

Summary of Additional Comments on 2021 Funding Round

This attachment to the April 2021 funding round staff recommendation lists the comments SACOG staff has received on the funding round since the board's adoption of the 2021 funding round framework (in September of 2020), outside of the application period itself. In other words, if a comment or support letter was included as part of an application submittal, it is not included in this attachment (as those comments are part of the file for the applications themselves). Most letters of support/comments were included as part of the application submittal during the open call for projects.

In the comments that follow staff has removed any personal contact information (email address, phone number, etc.). The attachment will be updated as comments are received. Staff last updated this attachment on March 26, 2021, the mailout of the Transportation Committee item.

Email comment received on 1/8/2021

Message:

Dear Mr. Corless... My husband and I are writing to you regarding the much needed \$3 million grant to pay for a Scott Road alignment when the next section of the Capital Southwest Connector is built. We have been using Scott Road to get to Folsom since moving to Rancho Murieta in 1994. It is tricky enough now, getting out on to White Rock Rd. We can only imagine having to get on an East Only ramp heading East, when in fact, we want to head West to our doctor, shopping, etc. Hopefully, the powers that be will consider just how much Scott Rd is used by their taxpaying constituents and how much safer a Scott Rd. alignment project would be. Thank you for your consideration in this matter.
Sincerely yours, (commenter name)

Email comment received on 1/18/2021

Message:

As a long time resident of Rancho Murieta my wife and I frequently use Scott Rd. for appointments and shopping in Folsom and Citrus Heights. We strongly support the realignment project to connect Scott Rd. directly to Prairie City Rd. We hope you will support the funding for this project.

Alan Hirsch

February 8, 2021

Chair and Board Members

SACOG

1415 L Street #300

Sacramento, CA 95814

We are in a climate emergency: The latest Green House Gas inventory for the City of Davis says that 71% of our Carbon footprint is from driving.

We as individuals need to make transformative changes in our travel to address this. BUT, our governments needs to provide travel choices in order to do this.

This letter is in support of the **grant to YoloBus for increased frequency**. The grant to increase frequency is key to having people make lifestyle choices to move to a transit -orient commutes lifestyle and stop driving 20 to 50 miles a day in their commutes.

Commute	Commute Trip	Annual GHG (assume 25 mph car x 19.6 lb GHG /gal)	Electric Car GHG 3m/kwh x 0.92 lb GHG/kwh
Woodland to Davis Commutes	20 miles/day VTM less	2 ton/year GHG less	0.7/ton
Woodland to jobs at Sac Airport	25 miles/day VMT less	5 ton/year less	0.9 ton
Davis to DT Sacramento	30 miles	6 ton/year less	1.1 ton
Woodland to Sacramento commute	40 miles	8 tons/year less	1.5 ton
Davis to Sac Airport	40 miles	8 ton/year less	1.5 ton
Typical 4 kw home Solar system	avg 18 kwh/day	3 ton/year GHG reduction	

These commutes are the “big” VMT reduction lifestyle changes that will help cut people’s personal carbon footprint as compared to bike travel, more beneficial than large investment of putting a solar panel on that commuter’s home. And everyone, not just the affluent homeowners, can make this choice.

But we cannot expect people to build a bus-commute lifestyle around an inflexible commuter bus route that runs just once an hour when as much as 60 minutes a day are wasted waiting for the next bus. A frequent bus line that runs with 30 minutes frequency however put this in reach.

Please fund the Transformative Grant to YoloBus to increase frequency on the 42A/B bus.

Alan Hirsch

CC; Davis Natural Resources, Unitrans and BTSS Commissions, Chair and Members, YoloBus CAC & Board,



February 15, 2021

To: Sacramento Area Council of Governments (SACOG)

James Corless, Executive Director

Garrett Ballard-Rosa, Senior Analyst

From: Cheryl McElhany, President

Saving Our Lakes & Open Spaces (SOLOS)

Rancho Murieta, CA. solosrm.org

Re: The Scott Road-White Rock Road Intersection Hazard

The SOLOS organization represents 1053 residents of Rancho Murieta who monitor development and strive to support safe and responsible projects for our county communities. In particular, we are most concerned about the detour that is planned for the thousands of drivers using Scott Road to connect to White Road, which involves driving north on White Road and then making a U-turn to be on southbound White Road for Folsom and other community destinations. It would certainly make much better sense and be a much safer alternative to create an alignment of Scott Road with Prairie City Road and eliminate any such inconvenient and dangerous detour that involves u-turns and additional out-of-the-way miles.

We strongly support establishing the Scott Road-Prairie City alignment during the initial stages of the White Road expansion. This realignment would be a vast improvement to safety conditions and traffic flow. In addition, a consolidation of the White Road expansion and the Scott Road realignment would reduce costs and burdens to residents.

We join thousands of community members across the regions in support of this project because of the critical impact it will have on regional transportation safety and efficiency. We ask that you share this letter with the SACOG Board of Directors as soon as possible, and that our support for this project gain their support.

Thank you so much for your assistance.

SACOG staff received approximately 90 email comments beginning 2/12/2021, using the below letter template.

Message:

My name is _____ and I am a resident of Rancho Murieta. I am writing to you in support of the RE-ALIGNMENT OF SCOTT ROAD. This project is extremely important to our community.

The JPA Southeast Connector will replace our present Scott Road intersection with a temporary which will be “right turn only.” A permanent intersection requires SACOG funding. The JPA project application for that funding is under consideration in the 2021 Maintenance & Modernization category.

Our 5700 residents MUST advocate directly for this project. Rancho Murieta itself is not a city, a county, or a regional transit district. We are not CALTRANS, who alone has asked you to fund \$107 million in new projects; this is 25% of the yearly funding that is available. The Scott Road project represents .008 percent of what has been requested by the entire region. To our community, this is not a convenience or an upgrade project. This is our major artery and a key access to medical services.

SACOG is aware of how critical this project is to our community. We have voiced our concerns with the danger of changing lanes and making U-Turns at high speeds to access the Prairie City Road. We have reminded you that many of our drivers are senior citizens. We have submitted a petition of support with 1400 signatures from our local community. You have 15 letters of support from our representatives, district government, HOA’s, commercial and social entities.

Our citizens are accustomed to the general condition of our rural roads and their low priority for both maintenance and modernization. However, this permanent intersection is a “game changer” for our community and our primary access to both essential and necessary services. We also are concerned with our safety. We already know the speeds on the current White Rock Road exceed 60 mph. We DO NOT want to negotiate this U-Turn. Without funding, this U-turn may be with us for years to come.

Please take these comments into consideration as you make your funding selections. Please help us toward the goal of a safer Scott Road.

Email comment received on 3/2/2021

Message:

Dear Members of the SACOG Board of Directors,

As a resident of the Anatolia neighborhood of Rancho Cordova for the past seven years, I would like to express my strong support for the Capital SouthEast Connector's application for SACOG grant funding to complete the engineering and to pay for acquiring right-of-way easements for the expansion of Grant Line Road.

This section of Grant Line Road is increasingly utilized by residents of Rancho Cordova and even Elk Grove, to travel to Folsom and El Dorado Hills, and vice versa. The additional housing developments in the area constructed recently as well as the developments under construction along Douglas Road (to the west of Grant Line and to the east of Sunrise) along with Rancho Cordova Parkway being connected to Douglas Road has caused much much higher use in the past 24 months.

In addition, semi trucks and associated construction vehicles use portions of this segment for ingress/egress to rock quarries that operate along the easterly side of the Grant Line Road. Considering Grant Line road was designed, engineered and constructed literally in another era coupled with the increase in traffic has pushed Grant Line Road beyond its maximum capacity. Under the best circumstances there is no shoulder to pull off in the event of an emergency, a blind corner, and a couple of sections, sans culverts, that flood when it rains for a 24 hour period. The result has been deteriorating road surface quality, potholes, no recovery lanes, not even a shoulder past the fog line.

This has led to diminished safety conditions; the increased traffic load encourages dangerous passing maneuvers and tailgating that has led to an alarming increase in collisions and single vehicle accidents. It is so dangerous that while my family and I travel to Folsom three times a week, we have a rule where, at night, we take the Sunrise to Hwy 50 route to avoid a head on collision because we have been witness to a couple of accidents, come across at least four accidents in the last 18 months and have heard of many more along this section of road through the Nextdoor app.

Expanding Grant Line Road between Douglas Road and White Rock Road, to meet modern lane width, shoulder and recovery lane standards, would address these issues, ensure safer travel and improve connectivity for the ever expanding entire Sacramento region. Please consider funding this effort to at least get it to the next phase and one step closer to actual construction.

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Thank you,
Justin T. Smith

Email comment received on 3/10/2021

Message:

Dear Mr. Ballard-Rosa

While the COVID-19 pandemic has temporarily alleviated the regional issues we face when it comes to traffic, transportation, and climate, we cannot pretend like there is any less urgency to make substantive improvements to our region's transportation system.

One of the prime issues we face is the growing traffic congestion on Highway 50. Funneling so many residents onto Highway 50 creates massive congestion and in turn exacerbates carbon emissions.

To escape this congestion, many drivers chose to utilize Grant Line Road as an alternative. Unfortunately, this has just led to equally poor traffic conditions along that extremely limited transportation corridor.

More traffic, whether it be on Highway 50 or Grant Line Road, means more carbon emissions.

The Capital SouthEast Connector would create a viable alternative to travel on Highway 50, significantly reducing the amount of time motorists are spending on the road. Plus, the project would create new opportunities for bikers and pedestrians.

I hope that SACOG will approve grant funding for this project.

Best,

Donna Mix



March 9, 2021

Mr. Garrett Ballard-Rosa
Senior Planner
Sacramento Area Council of Governments

Dear Mr. Ballard-Rosa,

I am writing you in support of the grant application for the extension of 14th Avenue that the City of Sacramento recently submitted. As an active member of the Power Inn Alliance, HP Hood LLC is aware that the Alliance is submitting its own letter of support which outlines the importance of the extension and why the timing is right to finally get started on completing the extension project.

The focus of our letter is to make you aware of the positive impact that the 14th Avenue extension would have on existing road safety issues on Belvedere Ave. These safety issues will only increase with a warehouse addition project that Hood recently started at its manufacturing facility located at 8340 Belvedere Ave and the growth of several other business located on Belvedere.

HP Hood is a family owned business located in Lynnfield, MA. Hood came to Sacramento in 2007 when it acquired Crystal Cream & Butter Co's Belvedere Ave dairy manufacturing facility. At the beginning of 2008 Hood employed 50 employees at this facility. Since that time Hood has added over 250 full time jobs and invested tens of millions of dollars in expanding the capabilities of its Sacramento facility. HP Hood's ownership recently committed to build an 80,000 sq ft, 100 ft tall cold storage facility adjacent to its plant.

The company currently stores refrigerated products it produces at leased warehouse on Florin Perkins Rd. that is contiguous to its Belvedere property and the shelf stable products it produces at leased warehouse facility on Elder Creek. It will take 24 months to complete the project with a target opening date in early 2023. When completed the refrigerated products would be stored in the new warehouse facility and the aseptic products will be stored in the leased Florin Perkins warehouse.

While this project will reduce the number of trucks Hood has on the road and the need to shuttle our products from the plant to the warehouses, it will add traffic to Belvedere which is already overly busy as it serves the primary cut through from Florin-Perkins Rd to Power Inn Rd. Hood has supported the 14th Avenue extension plan for many years in order to relieve the traffic on

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Belvedere. Hood feels the warehouse project and other projects planned by our neighbors only heighten the need for the 14th Avenue extension.

Here are a couple of facts about the what our project will mean to Belvedere traffic:

- Once Hood starts shipping from the warehouse addition, the number of trucks entering and exiting from the Belvedere Avenue driveway will increase from an average of 25 per day to 105.
- Our driveway is located just east of the “S” curve at Belvedere railroad crossing. Currently traffic speeds down Belvedere and it is not a safe situation exiting Hood’s driveway or the driveways of other Belvedere Ave business. The increased ingress and egress of the added truck traffic heightens this safety concern. Hood’s driveway is also used by a produce distributor that operates approximately 50 Bobtail trucks.
- Additionally, several businesses park their trucks on Belvedere which makes visibility at the curve difficult.
- Upon completion of the warehouse addition project, Hood will have 350 employees at the Belvedere facility which will utilize this driveway. Additionally, a significant number of contractors and service vehicles also use the Belvedere driveway to provide services to the facility.

For the reasons expressed by the Power Inn Alliance and to improve the traffic and safety conditions on Belvedere Ave, we urge SACOG to fulfill the City of Sacramento’s 14th Ave extension grant request.

Please feel free to contact me should you have any questions.

Sincerely,

Mike Newell
Director of Sales
HP Hood LLC
mike.newell@hphood.com

Email comment received on 3/10/2021

Message:

Dear SACOG Staff,

Earlier last week, several of our community's residents met with our local elected officials, David Sander and Siri Pulipati regarding Grant Line Road and the proposal to expand that road with the Connector project. I am strongly in support of this proposal, and our group was told by David and Siri that we should reach out to you to reiterate our support.

This project is very personal to me since I was almost hit head on at a very high rate of speed on Grantline between White Rock and Douglas. Grantline is such a dangerous road, and I have seriously considered moving as my children approach driving age. I have had nightmares of them being involved in a accident on Grantline. So many people try to pass on the one lane road causing numerous accidents.

There are currently no good routes to access other communities along Highway 50 and intra-city commerce. Sacramento County cities have so much to offer but are constantly impeded by poorly conceived transportation routes. Should there be an alternate route that directly connects the Southeast portion of the County, I would be fully in support of it.

It is my understanding that building the Connector would do just that. Creating a route to connect people, families, and small businesses across Sacramento County would restore economic benefits that were destroyed due to COVID-19. Communities along the Highway 50 Corridor are home to hundreds of thousands of residents and millions of dollars in commerce without easy access to cities of their own. Anything should be done in order to connect people to businesses and get our local economy back on track!

Thank you for you time.

Sincerely,

Shannon Lewis

Email comment received on 3/11/2021

Message:

Mr Ballard,

I am writing you in regards to the constant deterioration of Grant Line Road between Douglas Road in Rancho Cordova, and Bidwell Street in Folsom. I drive that stretch of road everyday on my commute to El Dorado Hills, and have lately witnessed a car swerving off the road and several near accidents. This stretch of road is filled with potholes, and has no shoulder to “bail out” on when an opposing car wanders into your lane. Grant Line Road was never intended to handle this amount of traffic, and the situation will only get worse as new housing developments are completed in the Douglas corridor.

Please consider allocating funds to add an additional lane in each direction between Douglas Road and Bidwell Street in Folsom.

Sincerely,

Eric Nowag.

Email comment received on 3/16/2021

Message:

Hi Ms. Ballard-Rosa and Mr. Carpenter. My name is Glenn Armstrong and I live in the Sunridge Park community of Rancho Cordova. I want to express my support to you about the Grant Line Road widening project from Douglas Road to White Rock Road. This stretch of road is highly dangerous. I would have taken photos for you to show the evidence of it's disrepair but, there is literally no safe place to pull over on this stretch of road. This road has a posted speed limit of 55 mph with the exception of the photo below which has a very sharp turn. Accidents regularly occur at this curve, especially during wet weather. The roadway has narrow lanes, no paved shoulders, and very little unpaved shoulders. There is not safe distance from the roadway to the poles for adjacent to the road for an errant vehicle to correct itself and get back on the roadway. The pavement has severe cracking, indicating its exceeded it's lifespan. This project will serve south Rancho Cordova, which has to be one of the fastest growing communities in the Country. Development is happening in no less than 5 housing developments that are located off of Douglas Road. Grant Line Road serves as a vital route for residents to get to and from Folsom and El Dorado Hills. Please fully fund this project. I can't imagine there is a more deserving project in the Sacramento area.





Sincerely,

Glenn Armstrong

Email comment received on 3/19/2021

Message:

Dear SACOG Directors,

As a resident of Rancho Cordova, I strongly encourage you to approve grant funding for Grant Line Road improvements in your capacity as a member of the SACOG Board of Directors.

The application submitted by the Connector JPA would move forward with a sorely needed project to expand and improve Grant Line Road near Eastern Rancho Cordova. This is a stretch of road that is seeing increased traffic from automobiles, recreational vehicles and commercial vehicles, including a high use by rock and gravel hauling trucks utilizing the quarry located within the confines of this project. I have witnessed the after effects of numerous accidents resulting from speed into a sharp turn that this project would remedy. Transportation dollars should be allocated based on pressing need, and the potential to save lives. Improving Grant Line Road is urgent and would result in fewer accidents and collisions.

Please do the right thing and vote to improve Grant Line Road.

Sincerely,

Lawrence Holcomb