



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

03-Sacramento County-01

Auto populated

**Total ATP Funds Requested:**

\$ 2,088

(in 1000s)

Auto populated

**Important:** Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

**Part A: General Project Information**

**Part B: Narrative Questions**

**Part C: Application Attachments**

### Application Part A: General Project Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY'S NAME:**

Sacramento County

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

4111 Branch Center Road

Sacramento

CA

95827

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Ron E. Vicari II

**CONTACT PERSON'S TITLE:**

Principal Civil Engineer

**CONTACT PERSON'S PHONE NUMBER:**

916-874-5164

**CONTACT PERSON'S EMAIL ADDRESS :**

vicarir@SacCounty.NET



**Project Partnering Agency:** Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

*(The Grant Writer's or Preparer's information should not be provided)*

**PROJECT PARTNERING AGENCY'S NAME:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
----------------------	----------------------	----	----------------------

**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

03-5924R

Implementing Agency's State Caltrans MS number

00090S

\* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**PROJECT NAME:** (To be used in the CTC project list)

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

**PROJECT LOCATION:** (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way?  Yes  No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 38.492886 /long. -121.408934

Congressional District(s):

State Senate District(s):    State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

**ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)**

**ESTIMATION OF ACTIVE TRANSPORTATION USERS**

Existing Counts:	Pedestrians	<u>67,500</u>	Bicyclists	<u>70,000</u>
One Year Projection:	Pedestrians	<u>70,800</u>	Bicyclists	<u>73,500</u>
Five Year Projection:	Pedestrians	<u>86,100</u>	Bicyclists	<u>89,300</u>

**BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)**

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

Multiuse Trails/Paths: Meets "Class I" Design Standards  Other \_\_\_\_\_

**DISADVANTAGED COMMUNITIES**

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  Yes  No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

Is the majority of the project physically located within the limits of a Disadvantaged Community:  Yes  No

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



**PROJECT TYPE** (Check only one: I, NI or I/NI)

**Infrastructure (I)**       **OR Non-Infrastructure (NI)**       **OR Combination (N/NI)**

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

**Indicate any of the following plans that your agency currently has:** (Check all that apply)

Bicycle Plan       Pedestrian Plan       Safe Routes to School Plan       Active Transportation Plan

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):

- Bicycle Transportation**      % of Project 10.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 90.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:** \_\_\_\_\_

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: \_\_\_\_\_

School address: \_\_\_\_\_

District name: \_\_\_\_\_

District address: \_\_\_\_\_

Co.-Dist.-School Code: \_\_\_\_\_

School type (K-8 or 9-12 or Both)  Project improvements maximum distance from school \_\_\_\_\_ mile

Total student enrollment: \_\_\_\_\_

% of students that currently walk or bike to school% \_\_\_\_\_ %

Approx. # of students living along route proposed for improvement: \_\_\_\_\_

Percentage of students eligible for free or reduced meal programs \*\* \_\_\_\_\_ %

\*\*Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

*A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.*



**Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

**For all trails projects:**

Do you feel a portion of your project is eligible for federal Recreational Trail funding?  Yes  No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \_\_\_\_\_

If yes, estimate the % of the total project costs that serve “transportation” uses? \_\_\_\_\_ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ \* ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/13/16
* CEQA Environmental Clearance:	_____		6/30/17
* NEPA Environmental Clearance:	_____		7/31/17
CTC - PS&E Allocation:	_____		9/29/17
CTC - Right of Way Allocation:	_____		9/29/17
* Right of Way Clearance & Permits:	_____		9/28/18
Final/Stamped PS&E package:	_____		12/28/18
* CTC - Construction Allocation:	_____		1/31/19
* Construction Complete:	_____		12/30/19
* Submittal of “Final Report”	_____		6/30/20

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**ATP funds being requested for this application/project by project delivery phase:**

ATP funds for PA&D:	\$88	
ATP funds for PS&E:	\$159	
ATP funds for Right of Way:	\$193	
ATP funds for Construction:	\$1,648	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>		<b>\$2,088</b>

**Local funds leveraging or matching the ATP funds:** \$286

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

**Additional Local funds that are 'non-participating' for ATP:** \$0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

**TOTAL PROJECT FUNDS:** \$2,374

**ATP - FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

**Do you believe your project warrants receiving state-only funding?**  Yes  No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

**ATP PROJECT PROGRAMMING REQUEST (PPR):** In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



# **ACTIVE TRANSPORTATION PROGRAM - CYCLE 2**

## **Part B: Narrative Questions** (Application Screening/Scoring)

**Project unique application No.: 03-Sacramento County-1**

**Implementing Agency's Name: Sacramento County**

**Important:**

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

## **Table of Contents**

<b>Screening Criteria</b>	<b>Page: 2</b>
<b>Narrative Question #1</b>	<b>Page: 3</b>
<b>Narrative Question #2</b>	<b>Page: 8</b>
<b>Narrative Question #3</b>	<b>Page: 11</b>
<b>Narrative Question #4</b>	<b>Page: 16</b>
<b>Narrative Question #5</b>	<b>Page: 18</b>
<b>Narrative Question #6</b>	<b>Page: 21</b>
<b>Narrative Question #7</b>	<b>Page: 23</b>
<b>Narrative Question #8</b>	<b>Page: 24</b>
<b>Narrative Question #9</b>	<b>Page: 25</b>



## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

The Proposed Power Inn Road Sidewalk Improvement Project would construct sidewalk and bike lane improvements on a major heavily-commuted north-south arterial in Sacramento County. The project is within a disadvantaged area. There are residences along the west side of the project, most of which were constructed in the 1970's. There are vacant parcels along the east side with no existing or foreseeable development plans that could construct new sidewalks to fill the existing gaps and fund these much needed improvements. There are no local funds available for this project and Federal and state funds have not been identified for this project either. There has been no new development in the area in many years, and no component of the proposed project is related to past or future environmental mitigation resulting from a separate development or a capital improvement project.

**2. Consistency with Regional Plan:**

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is the long-range plan for transportation in the Sacramento region built on Blueprint Principles ([Sacramento Region Blueprint](#)). The MTP/SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board on April 19, 2012. The scope of the Power Inn Road Sidewalk Improvement Project is included within the MTP/SCS as part of the *SACOG Regional Bicycle, Pedestrian and Trails Master Plan*, dated April 16, 2015. The proposed sidewalk improvements are also included in the Sacramento County Pedestrian Master Plan, which was approved by the Sacramento County Board of Supervisors in November 2007.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #1**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

**A. Describe the following:**

**-Current and projected types and numbers/rates of users. (12 points max.)**

Sacramento County Department of Transportation (SacDOT) conducted manual pedestrian and bicycle counts on Tuesday, May 12, 2015 and on Wednesday, May 13, 2015 at the project site. The counts indicated that during a four-hour period from 2:30 p.m. to 6:30 p.m. 55 pedestrians and 57 bicyclists used this segment of Power Inn Road. During the two-hour p.m. peak period between 4:30 p.m. and 6:30 p.m., 40 pedestrians and 28 bicyclists used the project segment. A variety of users were observed on this segment, including students, families with children, commuters, and homeless people.

To estimate the annual pedestrian and bicycle counts along this segment, the methodologies listed in the Transportation Research Board's (TRB) National Cooperative Highway Research Program (NCHRP), Document 205: *Methods and Technologies for Pedestrian and Bicycle Volume Data Collection*, and TRB's NCHRP Report 797: *Guidebook on Pedestrian and Bicycle Volume Data Collection* were used. Based on the methodologies outlined in these publications, a series of adjustment factors were applied to the hourly counts in order to estimate the existing annual number of users. It was assumed that the total four-hour count from 2:30 p.m. to 6:30 p.m. constitutes 30 percent of the total daily count; that Tuesdays and Wednesdays represent 12 percent of the weekly activity share; and that the month of May represents 10% of the annual count. Based on these assumptions, the existing annual number of users on the project segment was calculated to be 67,500 pedestrians and 70,000 bicyclists.

Of course there are various methodologies and assumptions that can be used to estimate the annual number of users from hourly counts. Therefore, to verify our results,



the above estimates were compared to the results obtained from the methodology listed in the Alta Planning + Design, *National Bicycle and Pedestrian Documentation Project* (<http://bikepeddocumentation.org/>). The results obtained from the Alta Planning + Design methodology were found to be 50% higher than the results presented above. Therefore, the estimated number of annual users presented here and in Part A represent a more conservative approach.

Power Inn Road is a major arterial carrying 30,000 vehicles per day with a posted speed limit of 40 miles per hour. As discussed under Question #2, there have been 2 pedestrian fatalities in the past 3 years on this 1/3-mile segment. Even under current conditions, with no sidewalks, many area residents walk or bike on this stretch because they have no other options. With the construction of the proposed project, which would eliminate the sidewalk gaps, improve safety, and connect the residential areas to major destinations, more area residents are expected to walk and bike on this road. Assuming that with the proposed project the number of users would increase by 5% per year, it is estimated that 70,800 pedestrians and 73,500 bicyclists would use the project after one year, and 86,100 pedestrians and 89,300 bicyclists would use the facility after 5 years.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

The proposed project will connect residents to transit facilities. The nearest existing bus station on Power Inn Road is located at the intersection of Power Inn Road and Scottsdale Drive, a half-mile away from the project site . The proposed project will provide continuous sidewalks and bike lanes to this bus station. The bus route connects residents to



the Cosumnes River College, Kaiser Hospital, Methodist Hospital, and Florin Towne shopping Center. The proposed project will meet this vital need for residents of this disadvantaged community to be able to safely access transit facilities as transit may be their only option for long distance travel.

The proposed project will close sidewalk gaps. With completion of the proposed project, there will be a one-mile complete street corridor on Power Inn Road from Florin Road to Gerber Road. The project also connects to the existing 0.8-mile complete street corridor on Florin Road, from Power Inn Road to Chandler Drive, and to the complete street corridor on Florin Road east of Power Inn Road that is currently in development and will be completed in 2017. The project would also provide continuous sidewalks from the project segment to the Florin Towne Center at the intersection of Florin Road/Stockton Boulevard.

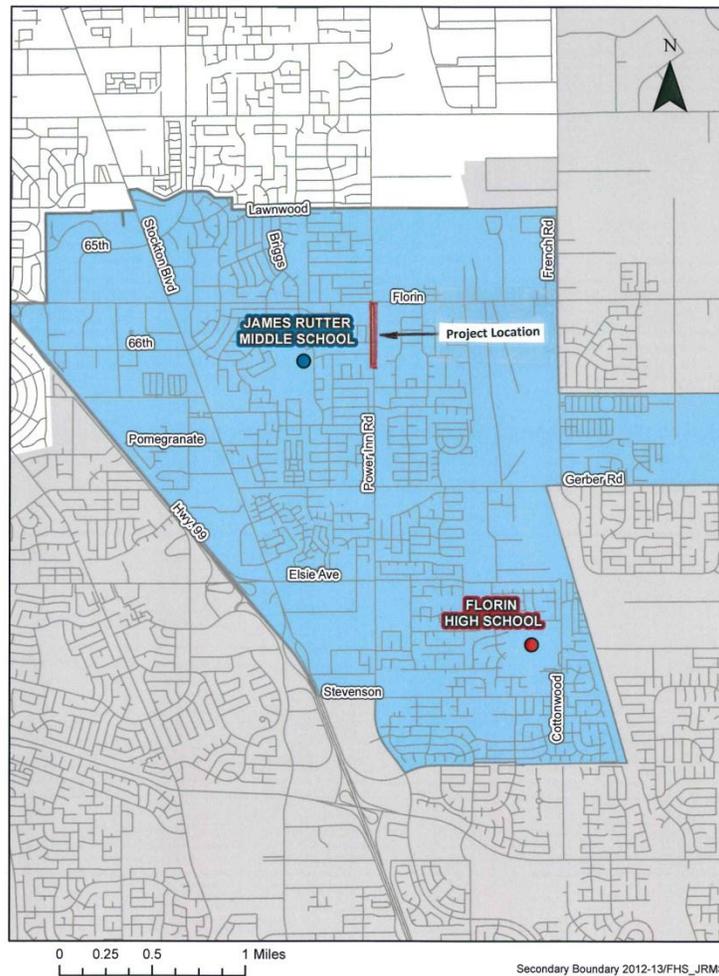
The proposed project will connect residents to shopping and employment centers. The project area is within a disadvantaged community that would benefit greatly from access to safe, convenient, and well integrated transportation alternatives. There are many residential developments accessing Power Inn Road. Many of the residents have to walk or bike to work, shopping, and schools. A major retail and employment destination, Florin Towne Center, is located at the intersection of Florin Road and Stockton Boulevard, about a mile away. Florin Towne Center includes a Walmart, as well as many other shops, restaurants, banks, and commercial buildings. The proposed project would provide continuous sidewalks for local residents to access the Florin Towne Center directly or by connections with transit service.

There are also shopping and employment opportunities at the intersection of Power Inn Road and Gerber Road, south of the project location. The Save Mart at this intersection is the closest grocery store to the project site. The completion of the proposed project would close the sidewalk gap to this intersection, removing the barrier to mobility for local residents. There is also a Rite Aid at the intersection of Power Inn Road and Florin Road that many local residents frequently travel to. With the construction of the proposed sidewalk, this frequently travelled route would become much safer for local residents to use.



The proposed project would provide safer routes to schools. The project site is near two elementary schools (Florin Elementary and David Reese Elementary), and a middle school (James Rutter). Florin High School, the high school for the local area, is about 3 miles away. Many of the local students are observed walking, biking or skateboarding on Power Inn Road. A look at the James Rutter Middle School and the Florin High School assignment area shows that both schools serve the households within a large area to the west and east of Power Inn Road. Most of these households are within walking or biking distance of the schools. With the safer travel route provided by the proposed project, it is likely that more students would either walk or bike to school.

**James Rutter MS/Florin HS  
Boundary**





- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

In November 2007, the Sacramento County Board of Supervisors approved the Sacramento County Pedestrian Master Plan which establishes goals and strategies to increase pedestrian safety and improve walkability in the Sacramento County unincorporated area. The Pedestrian Master Plan project was set up to encourage and facilitate the maximum degree of public participation and included 3 years of public outreach and community participation. The proposed sidewalk along Power Inn Road is considered to be a high priority pedestrian project in the Master Plan. The figure from the Pedestrian Master Plan showing the County's high priority pedestrian projects is included in Attachment K.

Power Inn Road is a major arterial and a critical north-south link in Sacramento County. Within the project area, Power Inn Road provides access to many disadvantaged communities that rely on alternatives to driving as a mode of transportation. It is one of Sacramento County's highest priorities to provide a complete street on Power Inn Road, to provide a safe alternative to driving, and to encourage and promote walking and bicycling for area residents.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #2**

#### QUESTION #2

**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

There have been several pedestrian- and bicycle-related accidents along the project segment. Power Inn Road is a major arterial carrying 30,000 vehicles per day with a posted speed limit of 40 miles-per hour. This road also carries significant volumes of truck traffic.

SacDOT conducted a truck count on this road in March of 2015. Results indicated that on a typical weekday, more than 900 single- or multi-trailer trucks (FHWA Vehicle Classification 8 to 13) travel on this road. Because of the missing sidewalks and constricted shoulders along this segment, pedestrians are forced to walk in the ditch or on the shoulders close to vehicular traffic.



**West side of Power Inn Road, north of Blackhawk Drive**



There have been two fatalities since 2012, and four fatalities since 2005, on this 1/3-mile stretch of the road. The Collision Summary Report table for the project segment is included in Attachment I. This table shows the data for the most recent 5 years, as requested in the guidelines, as well as the preceding 5 years, to better document the long term collision history for this segment. The Collision Diagram for the past 5 years is also included in Attachment I.

Both of the recent fatalities occurred where there is no sidewalk. One involved a man in a wheelchair. Most accidents occurred at night or early morning when it was dark.



**A memorial at the site of a pedestrian fatality on Power Inn Rd, west side, north of Blackhawk Drive**

**B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas:**

**(15 points max.)**

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

To improve the pedestrian and bicycle safety, SacDOT is proposing to install curb, gutter, sidewalk infill, and curb ramps along the project area. The project includes five-foot sidewalks on both sides. On the west side, the sidewalk will be attached, in order to minimize the right-of-way take from the existing houses on this side. On the east side, the sidewalk will be separated



from the street by an 8-foot buffer. The project will also include the enhancement of the existing bicycle lanes.

Installing sidewalks and bike lanes are the most reasonable and cost-effective solutions for addressing the safety concerns within the project area. There are many area residents that need to walk or bike along this stretch to access the nearby employment and shopping areas, as well as transit stops. There are also many students that walk or ride their bikes to and from the nearby schools. The sidewalk would provide people with space to travel that is separated from the vehicle traffic. Sidewalks have been found to significantly reduce "walking along roadway" pedestrian crash risks compared to locations where no sidewalks exist. The project will also add street lights which will improve visibility at night. In addition, the project will enhance the existing bicycle lanes and eliminate the bike lane pinch points. Providing bike lanes will prevent bicycle/motor vehicle collisions.

To determine the benefits of the proposed project, a Benefit/Cost Ratio Calculation was conducted using the methodology in the Caltrans Local Highway Safety Improvement Program (HSIP), Cycle 7. SacDOT utilized the B/C calculation tool included in the Safe Transportation Research and Education Center Transportation Injury Mapping System (TIMS) website (<http://tims.berkeley.edu/>). The final output summary page from TIMS is included in Attachment I. The B/C analysis was performed using the crash data from January 1, 2010 to



**Existing conditions - East side, south of Florin Creek**

December 31, 2014. The Countermeasure was considered to be CM R37: Install Sidewalk/Pathway (to avoid walking along roadway). The total project cost is \$2,374,000 while the total project benefit was calculated to be \$16,955,520. The resulting B/C for this project was calculated to be 7.14.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

#### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Sacramento County has worked in partnership with many business owners, advocacy groups and neighborhood organizations including but not limited to the Power Inn Alliance, the Alliance of Californian for Community Empowerment (ACCE), and WALKSacramento.

Power Inn Alliance is a coalition of over 1,500 business and property owners in the Power Inn Area. Sacramento County greatly values its partnership with the Alliance and has worked with its members to determine transportation priorities and needs within the Power Inn community. A letter of support from the Power Inn Alliance is included in Attachment J.

Sacramento County has also been working with ACCE, a neighborhood advocacy group working for safe streets within disadvantaged communities. On April 17, 2015, area residents led by ACCE held a march on Power Inn Road asking for safer streets. The residents expressed outrage about being forced to walk in the dirt ditch or on the shoulder as cars and trucks pass them by a few inches away at a high rate of speed. The march was covered by news media and can be viewed at <http://fox40.com/2015/04/17/locals-march-for-safer-streets/>. An excerpt from this news coverage is included in Attachment K.



**Area residents and ACCE members marching for safer streets on April 17, 2015**



**Area residents and ACCE members marching for safer streets on April 17, 2015**

ACCE members and area residents have met with SacDOT staff on multiple occasions to discuss the need for sidewalks on Power Inn Road. They also attended and spoke at the Sacramento County Board of Supervisors meeting on May 5, 2015 when the Board was taking action on nominating projects for ATP grant applications. A video of this meeting and the comments from ACCE members and area residents can be viewed at [May 5-2015 Board of Supervisors meeting](#). 18 letters of support from ACCE members and local residents are included in Attachment J.



**ACCE members at the Board of Supervisors meeting on May 5, 2015**



This project is also supported by WALKSacramento who has been a partner to Sacramento County for many years. Representatives from WALKSacramento were also present at the April 17 march. WALKSacramento is a nonprofit community organization working to achieve safe, walkable communities throughout the Sacramento area. They are committed to improving pedestrian safety in Sacramento and are currently focusing on South Sacramento in their “Vision Zero” campaign. According to their website (<http://www.walksacramento.org/our-work/vision-zero/>), “Vision Zero is a campaign to reduce the number of pedestrian deaths to ZERO. It involves a culture change to reclaim streets for people rather than cars, and relies on significant collaboration across agencies, organizations, and community residents to work towards improving street safety”. WALKSacramento is launching the Vision Zero initiative in the South Sacramento neighborhood to improve street safety for all road users. A letter of support from WALKSacramento is included in Attachment J.



**Area residents and ACCE members marching for safer streets on April 17, 2015**



**B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

SacDOT has met with community leaders and ACCE representatives to coordinate and collaborate on identifying the needs of the community. Even though the collaboration with ACCE on this project has been more recent, the County and the Board of Supervisors have engaged community stakeholders since November 2007, when the Board approved the Sacramento County Pedestrian Master Plan. This Master Plan establishes goals and strategies to increase pedestrian safety and improve walkability in the Sacramento County unincorporated area. The Pedestrian Master Plan project was set up to encourage and facilitate the maximum degree of public participation and included 3 years of public outreach and community participation. A sidewalk along this segment of Power Inn Road was considered to be a high priority project in the Master Plan. The County Pedestrian Master Plan can be viewed at [Sacramento County Pedestrian Master Plan](#).

**C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

During the community march on April 17, 2015, and at the Board of the Supervisors May 5, 2015 meeting, the project stakeholders communicated the urgency of this project to the decision makers. There have been two fatalities within the project segment since 2012, and four fatalities in the past 10 years.



There have also been many pedestrian and bicycle collisions resulting in injuries. Area residents want to be able to walk safely on Power Inn Road because it is the most direct route to many of their destinations. Many are elderly or disabled, or are traveling with younger children who cannot walk the extra distance that would be required when taking alternative routes.



- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan.  
(1 points max)

Sacramento County will continue to meet and coordinate with all of our partners and advocacy groups including the Power Inn Alliance, ACCE, and WALKSacramento, and will seek input during the planning and design stage to ensure that the proposed project will meet the community's needs.



ACCE members and neighborhood residents at the April 17, 2015 march on Power Inn Road



## Part B: Narrative Questions

### Detailed Instructions for: **Question #4**

#### QUESTION #4

#### IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

**A. Describe the health status of the targeted users of the project/program/plan. (3 points max)**

The California Health Interview Survey's querying tool was used to obtain the information on the health status of the targeted users (<http://ask.chis.ucla.edu/main/default.asp>). The health status of the users in the local zip code 95828 was compared to the health status of the California population. Table below shows the health statistics for the target area.

**Health Statistics for Local Zip Code**

Indicators	California		95828	
	%	Population	%	Population
Ever diagnosed with asthma (18+)	0.137	27796500	0.144	41700
Ever diagnosed with asthma (1-17)	0.154	8629700	0.16	15400
Ever diagnosed with diabetes (18+)	0.084	27796500	0.109	41700
Low-income food insecurity (18+)	0.084	27796500	0.096	41700
Ever diagnosed with heart disease (18+)	0.063	27796500	0.064	41700
Obese (BMI $\geq$ 30) (18+)	0.248	27796500	0.315	41700
Current smoker (18+)	0.138	27796500	0.181	41700

As can be seen from the table above, the population in the target zip code 95828 area is less healthy than an average Californian in all indicator areas. The rate of obesity is especially high in this area as well as diabetes. Also, the area has a higher than average rate of low-income food insecurity.

**B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)**

Physical activity and exercise has proven to be a significant priority for great health and well-being. The demographic of those living in the project area is a target group that can develop and retain active transportation habits. The proposed sidewalk improvements are a great



opportunity for adults and children to develop healthy habits by utilizing alternative modes of transportation such as walking and biking. It is particularly important to children in this area, as the rate of obesity is high. By providing safe alternative modes of transportation, more area residents would be inclined to walk and bike and enjoy the health benefits of these exercises.

Increased walking and biking would also reduce the number of vehicles on the road, contributing to better air quality. Scientists have shown that air pollution from cars, factories and power plants is a major cause of asthma attacks. With so many area adults and children suffering from asthma, they can benefit greatly from a reduction in air pollutants that trigger asthma.

The other health issue facing local residents is food insecurity. Low income neighborhoods frequently lack full service grocery stores where residents can buy fresh fruits and vegetables. Instead, residents, especially those without reliable transportation may be limited to shopping at their neighborhood convenience stores. Studies have shown that neighborhood residents with better access to supermarkets tend to have healthier diets and reduced risk of obesity. The nearest full service supermarket to the project site is Save Mart, which is about a mile away. The proposed project would provide continuous sidewalk and bike lane from the project area to Save Mart, allowing area residents to safely walk to and from this store.

Area residents have shown a willingness to walk or bike to their destinations, either out of necessity or by choice. The largest barrier for users is convenience and safety. By providing a safe and attractive facility for pedestrians and bicyclists, more adults and children would willingly and safely choose to use this facility.



**Area residents jogging on Power Inn Rd - South of Loucreta Dr.**



## Part B: Narrative Questions

### Detailed Instructions for: Question #5

#### QUESTION #5

#### **BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

##### **A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project: Provide all census tract numbers \$\_\_See below\_\_\_\_\_

- Provide the median income for each census track listed
- Provide the population for each census track listed

Census Track 50.01: Population: 8,780 - Median Income: \$43,372

Census Track 51.01: Population: 4,551 - Median Income: \$34,368

Maps showing the boundaries of the disadvantaged communities are included in Attachment I.

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: \_\_See below\_\_\_\_\_

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Census Track 50.01: Population: 8,107 - CalEnviroscreen 2.0 Score: 86-90%

Census Track 51.01: Population: 4,454 - CalEnviroscreen 2.0 Score: 86-90%

The CalEnviroscreen Disadvantaged Families Map is included in Attachment I.



**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: \_\_\_\_\_ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

**B. For proposals located within disadvantage community: (5 points max)**

**What percent of the funds requested will be expended in the disadvantaged community? 100%**

**Explain how this percent was calculated.**

The entire project is within the disadvantage community. This was determined using the median household income, as well as the Disadvantaged Communities map and the CalEnviroScreen Disadvantage Families map included in Attachment I.

**C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)**

**Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.**

Communities have different rationales for their interest in complete streets. Some are interested in the potential health benefits of active transportation modes. Others aim to improve safety, increase access to destinations, and enable more independent mobility for all residents. The transportation disadvantaged, including the poor, older adults, people with disabilities, and children, are at a significant disadvantage without access to safe, convenient, and well integrated transportation alternatives. Often these groups are without easy access to cars and rely on walking, biking, or public transportation. Many cannot afford a car, while others are unable to drive a car.

Transportation inequities tend to have a geographic component, and in an era of shrinking public funding fixing the disparities in the transportation system can often be a matter of prioritizing implementation in communities with a high demonstrated need. Even though a higher percentage of people rely on alternative modes of transportation in disadvantaged



communities, they often feel they do not get their share of improvements because they are not as vocal or as knowledgeable about how to have their voices heard.

The proposed complete street on Power Inn Road can reduce the safety concerns which inhibit people from walking, riding, or taking transit. The proposed sidewalk can increase access to full service grocery stores, shopping centers, banks, and employment centers, in addition to encouraging physical activity and promoting public health. Residents will be able to safely walk to the closest bus stop without having to walk 3 feet from trailer-trucks or in littered ditches. With the recent pedestrian fatalities on this segment, the residents are afraid to walk along Power Inn Road, even though many of them have no other choice but to do so. We have seen the enthusiasm of the community promoting safe walking and biking and advocating for needed improvements. The residents, including children and people with disabilities, have marched the street, they have attended County Board and staff meetings, and have made numerous phone calls. They know how much the area can benefit from the proposed sidewalk improvements and believe it is their community's turn to receive the needed public funds.



**Dead cat and debris in the ditch along Power Inn Road – West side, south of Loucreta Drive**



## Part B: Narrative Questions

### Detailed Instructions for: **Question #6**

#### QUESTION #6

#### **COST EFFECTIVENESS (0-5 POINTS)**

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

This segment of Power Inn Road needs sidewalks. The only alternative is a no-action alternative. There is already a paved shoulder or a bike lane within most of the project limits, however, there have been 2 pedestrian fatalities since 2012. A Benefit to Cost (B/C) ratio calculated for Question #2B showed a B/C of 7.14 for this segment.

The corridor is already highly used by pedestrians and bicyclists due to the low income and transit dependent populations along the corridor. We anticipate that an increase in walking will occur as a result of this project, and that pedestrians and bicyclists will be willing to take longer and more frequent trips when presented with continuous and safer facilities.



**End of existing sidewalk – west side, south of Loucreta Drive**



- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left( \frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

We used the ATP Benefit/Cost tool to calculate the project B/C ratio. The result table is included below.

Feedback:

For crash data, the instructions do not indicate if the crash data should only include pedestrian- and bicycle-related crashes, or all crashes. Please be more specific. For our analysis we only included pedestrian and bicycle fatalities and injuries within the past five years.

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,374,000.00
Net Present Cost	\$2,282,692.31
Total Benefits	\$26,020,163.61
Net Present Benefit	\$17,232,621.33
Benefit-Cost Ratio	7.55

<b>20 Year Itemized Savings</b>	
Mobility	\$1,567,811.92
Health	\$33,782.15
Recreational	\$2,580,408.01
Gas & Emissions	\$6,861.38
Safety	\$21,831,300.15

Funds Requested	\$2,088,000.00
Net Present Cost of Funds Requested	\$2,007,692.31
Benefit Cost Ratio	8.58



## **Part B: Narrative Questions** **Detailed Instructions for: Question #7**

### **QUESTION #7**

#### **LEVERAGING OF NON-ATP FUNDS (0-5 points)**

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

Sacramento County is requesting ATP funds for Preliminary Engineering, Right-of-Way, and Construction phases of the project. Sacramento County is committing to fund 12% of the total project cost using local sales tax funding. SacDOT has also already funded the outreach needed for the Pedestrian Master Plan. The ACCE and neighborhood group meetings are also all complete and funded with local funds.



**Debris in the ditch as well as a memorial for a pedestrian killed in a car collision  
Existing conditions on Power Inn Road, east side at Florin Creek**



## Part B: Narrative Questions

### Detailed Instructions for: **Question #8**

#### QUESTION #8

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
  - No (If this application is NOT for a Plan, proceed to Step #2)
- Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.
- Project Title
  - Project Description
  - Detailed Estimate
  - Project Schedule
  - Project Map
  - Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: [atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
  - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).  
 Clearing and grubbing, retaining walls, removing wooden and chain link fences, and installing chain link fences  
 The emails from CCC and the Sacramento Regional Conservation Corps are included in Attachment I.
  - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
  - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #9**

#### **QUESTION #9**

#### **APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

*( 0 to-10 points OR disqualification)*

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

Sacramento County Department of Transportation has a good record in delivering numerous federally and state funded Transportation Enhancement, Safe Routes to School, ATP, HSIP, and bicycle and pedestrian projects. A list of past successfully funded projects (ATP, HSIP, and SRTS) is provided in this Attachment I.

To date, there have not been any failures. During the past 5 years, and in our entire history of receiving grant funding, we have committed to the successful delivery of all projects. In a jurisdiction with substantial infrastructure needs, only the highest priority projects are submitted for funding. Sacramento County is committed to maintaining a good track record in delivering all these high priority projects.

- B. **Caltrans response only:**  
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations

**Application Signature Page** Attachment A  
Required for all applications

**ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)** Attachment B  
Required for all applications

**Engineer’s Checklist** Attachment C  
Required for Infrastructure Projects

**Project Location Map** Attachment D  
Required for all applications

**Project Map/Plans showing existing and proposed conditions** Attachment E  
Required for Infrastructure Projects (optional for ‘Non-Infrastructure’ and ‘Plan’ Projects)

**Photos of Existing Conditions** Attachment F  
Required for all applications

**Project Estimate** Attachment G  
Required for Infrastructure Projects

**Non-Infrastructure Work Plan (Form 22-R)** Attachment H  
Required for all projects with Non-Infrastructure Elements

**Narrative Questions backup information** Attachment I  
Required for all applications  
Label attachments separately with “H-#” based on the # of the Narrative Question

**Letters of Support** Attachment J  
Required or Recommended for all projects (as designated in the instructions)

**Additional Attachments** Attachment K  
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

# **Attachment A**

## **Application Signature Page**



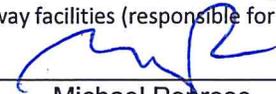
# Part C: Attachments

## Attachment A: Signature Page

**IMPORTANT:** Applications will not be accepted without all required signatures.

**Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board**

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:		Date:	<u>6-1-15</u>
Name:	<u>Michael Penrose</u>	Phone:	<u>916-874-8655</u>
Title:	<u>Director, Dept of Transportation</u>	e-mail:	<u>penrosem@saccounty.net</u>

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**  
*(For use only when appropriate)*

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official**  
*(For use only when appropriate)*

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***  
*(For use only when appropriate)*

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached?  If yes, no signature is required. If no, the following signature is required.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

\* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

**Attachment B**

**ATP Project Programming Request**

Date: 5/26/2015

Project Information:					
<b>Project Title:</b> Sacramento County - Power Inn Road Sidewalk Improvements					
District	County	Route	EA	Project ID	PPNO
03	Sacramento	Power Inn Road			

**Funding Information:**  
**DO NOT FILL IN ANY SHADED AREAS**

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				100				100	
PS&E					181			181	
R/W					220			220	
CON						1,873		1,873	
<b>TOTAL</b>				100	401	1,873		2,374	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				88				88	
PS&E					159			159	Notes:
R/W					193			193	
CON						1,648		1,648	
<b>TOTAL</b>				88	352	1,648		2,088	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/26/2015

Project Information:					
Project Title: Sacramento County - Power Inn Road Sidewalk Improvements					
District	County	Route	EA	Project ID	PPNO
03	Sacramento	Power Inn Road			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

<b>Fund No. 2:</b>	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 3:</b>	Infrastructure Local Match								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				12				12	
PS&E					22			22	Notes:
R/W					27			27	
CON						225		225	
<b>TOTAL</b>				12	49	225		286	

<b>Fund No. 4:</b>	Non-Infrastructure Local Match								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 5:</b>									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 6:</b>									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

<b>Fund No. 7:</b>									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</b>									

# **Attachment C**

## **Engineers Checklist for Infrastructure Projects**

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: RVH
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
  
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: RVH
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
  
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: RVH

*(Include cross-section for each controlling configuration that varies significantly from the typical)*

  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
  
4. **Detailed Engineer's Estimate** Engineer's Initials: RVH
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: RVA

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: RVP

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: \_\_\_\_\_

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** Engineer's Initials: RVA

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Vicari II, Ronald

Title: Principal Civil Engineer

Engineer License Number 62022

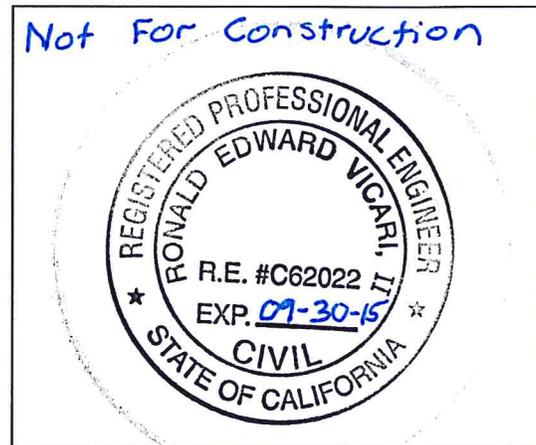
Signature: Ron E. Vicari II

Date: 5/31/2015

Email: vicari@SacCounty.net

Phone: 916-591-2257

Engineer's Stamp:



**Attachment D**

**Project Location Map**

### Vicinity/Location Map

## Power Inn Road Sidewalk Improvements Application ID: 03-Sacramento County-1



**Power Inn Road Sidewalk Improvements  
Application ID: 03-Sacramento County-1**



### Legend

**3** Identifies Local Assistance District 03 Boundary



Sacramento County Boundary

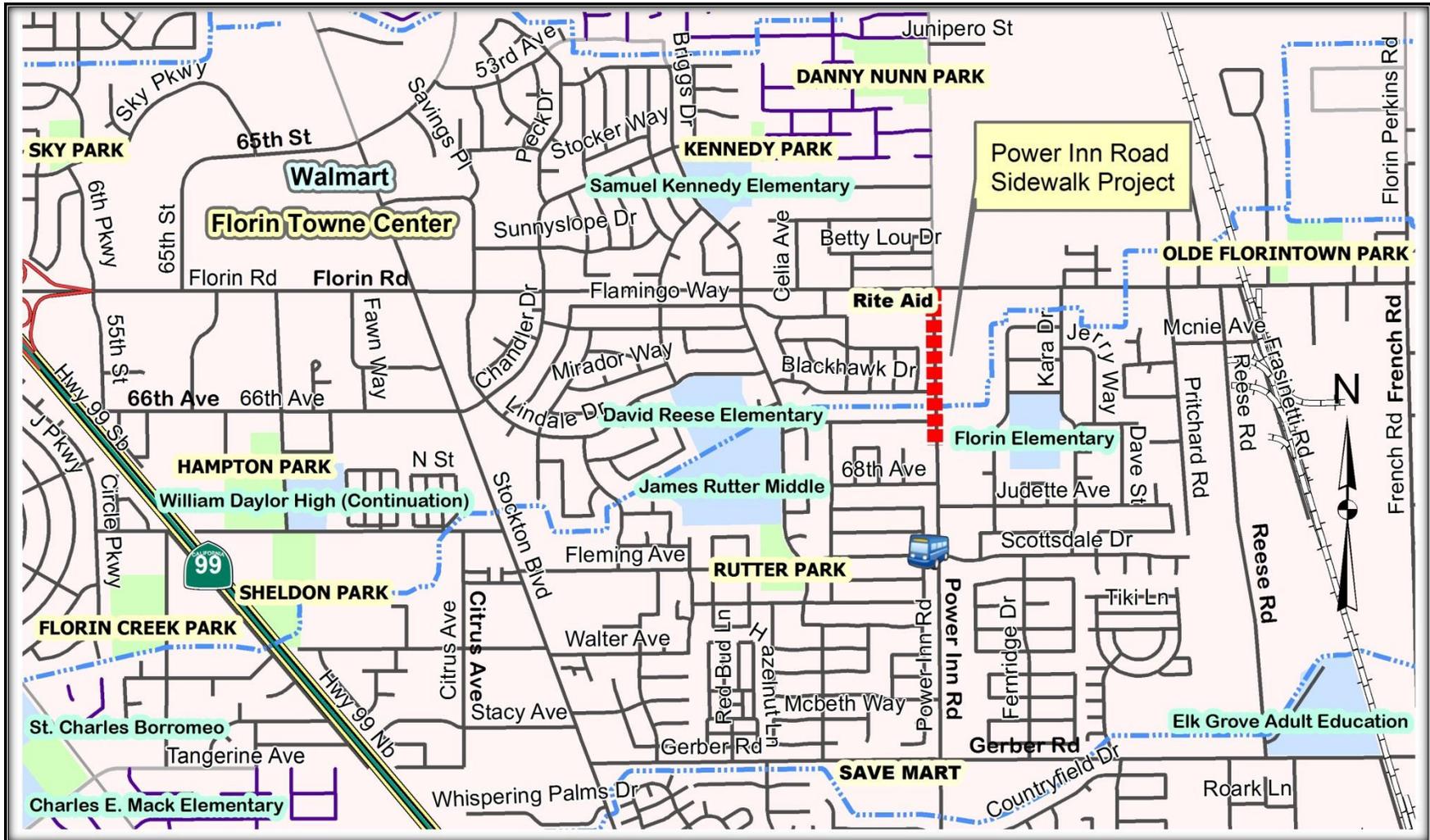
### Legend



Denotes Agency Jurisdiction (Sacramento County)

PROJECT LOCATION MAP

POWER INN ROAD SIDEWALK IMPROVEMENT PROJECT





Transit: Click on stations for more information

**Vicinity/Location Map**  
**Power Inn Road Sidewalk Improvements**  
**Application ID: 03-Sacramento County-1**

# **Attachment E**

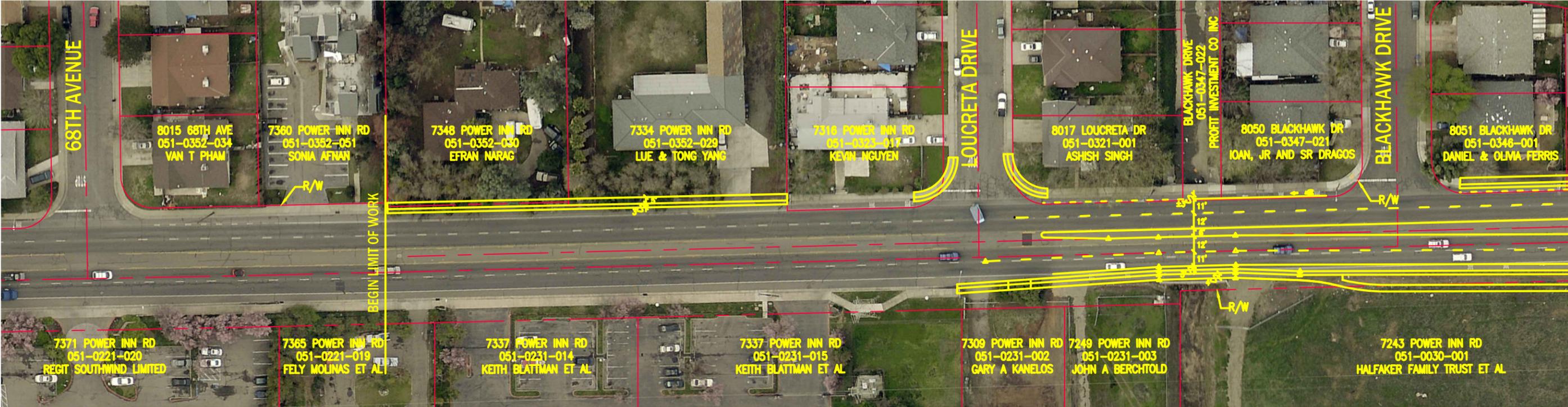
## **Project MAP/Plans Showing Existing and Proposed Conditions**

# POWER INN ROAD SIDEWALK IMPROVEMENTS

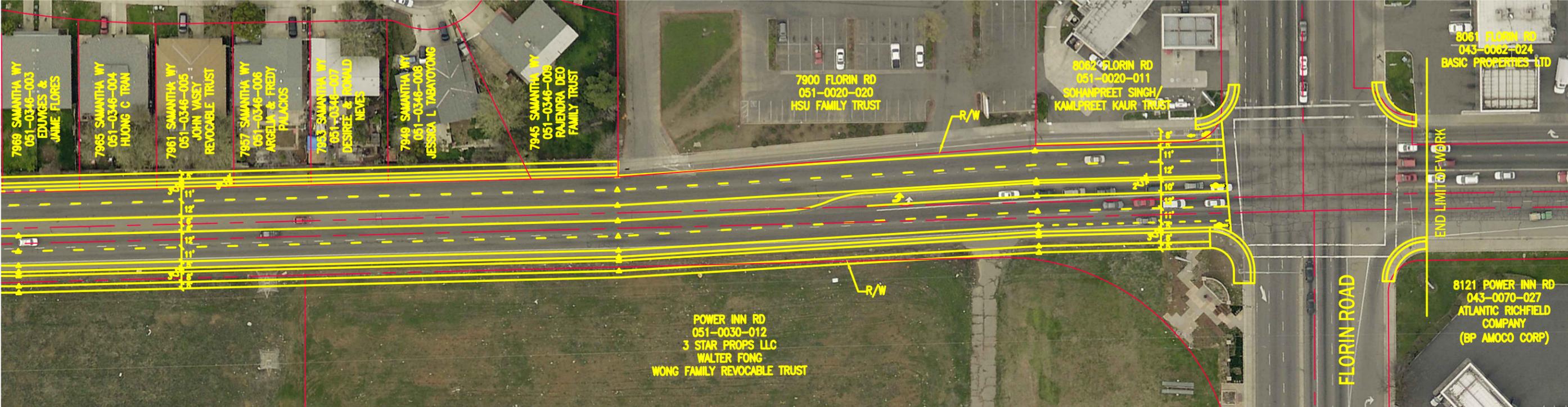
## PROJECT PLAN

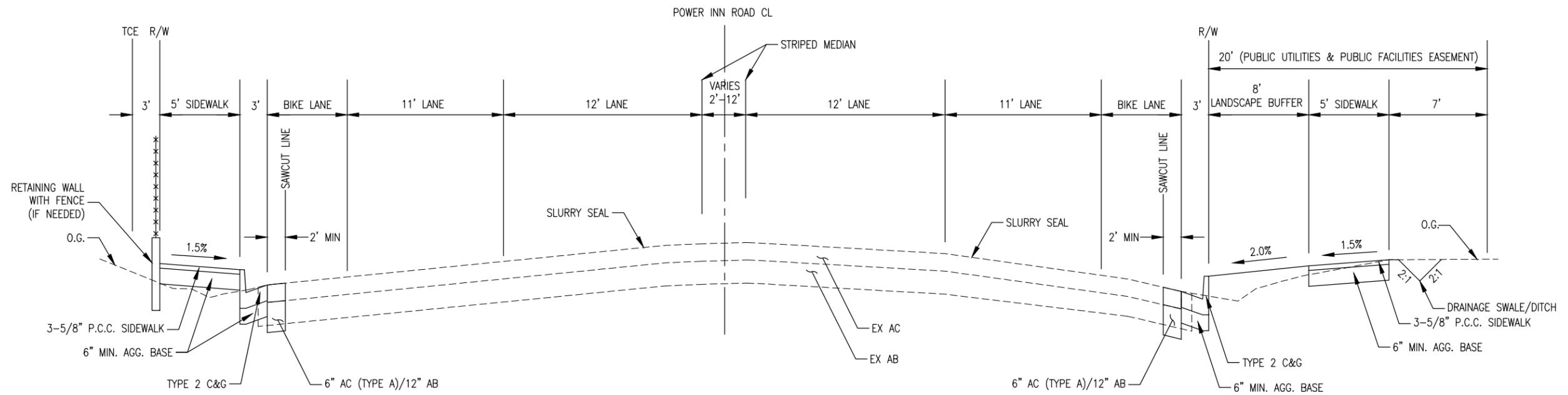


SCALE: 1"=80'



### POWER INN ROAD





**POWER INN ROAD TYPICAL CROSS SECTION (450' SOUTH OF LOURETA DRIVE TO FLORIN ROAD)**

NOT TO SCALE

# **Attachment F**

## **Photos of Existing Conditions**



**More than 900 single- or multi-trailer trucks travel on Power Inn Road on an average weekday  
Photos taken on Power Inn Road, west side, north of Blackhawk Drive**



Debris in the ditch as well as a memorial for a pedestrian killed in a car collision  
Photos taken on Power Inn Road, east side, south of Florin Creek

**Attachment G**

**Project Estimate**

## Detailed Engineer's Estimate and Total Project Cost

**Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).**

### Project Information:

Agency:	Sacramento County		
Application ID:	03-Sacramento County-1	Prepared by:	Jerry Cern
Date:	5/21/2015		
Project Description:	Power Inn Road Sidewalk Improvement Project		
Project Location:	450' south of Loucreta Drive to Florin Road		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
1	Construction Project Information Signs	2	EA	\$600.00	\$1,200	100	\$1,200						
2	Clearing and Grubbing	1	LS	\$30,000.00	\$30,000	100	\$30,000					100	\$30,000
3	SWPPP Preparation	1	ALLOW	\$2,000.00	\$2,000	100	\$2,000						
4	Water Pollution Control	1	ALLOW	\$5,000.00	\$5,000	100	\$5,000						
5	Erosion Control (Hydroseed )	1,250	SQYD	\$1.50	\$1,875	100	\$1,875						
6	Tree Removal (3" to <6")	4	EA	\$200.00	\$800	100	\$800						
7	Tree Removal (6" to <12")	2	EA	\$500.00	\$1,000	100	\$1,000						
8	Tree Removal (24" and over)	3	EA	\$750.00	\$2,250	100	\$2,250						
9	Roadway Excavation	718	CY	\$30.00	\$21,540	100	\$21,540						
10	Asphalt Concrete, Type A	198	TN	\$110.00	\$21,780	100	\$21,780						
11	Aggregate Base, Class 2	1,100	TN	\$40.00	\$44,000	100	\$44,000						
12	P.C.C. Sidewalk (Including Ped buffer)	11,210	SF	\$52.00	\$582,920	100	\$582,920						
13	P.C.C. Curb and Gutter (Type 2)	2,635	LF	\$15.00	\$39,525	100	\$39,525						
14	ADA Ramps	1,755	SF	\$55.00	\$96,525	100	\$96,525						
15	Detactable Warning Surfaces	11	EA	\$600.00	\$6,600	100	\$6,600						
16	AC Driveways	6	EA	\$5,000.00	\$30,000	100	\$30,000						
17	Detail 9 - Thermoplastic Striping	2,795	LF	\$0.50	\$1,398	100	\$1,398						
18	Detail 38 - Thermoplastic Striping	425	LF	\$1.00	\$425	100	\$425						
19	Detail 39 - Thermoplastic Striping	2,225	LF	\$1.00	\$2,225	100	\$2,225						
20	Detail 39A - Thermoplastic Striping	360	LF	\$1.00	\$360	100	\$360						
21	Detail A (12" Solid White) Thermoplastic St	87	LF	\$2.50	\$218	100	\$218						
22	Pavement Markings - Thermoplastic	55	SF	\$5.00	\$275	100	\$275						
23	Pavement Marker (Type G)	76	EA	\$6.00	\$456	100	\$456						
24	Pavement Marker (Type H)	57	EA	\$6.00	\$342	100	\$342						
25	Object Marker (Type K-1 CA)	1	EA	\$50.00	\$50	100	\$50						
26	Remove (12" CSP) Culvert	100	LF	\$25.00	\$2,500	100	\$2,500						
27	48" RCP	5	LF	\$300.00	\$1,500	100	\$1,500						
28	Type "B" DI	10	EA	\$3,500.00	\$35,000	100	\$35,000						
29	Type "F" DI	4	EA	\$3,000.00	\$12,000	100	\$12,000						
30	60" SDMH	1	EA	\$8,000.00	\$8,000	100	\$8,000						
31	Headwall (12" Culvert)	2	EA	\$2,500.00	\$5,000	100	\$5,000						
32	12" Culvert	2,020	LF	\$85.00	\$171,700	100	\$171,700						
33	Signs Replacement/Relocation	9	EA	\$300.00	\$2,700	100	\$2,700						
34	Retaining Wall with Fence	560	LF	\$30.00	\$16,800	100	\$16,800					100	\$16,800
35	Retaining Wall	235	LF	\$30.00	\$7,050	100	\$7,050					100	\$7,050
36	Remove Wooden Fence	490	LF	\$80.00	\$39,200	100	\$39,200					100	\$39,200
37	Remove Chainlink Fence	75	LF	\$10.00	\$750	100	\$750					100	\$750
38	Remove Sidewalk Barricade	4	EA	\$259.00	\$1,036	100	\$1,036						
39	Chainlink Fence	75	LF	\$15.00	\$1,125	100	\$1,125					100	\$1,125
40	Street Light	8	EA	\$5,000.00	\$40,000	100	\$40,000						
41	Street Light Relocation	1	EA	\$3,500.00	\$3,500	100	\$3,500						
42	Traffic Signal Modification (Florin Road)	1	LS	\$150,000.00	\$150,000	100	\$150,000						
43	Traffic Stripe Removal	8,252	LF	\$1.00	\$8,252	100	\$8,252						
44	Slurry Seal	94,760	SF	\$1.00	\$94,760	100	\$94,760						
<b>Subtotal of Construction Items:</b>					<b>\$1,493,636</b>		<b>\$1,493,636</b>						<b>\$94,925</b>
<b>Construction Item Contingencies ( % of Construction Items):</b>				<b>10.00%</b>	<b>\$149,364</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,643,000</b>								

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
<b>Project Cost Estimate:</b>													
Type of Project Delivery Cost					Cost \$								
<b>Preliminary Engineering (PE)</b>													
Environmental Studies and Permits(PA&ED):					\$	100,000							
Plans, Specifications and Estimates (PS&E):					\$	181,000							
<b>Total PE:</b>					\$	<b>281,000</b>	<b>17.10%</b>	25% Max					
<b>Right of Way (RW)</b>													
Right of Way Engineering:					\$	85,000							
Acquisitions and Utilities:					\$	135,000							
<b>Total RW:</b>					\$	<b>220,000</b>							
<b>Construction (CON)</b>													
Construction Engineering (CE):					\$	230,000	<b>12.28%</b>	15% Max					
Total Construction Items & Contingencies:						\$1,643,000							
<b>Total CON:</b>					\$	<b>1,873,000</b>							
<b>Total Project Cost Estimate:</b>					\$	<b>2,374,000</b>							

# **Attachment H**

## **Non-Infrastructure Work Plan**

**This project does not include any Non-Infrastructure Elements**

# **Attachment I**

## **Narrative Questions Backup Information**

## Collision Summary Report

Sacramento County  
 Application ID: 03-Sacramento County-1  
 Power Inn Road from 450' south of Loucreta to Florin Road

### 1/1/2010 - 12/31/2014 from Crossroads

Date	Time	Distance	Direction	Primary Road	Type of Collision	Involved With	DOT 1	MPC 1	DOT 2	MPC 2	Primary Cause	# Injury	# Killed
1/27/10	5:55	5'	West of	Power Inn Rd/Blackhawk Dr.	Vehicle-Pedestrian	Pedestrian	North	making Left turn	North		Pedestrian Violation	1	0
1/1/12	18:05	111'	North of	Power Inn Rd/Blackhawk Dr.	Vehicle-Pedestrian	Pedestrian	South	Proceeding Straight	West		Pedestrian Violation	0	1
12/17/12	21:03	125'	South of	Power Inn Rd/Loucreta Dr.	Hit Object-Pedestrian	Fixed Obj/Pedestrian	South	Unsafe Turning	South		Driving under Influence	1	1
8/26/14	21:25	60'	South of	Power Inn Rd/Blackhawk Dr.	Other	Bicycle	North	Unsafe Turning			Improper Turning	1	0

### 1/1/2005 - 12/31/2009 from Crossroads

Date	Time	Distance	Direction	Primary Road	Type of Collision	Involved With	DOT 1	MPC 1	DOT 2	MPC 2	Primary Cause	# Injury	# Killed
9/4/05	21:10	163'	South of	Power Inn Rd/Loucreta Dr.	Vehicle-Pedestrian		South	Proceeding Straight	South	Proceed Straight	Pedestrian Violation	0	1
6/5/07	21:00	20'	North of	Power Inn Rd/Blackhawk Dr.	Vehicle-Pedestrian	Pedestrian	North	Proceeding Straight	East		Pedestrian Violation	1	0
5/18/09	8:35	235'	North of	Power Inn Rd/Loucreta Dr.	Sideswipe	Bicycle	North	Proceeding Straight	North	Unsafe Turning	Improper Turning	0	1

Question #2

Attachment I

03-Sacramento County-1

Question #2

# COLLISION DIAGRAM

Primary Street:  
Poer Inn Road

Secondary Street:  
South of Loucreta to Florin

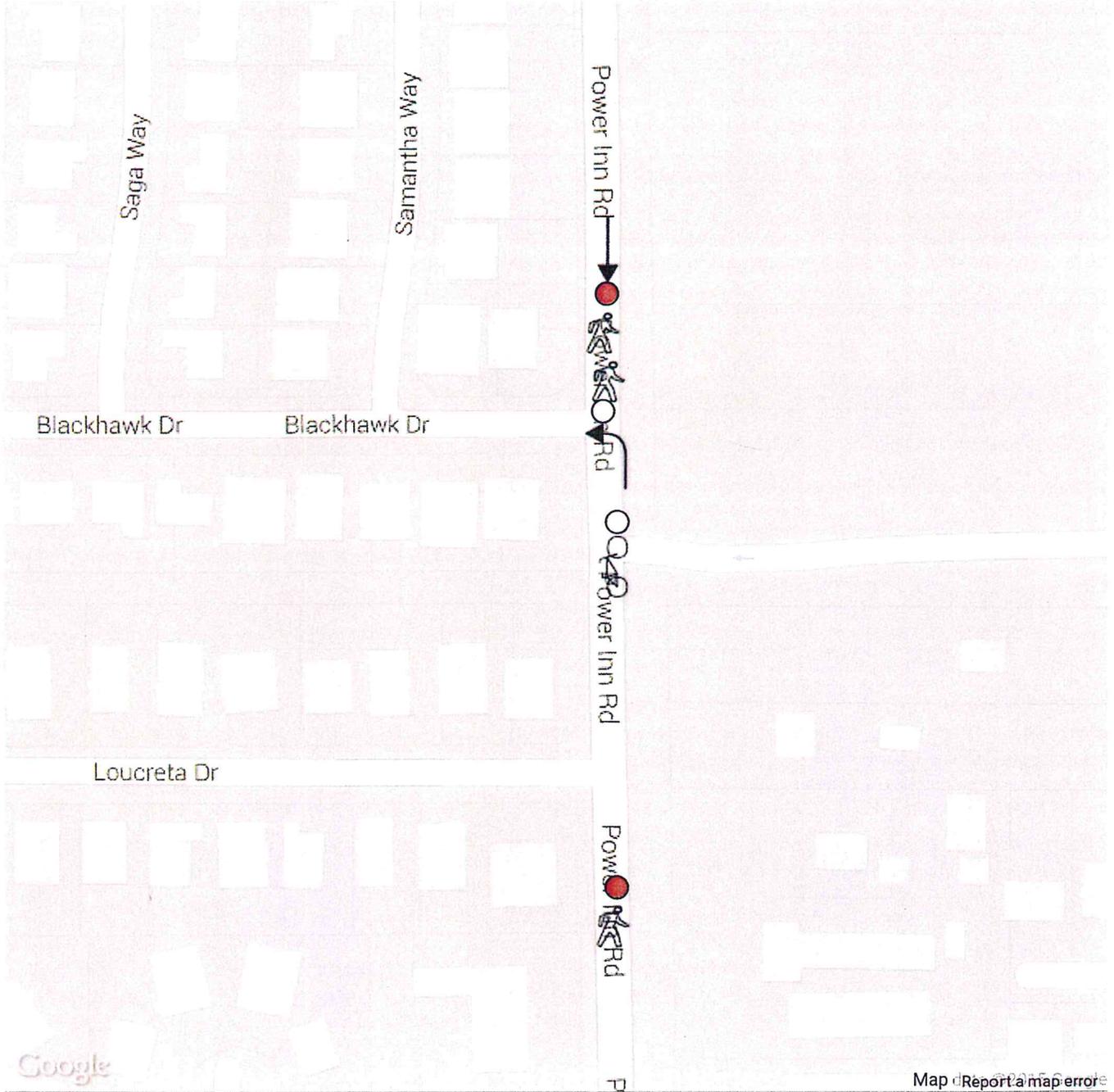
Time Period:  
1/1/2010 to 12/31/2014

Agency Name:  
Sacramento County

### Mapping Summary

Fatal Collision	2
Injury Collision	2
Mapped	4
Not Drawn	0
<b>Total</b>	<b>4</b>

- Straight
- ↶ Left Turn
- ↷ Right Turn
- ↺ U-Turn
- 🚶 Pedestrian
- ☒ Object
- Fatal Crash
- ↷ Overturned
- ↘ Ran Off Road
- # Stopped
- ☒ Parked
- 🚲 Bicycle
- Injury Crash



Map Report a map error

Date Created: 05/12/2015

Created by TIMS (http://tims.berkeley.edu) © UC Regents, 2014

Attachment I

**Question #2B**

**Benefit / Cost Calculation Result**

**1. Project Information**

Application ID	03-Sacramento County-1	Agency	Sacramento County	Version	1
MPO/RTPA	Sacramento Area Council of Governments (SACOG)				

**2. Countermeasures and Crash Data**

Crash Data Time Period 01/01/2010 to 12/31/2014 Years 5

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life			
R37	Ped and Bike	Ped & Bike	80	20			
Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total	
Ped & Bike	2	1	1	0	0	4	
Annual Benefit			\$ 847,776	Cost	\$ 2,374,000		
Life Benefit			\$ 16,955,520	B/C Ratio	7.14		

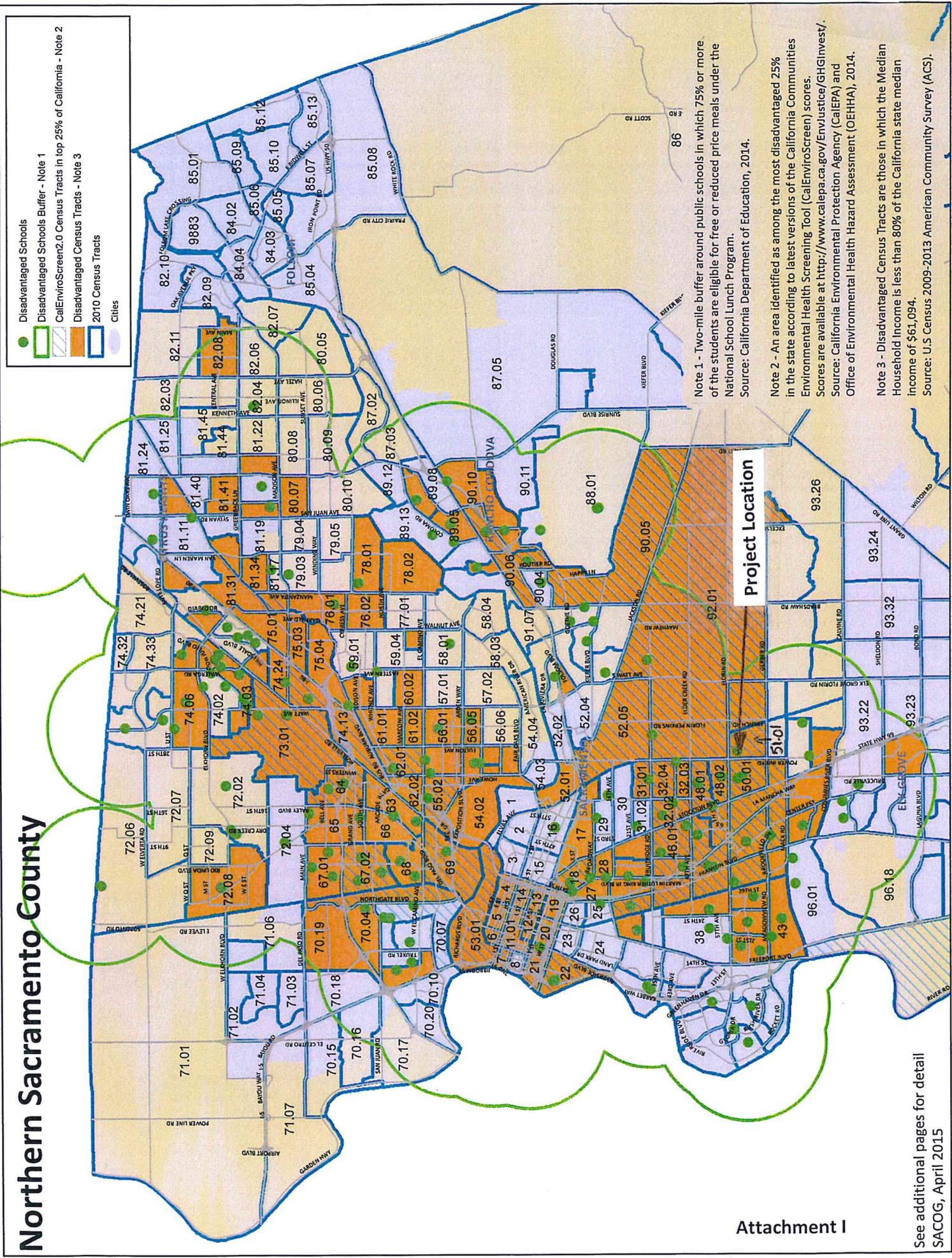
**3. Benefit Cost Result**

Total Benefit	\$ 16,955,520	HSIP applications are only allowed to apply a combined CRF of not more than 0.8 to a set of crashes. Please ensure one or more of the CRFs apply to different crashes/locations.
Total Cost	\$ 2,374,000	
B/C Ratio	7.14	

**Safety Practitioner / Engineer: Angie Raygani**

**Signature:**

By signing this B/C Calculation Result, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.



# Northern Sacramento County

- Disadvantaged Schools
- Disadvantaged Schools Buffer - Note 1
- CalEnviroScreen2.0 Census Tracts in top 25% of California - Note 2
- Disadvantaged Census Tracts - Note 3
- 2010 Census Tracts
- Cities

**Project Location**

Note 1 - Two-mile buffer around public schools in which 75% or more of the students are eligible for free or reduced price meals under the National School Lunch Program.  
 Source: California Department of Education, 2014.

Note 2 - An area identified as among the most disadvantaged 25% in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.  
 Source: California Environmental Protection Agency (CalEPA) and Office of Environmental Health Hazard Assessment (OEHHA), 2014.

Note 3 - Disadvantaged Census Tracts are those in which the Median Household Income is less than 80% of the California state median income of \$61,094.  
 Source: U.S. Census 2009-2013 American Community Survey (ACS).

Contact Information:

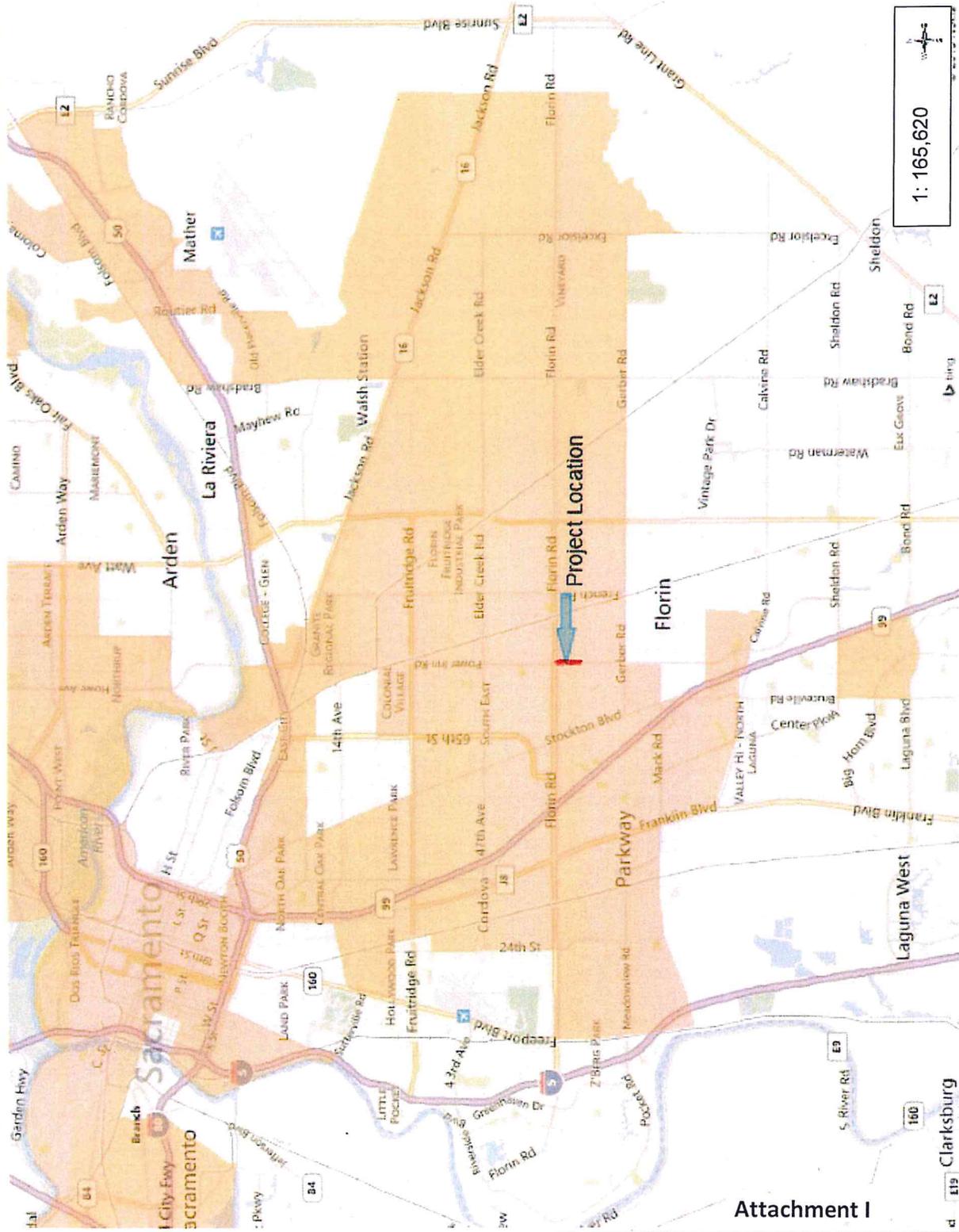
**Legend**

- Disadvantaged Census Tracts

**Notes**

Power Inn Road Sidewalk Improvement Project

# Disadvantaged Communities



1: 165,620

This map is a user generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION

# CalEnviroScreen Disadvantage Families Map

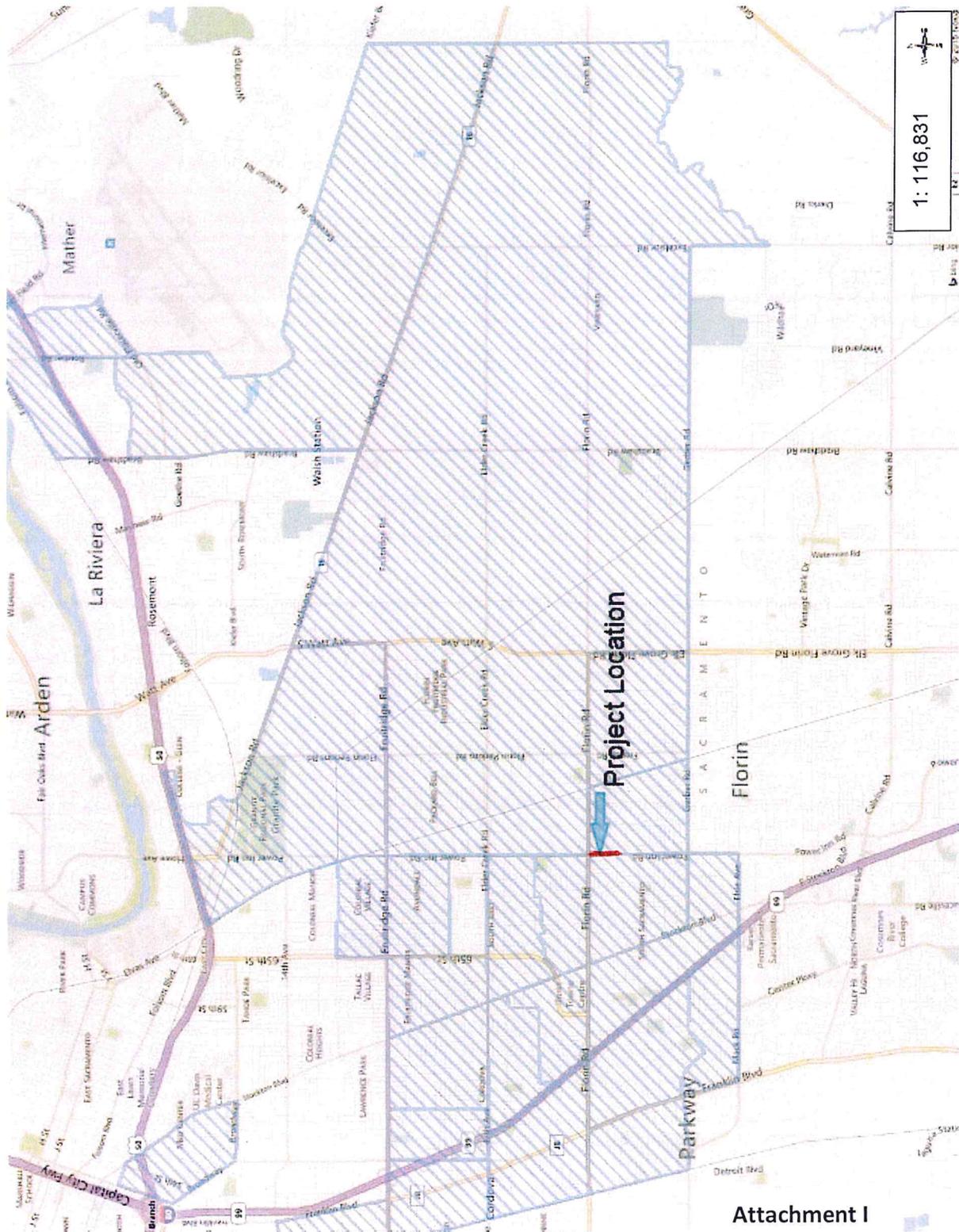
Contact Information:

### Legend

 CalEnviroScreen Disadvantage

### Notes

Power Inn Road Sidewalk Improvement Project



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

**From:** Active Transportation Program [mailto:inquiry@atpcommunitycorps.org]  
**Sent:** Thursday, May 21, 2015 3:45 PM  
**To:** Raygani. Angie  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: Power Inn Road Sidewalk Improvement Project - ATP grant

Hi,

Baldeo Singh of the Sacramento Regional Conservation Corps has responded that they are able to help with the following:

Item 2 - Clearing and Grubbing

Item 34 – Retaining Wall with Fence

Item 35 – Retaining Wall

Item 36 – Remove Wooden Fence

Item 37 – Remove Chain link Fence

Item 39 – Chain Link Fence

If needed their crews can also work on landscape, irrigation, decomposed granite, habitat restoration work as well.

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Baldeo ([bsingh@sccorps.org](mailto:bsingh@sccorps.org)) directly if your project receives funding.

Thank you!

Monica

**From:** Hsieh, Wei@CCC [mailto:Wei.Hsieh@CCC.CA.GOV] **On Behalf Of** ATP@CCC  
**Sent:** Tuesday, May 19, 2015 2:15 PM  
**To:** Raygani, Angie; inquiry@atpcommunitycorps.org  
**Cc:** ATP@CCC; Hsieh, Wei@CCC; Monroe, Carie@CCC; Thornhill, Rod@CCC  
**Subject:** RE: Power Inn Road Sidewalk Improvement Project - ATP grant

Hi Angie,

Rod Thornhill, the Center Director at our CCC Placer location has responded to the partnership for your project. The CCC can do the clearing, grubbing, and tree removal.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Rod Thornhill directly [Rod.Thornhill@ccc.ca.gov](mailto:Rod.Thornhill@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**Approved Highway Safety Improvement Program (HSIP) Project Funding**

**HSIP Cycle 6 - Program Release Date 11-14-13**

Unique Project ID	Original Application ID	MPO	Location of Work	Description of Work	Project Cost	Federal Funds	B/C Ratio
HSIP6-03-016	03-Sacramento County-2	SACOG	On Cottage Way between Cortez Lane and Watt Ave	Install bike lanes, a "road diet" (reduce travel lanes from 4 to 3), and modify intersections	\$700,000	\$630,000	4.3
HSIP6-03-017	03-Sacramento County-4	SACOG	Various locations throughout Sacramento County	Construct sidewalks, curb ramps, curbs and gutters	\$1,488,200	\$1,339,200	14.0
HSIP6-03-018	03-Sacramento County-5	SACOG	Various locations throughout Sacramento County	Construct sidewalks, curb ramps, curbs and gutters	\$1,570,100	\$1,413,000	8.3
HSIP6-03-019	03-Sacramento County-6	SACOG	32 intersections throughout Sacramento County	Upgrade traffic signals	\$1,060,900	\$954,700	8.1

**HSIP Cycle 5 - Program Release Date 10-19-12**

Unique Project ID	Original Application ID	MPO	Location of Work	Description of Work	Project Cost	Federal Funds	B/C Ratio
HSIP5-03-019		SACOG	Fair Oaks Blvd. between Day Dr. and Arden Way	Install sidewalks, curb ramps, curb and gutter	\$758,700	\$682,600	
HSIP5-03-020		SACOG	Howe Ave. between El Camino Ave. and Shaw St.	Construct sidewalks, curb ramps, curb and gutter; install mid-block signalized crosswalk	\$876,500	\$788,700	
HSIP5-03-021		SACOG	Ten (10) signalized intersections throughout the city	Provide advanced "dilemma zone" protection for the high speed main street approaches at ten existing signalized intersections.	\$313,800	\$282,200	

**HSIP Cycle 4 - Program Release Date 2-23-11**

Unique Project ID	Original Application ID	MPO	Location of Work	Description of Work	Project Cost	Federal Funds	B/C Ratio
HSIP4-03-004		SACOG	Fair Oaks Blvd. between San Ramon Way and Eastern Ave.	Install median barrier	\$758,700	\$682,700	

**Approved Safe Routes To School Funding**

State-legislated Safe Routes To School (SR2S) Program (90% Funded)					
State (SR2S)	School Name	Project Location	Project Description	Total Project Cost	SRTS Funds
Cycle 9 2010/11	Mary A. Deterding ES	Panama Ave. to the south of Stanley Ave.	Construct curb, gutter, and sidewalks; install crosswalk striping	\$484,100	\$435,000
Cycle 10 2011/13	Howe Ave ES	Howe Ave. between El Camino Ave. and Red Robin Ln	Construct 5' sidewalks, curb and gutter, and curb ramps	\$498,800	\$448,600

Federal Safe Routes To School (SRTS) Program (100% Funded)					
State (SR2S)	School Name	Project Location	Project Description	Federal Funds	
Cycle 3 (2011)	Anna Kirchgater ES	Stevenson Ave. from the southeast corner of Anna Kirchgater ES to the existing sidewalk near Marjon Way	Construct sidewalk, curb, gutter, and curb ramps	\$768,700	

**Active Transportation Program (ATP), Cycle 1, Grant Applications**

**1. Howe Avenue Bike & Pedestrian Improvement Project:**

Total Grant Award: \$1,853,000 (no match required)

Construction is expected to be complete by December 2016.

This ATP grant award will fund the northerly 1,100' of improvements, and combine with two previously awarded grants (SRTS and HSIP) to fund the entire Road Diet solution of Howe Avenue between El Camino Avenue and Marconi Avenue.

**2. El Camino Ave Phase 2, Street and Sidewalk Improvements:**

Total Project cost \$2,628,800. The total grant award was \$1,691,800, with County matching and other funds totaling \$937,000.

Construction scheduled for summer 2015.

The Project includes the construction of Class II bicycle & pedestrian facilities and improvements on El Camino Ave from Watt Avenue to Vera Way.

# **Attachment J**

## **Letters of Support**



**POWER INN  
ALLIANCE**

May 28, 2015

**Platinum Sponsors**

*City of Sacramento  
Depot Business Park  
Granite Park Partners*

CALTRANS  
Division of Local Assistance, MS1  
Attn: Office of Active Transportation and Special Programs  
PO Box 942874  
Sacramento, CA 94274-0001

**Gold Sponsors**

*County of Sacramento  
SACOG  
SARTA  
Sigler Sacramento  
Sisler & Sisler Construction  
Stonebridge Properties  
Waste Management*

Re: Sacramento County – Power Inn Road Sidewalk Improvement Project

Dear Sirs/Madam:

The Power Inn Alliance, a coalition of over 1500 business and property owners in the Power Inn Area supports the County of Sacramento's grant application under the State Active Transportation Program (ATP) for the Power Inn Road Sidewalk Improvement Project.

**Silver Sponsors**

*A&A Concrete Supply, Inc.  
Atlas Disposal Industries  
Bank of Sacramento  
Consolidated Communications  
Golden 1 Credit Union  
Jackson Properties  
L and D Landfill  
Republic Services  
SMUD  
Sacramento State  
The Buzz Oates Group of Companies  
Universal Recycling Services, Inc.  
WM Sacramento Recycling*

The Alliance provides members and residents with environmental-friendly alternatives to getting around and partners with transportation agencies to make recommendations for street, bicycle and pedestrian improvements.

The Alliance is concerned with the number of pedestrian and bicycle related accidents in recent years along the segment of Power Inn Road, 450 feet south of Loucreta Drive to Florin Road. The Project will greatly improve pedestrian and bicycle safety along that particular segment and is consistent with our goal to provide a much needed connection for pedestrians and bicyclists between residential neighborhoods and commercial businesses, parks, and destinations.

The Alliance respectfully requests CALTRANS award the grant to the Power Inn Road Sidewalk Improvement Project.

Sincerely,

Sue Brown  
Interim Executive Director

**Directors Emeritus**

*Dain Domich  
Senator Darrell Steinberg  
Trong Nguyen*

**Executive Director/CEO**  
Jerry Vorpahl

5310 Power Inn Rd., Suite A T 916.453.8888  
Sacramento, CA 95820 F 916.453.8880  
www.PowerInn.org  
www.Facebook.com/PowerInnAlliance

**Attachment J**



May 21, 2015

Caltrans  
Division of Local Assistance, MS1  
P.O. Box 942874  
Sacramento, CA 94272-0001

**RE: Letter of Support for Sacramento County - Power Inn Road Sidewalk Improvements ATP Grant Application**

To Whom It May Concern:

WALKSacramento is pleased to support the Sacramento County application for sidewalk improvements along Power Inn Road. WALKSacramento is a nonprofit community organization dedicated to achieving safe, walkable communities – for personal health and recreation, for livable neighborhoods, for traffic safety, and for clean air. Our organization works with local schools and government agencies to improve local pedestrian safety. The proposed project would improve the walkability and active transportation usage along Power Inn Road.

On April 17, 2015 WALKSacramento participated in a community march for sidewalks along Power Inn Road. Community members that live nearby and frequently walk along Power Inn Road gathered to walk on the west side of Power Inn Road from Loucreta Drive to Florin Road. We were forced to walk in the road shoulder and in dirt ditches right next to motorists flying by us on Power Inn Road. The ditches were littered with debris and puddles of stagnant water. Along the march we passed two memorials for pedestrians killed along Power Inn Road and heard a tragic story from the family members of a man who was hit and killed while traveling in a wheel chair in the road shoulder. We believe that this project will help to prevent further pedestrians from being hit and killed along Power Inn Road.

Improving the infrastructure along Power Inn Road will provide significant improvements to the health and safety of the entire community. We have seen first-hand the enthusiasm of the community promoting safe walking and biking and advocating for needed improvements. This project will directly address concerns that impact why members of the community choose to drive to nearby locations rather than walk along the busy road. There is a high potential to increase the number of people using active transportation and we believe the numbers would in fact increase as a result of this sidewalk project.

As transportation costs mount for this and other low-income communities, and the benefits of increased physical activity become increasingly well documented, this project is relevant and necessary. Because of the tremendous health benefits associated with the presence of greenery along walking and biking routes, we hope that Sacramento County's final plan will include the addition of trees on Power Inn Road. We believe that this proposed project will help make our streets safer, greener, and more comfortable places to walk, and because of this we urge you to fund this project to bring sidewalks to Power Inn Road. Please contact me at [egerhart@walksacramento.org](mailto:egerhart@walksacramento.org) if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads 'egerhart'.

Emily Alice Gerhart  
Project Coordinator  
WALKSacramento

**ACE**

DIVISION OF LOCAL ASSISTANCE, MVA  
ATTN. OFFICE OF ACTIVE TRANSPORTATION, SPECIAL PROGRAMS  
PO BOX 942874  
SAC. 942740001  
organize.org  
facebook.com/CalOrganize  
Twitter: @CalOrganize  
State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007  
P 877-633-9251  
F 888-463-1187  
info@calorganize.org

My name is JAMILIA

My mommy takes walks at night  
to the store. I don't want  
her to go cause I don't want  
her hit by car. we need side  
walks please I don't want my  
mommy hit by another car.

JAMILIA ESCOBAR

03-Sacramento County-1  
Attachment J

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

DIVISIONS OF LOCAL ASSISTANCE JMS1

ATTN- OFFICE OF ACTIVE TRANSPORTATION - SPECIAL PROGRAMS

PO BOX 942874

SAC. 94274-0001 [calorganize.org](http://calorganize.org)



State Office  
3655 S. Grand Ave, Ste. 250  
Los Angeles, CA 90007

Facebook.com/CalOrganize  
Twitter: @CalOrganize

P: 877-633-9251  
F: 888-463-1187  
info@calorganize.org

To whom it may concern,

I am writing to you regarding safety in our community. I recently went to a rally & protest off Power Inn & Louceta where the people have been suffering and dying because there are no sidewalks for the people & lack of access for disabled citizens. I was also very concerned to learn that there is a severe lack of transportation in this community. While our city grows and strives to be a national leader let us not neglect that members of our community who are most vulnerable. As a taxpayer I want to see the disparity in this area of our county corrected immediately. I want to see more money going into infrastructure that benefits human beings not just businesses. I look forward to seeing improvements for the communities south of Gloun Rd. Please give this matter the attention it deserves.

Cordially,

Christine Arechoga (916) 546-5387

Sacramento, CA

ATTN. OFFICE OF ACTIVE TRANSPORTATION;  
PO BOX 942874  
SAC. 94274-0001  
SPECIAL PROGRAMS



[calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P: 877-633-9251  
F: 888-463-1187  
info@calorganize.org

South Sacramento has been neglected for so long I am happy to see an organization take measures to improve the conditions of its community. Its a Shame on our local government to have people lose their lives in order to enact change.

*Alex Trife*

DIVISION OF LOCAL ASSISTANCE MAP 1  
ATTN. OFFICE OF ACTIVE TRANSPORTATION  
PO BOX 942874  
SAC. CA.  
94274-0001  
SPECIAL PROGRAMS



[calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
twitter:@CalOrganize

State Office:  
3655 S. Grand Ave., Ste. 250  
Los Angeles, CA 90007

F: 877-633-9251  
F: 888-463-1187  
Info@calorganize.org

It upsets me that our community  
is so unsafe. The people here should not fear  
walking down the street. Every death that  
occurs because of needless lack of planning  
& action breaks my heart. Please initiate  
development so that we can protect the lives  
of our community members

Sincerely,  
Chris Botts



ATTN: Office of Active Transportation and Special Program  
 PO Box 942874  
 SAE. CA. 94274-0001  
 organize.org  
 facebook.com/CalOrganize  
 Twitter: @CalOrganize

State Office  
 3655 S Grand Ave, Ste. 250  
 Los Angeles, CA 90007  
 P 877-633-9251  
 F 888-463-1187  
 info@calorganize.org

FOR 10 years I been walking  
 that way to go shopping,  
 even I hear does cars going  
 very fast, nobody should have  
 to lose there life. my friend brother  
 was kill. please help.

ms Denise H Davis  
 916 914-9954

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose



calorganize.org

facebook.com/CalOrganize  
twitter: @CalOrganize

State Office  
3655 S. Grand Ave, Ste. 250  
Los Angeles, CA 90007

P: 877-633-9251  
F: 888-463-1187  
info@calorganize.org

Caltrans

Division of Local Assistance, MS1  
Attn: Office of Active Transportation  
+ Special Programs

PO BOX 942874

Sacramento, CA 94274-0001

I write in support of the Power Inn  
Ave. Sidewalk Improvement Project.  
I have walked that street, met the  
families that have had loved ones  
die. This is inexcusable to have  
this happening in our city + country.  
Please make this happen, and happen  
quickly.

Many Thanks,  
Monica Palmeira

**ACCE**

DIVISIONS OF HEALTH AND HUMAN SERVICES

ATTN: OFFICE OF ACTIVE TRANSPORTATION AND SPECIAL

PO BOX 942874

SAC, CA -  
94274-0001

[calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

PROPOSALS

We need side <sup>walks</sup> walks Badley!  
it is very hard for pedestrians  
to get access the street safe.  
we would very much appreciate  
your support because your people  
have passway from there. it not  
safe to <sup>walk</sup> bicycle lane.

Sincerely  
Ms Denise Adams  
916 673-0359 /

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J

**ACCE**

DIVISION OF LOCAL ASSISTANCE, MS/1  
ATTN: Office of Active Transportation and Special Programs  
PO BOX 942874  
SAC, CA.  
94274 0001  
organize.org  
facebook.com/CalOrganize  
Twitter: @CalOrganize  
State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007  
P 877-633-9251  
F 888-463-1187  
info@calorganize.org

My name is Tiffany I walk  
down Powerline everyday. Praying  
I make it to the store and  
back without getting hit by a car  
I was once ~~been~~<sup>in</sup> a hit and run  
accident. I was 14 then I'm 28 now  
with a little girl. I can't take her  
with me with no ~~side~~ side walks  
Please we need side walks.

Tiffany B.  
*[Signature]*

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J



DIVISION OF LOCAL ASSISTANCE, MS  
Attn: Office of Active Transportation and Special Programs  
PO BOX 942874  
SAC. CA.  
94274-0001

organize.org  
facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

Hello

This is in regards to the Sacramento County - Power Inn RD. Sidewalk Improvement Project.

I've lived near Yaucreta Dr. & Palmer House for 7 years. A friend of mine was hit and killed on Power Inn & Black Hawk.

I believe the lack of a safe place to walk & speeding traffic is to blame.

Its long over due to make this area safe for pedestrians & bicyclist.

Please support the Sacramento County - Power Inn Road Sidewalk Improvements Project.

Thank you  
Julie Rose

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J



ATTN. OFFICE OF ACTIVE TRANSPORTATION <sup>SPECIAL</sup>

PO BOX 942874  
SAE, CA.

 [calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

94274-0001

Loucieta Drive needs  
sidewalks really Bad  
Safety is always first  
cars fly down the street  
going to Rite aid is Very  
Bad for people who needs to  
get around on ~~train~~ power enn  
Road

Talena Marie  
Staples

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J

ATTN. Office of Active Transportation and Special Programs

PO BOX 942874

SAC, CA.

94274-0001

**ACE**

calorganize.org

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

I live near Power Inn and  
Soucreta and have seen many people  
get killed just trying to get down the  
street. If there were sidewalks and a safe,  
nice place to walk we probably wouldn't have  
any more deaths. Please help us get the project  
together as fast as possible, so we can have a  
better neighborhood and not see anyone else die!

Thank You,  
Sheri

CALIFORNIA  
Division of Local Assistance, MS 1  
Attn. Office of Active Transportation and Special Programs  
PO Box 942874  
SAC, CA 94274-0001



calorganize.org

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

To Sac DOT,

I very much support & appreciate the "Power  
Linn Road Sidewalk Improvement Project, south of  
Lacresta Drive to Klein Rd. Safety must be a  
priority in our communities. Hopefully it will  
be built/accomplished before any more deaths  
occur. Thank you for submitting the application.

Regards -  
Fernando Nolasco

cc. Caltrans  
Division of Local Ass't. MS 1  
Attn. Office of Active Transportation &  
Special Programs  
P.O. Box 942874  
Sac. Ca. 94274-0001

03-Sacramento County-1  
Attachment J

Alliance of Californians for Community Empowerment



ACE

organize.org

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

HELLO, CALIFORNIANS  
DIVISION OF LOCAL ASSISTANCE, MSJ  
Attn. Office of Active Transportation and Special Programs  
PO BOX 942874  
SAE-CA 94274-0001  
May 25 2015

My name is Diane Cooley. I'm addressing you hoping for support on the Sacramento County - Power Inn RD. Improvement Project.

I live on Florinda Way. I walk Power Inn RD. to Florin RD.. I walk next to a ditch on one side and speeding traffic on the other. I also share this space with bikes and other pedestrians. One of us must go into traffic to pass. During winter the ditch fills with water. I've seen HUGE rats. There's no lighting nor is there a speed limit sign.

There has been 3 deaths and many accidents resulting in minor injuries.

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J

Cont. D. Cooley

**ARCE**

I also see school age children  
Rutter High School and  
Elementary walking this way.  
It's very dangerous.

State Office  
8655 S. Grand Ave. Ste. 250  
Los Angeles, CA 90007  
P: 877-633-9231  
F: 888-465-1187  
info@california.org

I would appreciate your support  
for this project.

Its for the good of everyone  
who walks, bikes and drives on  
Power Inn RD.

Sincerely,

Diane Cooley  
Diane Cooley

7337 Florinda Way  
Sacramento CA.  
95828

916 8073663

Division of Social Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, Ca 94274-0001



calorganize.org

facebook.com/CalOrganize  
twitter: @CalOrganize

State Office  
3655 S. Grand Ave, Ste. 250  
Los Angeles, CA 90007

P: 877-633-9251  
P: 888-463-1187  
info@calorganize.org

I really love the idea of this project helping the area where I live by Power Inn, Florida - South of Florida. I support this project because if we had a beautiful, safe place to walk to the store or school I wouldn't be so depressed living here because then I can live in a pretty neighborhood, not somewhere I have to walk in a ditch with rats and trash that floods - just to get to the nearest place to eat. I feel like my granddaughter and I will get ran over every time we walk and sometime she cries. I just want to support the plan my neighbors showed me with sidewalks and more bus/transit access and a place to grow food in vacant lots. I support any help we can get ~~to~~ make it happen soon we need help now. It's been too long with this!

Sincerely,

Diana



DIVISION OF LEGAL ASSISTANCE, WLS/

ATTN: OFFICE OF ACTIVE TRANSPORTATION; SPECIAL PROGRAM

PO BOX 942874  
SAC CA -  
94274-0001

[calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office  
3655 S Grand Ave, Ste. 250  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

it would be nice to  
have sidewalks to go to  
the gas station, drug  
store and get something  
to eat, it is very hard  
to take a walk. when  
I come to see my mother.

Kyannah  
mi  
otte

916 912-3985

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J

**ACE**

DIVISION OF LOCAL ASSISTANCE, MS1

ATTN. OFFICE OF ACTIVE TRANSPORTATION and special

PO BOX 942874

SAC, CA

942874

0001

[calorganize.org](http://calorganize.org)

facebook.com/CalOrganize  
Twitter: @CalOrganize

State Office:  
555 S. Grand Ave., Suite 200  
Los Angeles, CA 90007

P 877-633-9251  
F 888-463-1187  
info@calorganize.org

MY FAMILY have to walk  
everyday to go to the  
store, cars BE going BY  
Real fast 55 or faster, this  
Proposed improvements would  
significantly improve pedestrian  
and bicycle safety for people  
will not get killed please HELP us.

Ashley Ferguson  
916 914-9954

Alliance of Californians for Community Empowerment

San Diego • Orange County • Los Angeles • San Bernardino • Fresno • Sacramento • Contra Costa • Oakland • San Francisco • San Mateo • San Jose

03-Sacramento County-1  
Attachment J

# **Attachment K**

## **Additional Attachments**

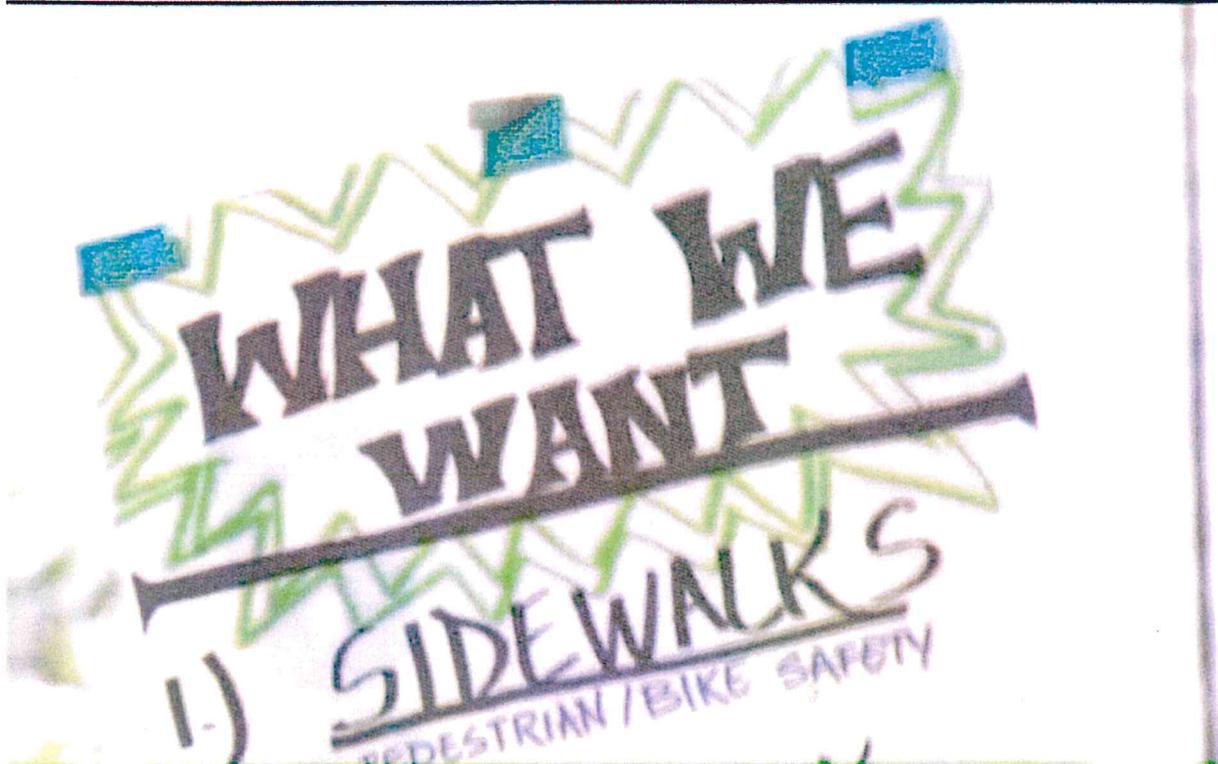
03-Sacramento County-1

Question #3A



## Locals March for Safer Streets

POSTED 10:47 PM, APRIL 17, 2015, BY NICOLE COMSTOCK



SACRAMENTO –

“They don’t stop for nobody. Flying by, flying by, flying by.”

It’s risky business, walking alongside a freeway.

But this is just typical 6 p.m. traffic on Power Inn Road.

“I have six granddaughters and we have to walk in the bike lane to go to the store. It’s very dangerous, very dangerous around here,” resident Denise Davis said.

Neighbors say it's also deadly.

Question #3A

In the past few years, they've witnessed several accidental deaths, all pedestrians hit by cars in the residential area in unincorporated Sacramento.

One of the recent fatalities killed a disabled man named David Vaillancourt.

"He got knocked out of his wheelchair. It was like his wheelchair, his body and a shoe," said Davis.

Friday, community members marched down the 40 mile-an-hour zone because they can't stand for it anymore.

The Alliance for California Community Empowerment, also known as "ACCE", has been working on a pedestrian safety plan for two years.

They say the county has heard their concerns.

But until a change is made, they're asking drivers to slow down and be responsible.

"I don't want to see any more people get killed," Davis said.



Sacramento  
County  
Pedestrian  
MASTER PLAN

APRIL 2007

*Prepared for*  
County of Sacramento Department of Transportation

*Prepared by*  
Dowling Associates, Inc.  
Moore Iacofano Goltsman, Inc.

*In Association with*  
All Traffic Data  
Sprinkle Consulting, Inc.  
The Hoyt Company

03-Sacramento County-1

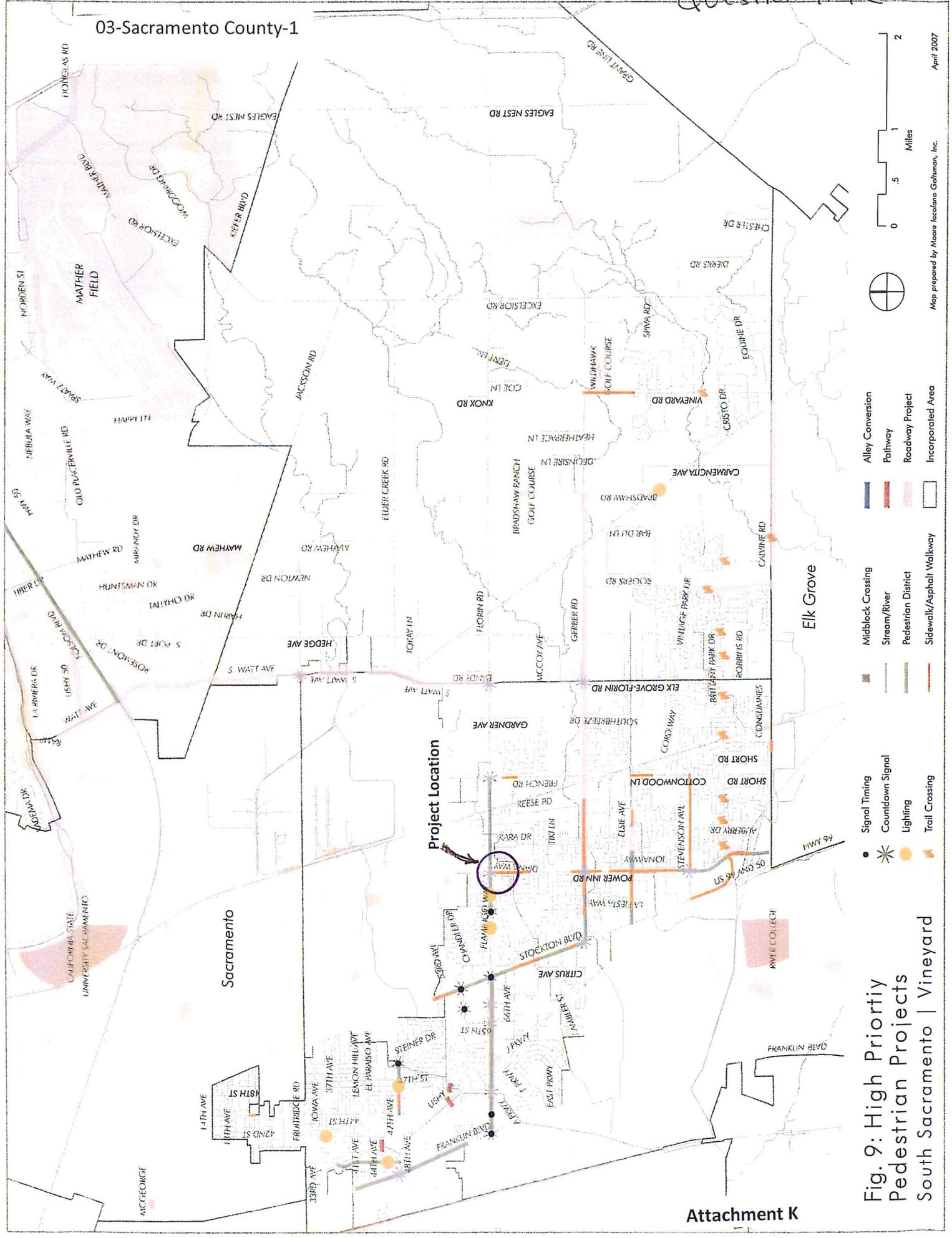


Fig. 9: High Priority Pedestrian Projects South Sacramento | Vineyard