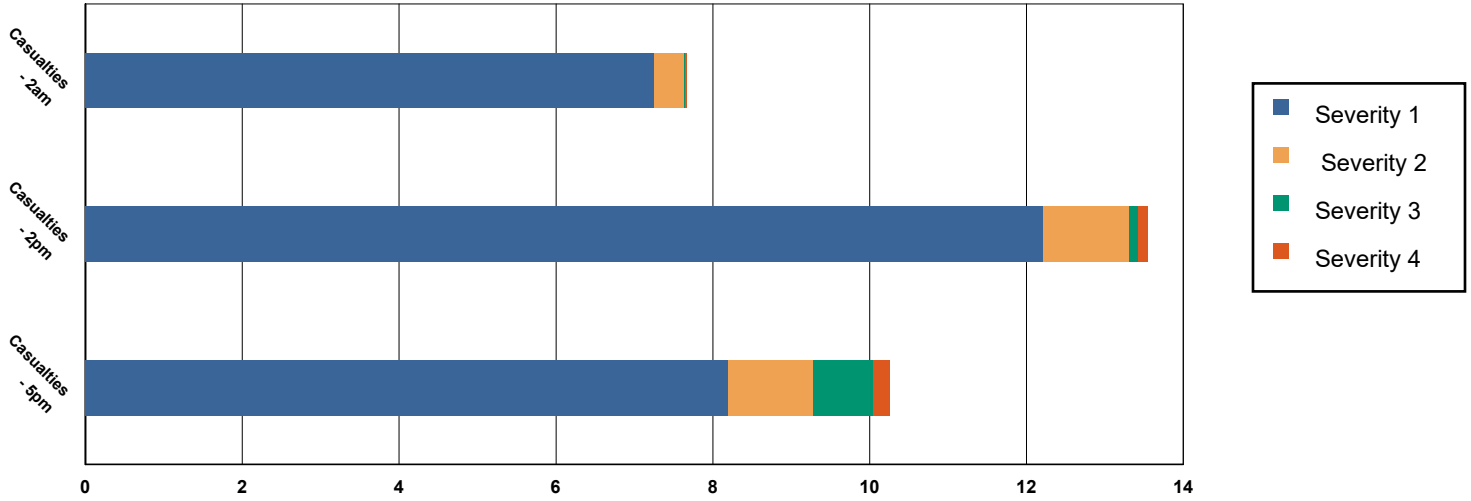
	# of Buildings					Total
	None	Slight	Moderate	Extensive	Complete	
<b>Total</b>	<b>2,189,211</b>	<b>6,561</b>	<b>821</b>	<b>55</b>	<b>3</b>	<b>2,196,650</b>
<b>Region Total</b>	<b>2,189,211</b>	<b>6,561</b>	<b>821</b>	<b>55</b>	<b>3</b>	<b>2,196,650</b>

*Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.*

### Casualties Summary Report

June 07, 2024

### Region Total Casualties



### Injury Severity Level

Severity 1	Severity 2	Severity 3	Severity 4	Total
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#### California

##### Alpine

##### Casualties - 2am

	Severity 1	Severity 2	Severity 3	Severity 4	Total
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0

##### Total Casualties - 2am

0	0	0	0	0
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##### Casualties - 2pm

	Severity 1	Severity 2	Severity 3	Severity 4	Total
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Alpine</b>					
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Amador</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Butte</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Butte</b>					
<b>Casualties - 2am</b>					
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Calaveras</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Calaveras</b>					
<b>Casualties - 2pm</b>					
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Colusa</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Contra Costa</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>El Dorado</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>El Dorado</b>					
<b>Casualties - 2pm</b>					
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Glenn</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Glenn</b>					
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lake</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lassen</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Lassen</b>					
<b>Casualties - 2pm</b>					
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Modoc</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Modoc</b>					
<b>Casualties - 5pm</b>					
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Mono</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Nevada</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	1	0	0	0	1
<i>Single Family</i>	1	0	0	0	1

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Nevada</b>					
<b>Total Casualties - 2am</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	1	0	0	0	1
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	1	0	0	0	1
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Placer</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Placer</b>					
<b>Casualties - 5pm</b>					
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Plumas</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	2	0	0	0	3
<i>Single Family</i>	1	0	0	0	1
<b>Total Casualties - 2am</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	5	1	0	0	6
<i>Educational</i>	1	0	0	0	1
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	1	0	0	0	1
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	1	0	1
<i>Commercial</i>	3	0	0	0	3
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	1	0	0	0	1
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>
<b>Sacramento</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Sacramento</b>					
<b>Casualties - 2am</b>					
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>San Joaquin</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Injury Severity Level

Severity 1      Severity 2      Severity 3      Severity 4      Total

### California

#### San Joaquin

##### Casualties - 5pm

<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Shasta

##### Casualties - 2am

<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

##### Casualties - 2pm

<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

##### Casualties - 5pm

<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Sierra

##### Casualties - 2am

<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Sierra</b>					
<b>Casualties - 2am</b>					
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	1	0	0	0	1
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Siskiyou</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Siskiyou</b>					
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Solano</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Stanislaus</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Stanislaus</b>					
<b>Casualties - 2am</b>					
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Sutter</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Sutter</b>					
<b>Casualties - 2pm</b>					
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Tehama</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Tuolumne</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Yolo</b>					
<b>Casualties - 2am</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0
Industrial	0	0	0	0	0
Other-Residential	0	0	0	0	0
Single Family	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
Commuting	0	0	0	0	0
Commercial	0	0	0	0	0
Educational	0	0	0	0	0
Hotels	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
<b>California</b>					
<b>Yolo</b>					
<b>Casualties - 2pm</b>					
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Yuba</b>					
<b>Casualties - 2am</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2am</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 2pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0
<b>Total Casualties - 2pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Casualties - 5pm</b>					
<i>Commuting</i>	0	0	0	0	0
<i>Commercial</i>	0	0	0	0	0
<i>Educational</i>	0	0	0	0	0
<i>Hotels</i>	0	0	0	0	0
<i>Industrial</i>	0	0	0	0	0
<i>Other-Residential</i>	0	0	0	0	0
<i>Single Family</i>	0	0	0	0	0

	Injury Severity Level				Total
	Severity 1	Severity 2	Severity 3	Severity 4	
California					
Yuba					
<b>Total Casualties - 5pm</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Region Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

*Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.*

## Debris Summary Report

June 07, 2024

All values are in thousands of tons.

	Brick, Wood & Others	Concrete & Steel	Total
<b>California</b>			
Alpine	0	0	0
Amador	0	0	0
Butte	1	0	1
Calaveras	0	0	0
Colusa	0	0	0
Contra Costa	0	0	0
El Dorado	0	0	0
Glenn	0	0	0
Lake	0	0	0
Lassen	0	0	1
Modoc	0	0	0
Mono	0	0	0
Nevada	3	1	4
Placer	1	0	1
Plumas	7	10	17
Sacramento	0	0	0
San Joaquin	0	0	0
Shasta	0	0	0
Sierra	1	1	2

	Brick, Wood & Others	Concrete & Steel	Total
Siskiyou	0	0	0
Solano	0	0	0
Stanislaus	0	0	0
Sutter	0	0	0
Tehama	0	0	0
Tuolumne	0	0	0
Yolo	0	0	0
Yuba	0	0	0
<b>Total</b>	<b>13</b>	<b>13</b>	<b>26</b>
<b>Region Total</b>	<b>13</b>	<b>13</b>	<b>26</b>

*Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.*

## Direct Economic Losses For Buildings

June 7, 2024

All values are in thousands of dollars

	Capital Stock Losses				Loss Ratio %	Income Losses				Total Loss
	Cost Structural Damage	Cost Non-struct. Damage	Cost Contents Damage	Inventory Loss		Relocation Loss	Capital Related Loss	Wages Losses	Rental Income Loss	
<b>California</b>										
Colusa	8	129	88	16	0.00	1	2	3	2	249
Contra Costa	0	7	4	0	0.00	0	0	0	0	12
Shasta	9	423	285	55	0.00	0	0	0	1	774
Siskiyou	0	0	0	0	0.00	0	0	0	0	0
Tehama	16	410	260	39	0.00	2	1	1	2	732
Plumas	14,349	95,555	42,281	1,682	1.31	6,771	6,859	6,011	5,316	178,824
Butte	485	5,701	3,316	423	0.01	84	94	107	108	10,317
Nevada	6,081	53,684	27,210	1,568	0.25	1,178	782	884	964	92,351
San Joaquin	34	362	246	37	0.00	5	1	1	6	692

	Capital Stock Losses				Loss Ratio %	Income Losses				Total Loss
	Cost Structural Damage	Cost Non-struct. Damage	Cost Contents Damage	Inventory Loss		Relocation Loss	Capital Related Loss	Wages Losses	Rental Income Loss	
Tuolumne	0	0	0	0	0.00	0	0	0	0	1
Solano	2	93	64	8	0.00	0	0	0	0	167
Yolo	21	1,139	802	104	0.00	2	4	4	5	2,081
Calaveras	1	15	11	3	0.00	0	0	0	0	30
Yuba	82	1,359	735	88	0.01	12	18	18	19	2,331
Glenn	46	341	232	87	0.01	4	2	2	3	718
Alpine	0	7	4	0	0.00	0	0	0	0	11
Lassen	429	5,486	2,881	200	0.10	99	58	46	122	9,321
Stanislaus	0	0	0	0	0.00	0	0	0	0	1
Sutter	122	1,748	965	198	0.01	12	10	12	17	3,086
Mono	0	0	0	0	0.00	0	0	0	0	1
Placer	1,276	21,434	10,947	629	0.02	135	226	259	426	35,332
El Dorado	121	3,476	1,926	110	0.01	10	18	20	29	5,710
Amador	0	33	24	2	0.00	0	0	0	0	60
Sacramento	108	5,875	3,884	380	0.00	12	24	36	38	10,357
Lake	0	0	0	0	0.00	0	0	0	0	0
Modoc	0	3	2	0	0.00	0	0	0	0	5
Sierra	1,939	14,833	8,073	621	1.65	636	598	587	409	27,694

	Capital Stock Losses				Loss Ratio %	Income Losses				Total Loss
	Cost Structural Damage	Cost Non-struct. Damage	Cost Contents Damage	Inventory Loss		Relocation Loss	Capital Related Loss	Wages Losses	Rental Income Loss	
<b>Total</b>	25,128	212,115	104,240	6,251	0.13	8,962	8,698	7,992	7,469	380,856
<b>Region Total</b>	<u>25,128</u>	<u>212,115</u>	<u>104,240</u>	<u>6,251</u>	<u>0.13</u>	<u>8,962</u>	<u>8,698</u>	<u>7,992</u>	<u>7,469</u>	<u>380,856</u>

Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.

## Direct Economic Loss For Transportation

June 07, 2024

All values are in thousands of dollars

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>California</b>								
<b>Alpine</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	51	51
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51</b>
<b>Amador</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	51	51
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51</b>
<b>Butte</b>								
Segments	0	0	0					0
Bridges	28	0	0					28
Tunnels	0	0	0					0
Facilities		26	0	0	0	0	231	256

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>29</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>231</b>	<b>285</b>
<b>Calaveras</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	11	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
<b>Colusa</b>								
Segments	0	0	0					0
Bridges	1	0	0					1
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	51	51
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>52</b>
<b>Contra Costa</b>								
Segments	0	0	0					0
Bridges	1	0	0					1
Tunnels	0	0	0					0
Facilities		28	18	0	445	40	20	551
<b>Total</b>	<b>1</b>	<b>28</b>	<b>18</b>	<b>0</b>	<b>445</b>	<b>40</b>	<b>20</b>	<b>552</b>
<b>El Dorado</b>								
Segments	0	0	0					0
Bridges	1	0	0					1
Tunnels	0	0	0					0
Facilities		0	0	202	0	0	448	651

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>652</b>
<b>Glenn</b>								
Segments	0	0	0					0
Bridges	16	0	0					16
Tunnels	0	0	0					0
Facilities		0	0	0	37	0	102	139
<b>Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>102</b>	<b>155</b>
<b>Lake</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Lassen</b>								
Segments	0	0	0					0
Bridges	7	7	0					14
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	1,154	1,154
<b>Total</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,154</b>	<b>1,168</b>
<b>Modoc</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	62	62

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>62</b>
<b>Mono</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	2	0	0	113	116
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>116</b>
<b>Nevada</b>								
Segments	0	0	0					0
Bridges	207	59	0					266
Tunnels	3	0	0					3
Facilities		295	0	0	0	0	804	1,099
<b>Total</b>	<b>210</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>804</b>	<b>1,368</b>
<b>Placer</b>								
Segments	0	0	0					0
Bridges	87	12	0					99
Tunnels	0	0	0					0
Facilities		103	0	21	0	0	553	677
<b>Total</b>	<b>87</b>	<b>114</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>553</b>	<b>776</b>
<b>Plumas</b>								
Segments	0	0	0					0
Bridges	6,330	4,740	0					11,070
Tunnels	1	0	0					1
Facilities		0	0	0	0	0	4,361	4,361

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>6,330</b>	<b>4,740</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,361</b>	<b>15,432</b>
<b>Sacramento</b>								
Segments	0	0	0					0
Bridges	9	0	0					9
Tunnels	0	0	0					0
Facilities		26	3,024	43	298	13	4,198	7,601
<b>Total</b>	<b>9</b>	<b>26</b>	<b>3,024</b>	<b>43</b>	<b>298</b>	<b>13</b>	<b>4,198</b>	<b>7,609</b>
<b>San Joaquin</b>								
Segments	0	0	0					0
Bridges	1	0	0					1
Tunnels	0	0	0					0
Facilities		63	0	2	555	28	72	720
<b>Total</b>	<b>1</b>	<b>63</b>	<b>0</b>	<b>2</b>	<b>555</b>	<b>28</b>	<b>72</b>	<b>721</b>
<b>Shasta</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		26	0	22	0	0	229	277
<b>Total</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>229</b>	<b>277</b>
<b>Sierra</b>								
Segments	0	0	0					0
Bridges	643	45	0					687
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	2,019	2,019

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>643</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,019</b>	<b>2,706</b>
<b>Siskiyou</b>								
<i>Segments</i>	0	0	0					0
<i>Bridges</i>	0	0	0					0
<i>Tunnels</i>	0	0	0					0
<i>Facilities</i>		3	0	2	0	0	11	17
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>17</b>
<b>Solano</b>								
<i>Segments</i>	0	0	0					0
<i>Bridges</i>	1	0	0					1
<i>Tunnels</i>	0	0	0					0
<i>Facilities</i>		9	0	7	465	40	26	546
<b>Total</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>465</b>	<b>40</b>	<b>26</b>	<b>548</b>
<b>Stanislaus</b>								
<i>Segments</i>	0	0	0					0
<i>Bridges</i>	0	0	0					0
<i>Tunnels</i>	0	0	0					0
<i>Facilities</i>		0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Sutter</b>								
<i>Segments</i>	0	0	0					0
<i>Bridges</i>	12	0	0					12
<i>Tunnels</i>	0	0	0					0
<i>Facilities</i>		0	0	0	0	0	129	129

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>141</b>
<b>Tehama</b>								
Segments	0	0	0					0
Bridges	6	0	0					6
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	102	102
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>108</b>
<b>Tuolumne</b>								
Segments	0	0	0					0
Bridges	0	0	0					0
Tunnels	0	0	0					0
Facilities		0	0	0	0	0	11	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>
<b>Yolo</b>								
Segments	0	0	0					0
Bridges	5	0	0					5
Tunnels	0	0	0					0
Facilities		128	0	0	624	0	108	860
<b>Total</b>	<b>5</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>624</b>	<b>0</b>	<b>108</b>	<b>865</b>
<b>Yuba</b>								
Segments	0	0	0					0
Bridges	1	0	0					1
Tunnels	0	0	0					0
Facilities		0	0	22	0	0	102	124

	Highway	Railway	Light Rail	Bus Facility	Ports	Ferries	Airport	Total
<b>Total</b>	1	0	0	22	0	0	102	125
<b>Total</b>	7,360	5,568	3,043	324	2,423	121	15,020	33,858
<b>Region Total</b>	7,360	5,568	3,043	324	2,423	121	15,020	33,858

*Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.*

## Direct Economic Loss For Utilities

June 07, 2024

All values are in thousands of dollars

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<b>California</b>							
<b>Alpine</b>							
Facilities	0	123	0	0	0	0	123
Pipelines	6	3	0	0			8
<b>Total</b>	<b>6</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>
<b>Amador</b>							
Facilities	0	123	0	0	7,873	0	7,996
Pipelines	21	10	0	0			31
<b>Total</b>	<b>21</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>7,873</b>	<b>0</b>	<b>8,028</b>
<b>Butte</b>							
Facilities	28	492	0	0	97,983	3	98,506
Pipelines	82	41	0	0			123
<b>Total</b>	<b>110</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>97,983</b>	<b>3</b>	<b>98,629</b>
<b>Calaveras</b>							
Facilities	1	10	0	0	1,359	0	1,370

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<i>Pipelines</i>	28	14	0	0			42
<b>Total</b>	29	25	0	0	1,359	0	1,413
<b>Colusa</b>							
<i>Facilities</i>	0	369	0	75	6,525	0	6,969
<i>Pipelines</i>	25	13	0	0			38
<b>Total</b>	25	381	0	75	6,525	0	7,006
<b>Contra Costa</b>							
<i>Facilities</i>	4	36	0	0	2,712	0	2,752
<i>Pipelines</i>	43	21	0	0			64
<b>Total</b>	46	58	0	0	2,712	0	2,816
<b>El Dorado</b>							
<i>Facilities</i>	28	492	0	0	57,085	3	57,608
<i>Pipelines</i>	90	45	0	0			135
<b>Total</b>	118	537	0	0	57,085	3	57,744
<b>Glenn</b>							
<i>Facilities</i>	0	123	0	0	2	0	125
<i>Pipelines</i>	34	17	0	0			51
<b>Total</b>	34	140	0	0	2	0	176
<b>Lake</b>							
<i>Facilities</i>	1	0	0	0	239	0	240
<i>Pipelines</i>	14	7	0	0			21

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<b>Total</b>	15	7	0	0	239	0	261
<b>Lassen</b>							
<i>Facilities</i>	0	1,524	0	0	10,578	12	12,114
<i>Pipelines</i>	222	111	0	0			333
<b>Total</b>	222	1,636	0	0	10,578	12	12,447
<b>Modoc</b>							
<i>Facilities</i>	0	3	0	0	0	0	3
<i>Pipelines</i>	38	19	0	0			58
<b>Total</b>	38	22	0	0	0	0	60
<b>Mono</b>							
<i>Facilities</i>	0	0	0	0	6	0	6
<i>Pipelines</i>	14	7	0	0			22
<b>Total</b>	14	7	0	0	6	0	28
<b>Nevada</b>							
<i>Facilities</i>	0	15,068	0	0	52,879	7	67,954
<i>Pipelines</i>	408	205	0	0			613
<b>Total</b>	408	15,273	0	0	52,879	7	68,567
<b>Placer</b>							
<i>Facilities</i>	0	1,229	0	0	98,783	1	100,013
<i>Pipelines</i>	166	83	0	0			249
<b>Total</b>	166	1,313	0	0	98,783	1	100,262

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<b>Plumas</b>							
<i>Facilities</i>	1,898	61,486	0	0	243,971	88	307,442
<i>Pipelines</i>	2,019	1,014	0	0			3,034
<b>Total</b>	3,917	62,500	0	0	243,971	88	310,476
<b>Sacramento</b>							
<i>Facilities</i>	0	1,229	0	0	19,839	6	21,074
<i>Pipelines</i>	117	59	0	0			176
<b>Total</b>	117	1,288	0	0	19,839	6	21,250
<b>San Joaquin</b>							
<i>Facilities</i>	2	5	0	0	623	0	631
<i>Pipelines</i>	57	29	0	0			86
<b>Total</b>	59	34	0	0	623	0	716
<b>Shasta</b>							
<i>Facilities</i>	29	622	0	75	11,553	2	12,281
<i>Pipelines</i>	84	42	0	0			127
<b>Total</b>	113	665	0	75	11,553	2	12,407
<b>Sierra</b>							
<i>Facilities</i>	0	0	0	0	59,575	0	59,575
<i>Pipelines</i>	1,264	635	0	0			1,899
<b>Total</b>	1,264	635	0	0	59,575	0	61,474
<b>Siskiyou</b>							

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<i>Facilities</i>	0	3	0	0	5	0	7
<i>Pipelines</i>	32	16	0	0			48
<b>Total</b>	<b>32</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>56</b>
<b>Solano</b>							
<i>Facilities</i>	0	18	0	0	1,255	0	1,273
<i>Pipelines</i>	54	27	0	0			81
<b>Total</b>	<b>54</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>1,255</b>	<b>0</b>	<b>1,354</b>
<b>Stanislaus</b>							
<i>Facilities</i>	0	0	0	0	0	0	0
<i>Pipelines</i>	1	1	0	0			2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Sutter</b>							
<i>Facilities</i>	0	246	0	0	6,808	1	7,055
<i>Pipelines</i>	30	15	0	0			45
<b>Total</b>	<b>30</b>	<b>261</b>	<b>0</b>	<b>0</b>	<b>6,808</b>	<b>1</b>	<b>7,100</b>
<b>Tehama</b>							
<i>Facilities</i>	0	369	0	75	793	1	1,237
<i>Pipelines</i>	89	45	0	0			134
<b>Total</b>	<b>89</b>	<b>414</b>	<b>0</b>	<b>75</b>	<b>793</b>	<b>1</b>	<b>1,371</b>
<b>Tuolumne</b>							
<i>Facilities</i>	0	3	0	0	916	0	918

	Potable Water	Waste Water	Oil Systems	Natural Gas	Electric Power	Communication	Total
<i>Pipelines</i>	16	8	0	0			24
<b>Total</b>	16	11	0	0	916	0	943
<b>Yolo</b>							
<i>Facilities</i>	0	492	0	0	502	1	994
<i>Pipelines</i>	33	17	0	0			50
<b>Total</b>	33	509	0	0	502	1	1,045
<b>Yuba</b>							
<i>Facilities</i>	0	492	0	0	15,532	0	16,024
<i>Pipelines</i>	39	20	0	0			58
<b>Total</b>	39	511	0	0	15,532	0	16,083
<b>Total</b>	<b>7,017</b>	<b>87,081</b>	<b>0</b>	<b>225</b>	<b>697,396</b>	<b>126</b>	<b>791,844</b>
<b>Region Total</b>	<b>7,017</b>	<b>87,081</b>	<b>0</b>	<b>225</b>	<b>697,396</b>	<b>126</b>	<b>791,844</b>

Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.

## Hazus Quick Assessment Report

### Estimated Economic Loss (\$ Billions)

Category	Description	Range
General Building Stock	Building Damage	0.10 - 0.50
	Building Contents	0.00 - 0.10
	Business Interruption	0.00 - 0.10
Infrastructure	Lifelines Damage	
<b>Total</b>		0.20 - 0.80

### Preliminary Damage Assessment (PDA) Estimates

Description	Residential	Commercial	Other	Total
Affected	5,900	430	200	6,530
Minor	650	130	50	830
Major	40	10	< 10	50
Destroyed	< 10	< 10	0	< 10
<b>Total</b>	6,590	570	250	7,410

### Estimated Casualties : Night Time

Severity Level	Description	# Persons
Level 1	Medical Aid	< 10
Level 2	Hospital Care	< 10
Level 3	Life-threatening	< 10
Level 4	Fatalities	< 10

### Estimated Shelter Needs

Type	Households	People
Displaced Households	10 - 20	25 - 50
Public Shelter	0	10

Comments :

\*Hazus damage estimates are presented using FEMA Preliminary Damage Assessment (PDA) categories. These estimates should be used for planning purposes and may not reflect actual observed damages from the PDA process.

#### Disclaimer:

The estimates of social and economic impacts contained in this report were produced using HAZUS loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.

### Earthquake Information

Location :

Origin Time:

Magnitude : 7.13

Epicenter Latitude/Longitude :

/

Depth & Type : /U

Name :

NA

Ground Motion /Attenuation :

Maximum PGA: 0.00

Information Sources:

Comments :

### Population and Building Exposure

Population: 6,475,212

### Building Exposure : (\$ Millions)

Residential	820,922
Commercial	213,491
Other	191,837
<b>Total</b>	<b>1,226,250</b>

Counties : See Appendix

Major Metro Area :

## Hazus Quick Assessment Report

### Estimated Economic Loss (\$ Billions)

Category	Description	Range
General Building Stock	Building Damage	0.10 - 0.50
	Building Contents	0.00 - 0.10
	Business Interruption	0.00 - 0.10
Infrastructure	Lifelines Damage	
<b>Total</b>		0.20 - 0.80

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Minor	650	130	50	830
Major	40	10	< 10	50
Destroyed	< 10	< 10	0	< 10
<b>Total</b>	6,590	570	250	7,410

### Estimated Casualties : Day Time

Severity Level	Description	# Persons
Level 1	Medical Aid	10 - 20
Level 2	Hospital Care	< 10
Level 3	Life-threatening	< 10
Level 4	Fatalities	< 10

### Estimated Shelter Needs

Type	Households	People
Displaced Households	10 - 20	25 - 50
Public Shelter	0	10

Comments :

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### Earthquake Information

Location :

Origin Time:

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Epicenter Latitude/Longitude :  
/

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Comments :

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Population: 6,475,212

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Commercial	213,491
Other	191,837
<b>Total</b>	<b>1,226,250</b>

Counties : See Appendix

Major Metro Area :

## Hazus Quick Assessment Report

### Estimated Economic Loss (\$ Billions)

Category	Description	Range
General Building Stock	Building Damage	0.10 - 0.50
	Building Contents	0.00 - 0.10
	Business Interruption	0.00 - 0.10
Infrastructure	Lifelines Damage	
<b>Total</b>		0.20 - 0.80

### Preliminary Damage Assessment (PDA) Estimates

Description	Residential	Commercial	Other	Total
Affected	5,900	430	200	6,530
Minor	650	130	50	830
Major	40	10	< 10	50
Destroyed	< 10	< 10	0	< 10
<b>Total</b>	6,590	570	250	7,410

### Estimated Casualties : Commute Time

Severity Level	Description	# Persons
Level 1	Medical Aid	0 - 20
Level 2	Hospital Care	< 10
Level 3	Life-threatening	< 10
Level 4	Fatalities	< 10

### Estimated Shelter Needs

Type	Households	People
Displaced Households	10 - 20	25 - 50
Public Shelter	0	10

Comments :

\*Hazus damage estimates are presented using FEMA Preliminary Damage Assessment (PDA) categories. These estimates should be used for planning purposes and may not reflect actual observed damages from the PDA process.

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### Earthquake Information

Location :

Origin Time:

Magnitude : 7.13

Epicenter Latitude/Longitude :

/

Depth & Type : /U

Name :

NA

Ground Motion /Attenuation :

Maximum PGA: 0.00

Information Sources:

Comments :

### Population and Building Exposure

Population: 6,475,212

### Building Exposure : (\$ Millions)

Residential	820,922
Commercial	213,491
Other	191,837
<b>Total</b>	<b>1,226,250</b>

Counties : See Appendix

Major Metro Area :

## Shelter Summary Report

June 07, 2024

	# of Displaced Households	# of People Needing Short Term Shelter
<b>California</b>		
Alpine	0	0
Amador	0	0
Butte	0	0
Calaveras	0	0
Colusa	0	0
Contra Costa	0	0
El Dorado	0	0
Glenn	0	0
Lake	0	0
Lassen	0	0
Modoc	0	0
Mono	0	0
Nevada	0	0
Placer	0	0
Plumas	11	5
Sacramento	0	0
San Joaquin	0	0
Shasta	0	0
Sierra	0	0
Siskiyou	0	0
Solano	0	0
Stanislaus	0	0
Sutter	0	0
Tehama	0	0
Tuolumne	0	0
Yolo	0	0
Yuba	0	0
<b>Total</b>	<b>12</b>	<b>5</b>
<b>Region Total</b>	<b>12</b>	<b>5</b>

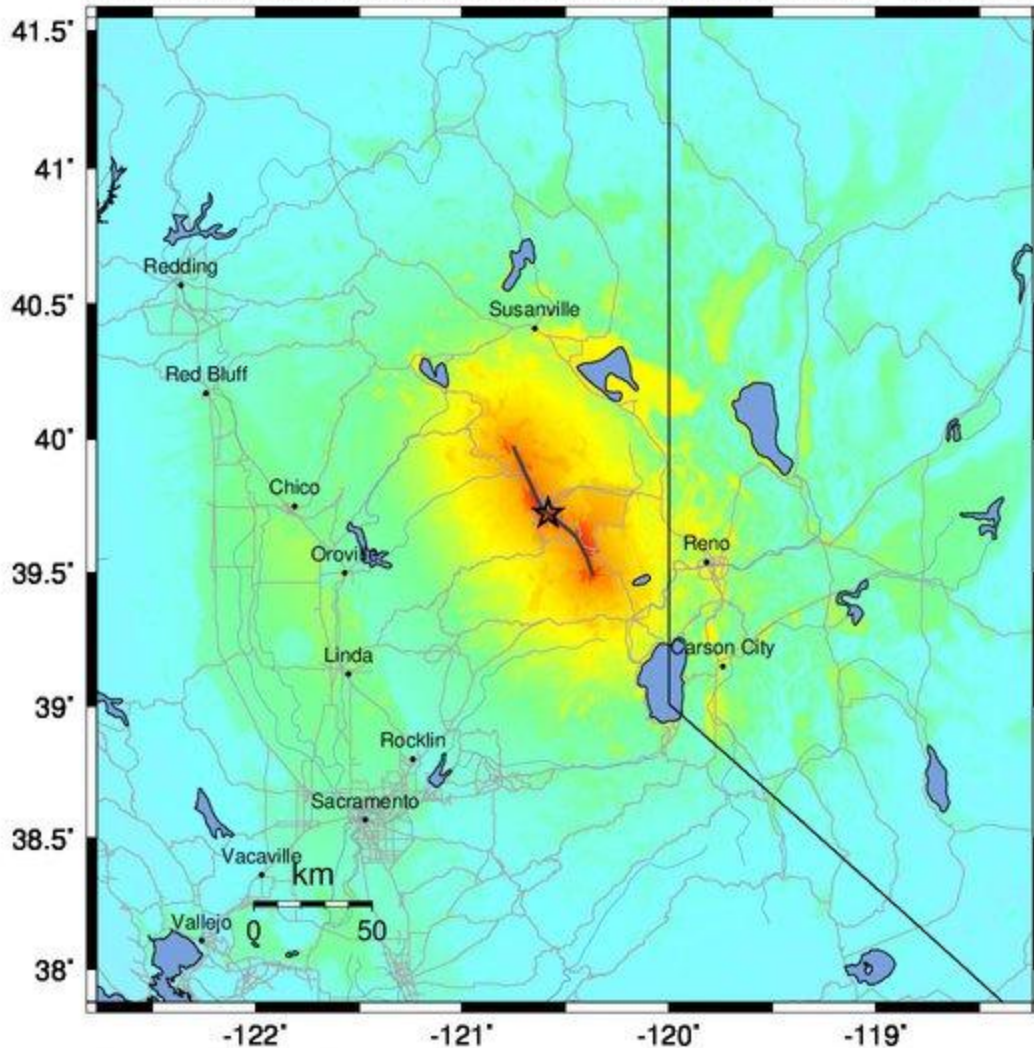
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# of Displaced Households	# of People Needing Short Term Shelter
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*Totals only reflect data for those census tracts/blocks included in the user's study region and will reflect the entire county/state only if all of the census blocks for that county/states were selected at the time of study region creation.*

-- Earthquake Planning Scenario --  
**ShakeMap for Mohawk Valley - Median ground motions Scenario**  
 Scenario Date: May 16, 2017 08:32:07 AM MDT M 7.1 N39.72 W120.59 Depth: 9.4km



PLANNING SCENARIO ONLY -- Map Version 14 Processed 2017-05-16 09:39:27 PM MDT

PERCEIVED SHAKING	Not felt	Weak	Light	Moderate	Strong	Very strong	Severe	Violent	Extreme
POTENTIAL DAMAGE	none	none	none	Very light	Light	Moderate	Mod./Heavy	Heavy	Very Heavy
PEAK ACC.(%g)	<0.05	0.3	2.8	6.2	12	22	40	75	>139
PEAK VEL.(cm/s)	<0.02	0.1	1.4	4.7	9.6	20	41	86	>178
INSTRUMENTAL INTENSITY	I	II-III	IV	V	VI	VII	VIII	IX	X+

Scale based upon Worden et al. (2012)