



The Squeaky Wheel

www.sacbike.org

Newsletter of the Sacramento Area Bicycle Advocates

December 2003

From the President **Are Bicycle Advocates from Another Planet?**

By Lea Brooks

Recent conversations with co-workers and family members regarding my concerns over the dangers posed by the ever expanding size and fuel inefficiency of motor vehicles on the road made me feel like I was from another planet.

My conversation with co-workers was prompted by a recent editorial in the Boston Globe critical of what it described as "one of the most dubious giveaways in the \$350 billion tax cut package approved by Congress this year:" a \$100,000 deductible for businesses that buy sport utility vehicles that weigh more than 6,000 pounds.

For years, according to the editorial, the tax code permitted small businesses to deduct from their taxable income the costs of new equipment — up to \$25,000 this year. To benefit, contractors and other firms that use trucks and other vehicles qualified, but only if the vehicles weighed more than 6,000 pounds.

Until recently, this excluded passenger cars and SUVs. Efforts in Congress to raise the minimum weight for eligible vehicles to end what the Boston Globe called "the embarrassment of a tax subsidy for wasteful cars" has gone nowhere.

I commented to my co-workers that the government should not be rewarding businesses that purchase these vehicles because their size poses a danger to bicyclists and pedestrians. I recalled an uncomfortable situation the evening before when a SUV squeezed next to me at a stop sign on a narrow street and I realized the door handle of the mammoth vehicle was at the same level

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Radio Giant Calls for Bashing Cyclists

By Walt Seifert

The nation's biggest radio conglomerate, Clear Channel Communications, in a series of disturbing broadcasts, had DJs and other on-the-air personalities in three cities promote violence against cyclists.

Beginning in June in Cleveland, then in Houston and finally in Raleigh, N.C., Clear Channel DJs talked about harassing and hitting cyclists, and running them off the road. They encouraged callers to come up with ideas for heckling, discouraging and bashing cyclists. Listeners responded with such ideas as opening car doors in front of cyclists and passing cyclists and then slamming on the brakes. Local bike advocates in each of the cities confronted the stations about the outrageous comments.

Cyclists from across the country, including SABA and SABA members, inundated the stations and Clear Channel headquarters with e-mails condemning the DJ's remarks, some of which may have constituted incitement to violence, speech which is not protected by the First Amendment. One of the initial responses from Clear Channel in Cleveland was from DJ John Lanigan. The week after the initial comments which were made on his show (while he was on vacation), he complained about the flood of e-mails, including one asking whether his show helped the public. "Well, quite frankly, I'm not here to serve the interests of the community," he said. "I'm serving my interests by being here."

Since the Federal Communications Commission grants broadcast licenses to those who pledge to use the public airways in the public's interest, this remark should be of note to the FCC. The FCC is investigating

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Sacramento River Forum Releases Planning Goals and Guidelines Document

By Mike Savino

A few years ago, a developer sought approval to build a hotel and marina on the Sacramento River about a half-mile south of Sutterville Road. The difficulty he had dealing with a great many independent agencies at the federal, state, regional, county and city level as well as an active neighborhood group demonstrated the need to establish a more streamlined, open, predictable, and rational review process.

This need has become more acute as developers — both private and government — on both sides of the river have seen the value of developing within the Sacramento River corridor, especially where it passes between Sacramento and West Sacramento. In response to these needs, the Sacramento Area Flood Control Agency (SAFCA) convened a multi-agency task force referred to as the Sacramento River Corridor Planning Forum.

SABA was invited to take part as a member. SABA, along with other like-minded participants, has sought to keep public access for recreation and commuting a part of the deliberations of the Forum whenever possible. The extent to which we have succeeded is reflected in the latest work-product of the Forum, the recently published draft Sacramento River Corridor Planning Forum Planning Goals and Guidelines.

Although our perspective is present at few places in the Goals and Guidelines, those places are prominent and all-encompassing. For example, one of the major goals is to improve public access and river recreation by

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SABA Mission

SABA represents bicyclists. Our aim is more and safer trips by bike.

SABA Vision

Bicycling for everyday transportation is common because it is safe, convenient and desirable.

SABA meets the fourth Tuesday of each month, usually at noon, but once every three months at 6 p.m. For more information, call us at (916) 444-6600 or e-mail us at saba@sacbike.org.

SABA's Folsom Chapter, the Folsom Area Bicycle Advocates (FABA), meets at 7 p.m. the third Thursday of the month. For more information, call Chapter Chair Tony Powers at (916) 353-1745 or e-mail them at faba@tomatoweb.com.

The Squeaky Wheel

This newsletter is produced and distributed once each month. If you have an idea, a compliment, a tale of woe or an article for the newsletter, contact Lea Brooks, 2013 Roaring Camp Drive, Gold River 95670, via e-mail at lea2skip@aol.com, or call evenings at (916) 635-9332 by the third Thursday of each month.

SABA Pizza Party — Pizza, Soda and Doin' Stuff

The monthly SABA Volunteer Work and Pizza Party will be Thursday, January 15, from 5:30 to 7:30 p.m. at SABA International HQ, 909 12th St. We'd love to have you attend and spend some time helping the cause by writing letters to prospective members, stuffing envelopes, talking about bike stuff and eating free pizza.



SABActions

Meetings

SABA members attended these meetings:

- Sacramento Transportation and Air Quality Collaborative plenary and group sessions
- Mobility Strategies for County Corridors Technical Advisory Committee

Letters

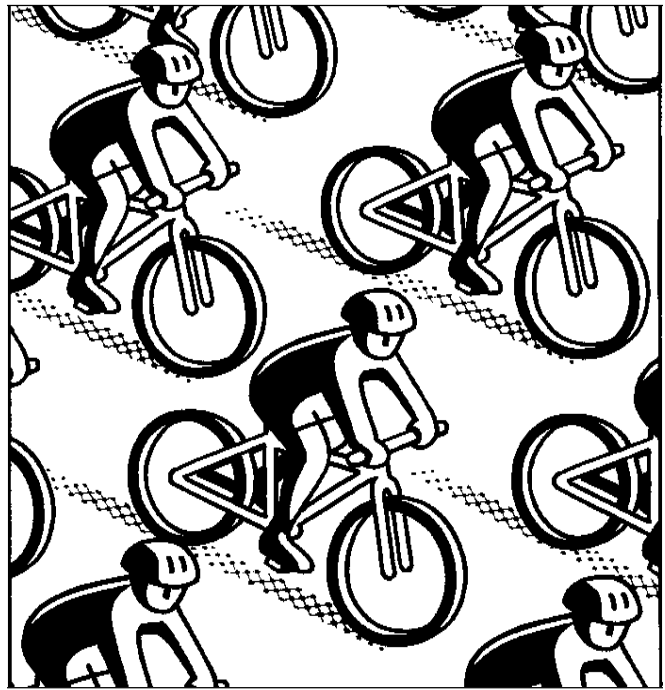
SABA sent letters to:

- City of Sacramento on the Parks and Recreation Master Plan Update
- Clear Channel Communications on DJs advocating violence against cyclists

Other

SABA:

- Participated in Florin Road biking and walking assessment
- Attended Sacramento Intermodal Transportation Facility Open House
- Planting/clean-up at 20th Street Connector



Elk Grove Bike Plan Being Developed

By Walt Seifert

The city of Elk Grove is preparing a bikeway and pedestrian master plan. The city is looking for ideas and comments. SABA intends to meet with city representatives to discuss the plan. The master plan Web site is at www.egplanning.org/bikeway_plan.html. The Web site also has a bicycling survey for Elk Grove residents. The survey can be taken on line and current survey results are shown. Eric Norris is the contact for the Elk Grove bike plan. You can reach him at Elk Grove Planning at 361-8384 or enorris@elkgrovecity.org. ☼

SABA/Community Calendar

January

SACOG Blueprint Workshops (Register at sacog.org)

Sacramento County - Central/North

Jan. 10, 8:30 a.m. - 1 p.m.

CSUS Alumni Center

6000 J Street

Sacramento

Placer County

Jan. 31, 8:30 a.m. - Noon

Maidu Community Center

1550 Maidu Drive

Roseville, CA

Dry Creek Parkway Plan Approved

By Walt Seifert

On November 25, the Sacramento County Board of Supervisors unanimously approved the Dry Creek Parkway Master Plan. More than 10 years in the making, having the plan approved means that County Parks can move ahead with specific projects in the Dry Creek Parkway, including a paved trail.

When completed, the six-mile Dry Creek Parkway corridor and trail will be a sensational recreational amenity and bicycle transportation corridor. On the west it will connect to the planned and funded Ueda Parkway trail and the existing Sacramento Northern Bikeway. On the east it will hook up to planned Placer County trails that will take cyclists through Roseville all the way to Folsom Lake. In combination with the American River Bike Trail, it will create a 70 mile off-street loop.

Along the way, the Dry Creek trail will go by or through Hansen Ranch Park, Hayer Park, Rio Linda Junior High School, Cherry Island soccer complex and golf course, Gibson Ranch, and Antelope Greens Golf Course.

Jill Ritzman, County Parks, says construction may get started in 2004. In partnership with the Sacramento Area Flood Control Agency (SAFCA), Hayer Dam would be removed and replaced with a weir. Bridge abutments for a creek crossing would be built. A link to the Sacramento Northern Trail could be built in 2005.

Ritzman said that all property upstream of Dry Creek Road is owned by the county and that most of the property downstream of Elkhorn Blvd is in public ownership. However, additional private property in between needs to be acquired along with one large parcel south of Elkhorn. So completion of the complete trail will take some time.

While the highlight of the parkway for cyclists will be the trail and its connections, the parkway will preserve and protect open space and natural and cultural resources, including habitat. It will also preserve flood conveyance and help minimize property damage when Dry Creek flooding occurs. ☼

Welcome new members!

Patrick Appleby
S. Warmington and Ben Amata
Neal & Linda Bos
Andrew Bucchiere
Lary Bucher
Pam Burmich
Susan Davidson
Steve Davis
Mark Davis
Randy Dawson
Celine Donaldson
Jane & Jim Hagedorn
Edward Henn
Alan Hirsch
Richard Holden
James & Nancy Howard
Owen Howlett
Nancy Kampas
Ann Marie Kennedy
F. Jordan Lang
Kristen Lenz
Genevieve Manzo
Jackson McCarty
Betty Olsen
Sherri Patton
Ian Rice
L.L. Svendsgaard & Ron Brean
Patrick Romano & Alison Sage
Heidi Sanborn
Laurence Stearns
Thomas Sumpter
Linda F. & Richard P. Thomas
Chad Wohlford
Frank Woods



Tip of the Month

Don't Fall to Pieces

By David Takemoto-Weerts

In many cycling environments, most bike crashes are solo incidents. In other words, no other cyclist, motorist or pedestrian is involved other than perhaps as an amused or horrified witness. A solo crash can have any number of causes, but some of the most serious may take place when something on your bike fails.

In the worst-case scenario, some object goes into your spokes or otherwise interferes with your wheel's rotation. If it's your front wheel, you are very likely to find yourself headed for a sudden face plant. One fatal head injury near Davis several years ago was most probably caused when a rider's pump fell into his spokes, catapulting his unhelmeted head onto the pavement at high speed.

Just about any loose object can be the culprit, so the best advice is to routinely ensure that all parts are well secured - not just those that are strapped to the frame or held on by clips, such as pumps or lights, but also all parts bolted to the frame. Remember, when rolling along, your bike is constantly vibrating, even on the smoothest roads. This pernicious rattling can be your undoing. Here are some tips to help counter this effect:

- Always check all bolts when doing routine maintenance. Don't let any new "funny sound" go unattended.
- Consider using Loc-Tite, or similar thread adhesive when dealing with bolts likely to loosen.
- Use lock-washers, and consider replacing short bolts that don't thread all the way through frame eyelets (such as for racks or fenders) with bolts long enough to add a washer and nut on the other side.
- Carry all the tools you'd need should anything loosen up on the ride, particularly for small fasteners. A couple of spare bolts as short-term replacements would be a good idea, too. I always carry a couple of zip-ties which can provide a quick fix for a surprising number of parts on one's bike.
- Secure pumps with a Velcro strap, and make sure any items on a rack or in a basket are properly lashed down. Given the number of smashed bike lights I see on the road, I'd also suggest checking how well your light is attached.

In short, don't "get screwed" by having a "screw loose." Goodness knows we already encounter that condition enough in some of our fellow travelers every day! ☸

David Takemoto-Weerts is University of California Davis Bike Coordinator and a League Cycling Instructor.



President, from page 1

as my head. I thought my co-workers would be sympathetic to my concern that these huge, fuel-inefficient vehicles are dangerous to bicyclists and pedestrians and are negating the progress we have made on reducing air pollution.

Boy did I get an earful. My co-workers argued that people purchase large vehicles to protect themselves from dangerous drivers on the road. One of my co-workers recently purchased a Ford Expedition because she was hit by an unlicensed driver who made an illegal left turn in front of her car, which was heavily damaged. Although she had dropped off her kids at school just before the incident, she was terrified — justifiably — of what could have happened.

So rather than being sympathetic to my concerns, my co-workers wanted to know if the tax deductions are limited to businesses. In response to my comment about increased air pollution from these gas-guzzlers, they noted that the high price of gas has apparently not deterred anyone from purchasing them.

A similar conversation with my parents during which I suggested that many SUVs seem to be driven by aggressive bullies from my perspective as a bicyclist ended in much the same way. They believe that people buy these vehicles to protect themselves and their families, and what's more important than that?

SABA member Peter Jacobsen provided me with the following information about the safety of SUVs that made me feel I am not totally out in left field with my concerns:

- According to a study of child pedestrian fatalities by the U.S. Department of Transportation's National Highway Traffic Safety Administration, SUVs, pickups and vans fatally injured child pedestrians at a higher rate than did passenger cars during the period 1997 to 2001.
- In the January 2004 issue of the Accident Analysis and Prevention Journal, pedestrians hit by SUVs and pickup trucks were more likely to have higher injury severity and to die compared to those hit by conventional cars. The overall increased danger that SUVs and pickup trucks present to pedestrians, and presumably cyclists, may be explained by larger vehicle masses and faster speeds.

More of these analyses are coming.

In summary, I know I'm treading on sensitive ground here because many people purchase large vehicles to transport bicycles, skis, kayaks and other recreational equipment. I also don't want to generalize that all SUV drivers are aggressive. Aggressive motorists drive vehicles of all shapes and sizes. It's the sheer size of an SUV with an aggressive — or inattentive — driver behind the wheel that is so frightening.

I am deeply concerned that the effect of these low-mileage vehicles on the environment is taking a back seat to the safety issue. I also share Peter's concern over the ethics of operating a vehicle that is dangerous to others. I'm interested in hearing from other SABA members on this issue. ☸

SABA Must Oppose Highway 50 Expansion Project

By Chris Morfas

Bicyclists have witnessed many positive changes at California Department of Transportation (Caltrans) headquarters over the past five years, but the proposed widening of Highway 50 is the “old” Caltrans rearing its ugly head. The new lanes, passed off as carpool lanes, would likely be open to all autos approximately 138 out of 168 hours each week, more than 80 percent of the time! So, let’s ignore the propaganda about “HOV lanes” and call it like it is: A major freeway expansion project.

Ah, but what about mitigation money? Some have suggested that important new bicyclist and pedestrian projects could be funded as a result of going along with Caltrans District 3 on the freeway expansion. In fact, SABA serves on a committee founded by Caltrans for the purpose of identifying projects needed to dilute community opposition to the proposal. The argument fails when one considers the likely impacts of an expanded freeway upon efforts to improve cycling conditions in Sacramento.

An immediate consequence of an enlarged freeway will be new or enlarged on/off ramps located downtown, Midtown and elsewhere in the corridor. Whether at 11th, 16th, 21st, 24th streets or eastward, we know that new ramps will only make crossing under or over Highway 50 more dangerous. Bicyclists commuting to or from Curtis Park or Land Park, already facing a daunting task, would be further marginalized.

And what new multilane freeway on/off ramps would be concocted at interchanges east of downtown? Those inclined to collaborate with Caltrans District 3 ask: But couldn’t SABA help the city and county get money for Central City bike lanes or other Highway 50 crossings as mitigation for the freeway expansion? The problem with this reasoning is twofold:

- **One:** The challenge facing SABA, *WalkSacramento* and others seeking bike lanes and traffic calming in the Central City is NOT a lack of money. The key obstacle is the lack of political consensus. The business community is split on the issue. Since walking and bicycling advocates (including yours truly) haven’t yet organized effectively on the issue, city council members supportive of two-way restoration haven’t really pushed for the conversions. Those underlying conditions will not be altered by the availability of mitigation funds.
- **Two:** the delay of the Central City Two-Way Restoration Project is that traffic engineers are concerned about how surface streets will interact with freeways (specifically, their on/off ramps) post-conversion. Adding more freeways to the mix of roadways will only complicate attempts to reassert the primacy of local traffic (whether auto, bike, local bus or pedestrian) over that of suburban travelers.

No, the problem facing SABA is not a lack of money for Central City bike lanes or other bike projects. It’s that SABA and its allies haven’t yet engineered a campaign strong enough to get council and county supervisor majorities behind meaningful transportation spending reforms. That’s not to knock SABA — such transformations are not easily achieved — but

let’s not accept freeway expansion as the price for new bike lanes. Beyond bikes, other reasons for opposing the freeway expansion are readily apparent. The expanded freeway will only add to the noise, air pollution, danger and ugliness generated by our auto-dominated transportation system. If Caltrans and long-distance commuters want a carpool lane so badly, let them convert an existing lane.

SABA and its allies should reinforce the brave vote taken by the Sacramento City Council to oppose the freeway expansion by generating momentum for new transportation priorities. SABA should seize this opportunity to position itself as a leading force for improved quality of life in Sacramento by fighting the freeway expansion project with all resources at its disposal.

Forum, from page 1

“... increasing recreational opportunities in and around the river. The general goal is to provide for a variety of river activities all along the riverfront offering trails, fishing, viewing, docking and access facilities for all of the riverfront neighborhoods.” The Goals and Guidelines then go on to state the following objectives:

- Provide an efficient transportation network, with vehicular and non-vehicular modes in balance with one another and uninterrupted streets and walks, to increase accessibility to riverfront districts, neighborhoods and recreation areas.
- Resolve infrastructure inadequacies to facilitate new improvements to the riverfront, both public facilities and private development.
- Provide for uses and amenities that respond to Sacramento’s history and unique character.
- Provide for uses and amenities that complement the existing parks and visitor attractions.

Later in the text, among the proposed guidelines for multiple use of levee roads it is recommended that public trails and promenades, that shared levee roadways must be paved with smooth paving surfaces such as asphalt or concrete, that allow people and bikes to safely avoid and pass maintenance and inspection vehicles. These Goals and Guidelines will now be presented to the major controlling agencies such as Sacramento and Yolo counties, the cities of Sacramento and West Sacramento, the State Reclamation Board, and SAFCA for their acceptance. Once accepted, they are to be used by the various permitting agencies to govern development in the river corridor.

The publication of these Goals and Guidelines represents the conclusion of Phase I of the Forum’s work. The second and final phase will be the development of a comprehensive Floodway Management Plan for the river corridor from the Fremont Weir to Courtland. SABA will continue to participate. ☼

Access Marked on Parkway Trail

By Walt Seifert

Sacramento County recently installed pavement markings at 22 access points along the Jedediah Smith Memorial Bike Trail in the American River Parkway. The modest sized (five inch high) thermoplastic lettering lets trail users know the names of the streets to which access trails connect.

The Department of Recreation, Parks and Open Space purchased a special heating torch to install the markings. County Alternative Modes Coordinator Bob Ireland said the county was trying to “reach a balance between readability and intrusiveness” with the size of the lettering. He opined that considering the expected wear, the thermoplastic may outlast the asphalt beneath it.

Work is complete at all the intended locations, but Ireland said there may be some spots that were overlooked or need additional markings. (You can call Ireland at 874-6743 if you notice such a place.)



Pavement markings on American River Bike Trail

Poor signage has long been an issue for cyclists in the parkway. While most long-time trail users know where the access trails lead, not everyone does. For novice users, navigation can be a problem. It's been very difficult to tell where you are or where to exit the trail if you don't return the way you came.

Street names affixed to bridges crossing the trail, such as Sunrise, Watt, and Howe, also would seem like a simple and helpful way to orient cyclists. Such signs would not be intrusive, since the bridge structures are already there. And, unlike trailside signs or pavement markings, the signs would be very difficult to vandalize. The same metal signs (or slightly larger ones) that are used on street corners could be mounted on the bridges.

In addition, lack of signage in the state-managed stretch of the Parkway east of Hazel Avenue remains a problem. There are no indications where trail forks lead, making confusion and misdirected travel not only easy, but virtually certain. Also, both the county- and state-maintained sections of the parkway could benefit by having directional signage outside the parkway letting people know where access points are. ☼

West Sacramento Buys Trail Right of Way

by Walt Seifert

Kudos to the West Sacramento City Council for having the vision to buy the Clarksburg branch of the Sierra Railroad. In November, the council directed the city to pay \$5.5 million for nine miles of what used to be part of the Yolo Shortline. The old rail right of way will be used for a multiuse trail, with cycling being one of the uses.

The trail will connect residential areas in the Southport area and will run close by the likely site of a planned high school. It is very difficult to assemble the right of way for a trail and opportunities to acquire long, intact continuous corridors don't come along very often. West Sacramento deserves credit for seizing an opportunity. ☼

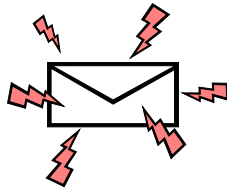
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Want to get The Squeaky Wheel in glorious full color? Want your newsletter before your neighbors down the block gets theirs? Want to have your copy made of electrons instead of trees? Want to save SABA printing and mailing costs? If you are saying, “Yes, yes, yes and, of course, yes,” now is your chance.

Simply send an e-mail, subject “Electronic newsletter” to saba@sacbike.org. Your message should state your name (preferably the same name as on your membership records) and what e-mail address you would like to use to receive the newsletter information. We will keep tabs of everyone who wants the electronic Wheel, and SABA's crack backroom staff will update your membership records so that you no longer receive a redundant hard copy. Instead, you will receive an e-mail message from Steve Mathias, fearless editor and newly anointed electronic distribution manager, directing you to an Adobe Acrobat (.pdf file) version of The Squeaky Wheel. Everyone will be happy except our printer and the U.S. Postal Service. ☼



Letters to the Editor



Editor:

Recently I slammed into a couple of trash containers sitting in the bike lane on T Street near 22nd Street. It was just after dark and though I had a good light on my bike, I was distracted while dodging all the piles of leaves and cuttings also piled in the bike lane.

When I looked up, it was too late to miss the containers and I bounced out into the street. I was able to limp home and am glad to have no lasting damage to me or my bike. But I keep harping to friends, "What good is the bike lane if it's full of obstacles?" I'd like to participate in a project to put florescent tape stripes on trash containers around town.

I think there's little hope to get folks to move them out of the bike lanes since there's almost nowhere else to put them on trash pick-day. But with florescent markings, at least their presence would be more obvious to riders with lights.

Mary Ann Robinson

Editor's note: SABA brought up the idea of reflective markings on garbage cans with the City of Sacramento a number of years ago, but the idea died. We should try again. Now the city has more bins for recycling and a pilot program for containerizing yard debris.

We want to hear from you! Letters may be edited for length or clarity.

Preferably e-mail it to:

saba@sacbike.org

or put it in an envelope to:

SABA

P.O. Box 1295

Sacramento, CA 95812-1295

SABA General Membership Meeting

Will not be held this month due to the holidays. Happy Holidays!



Garbage bins in bike lane

Bashing, from page 1

what happened at Clear Channel regarding its stations' comments about cyclists. Clear Channel has been in hot water over other stunts, such as abusing the emergency alert system, and has been accused of animal cruelty.

In July, Cleveland bike shop owner and bicycle advocate Lois Cowan was interviewed on the air by DJs Lanigan and partner Jimmy Malone, "Cleveland's Knuckleheads." They proceeded to make fun of her explanation of Ohio traffic law and suggested she was suffering from PMS. Later, Cowan met with Clear Channel officials, who agreed to apologize on-air to bicyclists, broadcast public service announcements about sharing the road and donate \$10,000 for bike advocacy.

After the additional incidents in the other cities, Elissa Margolin, executive director of the League of American Bicyclists, met with John Hogan, president and chief executive officer of Clear Channel Radio, on Nov. 5. In a letter to Margolin, Hogan said, "The comments made by Clear Channel Radio stations in Cleveland, Houston and Raleigh were inappropriate and intolerable. As CEO of Clear Channel Radio, I do not support or condone the anti-cyclists messages and have taken steps to insure they do not occur again."

Clear Channel stations in Sacramento — KFBK-FM 1530, KSTE-AM 650, KGBY-FM 92.5, KHYL-FM 101.1 — have not been involved in the cyclist bashing. ☹

SABA

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