

Appendix A

Comment Letters to the Draft EIR

From: [Olson, Brian@DOC](mailto:Olson,Brian@DOC)
To: choltzen@sacog.org
Cc: OLRA@DOC; LCI State Clearinghouse; [Gomez, DarylAnne@DOC](mailto:Gomez,DarylAnne@DOC)
Subject: 2025 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) DEIR
Date: Friday, July 11, 2025 4:19:07 PM
Attachments: [image001.png](#)

Summary

SCH Number

2025020168

Lead Agency

Sacramento Area Council of Governments

Document Title

2025 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) EIR

Document Type

EIR - Draft EIR

Received

6/6/2025

Hello, Clint—

Thank you for providing the Sacramento Area Council of Governments' (SACOG) Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for our review. This email conveys the following recommendations from CGS concerning geologic and seismic hazard issues within the proposed project:

1. Liquefaction and Landside Hazards

- The DEIR summarizes the Seismic Hazards Mapping Act of 1990 on page 3.6-2, which directs CGS to create Zones of Required Investigation for liquefaction and earthquake-induced landslides. There is also a general discussion of liquefaction hazards and conditions on page 3.6-21 and 3.7-12. However, the DEIR notes on page 3.6-27 "Because soil liquefaction is typically associated with seismic [hazard] zones, it is unlikely that soil liquefaction would occur in the plan area and adversely affect transportation improvements." CGS encourages SACOG to evaluate liquefaction hazards based on sediment types, historic groundwater levels, and proximity to seismic sources. CGS has not evaluated all areas of the state for liquefaction hazard zones pursuant to the Seismic Hazards Mapping Act, therefore, the lack of a CGS Seismic Hazard Zone for any area should not be interpreted to mean a potential seismic hazard is not present, it means the area has yet to be evaluated. It should be noted CGS recently released a preliminary Earthquake Zones of Required Investigation Map for the Sacramento West and Sacramento East Quadrangles on May 22, 2025. These maps and the zones therein will become final and official on or about November 20, 2025.
- SACOG should consider providing a map of the current CGS Earthquake Zones of Required Investigation (EZRI) for liquefaction, which can be accessed at the links below. CGS maps and data are available here and should be used in the suggested map:

<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/about>
<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-landslide-zones-doc-hosted/about>
<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>
<https://maps.conservation.ca.gov/cgs/EQZApp/app/>

- Cities and counties affected by EZRIs must regulate certain development projects within them. The Seismic Hazards Mapping Act (1990) also requires sellers of real property (and their agents) within a mapped hazard zone to disclose at the time of sale that the property lies within such a zone.

2. Earthquake Ground Motion Hazards

- The DEIR should provide a discussion of the probability of large earthquakes in the region. This discussion may include earthquake probabilities from the third Uniform California Earthquake Rupture Forecast (UCERF3). A non-technical discussion of this model is available here:
<https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>

3. Naturally Occurring Asbestos Hazards

- The DEIR provides a discussion of naturally occurring asbestos (NOA) hazards on page 3.3-22 and references maps prepared by others depicting areas of NOA in the project area. CGS notes we have also prepared county-level reports on the likelihood of NOA for El Dorado, Placer, and Sacramento Counties. The map depicting “Reported Historic Asbestos Mines” referenced in the DEIR is incorrectly attributed to the USGS; it was compiled, prepared, and published by the CGS as Map Sheet 59. The DEIR should update Figure 3.3-3 to include the areas depicted in the additional CGS Special Reports linked below. Additional information and map files can be found at the following link:
<https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos>

Please let me know if you have any questions.



@CAgeosurvey
FOLLOW US!

Brian Olson, CEG
Senior Engineering Geologist
Seismic Hazards Program

15 Years of Public Service

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“A team is not a group of people who work together.

A team is a group of people who trust each other.” – Simon Sinek

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July 24, 2025

Clint Holtzen
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Delivered via email: eircomments@sacog.org

RE: Comments on the Draft Environmental Impact Report, SCH# 2025020168, for the Draft 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy (2025 Blueprint) for the Sacramento Region

Dear Clint Holtzen:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (Draft EIR) for the Sacramento Area Council of Governments' (SACOG) Draft 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy (2025 Blueprint). The Delta Stewardship Council (Council) recognizes the objectives of the 2025 Blueprint, as described in the 2025 Blueprint and Draft EIR, to achieve various federal, state, regional, and local policy objectives related to sustainable development, transportation, and greenhouse gas emission reduction while considering financial, growth, and regulatory constraints. This letter summarizes the requirements of the Sacramento-San Joaquin Delta Reform Act of 2009 (Wat. Code, § 85000 et seq.; Delta Reform Act) pertaining to the 2025 Blueprint and provides the Council's comments on the 2025 Blueprint and Draft EIR.

The Council is an independent state agency established by the Delta Reform Act, charged with furthering California's coequal goals of providing a more reliable water supply and protecting, restoring, and enhancing the Sacramento-San Joaquin River Delta (Delta) ecosystem. (Wat. Code, § 85054.) The Delta Reform Act further states that the coequal goals are to be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. (Wat. Code, § 85054.) The Council is charged with furthering California's coequal goals for the Delta through the adoption and implementation of the Delta Plan. (Wat. Code, § 85300.)

SACOG's 2025 Blueprint is a regional transportation plan for a six-county region that includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties and the 28 cities in these counties. Portions of Sacramento and Yolo Counties include land within the Delta.

Delta Reform Act Requirements for Regional Transportation Plans and Sustainable Communities Strategies

The Delta Reform Act requires metropolitan planning organizations (MPOs) to consult with the Council when preparing a sustainable communities strategy (SCS) that includes land within the primary or secondary zones of the Delta. (Wat. Code § 85212.) Council staff and SACOG staff met for this purpose on March 4, 2025, and April 4, 2025.

The Delta Reform Act also requires SACOG provide a draft SCS to the Council no later than 60 days prior to the adoption of the final metropolitan transportation plan. (Wat. Code § 85212.) SACOG submitted its 2025 Blueprint to Council staff on June 6, 2025.

Council Review and Input on the Draft EIR and the 2025 Blueprint

This section summarizes Council staff's review of and input on the Draft EIR for the 2025 Blueprint. It also summarizes Council staff's comments on the Draft EIR.

1. Consistency with Ecosystem Restoration Needs and Sufficiency of Lands Set Aside

Water Code section 85212 requires that the Council's input on local and regional planning documents, including a SCS, include, but not be limited to, reviewing both of the following:

- the consistency of local and regional planning documents with the ecosystem restoration needs of the Delta.
- whether the land set aside for natural resource protection is sufficient to meet the Delta ecosystem needs.

a. Consistency with Restoration Needs

The Delta Plan designates six priority habitat restoration areas (PHRAs) that have the greatest potential for large-scale habitat restoration (Delta Plan, Chapter 4, p. 4-47 to 4-50). Delta Plan Policy **ER P3** (Cal. Code Regs., tit. 23, § 5007.) states that significant adverse impacts to the opportunity to restore habitat must be avoided or mitigated in these PHRAs (depicted in Appendix 5:

<http://deltacouncil.ca.gov/sites/default/files/2015/09/Appendix%205.pdf>).

Two PHRAs are located within the SACOG region: the Yolo Bypass, which passes through Yolo County; and the Cosumnes/Mokelumne confluence located at the southern edge of Sacramento County. In its March 4, 2025, comments on the Notice of Preparation (NOP) for the Draft EIR, Council staff requested that the Draft EIR describe the planned land uses identified in these areas and describe how significant adverse impacts to the opportunity to restore habitat in these locations would be avoided or mitigated. The Draft EIR identifies that growth projected within the Delta in the 2025 Blueprint is located in areas designated as Developing Communities located between, and adjacent to, areas designated as Established Communities in the City of West Sacramento and is consistent with Yolo County's adopted General Plan Land Use Diagram. The Draft EIR further states that none of this future development is anticipated to occur in the PHRAs (Draft EIR p. 3.10-23)

Finding: Based on the review of the 2025 Blueprint and Draft EIR, in compliance with Water Code section 85212, Council staff has not identified any inconsistency in the Draft EIR of the 2025 Blueprint with Delta Plan policy **ER P3**.

b. Sufficiency of Lands Set Aside

The 2025 Blueprint does not specifically address setting aside lands for natural resource protection. SACOG notes that this is the prerogative of lead agencies that adopt land use plans and implement projects, such as city and county agencies, transit providers, land developers. However, the 2025 Blueprint incentivizes natural resource protection by encouraging growth in existing population centers and by maximizing the efficiency of the existing transportation network. Council staff recognizes SACOG is continuing the principles established in previous cycles of the metropolitan transportation plan/sustainable communities strategy (MTP/SCS) that encourage compact, mixed-use development; a variety of housing types and transportation modes; quality design; and natural resource conservation. The 2025 Blueprint aims to continue to accommodate approximately two-thirds of the region's new housing and the majority of its job growth in existing downtowns, commercial corridors, and suburbs. The remaining housing and job growth is accommodated within more than two dozen areas designated as Developing Communities to support robust job growth outside of the traditional job centers of the region by planning jobs, housing, and public transportation in clusters.

Senate Bill 375 (Stats. 2008, ch. 728.) provides California Environmental Quality Act (CEQA) streamlining benefits for certain projects that are consistent with the MTP/SCS land use and transportation pattern. The 2025 Blueprint and Draft EIR aim to facilitate these CEQA streamlining benefits for qualifying residential, mixed-use, and transit priority projects that are consistent with the general use designation, density, building intensity, and applicable policies specified in the 2025 Blueprint (Draft EIR 2-46, 2025 Blueprint examples pg. 30. 58). The 2025 Blueprint Appendix E map and figure illustrate the location of the High Frequency Transit and amount of Housing and Employment within High-Frequency Transit Areas, 2020-2050 (Fig. 2-7 and Fig. 2-8). Based on the mapped locations, the 2025 Blueprint would not provide CEQA streamlining benefits to projects outside of existing city boundaries, within the Delta, or within any PHRA. Based on the locations of the High Frequency Transit areas, the 2025 Blueprint is not likely to incentivize development in areas within the Delta that are necessary to meet the Delta's ecosystem needs.

Finding: Based on review of the 2025 Blueprint and the Draft EIR, and in compliance with the Water Code section 85212, Council staff has not identified any inconsistency of the 2025 Blueprint with Delta Plan policy **ER P3**.

2. Consistency with the Delta Plan

The Delta Reform Act requires the Council to review and provide timely advice to planning agencies regarding the consistency of local and regional planning documents, including a SCS, with the Delta Plan. (Wat. Code § 85212.)

a. Land Use Pattern

Delta Plan Policy **DP P1** (Cal. Code Regs., tit. 23, § 5010.) places certain limits on new urban development within the Delta. New residential, commercial, and industrial development must be limited to areas that city or county general plans designate for that development as of the date of the Delta Plan's adoption of May 16, 2013. This policy is intended to strengthen existing Delta communities while protecting farmland and open space, providing land for ecosystem restoration needs, and reducing flood risk.

A state or local agency that proposes to carry out, approve, or fund an action that occurs in whole or in part in the Delta (covered action) is required to prepare a written Certification of Consistency with detailed findings as to whether the covered action is consistent with the Delta Plan and submit that certification to the Council prior to implementation of the project. (Wat. Code § 85225.) The Delta Reform Act exempts from this requirement actions within the Secondary Zone of the Delta that a MPO determines are consistent with its SCS and that the State Air Resources Board has determined would achieve regional greenhouse gas emission reduction targets. (Wat. Code § 85057.5, subd. (b)(4).) SACOG is the MPO for the Sacramento region, which contains portions of the Secondary Zone of the Delta. Thus, Water Code section 85057.5, subdivision (b)(4), provides SACOG with a role in shaping the State's Delta policy.

Council staff's NOP comment letter dated March 4, 2025, requested the Draft EIR analyze whether the 2025 Blueprint would include new urban development within the Delta. The Draft EIR acknowledges consistency with policy **DP P1** in the regulatory setting of the Land Use and Planning Section (3.10) as well as the Aesthetics Section (3.1). Regional growth anticipated within or adjacent to the Delta

would limit residential, commercial, or industrial development to areas that city or county general plans designate for that type of development.

The Draft EIR states “the majority of development under the 2025 Blueprint would occur as infill development in Center and Corridor Communities and Established Communities, in accordance with the adopted land use plans and zoning ordinances of the cities or counties in the plan area.” And further, “[t]he Developing Communities are located between and adjacent to Established Communities in the City of West Sacramento and are consistent with the County’s adopted General Plan Land Use Diagram.”

Finding: Based on the review of the 2025 Blueprint and Draft EIR, in compliance with Water Code section 85212, Council staff has not identified any inconsistency of the 2025 Blueprint with Delta Plan policy **DP P1**.

b. Transportation Investment

The recommended transportation projects in the 2025 Blueprint include investments in both rural and urban areas located within the Delta. These transportation projects would advance Delta Plan recommendation **DP R11**, to protect and improve existing recreation opportunities while seeking ways of providing new and better coordinated opportunities. The 2025 Blueprint includes projects within the Delta that support recreation, such as proposed new and improved bicycle and pedestrian routes connecting West Sacramento and Clarksburg and a trail system connecting all six counties (Draft 2025 Blueprint, Appendix A).

The Delta Plan also recommends providing adequate infrastructure in the Delta. Recommendation **DP R5** states "The California Department of Transportation, local agencies, and utilities should plan infrastructure, such as roads and highways, to meet needs of development consistent with sustainable community strategies, local plans, the Delta Protection Commission’s Land Use and Resource Management Plan for the Primary Zone of the Delta, and the Delta Plan." A number of planned transportation investments in the 2025 Blueprint would improve the capacity and safety of roads and highways in the Delta. The 2025 Blueprint also includes multiple projects to restore pavement and redesign streetscapes to be more pedestrian and bike friendly. Roadway improvement projects in the Delta described in the 2025

Draft EIR for SACOG 2025 Blueprint

Clint Holtzen

July 24, 2025

Page 7

Blueprint and Draft EIR would improve agricultural and goods movement travel and improve accessibility for slow-moving farm equipment.

Finding: Based on a review of the 2025 Blueprint and Draft EIR, in compliance with Water Code section 85212, Council staff has not identified any inconsistency of the recommended transportation projects identified in the 2025 Blueprint with Delta Plan recommendations concerning transportation in the Delta.

CLOSING COMMENTS

Pursuant to Water Code section 85212, Council staff has reviewed and provided advice and input on the Draft EIR and 2025 Blueprint as outlined in this letter. Council staff has not identified any inconsistency with the Delta Plan. Council staff finds that the two plans are complementary in nature, serving to protect the Delta while promoting sustainable growth and economic vitality in the broader region. Council staff invites SACOG to continue to engage Council staff following the adoption of the 2025 Blueprint to coordinate implementation and subsequent plan updates. Please contact Eva Bush at (916) 284-1619 or Eva.Bush@deltacouncil.ca.gov with any questions.

Attachment 1: Suggested edits regarding the Delta Stewardship Council and the Delta Plan

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jeff Henderson', with a long horizontal flourish extending to the right.

Jeff Henderson
Deputy Executive Officer

Attachment 1

Suggested edits regarding the Delta Stewardship Council and the Delta Plan

Deletions are in ~~striketrough~~, additions in underline.

Pg 3.2-5 Under heading: Delta Reform Act

The Delta ~~Protection~~ Plan, which was enacted by the Delta Stewardship Council, identifies agriculture as the principal land use in the Delta, but indicates that in recent decades the total area of agricultural lands has declined, as has the overall percentage of lands in agricultural use. The Delta ~~Protection~~ Plan states that the continued viability of agriculture in the Delta will require the protection of sufficient farmland and fresh water to support commercially viable operations and provide ways for agriculture to co-exist with habitat restoration.

Pg 3.4-5 Under heading: Sacramento-San Joaquin Delta Reform Act

In November 2009, the California Legislature enacted the Sacramento-San Joaquin Delta Reform Act of 2009 (Delta Reform Act) (California Water Code Section ~~10610~~ 85000 et seq.), also known as SB 1 (Stats. 2009, 7th Ex. Sess., ch. 5) (SB X7-1), one of several bills passed at that time related to water supply reliability, ecosystem health, and the Delta.

Pg. 3.4-6 Sacramento San Joaquin Delta Reform Act of 2009

The Delta Reform Act expressly provides that “covered actions” do not include the following: (1) regional transportation plans (RTPs), such as this proposed 2025 Blueprint; and (2) plans, programs, projects, activities (and any infrastructure necessary to support those plans, programs, projects, or activities) within the secondary zone of the Delta that SACOG has determined is consistent with the proposed 2025 Blueprint (California Water Code Section 85057.5). However, the ~~DSC reviews any plan that includes land within the Delta zones, whether or not it is a covered action.~~ Delta Reform Act directs the Council to review and provide timely advice to local and regional planning agencies regarding the consistency of local

and regional planning documents, including sustainable communities strategies (SCS) with the Delta Plan (Wat. Code section 85212.) Metropolitan planning organizations that have a planning area crossing these boundaries are required to follow ~~a~~ this consultation procedure with the DSC. This procedure includes early coordination to determine consistency of a proposed ~~RTP~~ SCS with the Delta Plan.

Pg. 3.10-4 Sacramento San Joaquin Delta Reform Act of 2009

The Delta Plan's 14 15 regulatory policies ~~were approved by the Office of Administrative Law and became effective with~~ are legally enforceable regulations set forth in California Code of Regulations, title 23, sections 5001 et seq. ~~on September 1, 2013.~~

Pg. 3.15-15

The ~~2009~~ Delta Reform Act (~~Public Resources~~ Wat. Code section 29759 85000 et. seq.) requires the DPC to prepare an economic sustainability plan (ESP) for the Delta region.

From: [Sondra Spaethe](#)
To: [EIR Comments](#)
Subject: Comments on 2025 Blueprint Draft EIR From Feather River Air Quality Management District
Date: Tuesday, August 5, 2025 10:09:23 AM

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Good morning,

Thank you for the opportunity to review and provide comments on the 2025 Blueprint Draft Program EIR.

The Feather River Air Quality Management District would like to provide the following updates on Air Quality Plans in Table 3.3-3 on page 3.3-11.

1. Under Ozone CAAQS, the reference to the 2012 Triennial Plan is outdated. The FRAQMD has adopted a 2024 Ozone Plan <https://www.fraqmd.org/california-air-quality-plans> on December 2, 2024.
2. Under PM2.5 NAAQS, the FRAQMD has adopted the Yuba City-Marysville PM2.5 Second Maintenance Plan on April 3, 2023 <https://www.fraqmd.org/federal-air-quality-plans>.

Please let me know if you have any questions regarding these comments.

Regards,

Sondra Spaethe
Planning and Engineering Supervisor
Feather River AQMD
(530) 634-7659 ext 210

Central Valley Regional Water Quality Control Board

5 August 2025

Clint Holtzen
Sacramento Area Council of Governments
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COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, 2025 METROPOLITAN TRANSPORTATION PLAN/ SUSTAINABLE COMMUNITIES STRATEGY, SCH#2025020168, EL DORADO, PLACER, SACRAMENTO, SUTTER, YOLO, AND YUBA COUNTY

Pursuant to the State Clearinghouse's 6 June 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the 2025 Metropolitan Transportation Plan/ Sustainable Communities Strategy, located in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after

NICHOLAS AVDIS, CHAIR | PATRICK PULUPA, EXECUTIVE OFFICER

they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website: http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at: http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands,

are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

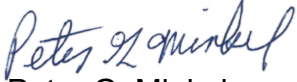
NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES

5 August 2025

Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Jessica Babcock
Ascent Environmental
Jessica.babcock@ascent.inc

California Department of Transportation

DISTRICT 3
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August 07, 2025

Clint Holtzen
Planning Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. Holtzen:

Thank you for the opportunity to review the Sacramento Area Council of Governments (SACOG) Draft 2025 Blueprint. Our team appreciates the opportunity to contribute to the plan's development and are providing the following comments, which are aligned with the RTP Checklist for Metropolitan Planning Organizations (MPOs).

Environmental Impact Report (EIR):

- **Throughout the EIR:** consider mentioning truck parking, discussing intermodal connections, equity considerations related to goods movement, referencing resilience or sustainability regarding goods movement, and including safety in relation to freight.
- **Page 3 (23 of the PDF):** The last paragraph of Section ES.3 currently states that a more detailed description of each alternative is provided in "Chapter 5, 'Alternatives,'". However, it appears that this information is in Chapter 4. Please update the reference accordingly.
- **Page 3.7-6 and 3.7-7:** Caltrans commends SACOG for your commitment to California Emissions Goals.
- **Page 3.16-8:** in the "Freeways and Highways" section, consider adding SR 51 (I-80 Business Loop).

- **Page 3.16-11:** The second paragraph in the "Local Streets" section indicates Table 3.16-1 provides a tabulation of roadway classes by route miles and lane miles for the SACOG region. However, Table 3.16-1 does not appear until page 3.16-23 and discusses goods movement. Please adjust accordingly.
- **Page 3.16-16:** the first paragraph of the "Bicycles" section states that Figure 3.16-3 shows cross sections of each type of bicycle facility, but Figure 3.16-3 is a map of bicycle facilities in the SACOG region.
- **Page 3.16-23:** it says, "For goods originating or destined for the region, but with the other end of trip outside the region, 27 percent of the tonnage is carried by trucks..." Table 3.16-1 does not accurately reflect the 27 percent stated. Please revise the table.
- **Page 3.16-23:** please verify the numbers referenced in the following statement are the most current data available, "The number of daily freight deliveries per person in the United States has increased from about 0.12 in 2009 to 0.25 in 2018 (TIME 2018)."?
- **Pages 3.16-38 to 3.16-39:** for Table 3.16-9, please adjust the font in the 2022 Lane-Miles of High Occupancy Vehicles (HOV)/ High Occupancy Toll (HOT) Lane and Auxiliary Lanes/Ramps. Please consider coordinating with Caltrans on these numbers to enter these values in the table.
- **Page ES-56, EIR Checklist Impact 3.5-1:** Cultural Resources, cause a Substantial Change in the Significance of a Historical Resource. Under CEQA a Historical Resource is a site, feature, structure, etc. that is eligible for the California Register of Historical Resources. The mitigation measures only discuss built environment. This needs to be updated to discuss all types of historical resources. These resources can also include Unique Archaeological Resources discussed in the next section.
- **Pages ES-56 to 61:** please note for all sections in the checklist that completing studies is not mitigation. Measures should be labeled "mitigation measures" only if they are to reduce impacts determined to be significant.
- **Page ES-59:** "mitigation is for an adverse effect to an eligible resource". This is not mitigation. If no archeological resources are identified in the Archeological Survey Report that may be directly or indirectly impacted by project activities, mitigation is complete as there would be no adverse change to documented archeological resources.
- **Page ES-61:** Cultural Impact 3.5-3 Disturb Human Remains - It is unclear why

mitigation is not required because the California Health and Safety Code does not deal with significance. Burial sites are often the important resource encounter and are commonly considered Historical Resources and Unique Archaeological Resources.

- **PDF Page 400, Transportation Operations:** "At the time of the analysis trip information was not available. " This statement conflicts with Section 3.16 VMT bullet points that VMT is one of the "few measures of transportation performance that has been consistently and comprehensively monitored and documented over time in the plan area." Additionally, trip information is inherent to the transportation modeling inputs for conformity and the blueprint plan forecasting. Please explain why trip information is not available.
- **PDF Pages 401 and 502:** Heading "issues not discussed further" and sentence following should be deleted if there are no issues discussed further. Apply throughout the Blueprint document.
- **PDF Page 402:** replace "non-single-occupancy" with multiple-occupant. Apply throughout the Blueprint document.
- **PDF Page 503:** replace "road pricing improvements" with road pricing projects.
- **PDF Page 604:** replace "... but they are proposed for future implementation." with however, they are anticipated to be operational within the Plan transportation forecast period.
- **PDF Pages 604-605:** please update the route descriptions to clearly indicate which routes currently have HOV lanes and any routes that are planned to have HOV/HOT lanes added during the forecast period.
- **PDF Page 607:** Transit System discussion: Section 2.2 discusses Bus Rapid Transit, which is not discussed under the Transit/Roadway Systems section. Consider integrating this discussion directly into the Transit/Roadway system or include a "See Also ## comment".
- **PDF Page 616:** "In response to growing demand and faster delivery times, delivery vehicle options have expanded to include passenger cars and experimentation with drones and small robot vehicles operating on sidewalks". Is this occurring within the SACOG area?
- **PDF Page 617:** Passenger Vehicles Used for Goods Movement, end of last sentence: "...and/or lower fuel prices." Please clarify how fuel prices are lower.

- **PDF Page 619:** In the second bullet point regarding Vehicle Miles Traveled (VMT), please specify the monitoring methods and identify which transportation systems these methods are applied to. Since vehicle occupancy is probably not widely monitored, consider removing or rephrasing this statement to clarify its relevance to impact analysis.
- **PDF Page 635:** Table 3.16-12: Table is "by County." Population change should be reflected for each County, and remove Region, (region) population, and (region) VMT per Capita rows.
- **PDF Page 636:** First paragraph " Overall, this group..." Specify which group is this referring to? Is this in reference to the new residents in 2050? Please clarify this statement.
- **PDF Page 637:** First Right Triangle point, last sentence: Insert "land-use based" between Other and project modifications.
- **ES-20 3.4-1/3.4-3:** Biological Studies listed as Mitigation. Mitigation is a result of a biological impact, studies determine what impacts are, levels of severity, and direct mitigation efforts.
- **ES 24:** California red-legged frog: studies and subsequent consultation with US Fish and Wildlife Service (USFWS) should be done two weeks prior to the construction survey presented. If a project is within potentially suitable habitat, consultation needs to be identified a lot earlier than two weeks prior to construction.
- **ES 26-ES 30:** apply the same comment related to ES 24 to the tiger salamander and GGS.
- **ES 24/ES 51:** We recommend changing the phrase "if suitable habitat is not found no further mitigation required" to "if suitable habitat is not found no further actions required".

Draft 2025 Blueprint:

- Managed lanes projects and strategies identified in the Draft 2025 Blueprint plan should align and be consistent with those identified in the Caltrans District 3 Managed Lanes System Plan, Deputy Directive on Managed Lane Facilities (DD-43-R2), and all other Managed Lane guidance developed by the

department.

- The toll revenue usage needs to be consistent with FHWA and Caltrans requirements
- We request that SACOG provide references to the appendices in their Blueprint wherever possible.
- Include a sentence in the Blueprint body noting that mitigation strategies are addressed in the Draft Program EIR.
- Per Government Code Sections 65080(2)(b) and 65584.04(i)(1), the Blueprint is required to outline a regional transportation network. SACOG has fulfilled this requirement through the project list found in Appendix A. We appreciate SACOG's inclusion of this and recommend incorporating a link for additional information about the project selection process within the Blueprint or Appendix A.
- **Page 15:** FIGURE 3.1 PEOPLE, JOBS, AND HOUSING: TOTALS AND GROWTH," is the title but the labels at the bottom of the chart—employees, population, and housing units—do not align with the title.
- **Page 20:** Change "Sierra Nevadas" to Sierra Nevada".
- **Page 28:** in the Green Means Go section, please elaborate on how it will enhance mobility?
- **Page 42:** Per Title 23 CFR §450.324(b), the Blueprint shall include both long-range and short-range strategies/actions. Chapter 4 of the Blueprint discusses near-term and long term strategies. However, for public transparency when reading the document, SACOG should clearly label or delineate the long-term strategies from the short-range strategies.
- **Page 43:** Mode Split and Transit Ridership: please confirm these are the most current statistics available.
- **Pages 45 to 47:** ("Highway Congestion" section), many of these charts/statistics are from 2023 or earlier. Please consider: 1) specifying the year in the text providing context for figures, and 2) adding a sentence or two stating that this is subject to change based upon construction on freeways in the region (US 50 and I-80).
- **Page 46:** Change "Cincinatti" to "Cincinnati".

- **Page 53:** The text on page 53 incorrectly refers to "Figure 4.7" as "Figure 4.9", it seems that the figure numbering is inconsistent throughout this section.
- **Page 53:** it mentions "The plan includes "nearly 200 miles of toll lanes across most major highways in the urban parts of our region (see Figure 4.9)." Please verify if the Figure number referenced is correct.
- **Page 54 (figure 4.7):** Please consider indicating in the figure caption and the corresponding text on page 53 that this represents the future managed lanes network. Additionally, please bold the subheadings within the legend, as they were initially overlooked. To add clarity, please consider rearranging the items in the legend to prevent any confusion that categories like "Local Road" or "Highway/Freeway" are part of the "Blueprint Managed Lane by 2050" section.
- **Page 55 ("Yolo 80 and CARTA section):** specify that the Yolo 80 Managed Lanes project currently consists of a single toll lane in each direction, as Figure 4.7 depicts it as having dual HOT lanes.
- **Page 62:** the Sacramento to Roseville Third Track project is being delivered in two phases. Phase 1, which is scheduled for completion by 2029, will increase passenger rail service from one to three daily round-trips. The full expansion to ten daily round-trips will occur in Phase 2, which does not have a scheduled completion date. It's important to note that Union Pacific freight operations will continue uninterrupted throughout both phases of the project.
- **Page 65 (Figure 5.1):** Please clarify whether the legend indicates a reduction in jobs or percentages, (i.e "Up to 200 Reduction in Employment." Is this a 200% reduction in employment or a reduction of 200 jobs?).
- **Page 68-69:** figures 5.3 & 5.4, are these figures for home based or work based or an average of both?

Appendix A:

- Per Title 40 CFR §93.101, SACOG is required to identify any regionally significant projects. However, Appendix A does not specifically highlight these projects. SACOG must clearly differentiate which projects are regionally significant within their project list.
- Appendix A outlines both the constrained and unconstrained project lists. We request that SACOG include a note in the status section indicating that projects which are planned or programmed are part of the fiscally constrained list, similar

to the amendment priority.

- Please add the following project to Appendix A:
SACTrak ID: Not Assigned
County: Various - Yolo & Sac
Lead Agency: Caltrans HQ
Title: I-5 Truck Parking Information Management System (TPIMS)
Description: Improve truck parking availability information along Interstate 5 (I-5) by implementing a Truck Parking Information Management System (TPIMS) at various Safety Roadside Rest Areas (SRRAs) in both the northbound (NB) and southbound (SB) directions along the I-5 corridor. The system will provide real-time parking availability data to truck drivers, addressing a critical gap in safety, efficiency, and logistics coordination. The TPIMS deployment includes detection equipment and Dynamic Parking Availability Signs (DPAS) at SRRAs.
Cost: \$6.4M
Delivery Year: 2033
Plan Status: Planned
- BP_8 or CAL20569: Please remove either as they are same project.
- BP_34: Please remove as it is a duplicate of CAL21457.
- BP_37: Please remove project as this project falls within TRPA boundaries.
- BP_47: Update project description to the following: Modify Interchange & add complete streets features. SR 99 auxiliary lane: NB & SB from 47th Ave slip on ramp to Florin Rd slip off ramp.
- BP_71: Update project description to the following: In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Rd OC (Br#25-76). REHAB, ramp metering, and aux lanes. SHOPP ID 22820 "
- CAL15881: The lead agency information was updated in SacTrak to City of Woodland. Please update Blueprint to be consistent with SacTrak.
- CAL15882: Lead agency information needs to be updated to City of Woodland.
- CAL20652: Update title to Sac/Placer Ramp Meters.
- CAL21045: Please remove as it is a duplicate of CAL 21445.
- CAL21085: Update project description to the following: In Sutter County at SR

99/Riego Road Interchange Repair a Loop ramp meter. Add ramp metering to meet current standards at all on-ramps. Future Configuration is 1+1. (WB Riego Road to SB SR 99) (PM 0.79).

- CAL21372: Project is complete and can be removed.
- CAL21415: Please remove as construction is complete.
- Please consider publishing this information in an Excel file along with a PDF (or instead of a PDF).

Appendix F:

- Page 1-11: Change "Desireable" to "Desirable".
- Page 2-11: Change "Refer toAppendix A" to "Refer to Appendix A".
- Page 12-36: In Figure 12-2, Change "Equality Liine" to "Equality Line".

Appendix G:

- Page 3 (PDF Page 10): Replace double hyphen with an "em dash" to match the rest of the section: "Kasey Lizon--SACOG".
- Page 6: Remove the hyphen in "federally-recognized tribes".
- Page 21: Replace "a" with "an" in the following sentence – "Public transportation is a important way".

Appendix H:

- Per Title 40 CFR §93.113, the conformity analysis prepared for the Blueprint shall describe both completed Transportation Control Measures (TCM) and TCMs that are underway. SACOG must also identify any completed TCMs, if applicable.
- 93.110 (a,b) Caltrans recommends including an assumptions table, sample planning assumptions attached, to be included in the MTP to clearly show any planning assumptions; include all referenced tables in Appendix C.
- 93.110 (c,d,e,f) Unable to locate the transit fares and road and bridge tolls; recommend including App D for TCM effectiveness and other SIP measures; link

is broken.

- §93.119 (a, b, c,d)1 & §93.119(g) & §93.119(h,i): The document notes SACOG does have an applicable SIP budget. Please verify this is accurate.
- §93.122 (b)(1)(ii), §93.122 (b)(1)(iii), §93.122 (b)(1)(iv), §93.122 (b)(1)(v): It is recommended that the items listed in these criteria to be included in a table.
- §93.122 (a)(1): Unable to clearly identify open to traffic dates in the tables referenced.
- §93.124 (a): If there is no safety margin established, please note this in the document.
- §93.124 (b): If there is trading among budgets, please note this in the document.

If you have questions regarding the comments or require additional information, please contact Randeep Lally by email Randeep.Lally@dot.ca.gov or by phone (530) 821-3897.

Sincerely,

Sukhvinder Takhar

Sukhvinder (Sue) Takhar
Deputy District Director – Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3

c: Neil Dixon, Regional Coordination Acting Branch Chief, Caltrans HQ
Camilo Juarez, Regional Planning Liaison, Caltrans HQ

Caltrans District 3 Blueprint Comment Letter

Final Audit Report

2025-08-07

Created:	2025-08-07
By:	Randeep Lally (s154262@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAwyFGRWKUfeBBTamxhQw9ePu8YFyD7Cnf

"Caltrans District 3 Blueprint Comment Letter" History

-  Document created by Randeep Lally (s154262@dot.ca.gov)
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COMMUNITY DEVELOPMENT RESOURCE AGENCY
Environmental Coordination Services
County of Placer

August 7, 2025

SACOG 2025 Blueprint EIR Project Team
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
info@sacog.org

Subject: 2025 Blueprint Draft Environmental Impact Report

Dear SACOG Project Team,

Please find comments below from Placer County Planning and Placer County Department of Public Works:

Planning Comments:

The Placer County Community Development Resource Agency, Long Range Planning Division, appreciates the opportunity to review and comment on the Draft Program Environmental Impact Report (Draft EIR) for SACOG's 2025 Blueprint. As the division responsible for updating and implementing the County's General Plan—as well as overseeing land use planning, development review, and community planning—we offer the following comments and requests for coordination:

Section 2.5.2 - 2025 Blueprint Policies and Supportive Strategies

BUILD VIBRANT PLACES FOR TODAY'S AND TOMORROW'S RESIDENTS

Placer County supports the overarching goals of the Vibrant Places policies in the 2025 Blueprint and appreciates SACOG's efforts to align regional land use, housing, and transportation planning. The County is particularly supportive of policies that provide technical assistance (Vibrant-1), expand funding for infrastructure and affordable housing in low vehicle miles traveled (VMT) areas (Vibrant-2), and promote economic development and inclusive public engagement (Vibrant-8 and Vibrant-10).

However, we respectfully request clarification on how progress under Vibrant-3—which outlines a suite of local land use reforms—will be interpreted, and whether local discretion will be preserved in determining the applicability of these reforms based on unique community characteristics. These include infrastructure readiness, public safety concerns (e.g., emergency evacuation constraints in Wildland-Urban Interface areas), and consistency with adopted General Plans.

Vibrant-3 appears to prescribe specific policy directions—such as transitioning to by-right development approvals, eliminating or reducing parking minimums, and upzoning for missing middle and higher-density housing—without acknowledging the diversity of land use contexts across the region. While many of these reforms are already being considered or implemented in appropriate areas of the County, a one-size-fits-all approach may undermine well-established local planning processes. Placer County's land use authority

must remain flexible to accommodate a broad spectrum of community types, from rural and agricultural areas to high-growth master planned communities.

Vibrant-5, which proposes prioritizing infrastructure and transportation funding based on a jurisdiction's progress on Vibrant-3 policies, raises further concerns. Linking funding to the adoption of specific reforms could unintentionally penalize jurisdictions—particularly in unincorporated areas—that face legitimate constraints on rapid policy implementation, such as infrastructure phasing plans, CEQA compliance, limited governance tools, or the need for robust public engagement. These areas are often already advancing regional goals through pipeline projects and often bear the cost of regional growth-supporting infrastructure.

The County recommends the following:

- Clarify that the policy reforms in Vibrant-3 are intended as a flexible menu of best practices, not mandates;
- Ensure that Vibrant-5 includes provisions that recognize jurisdictional differences and progress made through approved and planned growth efforts, such as Placer Vineyards, Placer One, and Regional University; and
- Engage in further collaboration with counties to define how alignment with Vibrant-3 policies will be evaluated and incorporated into funding decisions in a fair, transparent, and context-sensitive manner.

FOSTER THE NEXT GENERATION OF MOBILITY SOLUTIONS

Placer County is generally supportive of the Next Generation Mobility policies in the 2025 Blueprint. The County recognizes the value of policies that promote shared mobility programs (NextGen-1), expand Transportation Demand Management and travel tools (NextGen-2), support equitable zero-emission vehicle deployment (NextGen-3), and enhance the long-term fiscal sustainability of transit services (NextGen-4). We also support the goal of advancing intelligent transportation systems (NextGen-5) to improve corridor performance and multimodal efficiency. However, we recommend that SACOG ensures these policies are implemented in a context-sensitive manner that accounts for the geographic and service delivery differences between urban, suburban, and rural communities. SACOG's support—both technical and financial—will be critical to pilot innovative programs, close infrastructure gaps, and ensure equitable benefit distribution across the region, particularly in unincorporated and Wildland-Urban Interface areas.

MODERNIZE THE WAY WE PAY FOR TRANSPORTATION INFRASTRUCTURE

Placer County supports SACOG's recognition that modernizing transportation funding is essential to meeting regional infrastructure and mobility needs. We support **Invest-1** and **Invest-2** in principle and urge SACOG to advocate for **equitable statewide funding mechanisms** that reflect the travel patterns of rural and suburban areas. We strongly support targeted investment in rural road maintenance and freight corridors, as outlined in **Invest-2**.

However, we urge caution regarding **Invest-3 through Invest-5**, especially proposals for regional tolling. Any CARTA-related initiatives should include **local jurisdictional input and governance**, and tolling strategies must account for impacts on **unincorporated communities, lower-income commuters, and those with limited transit options**.

Revenues from tolling should be transparently reinvested into the communities and corridors from which they are generated.

The County also supports the intent of **Invest-6 through Invest-9**, especially the emphasis on:

- Maintaining a state of good repair;
- Protecting low-income and rural households from disproportionate impacts;
- Preserving privacy in revenue collection systems.

We recommend that **Invest-6** explicitly acknowledge the need to fund **system expansion** where consistent with CEQA-cleared, locally adopted plans. Additionally, while we support SACOG's encouragement of local funding strategies (**Invest-8**), local agencies must retain **decision-making authority** over how funds are used. We appreciate SACOG's technical support on grant applications (**Invest-9**) and encourage continued prioritization of **regionally significant projects** that benefit rural and unincorporated areas.

BUILD AND MAINTAIN A SAFE, EQUITABLE, AND RESILIENT MULTIMODAL TRANSPORTATION SYSTEM

Placer County supports the goals of the Build policies in the 2025 Blueprint and recognizes their alignment with the County's priorities related to transportation maintenance, emergency preparedness, safety, and economic access. We support Build-1 through Build-8 and encourage SACOG to ensure these policies are implemented in a manner that reflects the needs of both urbanizing and rural communities. Specifically, we recommend that SACOG prioritize funding for state of good repair projects in counties with extensive rural road networks (Build-1), support scalable transit solutions in lower-density areas (Build-2), and address congestion relief on critical corridors in growth areas such as the Sunset Area and Auburn-Bowman (Build-3 and Build-8). We also strongly support investment in evacuation-capable infrastructure and wildfire-resilient transportation systems (Build-6), as well as bicycle and pedestrian projects that improve school and transit access in unincorporated communities (Build-7). SACOG's continued collaboration with local jurisdictions will be essential to successfully implement these strategies.

Section 2.6 - Plan Implementation

Placer County supports the overarching framework for implementation of the 2025 Blueprint as described in Section 2.6. We appreciate SACOG's recognition that successful implementation depends on close collaboration with local jurisdictions, and that many of the Blueprint's objectives—particularly those related to housing, transportation, equity, and climate resilience—require locally led planning and strategic infrastructure investment.

We recommend that SACOG continue to prioritize infrastructure funding and technical assistance for Blueprint-aligned growth areas in unincorporated Placer County, including Placer Vineyards, Placer One, the Regional University site, and the Government Center Master Plan area—each of which is supported by CEQA-cleared plans and phased infrastructure strategies and reflects the intent of the Blueprint land use forecast.

Additionally, we request that SACOG explicitly acknowledge the unique implementation challenges faced by large unincorporated counties. These include infrastructure financing constraints, limited service access in rural areas, emergency evacuation needs in Wildland-Urban Interface (WUI) communities, and the need for tailored approaches to equity in low-density areas such as North Auburn, Sheridan, and the Sierra foothill region. We

recommend that Blueprint performance monitoring include both qualitative and context-sensitive metrics that account for local conditions. Funding prioritization frameworks should avoid disadvantaging jurisdictions with adopted long-range plans and active development pipelines that already advance regional objectives.

Placer County remains committed to advancing regional goals through local action and appreciates the opportunity to partner with SACOG on effective and equitable Blueprint implementation.

Section 3.2 – Agriculture and Forestry Resources

Placer County supports SACOG's inclusion of agricultural and forestry resource impact analysis in Section 3.2 of the Draft EIR and acknowledges the Blueprint's efforts to direct growth away from high-value farmland and timberland. However, we recommend revisions to more accurately reflect the potential impacts on working lands within unincorporated Placer County and to strengthen mitigation and implementation strategies accordingly.

The DEIR identifies the potential for conversion of over 2,100 acres of farmland and over 2,700 acres of forest land across the region, with portions of these impacts likely occurring within western and eastern Placer County. In particular, areas near the rural-urban edge may face indirect development pressure resulting from Blueprint-aligned infrastructure investments and land use changes. These pressures pose long-term challenges for agricultural viability, forest health, and land conservation—particularly in communities experiencing active growth alongside resource lands, such as Sheridan, the Placer Vineyards and Riolo Vineyards areas, and the Sierra foothills.

While the DEIR identifies mitigation measures, it does not specify how SACOG will collaborate with local jurisdictions to implement these measures in a locally appropriate and regionally coordinated manner. We request that Mitigation Measures 3.2-1 through 3.2-4 be revised to include:

- A commitment by SACOG to coordinate with local jurisdictions on prioritizing funding for agricultural and forest land buffers, conservation easements, and infrastructure siting that avoids farmland conversion;
- Consideration of regional growth-supporting infrastructure investments that simultaneously protect resource lands, particularly in counties with significant rural development and conservation goals;
- Clarification on how Blueprint-aligned land use decisions will interface with local zoning and Williamson Act contracts to avoid land use conflicts in unincorporated areas.

Additionally, we recommend that performance monitoring for Blueprint implementation track farmland and forest land conversion metrics and include mechanisms for regional coordination when significant cumulative impacts are anticipated.

Placer County remains committed to protecting agricultural and forestry resources as part of its broader climate resilience and land stewardship goals, and we welcome continued collaboration with SACOG on this important issue.

Section 3.3 - Air Quality and Operational Emissions Offsets

The Draft EIR (Section 3.3, Air Quality) appropriately identifies that certain local air districts, such as SMAQMD, offer pathways for mitigating construction emissions through off-site mitigation fees when on-site reductions are infeasible. However, the analysis does not reflect the guidance or programs available in Placer County, where the Placer County Air Pollution Control District (PCAPCD) takes a different approach.

We request the following revisions or clarifications to the Air Quality section:

- Recognize that PCAPCD does not offer off-site mitigation fees for construction emissions but instead recommends offsetting significant operational emissions that exceed significance thresholds through local emissions reduction projects.
- Incorporate a reference to the PCAPCD Clean Air Grant Program, which allows developers to fund verifiable, surplus emissions reduction projects (e.g., diesel engine replacements, EV infrastructure) that can be credited as CEQA mitigation.
- Clarify that in jurisdictions such as Placer County, where feasible on-site operational mitigation cannot bring emissions below thresholds, off-site mitigation strategies should be considered during project-level CEQA review and can help reduce impacts to less-than-significant levels in accordance with PCAPCD CEQA Guidelines.
- Add language to Mitigation Measure 3.3-1 to reflect this option. A suggested revision might read:

“In jurisdictions where operational emissions exceed local air district thresholds after implementation of feasible on-site measures, project proponents should coordinate with the applicable air district (e.g., PCAPCD) to identify opportunities to offset remaining emissions through participation in approved local programs, such as the PCAPCD Clean Air Grant Program.”

By integrating this local regulatory context, the Blueprint EIR will more accurately reflect feasible mitigation pathways and reinforce coordination with air districts across the region.

Section 3.4 – Biological Resources

Placer County appreciates the inclusion of biological resource considerations in Section 3.4 of the Draft EIR and supports SACOG’s recognition of the importance of avoiding and minimizing impacts to habitat and special-status species. The County also acknowledges the Blueprint’s role in directing growth away from ecologically sensitive areas through compact development patterns.

However, we recommend that Section 3.4 be revised to more accurately reflect the robust conservation planning and implementation capacity established through the Placer County Conservation Program (PCCP). The PCCP is a comprehensive regional strategy that includes a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) and Aquatic Resources Program (CARP), covering approximately 201,000 acres in western Placer County. The program provides permit streamlining, implements a reserve system for

long-term habitat preservation, and coordinates mitigation for over a dozen special-status species and sensitive habitat types.

We request that Section 3.4 be updated to:

- Clearly describe the PCCP's scope, legal status, and role in achieving Blueprint-aligned biological resource outcomes;
- Recognize the PCCP's use of in-lieu fees, reserve design, and local implementation capacity as a model for regional mitigation;
- Acknowledge the County's existing habitat protection ordinances, tree preservation policies, and conservation easements as supporting infrastructure for biological resilience;
- Align Mitigation Measures 3.4-1 through 3.4-7 with the provisions of the PCCP and clarify that projects consistent with the PCCP may be considered adequately mitigated under CEQA.

Suggested EIR Revision Language:

"Placer County has adopted the Placer County Conservation Program (PCCP), which includes a Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) and the Western Placer County Aquatic Resources Program (CARP). Covering approximately 201,000 acres, the PCCP establishes a regional reserve system and mitigation framework that provides streamlined environmental permitting and compliance with the federal Endangered Species Act, California Endangered Species Act, and Clean Water Act. Development projects within the PCCP Plan Area that comply with PCCP requirements may be considered to have fulfilled CEQA mitigation obligations for PCCP covered species and habitats. The PCCP also integrates in-lieu fee mechanisms, monitoring protocols, and adaptive management strategies to ensure long-term conservation outcomes."

"Where applicable, SACOG encourages jurisdictions to utilize existing conservation plans such as the PCCP to implement Mitigation Measures 3.4-1 through 3.4-7 in a manner that supports Blueprint implementation while reducing regulatory duplication and supporting local habitat management capacity."

Such revisions would ensure that the EIR accurately reflects available mitigation tools and avoids redundancy or confusion in implementation.

Section 3.7 - Climate Change and Greenhouse Gas (GHG) Mitigation

The Draft EIR identifies significant and unavoidable GHG impacts, even with the application of Mitigation Measure 3.7-2. The County requests that SACOG recognize and incorporate local and state-endorsed GHG mitigation strategies into Blueprint implementation, especially those contained in Placer County's Sustainability Plan (2020).

Specifically, we recommend the following updates to Mitigation Measure 3.7-2:

- Reference and adopt PCSP construction mitigation practices, such as use of renewable diesel, deployment of battery-electric construction equipment, and electrified jobsite power.

- Incorporate language recommending participation in local offset programs, or through a California Air Resources Board (CARB)-accredited carbon offset protocol, where project-level GHG emissions exceed significance thresholds after the implementation of feasible on-site mitigation.

Section 3.19 – Wildfire: Evacuation, Equity, and Regional Coordination

Placer County supports the inclusion of wildfire risk analysis in Section 3.19 of the Draft EIR. However, we recommend that this section be revised to more comprehensively reflect the complexities of planning for wildfire-prone areas and to better align with growth assumptions and regional context described in Appendix C. (See related comments under Appendix C.)

The DEIR correctly notes that Rural Residential Communities—particularly in eastern and western Placer County—overlap substantially with Very High Fire Hazard Severity Zones (VHFHSZs). However, it does not fully address the compounding risks these communities face, including limited access routes, constrained evacuation capacity, and gaps in emergency services. Although large-scale growth is not forecasted in these areas, even modest increases in population or employment—acknowledged in Appendix C—can strain evacuation systems if not planned in coordination with hazard mitigation efforts.

Mitigation Measure 3.19-1 appropriately requires project-level Fire Safe Plans in VHFHSZs but places implementation responsibility solely on future lead agencies.

The Blueprint EIR does not provide adequate guidance on how SACOG will facilitate regional coordination, scenario modeling, or funding prioritization to address wildfire evacuation and infrastructure needs at a broader scale.

To strengthen Section 3.19 and enhance consistency with public safety, equity, and climate resilience goals, we recommend that SACOG:

- Acknowledge the need for regional coordination in planning for evacuation capacity, redundancy, and multimodal access in fire-prone areas;
- Clarify how Blueprint implementation will support compliance with state evacuation planning mandates (AB 747, AB 1409, SB 1241) in jurisdictions where planned growth intersects with fire hazard zones;
- Reconcile Appendix C's assumptions about modest Rural Residential growth with the potential evacuation impacts described in Section 3.19;
- Expand Mitigation Measure 3.19-1 to include SACOG-level commitments to support interjurisdictional coordination, scenario development, and funding assistance for subregional evacuation strategies and fire-resilient infrastructure;
- Collaborate with CAL FIRE, OES, and local agencies to identify critical evacuation corridors, infrastructure vulnerabilities, and PSPS-prone areas;
- Support planning and funding for resilience hubs, road retrofits, communications infrastructure, and other tools that reduce community vulnerability and improve regional emergency response.

Incorporating these revisions will help ensure the Blueprint meaningfully supports wildfire resilience efforts and protects vulnerable populations in high-risk communities throughout the region.

Appendix C – Rural Residential and Resource Use Areas: Wildfire Evacuation and Emergency Planning

Placer County recommends that SACOG incorporate additional context into Appendix C regarding wildfire evacuation and emergency planning for rural residential and resource-based communities. While the narrative correctly notes that these areas are not forecasted for urban-scale development during the MTP/SCS planning period, it also acknowledges potential incremental growth associated with agriculture, forestry, and mining.

Many of these areas—particularly in eastern and western Placer County—are located within CAL FIRE-designated High or Very High Fire Hazard Severity Zones (VHFHSZs) and have constrained or limited evacuation routes. Section 3.19 of the DEIR recognizes that Rural Residential Communities are among the community types with the highest exposure to wildfire risks under the 2025 Blueprint, yet Appendix C lacks complementary discussion about evacuation planning or emergency access limitations in these zones.

To align Appendix C with Section 3.19 and regional hazard mitigation priorities, we recommend the following addition:

“In areas dominated by agriculture, forestry, and rural residential uses—particularly those located within High or Very High Fire Hazard Severity Zones—any incremental development should be planned in coordination with local and regional emergency preparedness efforts, including evacuation planning, redundant access identification, and hazard mitigation strategies. While large-scale urbanization is not anticipated during the planning horizon, SACOG encourages jurisdictions to assess evacuation route capacity, identify opportunities for redundant access, and incorporate wildfire resilience into planning for rural and resource-based communities.”

This clarification would better align the Blueprint with CEQA wildfire findings, ensure consistency across DEIR sections, and support integrated public safety planning in the rural-urban interface.

Department of Public Works Comments:

DPW has comments on the project list (see attached PDF), along with the following comments on the Blueprint policies:

- Vibrant-5: Funding for transportation projects should be based on demonstrated need, project benefits, performance metrics, collision history, community support for the project, etc. Funding for transportation should be independent of a local agency's land use policies. Refer to Planning's comments above for further comments on Vibrant-3 and Vibrant-5.
- Invest-2: We fully support this policy's intent of reliable funding strategies for maintenance needs. We respectfully request that evacuation routes be added to the policy language. This is particularly crucial for rural Placer County.

- Build-7: We support the investment in bicycle and pedestrian infrastructure. However, not all priority infrastructure is on the Regional Trails Network. We respectfully request that this policy be reworded to “...~~and~~ or implements the Regional Trails Network” to provide this additional clarity.

Thank you for the opportunity to provide these comments. Placer County remains committed to supporting SACOG’s regional vision while ensuring that local conditions and planning realities are reflected in Blueprint implementation.

Please feel free to contact me to discuss these comments or coordinate further to support SACOG’s efforts in refining the Blueprint to reflect both regional priorities and local realities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Leigh Chavez", with a long horizontal flourish extending to the right.

Leigh Chavez
Principal Planner/Environmental Coordinator
Placer County Community Development Resource Agency
Office: 530.745.3077
Cell: 530.320.7680

Note on Status:

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SACTrak ID	County	Category	Lead Agency	Title	Description	Cost	Cost (YOE Dollars)	Delivery Year	Draft Plan Status
CAL20634	ELD	A- Bike & Ped	Caltrans D3	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	2,880,000	\$4,780,800	By 2050	Planned
CAL21300	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	484,000	\$803,440	By 2050	Planned
CAL20954	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063) to 0.3 mi east of Sly Park Rd UC (Br#25-0150).	71,682,000	\$81,717,480	By 2035	Planned
CAL21392	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 CAPM	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9). Rehabilitate pavement and drainage systems, and upgrade lighting and guardrail.	42,620,000	\$42,620,000	By 2035	Programmed- See MTIP for details
CAL21427	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Census Station	On Route 50, in El Dorado County, at the Nevada border (PM 80.439/80.439): Install/repair census station.	410,000	\$410,000	By 2035	Programmed- See MTIP for details
CAL21009	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	28,588,000	\$32,590,320	By 2035	Planned
CAL20877	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	620,000	\$1,029,200	By 2050	Planned
CAL21056	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat Campground.	14,000,000	\$15,960,000	By 2035	Planned
CAL21037	ELD	C- Maintenance & Rehabilitation	Caltrans D3	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambrdge Rd OC (Br#25-0083) to on-ramp from Koto Rd.	14,800,000	\$16,872,000	By 2035	Planned
CAL20999	ELD	C- Maintenance & Rehabilitation	Caltrans D3	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	6,200,000	\$7,068,000	By 2035	Planned
CAL20857	ELD	C- Maintenance & Rehabilitation	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	4,830,000	\$8,017,800	By 2050	Planned
CAL20880	ELD	C- Maintenance & Rehabilitation	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity (EA 3H470)	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	4,830,000	\$8,017,800	By 2050	Planned
CAL21293	ELD	C- Maintenance & Rehabilitation	Caltrans D3	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960)	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50`	2,570,000	\$4,266,200	By 2050	Planned
CAL21071	ELD	C- Maintenance & Rehabilitation	Caltrans D3	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	3,698,000	\$6,138,680	By 2050	Planned
CAL20926	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Install wash facility	SLT Maintenance Station	975,000	\$1,618,500	By 2050	Planned
CAL21391	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Placerville CAPM	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road; also at 5 Mile Road in westbound direction (PM 22.6/22.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Ridgeway Drive Undercrossing (PM 24.2/R29.1). Rehabilitate pavement, construct acceleration lane, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, upgrade concrete barrier, signs, and Transportation Management System (TMS) elements, and construct maintenance vehicle pullouts.	45,770,000	\$45,770,000	By 2035	Programmed- See MTIP for details
CAL21018	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	2,600,000	\$2,964,000	By 2035	Planned
CAL21032	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	18,410,000	\$30,560,600	By 2050	Planned

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CAL21448	ELD	C- Maintenance & Rehabilitation	Caltrans D3	Route 49 El Dorado County	On SR 49 in and near Placerville, from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street (PM 14.2 /16.5): Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	13,220,000	\$13,220,000	By 2035	Programmed- See MTIP for details
CAL20868	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	5,700,000	\$6,498,000	By 2035	Planned
CAL20833	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx 0.2 miles west of the Route 49 Jct to approx 0.4 miles west of the Route 49 Jct	2,880,000	\$4,780,800	By 2050	Planned
CAL21052	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	15,400,000	\$17,556,000	By 2035	Planned
CAL21067	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	3,510,000	\$5,826,600	By 2050	Planned
CAL20936	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	36,650,000	\$41,781,000	By 2035	Planned
CAL21043	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR 49 Pavement Rehabilitation B	In El Dorado and Placer County from approximately 0.1 mile north of Rattlesnake Bar Road to Elm Avenue.CAPM. SHOPP ID 20486	18,870,000	\$21,511,800	By 2035	Planned
BP_61	ELD	C- Maintenance & Rehabilitation	Caltrans D3	SR-49 CAPM from Skyline Dr to Diana St	In El Dorado County on Route 49 from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street. CAPM. SHOPP ID 22872	9,600,000	\$10,944,000	By 2035	Planned
CAL20948	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	3,360,000	\$5,577,600	By 2050	Planned
CAL20940	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	8,230,000	\$13,661,800	By 2050	Planned
CAL20939	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	6,760,000	\$11,221,600	By 2050	Planned
CAL21061	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab.	1,040,000	\$1,185,600	By 2035	Planned
CAL21062	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	7,720,000	\$12,815,200	By 2050	Planned
BP_69	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US-50 CAPM Sawmill UC to Ice House Rd	In El Dorado County on Route 50 from Sawmill UC (Br#25-41) to Ice House Road. Pavement CAPM. SHOPP ID 21965	28,800,000	\$32,832,000	By 2035	Planned
BP_70	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US-50 CAPM Snow Rd to Sawmill UC	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM. SHOPP ID 21274	3,700,000	\$4,218,000	By 2035	Planned
BP_71	ELD	C- Maintenance & Rehabilitation	Caltrans D3	US-50 REHAB Cambridge Rd to El Dorado Rd	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Rd OC (Br#25-76). REHAB. SHOPP ID 22820	77,500,000	\$88,350,000	By 2035	Planned
CAL21428	ELD	G- System Management, Operations, and ITS	Caltrans D3	CCTV at Emerald Bay	On Route 89, in El Dorado County at postmile 17.0: Install Closed Circuit Television (CCTV).	233,000	\$233,000	By 2035	Programmed- See MTIP for details
CAL21437	ELD	G- System Management, Operations, and ITS	Caltrans D3	El Dorado 50 TMS	On Route 50, in El Dorado County at various locations: Install TMS Elements.	240,000	\$240,000	By 2035	Programmed- See MTIP for details
CAL21481	ELD	G- System Management, Operations, and ITS	Caltrans D3	El Dorado and Placer County Traffic Signal Operational Improvements	In El Dorado and Placer Counties, on Routes 50 and 80 at various locations. Install Audible Pedestrian System (APS) and Video Detection System.	269,000	\$269,000	By 2035	Programmed- See MTIP for details

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BP_39	ELD	G- System Management, Operations, and ITS	Caltrans D3	SR 49/193 Intersection Control Improvements - Roundabout	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	10,000,000	\$11,400,000	By 2035	Planned
CAL21433	ELD	G- System Management, Operations, and ITS	Caltrans D3	SR 50 Deer Crossing Flashing Beacon	On SR 50 In El Dorado County install deer crossing flashing beacons at various locations (0.00/0.00).	208,000	\$208,000	By 2035	Programmed- See MTIP for details
BP_72	ELD	G- System Management, Operations, and ITS	Caltrans D3	US-50 Snow Rd Undercrossing Improvements	In El Dorado County about 7 miles east of Placerville at the Snow Road Undercrossing, Replace Snow Road Undercrossing #25 0056, replace approach slabs, replace approach MBGR, replace AC dike and overside drain. SHOPP ID 22587	14,025,000	\$15,988,500	By 2035	Planned
PLA25670	PLA	A- Bike & Ped	Caltrans D3	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	20,092,989	\$20,092,989	By 2035	Programmed- See MTIP for details
BP_37	PLA	A- Bike & Ped	Caltrans D3	SR 28 Complete Streets	In Placer County on Route 28 from Onyx Street to approximately 0.01 miles past Chipmunk Street. Complete Streets - Crosswalks, Sidewalks, Bike Lanes. SHOPP ID 23217	5,040,000	\$6,773,339	By 2035	Planned
BP_36	PLA	B- Road & Highway Capacity	Caltrans D3	SR 267 at Truckee Airport Rd Intersection Improvements	In Placer County on Route 267 at Truckee Airport Road/Schaffer Mill Road and Pla 267 intersection improvements. Construct roundabouts or add aux lanes to mainline, add dedicated left turn phasing and lanes to minor approaches. SHOPP ID 17721	2,160,000	\$4,522,560	By 2050	Planned
CAL20728	PLA	B- Road & Highway Capacity	Caltrans D3	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	8,919,000	\$8,919,000	By 2035	Programmed- See MTIP for details
CAL21280	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	3,960,000	\$8,291,361	By 2050	Planned
CAL20844	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to 55.1: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	117,272,000	\$117,272,000	By 2035	Programmed- See MTIP for details
CAL21402	PLA	C- Maintenance & Rehabilitation	Caltrans D3	CAPM & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	13,940,000	\$13,940,000	By 2035	Programmed- See MTIP for details
CAL20571	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	10,000,000	\$20,937,779	By 2050	Planned
BP_11	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Deck on Deck Replacement/Various Locations	Deck on Deck replacement at Troy UC (19-0106L/R), Kingvale UC (19-0107 L), South Yuba River (19-0105L), South Yuba River Big Bend (19-0121R), and Big Bend UC (19-0122L). SHOPP ID 23117	25,710,000	\$34,552,090	By 2035	Planned
CAL21394	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Drum Forebay Drainage Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	18,009,000	\$18,009,000	By 2035	Programmed- See MTIP for details
CAL21012	PLA	C- Maintenance & Rehabilitation	Caltrans D3	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampire Rocks. Truck climbing lane.(PM 64.2/66.3)	20,600,000	\$43,131,825	By 2050	Planned

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CAL21011	PLA	C- Maintenance & Rehabilitation	Caltrans D3	EB Colfax 174 Grade	On Placer 80 from E. of Illnoistown OC to E. of SR 174. Truck climbing lane.	13,762,000	\$28,814,572	By 2050	Planned
CAL20846	PLA	C- Maintenance & Rehabilitation	Caltrans D3	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	17,470,000	\$36,578,300	By 2050	Planned
CAL21429	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Emigrant Gap Vista Point Upgrade	On Route 80, in Placer County, near Blue Canyon at the Emigrant Gap Vista Point (PM 55.32/55.32): Upgrade vista point.	464,000	\$464,000	By 2035	Programmed- See MTIP for details
CAL20822	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	15,950,000	\$33,395,758	By 2050	Planned
CAL20969	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Applegate Pavement Rehabilititation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Seperation	53,000,000	\$71,227,568	By 2035	Planned
CAL21036	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Auburn Pavement Rehabilititation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	5,300,000	\$7,122,757	By 2035	Planned
CAL20922	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	750,000	\$1,570,333	By 2050	Planned
CAL21055	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	10,800,000	\$14,514,297	By 2035	Planned
CAL20869	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	15,000,000	\$20,158,746	By 2035	Planned
CAL20947	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	3,750,000	\$7,851,667	By 2050	Planned
CAL20963	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Kingvale Pavement Rehabilititation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab.	93,134,000	\$195,001,914	By 2050	Planned
CAL20973	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilititation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	5,386,000	\$11,277,088	By 2050	Planned
CAL21007	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilititation E	Near Loomis from King Road OC to Route 193 Interchange.	18,200,000	\$24,459,278	By 2035	Planned
CAL21039	PLA	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilititation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	22,000,000	\$46,063,114	By 2050	Planned
CAL21299	PLA	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	1,250,000	\$2,617,222	By 2050	Planned
CAL21294	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	800,000	\$1,675,022	By 2050	Planned
CAL20845	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen	93,583,000	\$93,583,000	By 2035	Programmed- See MTIP for details
CAL21284	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	2,555,000	\$5,349,603	By 2050	Planned

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CAL21445	PLA	C- Maintenance & Rehabilitation	Caltrans D3	PLA 267 CAPM	On SR 267 near Truckee, from Nevada County line to Dolly Varden Avenue (PM 0.0/9.63): Rehabilitate pavement and drainage systems, upgrade guardrail and facilities to Americans	44,000,000	\$44,000,000	By 2035	Programmed- See MTIP for details
CAL20821	PLA	C- Maintenance & Rehabilitation	Caltrans D3	PLA 80 Colfax WB Acceleration Lane Improvement	Improve accelreation lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	2,146,000	\$4,493,247	By 2050	Planned
CAL21446	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Placer 49 2R	On SR 49 near Auburn, from Dry Creek Road to 0.1 mile south of Lorenson Road; also from 0.3 mile north of Lone Star Road to Nevada County line (PM R10.6/11.373): Rehabilitate	24,470,000	\$24,470,000	By 2035	Programmed- See MTIP for details
CAL20609	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	4,800,000	\$10,050,134	By 2050	Planned
CAL21068	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs	2,660,000	\$5,569,449	By 2050	Planned
CAL20881	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete	10,900,000	\$22,822,179	By 2050	Planned
BP_33	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Replace Median Concrete Barrier	In Placer County 0.8 miles east of Route 65 interchange to the Ophir Rd UC(19-0081). Replace existing median concrete barrier with type 60M. SHOPP ID 23160	32,050,000	\$43,072,520	By 2035	Planned
BP_34	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Roseville 80 CAPM	IN SACRAMENTO COUNTY AND PLACER COUNTY FROM APPROXIMATELY 0.6 MILES EAST OF ANTELOPE ROAD OVERCROSSING (24-0129) TO APPROXIMATELY 0.3 MILES WEST OF SIERRA	76,100,000	\$102,272,036	By 2035	Planned
CAL21230	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Roseville Mtce Station	Rebuild crewrooms, offices and EQ barn	999,000	\$1,342,572	By 2035	Planned
CAL21453	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Russell Rd Placer Co 80	On I-80 in and near Auburn, from 0.1 mile west of Nevada Street Overcrossing to 0.3 mile east of Crother Road Overcrossing (PM 17.2 /R26.5): Rehabilitate roadway and drainage	108,890,000	\$108,890,000	By 2035	Programmed- See MTIP for details
CAL20652	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	28,530,000	\$59,735,484	By 2050	Planned
CAL20937	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	7,708,000	\$10,358,907	By 2035	Planned
CAL21045	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28.	8,905,000	\$11,967,575	By 2035	Planned
BP_38	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR 49, Placer County: SR 49 CAPM from the county line to I-80 junction	In Placer County on Route 49 from the county line to Jct Rte 80. CAPM. SHOPP ID 20485	3,880,000	\$5,214,396	By 2035	Planned
CAL21070	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000	\$2,512,534	By 2050	Planned
CAL21079	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000	\$2,512,534	By 2050	Planned
CAL21285	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR-267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	3,600,000	\$7,537,601	By 2050	Planned
BP_62	PLA	C- Maintenance & Rehabilitation	Caltrans D3	SR-49 Rehab Cool to Borderland Ave	In El Dorado and Placer counties from Jct Rte 193 in Cool to Borland Ave in Auburn. Pavement Rehab. SHOPP ID 16360	19,000,000	\$25,534,411	By 2035	Planned
CAL20612	PLA	C- Maintenance & Rehabilitation	Caltrans D3	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	4,000,000	\$5,375,666	By 2035	Planned
CAL20879	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000	\$5,004,129	By 2050	Planned
CAL21078	PLA	C- Maintenance & Rehabilitation	Caltrans D3	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000	\$5,004,129	By 2050	Planned
CAL21013	PLA	C- Maintenance & Rehabilitation	Caltrans D3	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	25,365,000	\$53,108,677	By 2050	Planned
CAL21393	PLA	G- System Management,	Caltrans D3	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs,	37,900,000	\$37,900,000	By 2035	Programmed- See MTIP for details

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CAL20838	PLA	G- System Management,	Caltrans D3	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	54,175,000	\$72,806,670	By 2035	Planned
CAL20971	PLA	G- System Management, Operations, and ITS	Caltrans D3	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	45,210,000	\$60,758,460	By 2035	Planned
CAL21072	PLA	G- System Management, Operations, and ITS	Caltrans D3	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	2,000,000	\$2,687,833	By 2035	Planned
PLA25576	PLA	G- System Management, Operations, and ITS	Caltrans D3	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. Toll Credits for ENG, ROW.. Toll Credits for ENG, ROW	40,776,035	\$40,776,035	By 2035	Programmed- See MTIP for details
CAL21010	PLA	G- System Management,	Caltrans D3	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	33,423,000	\$44,917,717	By 2035	Planned
CAL20992	PLA	G- System Management,	Caltrans D3	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	4,700,000	\$6,316,407	By 2035	Planned
CAL20991	PLA	G- System Management, Operations, and ITS	Caltrans D3	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	4,700,000	\$6,316,407	By 2035	Planned
CAL20989	PLA	G- System Management, Operations, and ITS	Caltrans D3	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	1,500,000	\$2,015,875	By 2035	Planned
CAL20988	PLA	G- System Management, Operations, and ITS	Caltrans D3	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	5,200,000	\$6,988,365	By 2035	Planned
CAL20990	PLA	G- System Management, Operations, and ITS	Caltrans D3	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	1,500,000	\$2,015,875	By 2035	Planned
CAL20987	PLA	G- System Management, Operations, and ITS	Caltrans D3	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	5,700,000	\$7,660,323	By 2035	Planned
BP_25	PLA	G- System Management, Operations, and ITS	Caltrans D3	PLA 49 - New Airport Road	Northbound right-turn lane to New Airport Road (PM 5.640)	5,000,000	NA	Post-2050	Amendment Priority
BP_28	PLA	G- System Management, Operations, and ITS	Caltrans D3	PLA 80 - Canyon Way	Intersection improvements at I-80 EB off-ramp/State Route 174/Canyon Way (PM 33.126)	10,000,000	NA	Post-2050	Amendment Priority

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BP_29	PLA	G- System Management, Operations, and ITS	Caltrans D3	PLA 80 - Foresthill IC/Auburn Ravine	Modificiation of Forest Hill IC - Roundabout/Diverging Diamond IC options (PM 19.46)	20,000,000	NA	Post-2050	Amendment Priority
BP_30	PLA	G- System Management, Operations, and ITS	Caltrans D3	PLA 80 - Nevada Street IC/Maple Street	Potential Roundabout at Nevada Street and at Union Street/Placer Street intersection (PM17.25)	10,000,000	NA	Post-2050	Amendment Priority
CAL21470	PLA	G- System Management, Operations, and ITS	Caltrans D3	Placer 49 Sidewalk	In Placer County, on Route 49 postmiles 4.67/4.88. Construct sidewalk.	1,620,000	\$1,620,000	By 2035	Programmed- See MTIP for details
CAL20638	PLA	G- System Management,	Caltrans D3	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	19,500,000	\$40,828,670	By 2050	Planned
CAL20849	PLA	G- System Management, Operations, and ITS	Caltrans D3	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	2,600,000	\$3,494,183	By 2035	Planned
CAL21227	PLA	G- System Management, Operations, and ITS	Caltrans D3	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts. This project will reduce the number and severity of collisions.	35,870,000	\$35,870,000	By 2035	Programmed- See MTIP for details
CAL20823	PLA	G- System Management, Operations, and ITS	Caltrans D3	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	45,000,000	\$94,220,007	By 2050	Planned
CAL21482	PLA	G- System Management, Operations, and ITS	Caltrans D3	Sutter, Yolo, and Placer County Traffic Signal Operation	In Sutter, Yolo, and Placer Counties, on Routes 5, 80, and 99 at various locations. Install Retroreflective Plates, Audible Pedestrian System (APS), and Flashing Beacons.	538,000	\$538,000	By 2035	Programmed- See MTIP for details
CAL20637	PLA	G- System Management, Operations, and ITS	Caltrans D3	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	4,000,000	\$8,375,112	By 2050	Planned
BP_40	SAC	A- Bike & Ped	Caltrans D3	SR 51: Stormwater reduction	In Sacramento County on Routes 51 from approximately 0.12 miles South of Exposition Blvd OC (24-0285) to Junction 80, also on Route 80 from Junction 51 to approximately 1.5 miles	3,960,000	\$4,514,400	By 2035	Planned
BP_5	SAC	B- Road & Highway Capacity	Caltrans D3	Aux lane on WB 50 at El Dorado Hills Blvd	Auxiliary lane WB US-50 El Dorado Hills on-ramp accel lane to E Bidwell off-ramp	30,000,000	\$49,800,000	By 2050	Planned
CAL18410	SAC	B- Road & Highway Capacity	Caltrans D3	I-5 and I-80 Interchange including Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including priced managed lane facility connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG)	300,000,000	NA	Post-2050	Amendment Priority
CAL20589	SAC	B- Road & Highway Capacity	Caltrans D3	I-5 Connector Ramp Extension	I-5: Extend Southbound connector ramp from U.S. 50 connector-ramp to the Suttersville Rd. off-ramp (PM 20.726 to 21.55).	4,746,000	\$7,878,360	By 2050	Planned
CAL21372	SAC	B- Road & Highway Capacity	Caltrans D3	I-5 Corridor Improvement Project – Phase 1 Freight	On I-5 in Sacramento County, from 0.5 mile south of Arena Blvd Interchange to 0.4 mile south of Yolo County line (PM 27.6 /34.3): Construct Intelligent Transportation System infrastructure and the following acceleration, deceleration, and auxiliary lanes: 1.) NB	36,958,000	\$36,958,000	By 2035	Programmed- See MTIP for details
CAL21275	SAC	B- Road & Highway Capacity	Caltrans D3	I-5 Managed Lanes: I-5/US 50 Interchange to Sacramento River	In Sacramento County on I-5 from I-5/US 50 Interchange to Sacramento River: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent	402,600,200	\$402,600,200	By 2035	Programmed- See MTIP for details

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CAL20830_single	SAC	B- Road & Highway Capacity	Caltrans D3	I-80: Sacramento River to SR65: Conversion from HOV2+	On I-80 - Sacramento River to SR65: Implement priced managed lanes without adding capacity.	150,000,000	\$249,000,000	By 2050	Planned
CAL20840	SAC	B- Road & Highway Capacity	Caltrans D3	In Sacramento County in the City of Sacramento from county line to ED County Line. Ramp metering, extend aux lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, Ramp meter upgrades	US-50 In Sacramento County in the City of Sacramento from county line to ED County Line. Upgrade 22 ramp metering systems. Widen Ramps at WB Sac-50 SB Bradshaw, SB Mather and NB Mather and extend accel. lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, RM upgrades. SHOPP ID 18166	9,700,000	\$16,102,000	By 2050	Planned
CAL20689	SAC	B- Road & Highway Capacity	Caltrans D3	SR 51 (Capital City) Managed Lanes Project: N St to El Camino Ave	On SR 99 and SR 51, from 16th Avenue to 0.3 Miles South of Fulton Interchange (SAC99 PM 23/SAC51 PM 6.4): Extend managed lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus managed lane in both directions) and perform modifications to adjacent bike paths within project limits, new auxiliary lane from Exposition Blvd to E St in	438,740,000	\$438,740,000	By 2035	Programmed- See MTIP for details
BP_47	SAC	B- Road & Highway Capacity	Caltrans D3	SR 99 - Rebuild interchange at Florin Rd	Modify Interchange & add complete streets features. SR 99 auxiliary lane: SB from 47th Ave slip on ramp to Florin Rd slip off ramp	50,000,000	NA	Post-2050	Amendment priority
BP_52	SAC	B- Road & Highway Capacity	Caltrans D3	SR 99 at 47th Ave -Rebuild interchange	Rebuild interchange including adding ramp metering	50,000,000	NA	Post-2050	Amendment priority
BP_53	SAC	B- Road & Highway Capacity	Caltrans D3	SR 99 at Fruitridge Rd - Rebuild interchange	Rebuild interchange including adding ramp metering	50,000,000	NA	Post-2050	Amendment priority
CAL20828_b	SAC	B- Road & Highway Capacity	Caltrans D3	SR99 South, Elk Grove Blvd to Kammerer Rd - Single Priced Managed Lane Extension	SR99 from Elk Grove Blvd to Kammerer Rd - Extend priced managed lane	35,000,000	\$58,100,000	By 2050	Planned
CAL20828_a	SAC	B- Road & Highway Capacity	Caltrans D3	SR99 South, US50 to Elk Grove Blvd - Convert to Single Priced Managed Lane	SR51/SR99 from N St to Elk Grove Blvd, Convert HOV to priced managed lane.	35,000,000	\$39,900,000	By 2035	Planned
CAL18838	SAC	B- Road & Highway Capacity	Caltrans D3	US 50 HOV Lanes (I-5 to Watt Ave.)	On US 50, in Sacramento County, from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, widen bridge structures, construct sound walls, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs,	118,400,000	\$118,400,000	By 2035	Programmed- See MTIP for details
CAL21286	SAC	C- Maintenance & Rehabilitation	Caltrans D3	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	2,376,000	\$3,944,160	By 2050	Planned
CAL21287	SAC	C- Maintenance & Rehabilitation	Caltrans D3	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	4,224,000	\$7,011,840	By 2050	Planned
CAL20949	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Bridge Rail Upgrades on 4 bridges along I-80 and SR 51	Bridge rail upgrades at Br #24-0291L (PM SR51_8.46); BR #24-0293R (PM SR51_8.52); BR #24-0203 (PM I-80_M6.6); BR #24-0205 (PM I-80_M8.67). EA 1H910	29,210,000	\$48,488,600	By 2050	Planned

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CAL21484	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Delta Bridges M/E upgrade 2	In Sacramento County, near Rio Vista, at Sacramento River (Isleton) Bridge No. 24-0051 (PM 5.86), Three Mile Slough Bridge No. 24-0121 (PM L6.98), Steamboat Slough Bridge No. 24-0052 (PM 19.76), and Sacramento River (Paintersville) Bridge No. 24-0053 (PM20.87). Repair failing and obsolete mechanical and electrical components at four bridges. This project will	23,050,000	\$23,050,000	By 2035	Programmed- See MTIP for details
CAL21281	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 ADA Improvements	ADA Design-Build at various locations in District 3 and in District 4 in Solano County. (EA 0H320)	50,000,000	\$83,000,000	By 2050	Planned
CAL20771	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 at West End Viaduct (SHOPP Long Lead)	On I-5 in the City of Sacramento, at West End Viaduct #24-0069R/L (PM 23.6/24.3): Improve to standard truck capacity. (SHOPP Long Lead)	51,434,000	\$58,634,760	By 2035	Planned
CAL21458	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Grade Raise	On I-5, Near Elk Grove, from Mokelumne River Bridge to Lambert Road Undercrossing (PM 0.21 /4.63): Raise roadway profile, rehabilitate pavement and drainage systems, construct concrete barrier and maintenance vehicle pullouts, and upgrade signs, facilities to Americans with Disabilities Act (ADA) standards, and Transportation Management System (TMS) elements.	133,410,000	\$133,410,000	By 2035	Programmed- See MTIP for details
CAL21466	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Grade Raise	On Route 5, near Elk Grove, from Mokelumne River Bridge to Lambert Road Undercrossing (PM 0.210 / 4.630). Raise roadway profile, rehabilitate pavement and drainage systems, construct concrete barrier and maintenance vehicle pullouts, and upgrade signs, facilities to Americans with Disabilities Act (ADA) standards, and Transportation Management System (TMS) elements.(Long Lead Project)	133,410,000	\$133,410,000	By 2035	Programmed- See MTIP for details
CAL21469	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Grade Raise	On Route 5, near Elk Grove, from Mokelumne River Bridge to Lambert Road Undercrossing (PM 0.210 / 4.630). Raise roadway profile, rehabilitate pavement and drainage systems,	133,410,000	\$133,410,000	By 2035	Programmed- See MTIP for details
CAL20792	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Highway Planting Rehab	On I-5 in the City of Sacramento, from south of Broadway to 0.12 mile south of R Street underpass (PM 22.4/22.9): Highway planting rehabilitation.	3,070,000	\$3,070,000	By 2035	Programmed- See MTIP for details
CAL20962	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Pavement Rehabilitation A	In Sacramento County from American River Bridge (Br#24-0068) to Yolo County line. Pavement Rehab/CAPM. (EA 1H170)	46,303,000	\$76,862,980	By 2050	Planned
CAL21035	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Pavement Rehabilitation B	In Sacramento County on Route 5 from the San Joaquin County Line to approx 0.2 miles north of Twin Cities Rd. (PM 0.0 -2.5) SHOPP ID 20398	22,700,000	\$25,878,000	By 2035	Planned
CAL21060	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Roadside Planting Rehabilitation B	In Sacramento County on Route 5 from approx. 0.2 mile north of I St to Richards Blvd. Highway Planting Rehab. SHOPP ID 20605	1,300,000	\$1,482,000	By 2035	Planned
BP_14	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-5: Replace O Street Flap Gate	In Sac County 0.4 miles north of O St. OC (Br #24-273). Replace O St. flap gate. SHOPP ID 23165	2,550,000	\$2,907,000	By 2035	Planned
CAL21301	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Dig outs/Overlay, Ramps/Connectors	I-80 Dig outs/Overlay, Ramps/Connectors (1G500)	438,000	\$727,080	By 2050	Planned

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CAL21416	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Greenback/Elkhorn Meter HOVPL	On eastbound I-80, in Sacramento County, at the Greenback/Elkhorn loop and slip onramps (PM 14.4/14.58): Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,500,000	\$1,500,000	By 2035	Programmed- See MTIP for details
CAL20861	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilitation D	In Sacramento County on Route 80 from Greenback Lane to Placer County Line. CAPM.	10,500,000	\$11,970,000	By 2035	Planned
CAL20946	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Worker Safety Improvements A	In Sacramento County in the city of Sacramento on Route 80 from the Del Paso Park Sep OH to 0.4 mi north of the 80/244 Sep (Br#24-292). (PM M9.1-R11.4). EA 03-2H150	5,580,000	\$9,262,800	By 2050	Planned
CAL20942	SAC	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Worker Safety Improvements B	In Sacramento County in the city of Sacramento on Route 80 from 0.4 mi north of the 80/244 Sep (Br#24-292) to the Placer County Line. (PM R11.4-18.0). EA 03-2H120	4,270,000	\$7,088,200	By 2050	Planned
BP_15	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County at Elkhorn Roadside Rest Area. Rehab SRRA Elkhorn SB RA.	In Sacramento County at Elkhorn Roadside Rest Area. Rehab SRRA Elkhorn SB RA SHOPP ID 23118	16,010,000	\$18,251,400	By 2035	Planned
CAL21031	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	86,500,000	\$98,610,000	By 2035	Planned
CAL21232	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County on Route 50 in Sacramento from Folsom Blvd UC to Occidental dr OC	Roadside Restoration	1,250,000	\$2,075,000	By 2050	Planned
BP_16	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County on Route 80 from Madison Avenue OC (Br# 24-0127) to 0.2 mile west of Placer County line. Rehab	In Sacramento County on Route 80 from Madison Avenue OC (Br# 24-0127) to 0.2 mile west of Placer County line. Rehab. SHOPP ID 22873	59,250,000	\$67,545,000	By 2035	Planned
CAL21219	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot.	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot. Replace AC surfacing	175,000	\$290,500	By 2050	Planned
BP_17	SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County on Route 99 from Route 5/99 separation to Sutter County line. CAPM	In Sacramento County on Route 99 from Route 5/99 separation to Sutter County line. CAPM SHOPP ID 22876	24,850,000	\$28,329,000	By 2035	Planned
CAL21421	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Jackson Slough Road Intersection Improvement	On Route 12, near Rio Vista, at the intersection with Jackson Slough Road (PM 3.5/3.8). Install traffic signal.	6,403,000	\$6,403,000	By 2035	Programmed- See MTIP for details
CAL21415	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Mack Rd. HOVPL Ramp Meter	On northbound SR 99, in Sacramento County, at the Mack Road loop onramp and Florin Road slip onramp (PM 17.7/17.7): Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,611,000	\$1,611,000	By 2035	Programmed- See MTIP for details
CAL21401	SAC	C- Maintenance & Rehabilitation	Caltrans D3	North Sac I-5 Rehab	On I-5 near the City of Sacramento, from American River Bridge to Sacramento River Bridge (PM 25.3/34.4): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	61,300,000	\$61,300,000	By 2035	Programmed- See MTIP for details

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CAL21216	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Repair steel structural components, 4 bridges, in Sac County on SR 160	In Sacramento County near Rio Vista at the Three Mile Slough Br 24-0121, Sacramento River (Isleton) Br 24-0051, Steamboat Slough Br 24-0052, and the Sacramento River (Paintersville) Br 24-0053, replace truss bridge lift system electrical and mechanical equipment, construct sidewalks at Three Mile Slough bridge to provide access from roadway shoulder onto bridge	4,710,000	\$7,818,600	By 2050	Planned
CAL20669	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SAC 05/80 Bridge Deck Rehab and Rail Upgrade	I-5, Florin Road OC (Br #24-0264) and on I-80 Del Paso OH Bridges R/L (Br #24-0193R/L) - Perform deck maintenance and rehab of three bridges	10,230,000	\$16,981,800	By 2050	Planned
CAL20761	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Sac 50 - Rehab Pavement	On US 50, in the City of Sacramento, from I-5 to Watt Avenue (PM L0.6/R5.3): Roadway rehabilitation. The US 50 Multimodal Corridor Enhancement project (OH08U) combines US 50 HOV Lanes (3F360/CAL18838) and US 50 Pavement Rehab (OH080/CAL20761) for construction.	336,294,000	\$336,294,000	By 2035	Programmed- See MTIP for details
CAL21435	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SAC 51 Ride Quality Improvement	On Route 51, in Sacramento County, at G Street Undercrossing No. 24 0190L (PM 1.28/1.28): Place structural approach slabs at both the approach and departure sides of the G Street Undercrossing offramp.	503,000	\$503,000	By 2035	Programmed- See MTIP for details
CAL21398	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SAC 80 Planting Rehab	On I-80 near the City of Sacramento, from east of SR 51 to 0.7 mile east of Madison Avenue (PM 11.7/13.2): Replace existing vegetation and rehabilitate irrigation system.	4,334,000	\$4,334,000	By 2035	Programmed- See MTIP for details
CAL21400	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Sac 99 Fruitridge CAPM	On SR 99 in and near the City of Sacramento, from south of Martin Luther King Jr. Boulevard to US 50/SR 51 (Capital City Freeway, Business 80) Separation (PM 21.3/R24.351): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with	36,930,000	\$36,930,000	By 2035	Programmed- See MTIP for details
CAL21399	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SAC 99/ SR 51 Pump Plants	On SR 99 in and near Galt and City of Sacramento, on Routes 99 and 51 (Business 80, Capital City Freeway) at various pump plant locations: Rehabilitate and improve access to five pump	22,560,000	\$22,560,000	By 2035	Programmed- See MTIP for details
CAL21456	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Sac 99/51/160 Five Pump Plant Project	In Sacramento County, on Routes 51, 99, and 160 at various locations: Rehabilitate and improve access to five pump plants.	16,300,000	\$16,300,000	By 2035	Programmed- See MTIP for details
CAL21221	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 104 Culvert Repairs	In Sacramento County from 0.9 mile east of Ivie Road to 2.5 miles west of Rancho Secco Road.	325,000	\$539,500	By 2050	Planned
CAL20867	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 104 Pavement Rehabilitation	In Sacramento County on Route 104 from 104/99 Junction to the county line.	16,940,000	\$19,311,600	By 2035	Planned
CAL21282	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 12 Pavement Rehabilitation	In Sacramento County, near Rio Vista from the Sacramento River Bridge to the Mokelumne River Bridge. Sac-12-0/6.2. EA 2F800	3,725,000	\$4,246,500	By 2035	Planned
CAL21283	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 12 Rio Vista Bridge Improvements	In Sacramento County at the Sacramento River Bridge (Br#23-0024)	22,860,000	\$37,947,600	By 2050	Planned
CAL21075	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Relinquishment A	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000	\$3,486,000	By 2050	Planned
CAL20878	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Relinquishment B	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000	\$3,486,000	By 2050	Planned
CAL20862	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 160 Pavement Rehabiliation A	In Sacramento County on Route 160 from 0.2 mile north of Route 220 to 0.2 mile north of Consumnes River Blvd. CAPM. SHOPP ID 22877	47,350,000	\$53,979,000	By 2035	Planned
CAL21047	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 160 Pavement Rehabiliation B	In Sacramento County in Route 160 from Jct Rte 12 to approx 0.1 mile north of Poverty Rd. CAPM. (R0.0 - 6.0)	3,760,000	\$4,286,400	By 2035	Planned

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CAL21046	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 160 Pavement Rehabilitation C	In Sacramento County on Route 160 from the county line to Jct Rte 12. (PM L0.0-L10.8)	13,500,000	\$22,410,000	By 2050	Planned
CAL20873	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 160 Roadside Planting Improvement	In Sacramento County on Route 160 from Del Paso to Tribute Rd. Highway Planting Rehab.	1,300,000	\$2,158,000	By 2050	Planned
CAL21059	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 220 Pavement Rehabilitation	In Sacramento County on Route 220 from county line to Jct 160. SHOPP ID 20584	3,000,000	\$3,420,000	By 2035	Planned
CAL21390	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 51 American River Bridge Child Project #3	On SR 51 (Capital City Freeway, Business 80) in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge	61,691,000	\$61,691,000	By 2035	Programmed- See MTIP for details
CAL20691	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 51 Bridge Deck Replacement	On SR 51, in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo	192,574,000	\$192,574,000	By 2035	Programmed- See MTIP for details
CAL21053	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 51 Marconi Curve Barrier	On SR 51, in the City of Sacramento, between Marconi Ave and Howe Ave (PM 5.6/5.9): Construct outer separation barrier n northbound direction, replace guardrail, drainage inlets,	4,932,000	\$4,932,000	By 2035	Programmed- See MTIP for details
CAL21038	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 51 Pavement Rehab	In Sacramento County on Route 51 from the County Line to approx. 0.4 mile north of Arden Way.	10,247,000	\$17,010,020	By 2050	Planned
CAL21349	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Auxiliary Lanes & Ramp Meters	On SR 99 in Elk Grove from Elk Grove Blvd to south of Calvine Road (PM 12.7/16.0): Construct two southbound auxiliary lanes (southbound SR 99 Cosumnes River Blvd/Calvine	24,630,000	\$24,630,000	By 2035	Programmed- See MTIP for details
CAL20968	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Bridge Rail Upgrade	In Sacramento County on Route 99 from Stockton Blvd OC (Br#23-0134) to 12th Ave OC (Br# 24-0161). Bridge Rail Upgrade.	18,500,000	\$30,710,000	By 2050	Planned
CAL20871	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Drainage Improvements A	In Sacramento County from Amador Ave OC to just north of 41st Ave OC, PP 24-139W, 24-144W, 24-146W. Upgrade Pump Plants.	1,816,000	\$2,070,240	By 2035	Planned
CAL20976	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Drainage Improvements B	In Sacramento County, approximately 0.1 mile North of McConnell UP (Br# 24-48L), 24-48W. Pump Plant Upgrade.	528,000	\$601,920	By 2035	Planned
CAL20945	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 ITS	From Elk Grove Blvd Over Crossing to City of Sacramento Jct 50/51 Rte Break. EA 0H670	12,150,000	\$20,169,000	By 2050	Planned
CAL20859	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Pavement Rehabilitation B	In Sacramento County on Route 99 from MLK Blvd OC to approx 0.1 mile north of Jct 50/51.	12,100,000	\$13,794,000	By 2035	Planned
CAL20843	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Pavement Rehabilitation D	In Sacramento from Route 5 Interchange to Sutter County Line.	9,550,000	\$15,853,000	By 2050	Planned
CAL21459	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR-99 Grade Raise	On SR-99, near Elk Grove, from 0.3 mile south of Arno Road to 0.2 mile south of Cosumnes River Overflow (PM 5.5 /7.75): Raise roadway profile, rehabilitate pavement and drainage	145,400,000	\$145,400,000	By 2035	Programmed- See MTIP for details
CAL21467	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR-99 Grade Raise	On Route 99, near Elk Grove, from 0.3 mile south of Arno Road to 0.2 mile south of Cosumnes River Overflow (PM 5.5 / 7.75). Raise roadway profile, rehabilitate pavement and drainage systems, construct concrete barrier and maintenance vehicle pullouts, and upgrade signs, facilities to Americans with Disabilities Act (ADA) standards, and Transportation	145,400,000	\$145,400,000	By 2035	Programmed- See MTIP for details
CAL21468	SAC	C- Maintenance & Rehabilitation	Caltrans D3	SR-99 Grade Raise	On Route 99, near Elk Grove, from 0.3 mile south of Arno Road to 0.2 mile south of Cosumnes River Overflow (PM 5.500 / 7.750). Raise roadway profile, rehabilitate pavement	145,400,000	\$145,400,000	By 2035	Programmed- See MTIP for details
BP_64	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Stormwater reduction: In Sacramento County on Route 5, approximately 0.09 miles North of Stone Lake Bridge (24-346) to approximately 0.02 miles South of the EB of the Freeport BLVD OH (24-0296R).	In Sacramento County on Route 5, approximately 0.09 miles North of Stone Lake Bridge (24-346) to approximately 0.02 miles South of the EB of the Freeport BLVD OH (24-0296R). Trash Reduction SHOPP ID 23163	7,600,000	\$8,664,000	By 2035	Planned
BP_65	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Stormwater reduction: In Sacramento County on Route 99, approximately 0.01 miles North of Junction 143 to approximately 0.01 miles North of Junction 143 to approximately	In Sacramento County on Route 99, approximately 0.01 miles North of Junction 143 to approximately 0.01 miles South of the 12th Avenue OC (24-0161). Trash Reduction SHOPP ID	4,260,000	\$4,856,400	By 2035	Planned
CAL21217	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Treat 5 bridge decks in Sac County at various routes	In Sacramento County on Routes 5,50, & 80 on 5 structures (Br#24-0175, 24-0203, 24-0218, 24-0263, and 24-0281K)	524,000	\$869,840	By 2050	Planned

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CAL20951	SAC	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Bridge Improvements	In Sacramento on Rte 50 at eastern end Sacramento River Viaduct (Pioneer Bridge). Bridge painting. EA 1H100	21,030,000	\$34,909,800	By 2050	Planned
CAL20870	SAC	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Drainage Improvements C	In Sacramento County near Oak Park Seperation, PP 24-231W	528,000	\$876,480	By 2050	Planned
CAL20961	SAC	C- Maintenance & Rehabilitation	Caltrans D3	US 50 Fiber Optics	In Sac and ED counties on US 50 from Sunrise Blvd to Sly Park Rd. Install fiber optics network. 1H820	7,021,000	\$11,654,860	By 2050	Planned
CAL21288	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	8,184,000	\$13,585,440	By 2050	Planned
CAL21396	SAC	C- Maintenance & Rehabilitation	Caltrans D3	Willow Slough Replacement	On SR 99 near Elk Grove, from Arno Road to south of Dillard Road at Willow Slough Bridge No. 24-0046L/R (PM 6.0/7.1): Replace existing south bridge, close the median gap between southbound and northbound bridges, widen shoulders, upgrade guardrail, and install Transportation Management System (TMS) elements.	17,520,000	\$17,520,000	By 2035	Programmed- See MTIP for details
CAL21485	SAC	D- Programs & Planning	Caltrans D3	SAC Translab HVAC Repair	In the city of Sacramento, at 5900 Folsom Boulevard. Repair HVAC system at the Transportation Laboratory. This project will utilize the Emergency Force Account contract	18,500,000	\$18,500,000	By 2035	Programmed- See MTIP for details
BP_13	SAC	G- System Management,	Caltrans D3	Eagles Nest Safety Project	In Sacramento County on Route 16 at Eagles Nest Road, install traffic signal or roundabout. (PM 10.21/10.65) [SHOPP ID 22880, EA 2J320]	4,789,000	\$5,459,460	By 2035	Planned
CAL21083	SAC	G- System Management,	Caltrans D3	Hazel Ave to Folsom Blvd (T)	US-50 In EB direction from Hazel Ave to Folsom Blvd (T) install auxiliary lane	1,500,000	\$1,710,000	By 2035	Planned
CAL21025	SAC	G- System Management,	Caltrans D3	Howe to NB 51. Lengthen aux lane.	NB 51 aux lane from Howe Ave on-ramp to Auburn Blvd/Bell Street off-ramp	2,690,000	\$3,066,600	By 2035	Planned
CAL21024	SAC	G- System Management,	Caltrans D3	Howe to NB-51. Reconstruct I/C, hook ramp	Howe to NB-51. Reconstruct I/C, hook ramp, can't meter.	19,850,000	\$32,951,000	By 2050	Planned
CAL21479	SAC	G- System Management,	Caltrans D3	I5 at Pocket Road	In the city of Sacramento, at the Pocket Road Overcrossing No.24-0263 (PM 16.47). Pavement preservation.	280,000	\$280,000	By 2035	Programmed- See MTIP for details
CAL20824	SAC	G- System Management,	Caltrans D3	I-5 ICM	Implement ICM strategies on the I-5 Corridor (Non-capacity)	45,000,000	\$74,700,000	By 2050	Planned
CAL21261	SAC	G- System Management,	Caltrans D3	I-5 Loop Ramp Meter at the I-5/Twin Cities Rd. interchange (SB)	In the Sacramento County at the I-5/Twin Cities Road interchange (SB I-5) install a loop ramp meter (1+1 configuraiton) (PM 19.929)	900,000	\$1,494,000	By 2050	Planned
CAL20819	SAC	G- System Management, Operations, and ITS	Caltrans D3	I-5 NB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.69) install a loop ramp meter at the NB ramp	380,000	\$433,200	By 2035	Planned
CAL21259	SAC	G- System Management, Operations, and ITS	Caltrans D3	I-5 SB add auxiliary lane from Elk Grove Blvd on-ramp toHood Frankin slip off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, install a NB ramp meter (loop) for the EB direction (PM 8.44). Future configuration 1+1. This project is part of EA 4F240.	900,000	\$1,494,000	By 2050	Planned
CAL20825	SAC	G- System Management, Operations, and ITS	Caltrans D3	I-80 ICM A	Implement ICM strategies on the I-80 Corridor (Non-capacity)	45,000,000	\$74,700,000	By 2050	Planned
CAL21029	SAC	G- System Management,	Caltrans D3	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	380,000	\$433,200	By 2035	Planned
CAL20997	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	4,356,000	\$4,965,840	By 2035	Planned
CAL21289	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector CMS.	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector TMS.	4,200,000	\$6,972,000	By 2050	Planned

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CAL21004	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	6,300,000	\$7,182,000	By 2035	Planned
CAL20841	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	2,350,000	\$2,679,000	By 2035	Planned
CAL21291	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	380,000	\$630,800	By 2050	Planned
CAL21003	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	13,400,000	\$15,276,000	By 2035	Planned
CAL20956	SAC	G- System Management, Operations, and ITS	Caltrans D3	In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct auxiliary lanes.	SR 51 In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct auxiliary lanes.	3,960,000	NA	Post-2050	Amendment priority
CAL21021	SAC	G- System Management, Operations, and ITS	Caltrans D3	Marconi to SB-51. Add meter, change config from 1 to 2+1, add aux.	Marconi to SB-51. Add meter, change config from 1 to 2+1, add accel.	4,010,000	\$6,656,600	By 2050	Planned
CAL21471	SAC	G- System Management, Operations, and ITS	Caltrans D3	Pocket Rd Sidewalk and Signalized Right-Turn	In the city of Sacramento, on southbound Route 5 offramp to Pocket Road (PM 16.189/16.24). Construct sidewalk.	1,730,000	\$1,730,000	By 2035	Programmed- See MTIP for details
CAL21411	SAC	G- System Management, Operations, and ITS	Caltrans D3	Sac 16 Eagles Nest Safety Project	On SR 16, near Sloughhouse at the intersection of Eagles Nest Road (PM 10.2/10.7): Add traffic signal and widen lanes and shoulders for safety. This project will reduce the number and severity of collisions.	4,789,000	\$4,789,000	By 2035	Programmed- See MTIP for details
CAL21473	SAC	G- System Management, Operations, and ITS	Caltrans D3	Sac 5 Flood Warning Signs	Near Galt, from Sacramento County line to approximately 0.2 mile south of Lambert Road (PM 3.4/4.447). Install flood warning signage.	400,000	\$400,000	By 2035	Programmed- See MTIP for details
CAL21475	SAC	G- System Management, Operations, and ITS	Caltrans D3	SAC 51 Bump Correction	In the city of Sacramento, from E Street Undercrossing to H Street Undercrossing (PM 12/1.44). Bump corrections.	320,000	\$320,000	By 2035	Programmed- See MTIP for details
CAL21438	SAC	G- System Management, Operations, and ITS	Caltrans D3	SAC-12 Terminous Safety	On Sac-12 near Rio Vista, from 0.1 mile east of Route 160 to Mokelumne River Bridge (0.70/6.10). Install concrete median barrier, widen shoulders, construct left turn lane, upgrade guardrails and drainage systems, replace signs, overlay pavement, and install count station and closed circuit television.	43,220,000	\$43,220,000	By 2035	Programmed- See MTIP for details
CAL21486	SAC	G- System Management, Operations, and ITS	Caltrans D3	SAC-5 Vision Zero Acceleration/ Deceleration Lane	On I-5, in Sacramento County, near Thornton, from Lost Slough Bridge to Dierssen Road Overcrossing (PM 1.200/3.100). Extend acceleration lanes at Twin Cities Road, and upgrade lighting, signs, and striping.	12,190,000	\$12,190,000	By 2035	Programmed- See MTIP for details

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CAL21488	SAC	G- System Managemen	Caltrans D3	SAC-51 Outer Separation Barrier	In the city of Sacramento, from 0.1 mile north of Fulton Avenue to Auburn Boulevard Ramp O	10,635,000	\$10,635,000	By 2035	Programmed- See MTIP for details
CAL21476	SAC	G- System Management, Operations, and ITS	Caltrans D3	Sacramento SR 51 C St CCTV	In the city of Sacramento, near B Street Underpass (PM 1.619/1.648). Install new Closed-Circuit Television (CCTV) pole.	480,000	\$480,000	By 2035	Programmed- See MTIP for details
CAL21478	SAC	G- System Management, Operations, and ITS	Caltrans D3	Sacramento SR 51 Marconi and Fulton CCTV Replacement	In the city of Sacramento, from 0.2 mile west of Marconi Avenue to Fulton Avenue (5.694/6.793). Install new Closed-Circuit Television (CCTV) pole.	480,000	\$480,000	By 2035	Programmed- See MTIP for details
CAL21439	SAC	G- System Management, Operations, and ITS	Caltrans D3	Safety Lighting - NB Off to Del Paso	On Route 160, in the city of Sacramento, at the onramp and offramp to Del Paso Boulevard (PM R44.9, R45.1): Replace signs and panels, upgrade lighting, install wrong-way driving deterrents, and repave ramps to improve safety.	3,490,000	\$3,490,000	By 2035	Programmed- See MTIP for details
CAL20427	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 12 Operational Improvements	SR 12 Roadway Operational and Safety Improvements: Rio Vista to San Joaquin County line. Improvements will be coordinated with San Joaquin and Solano counties and anticipated corridor improvements.	10,000,000	\$11,400,000	By 2035	Planned
CAL21303	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 16 Relinquishment Ph 2	SR 16 Relinquishment Ph 2	Pending- Need final cost from project sponsor	NA	By 2050	Planned
CAL21239	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 51 (SB) Diagonal Ramp Meter at Marconi Avenue	In the City of Sacramento construct a diagonal ramp meter at the SR 51/Marconi Avenue interchange (SB) (PM 5.374) Future configuration is a 2+1	380,000	\$433,200	By 2035	Planned
CAL20826	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 51 ICM	Implement ICM strategies on the SR 51 Corridor (Non-capacity)	45,000,000	\$74,700,000	By 2050	Planned
CAL20596	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 51 Transition Lanes	SR 51 Transition Lanes: NB from Marconi Ave. to Fulton Ave.and SB from Fulton Ave. to Watt Ave.	84,700,000	NA	Post-2050	Amendment Priority
CAL20601	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 99 Auxiliary Lane	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	\$4,980,000	By 2050	Planned
CAL20600	SAC	G- System Management,	Caltrans D3	SR 99 Auxiliary Lane A	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	\$4,980,000	By 2050	Planned
CAL20827	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 99 ICM	Implement ICM strategies on the SR 99 Corridor (Non-capacity)	45,000,000	\$74,700,000	By 2050	Planned
CAL20602	SAC	G- System Management,	Caltrans D3	SR 99 Interchange Improvements	Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave.	40,000,000	\$66,400,000	By 2050	Planned

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CAL20599	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR 99 Transition Lane	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	\$3,420,000	By 2035	Planned
CAL21290	SAC	G- System Management, Operations, and ITS	Caltrans D3	SR-99 Ramp Meter Improvements	SR-99 In Sacramento County from Laguna Blvd to Bond Rd. Add GP and HOV lanes at each location. Ramp Meter Improvements.	6,100,000	\$10,126,000	By 2050	Planned
CAL20598	SAC	G- System Management, Operations, and ITS	Caltrans D3	System Management/Traffic Operations System on SR 51 between U.S. 50 and I-80	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure.	3,000,000	\$3,420,000	By 2035	Planned
CAL20967	SAC	G- System Management, Operations, and ITS	Caltrans D3	TransLab Upgrades	In Sacramento at the TransLab on 59th Street	13,000,000	\$21,580,000	By 2050	Planned
CAL20574	SAC	G- System Management,	Caltrans D3	Traveler Information System	110 locations throughout Sacramento County. Travel time detection and notification systems.	1,939,200	\$3,219,072	By 2050	Planned
CAL21033	SAC	G- System Management,	Caltrans D3	US 50 Pump Plant	In Sacramento County approx. 0.1 miles West of Mather Field OC (Br#24-0175). Upgrade Pump Plant.	528,000	\$601,920	By 2035	Planned
CAL20641	SAC	G- System Management, Operations, and ITS	Caltrans D3	US 50 Transition Lane	US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt-51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp	15,000,000	\$17,100,000	By 2035	Planned
BP_6	SUT	A- Bike & Ped	Caltrans D3	Bicycle Facilities parallel to SR 99 (Walton/Stabler, Clark)	Build new bicycle and pedestian paths to provide an active transportation route along SR 99.	7,500,000	\$12,450,000	By 2050	Planned
BP_7	SUT	A- Bike & Ped	Caltrans D3	Bicycle Facility parallel to Bridge St or a separated Bike Lane on SR 20	Build new bicycle and pedestian paths to provide an active transportation route along SR 20.	7,500,000	\$12,450,000	By 2050	Planned
BP_8	SUT	A- Bike & Ped	Caltrans D3	Construct Class II Bike Lane	Construct a Class II bicycle lane on SR 99 from Bogue Rd to SR 20	2,360,000	\$3,917,600	By 2050	Planned
BP_23	SUT	A- Bike & Ped	Caltrans D3	Pedestrian Improvements on SR 20 from Harter to Feather River Bridge	Various improvements to enhance walkability in Yuba City	8,300,000	\$13,778,000	By 2050	Planned
CAL20934	SUT	C- Maintenance & Rehabilitation	Caltrans D3	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA	4,500,000	\$5,130,000	By 2035	Planned
CAL20865	SUT	C- Maintenance & Rehabilitation	Caltrans D3	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	5,675,000	\$6,469,500	By 2035	Planned
CAL21414	SUT	C- Maintenance & Rehabilitation	Caltrans D3	Live Oak 18-Wire RR Preemption Upgrade	On SR 99, in Sutter County, at Pennington Road in the city of Live Oak (PM 40.25/40.25): Upgrade two wire railroad preemption.	1,665,000	\$1,665,000	By 2035	Programmed- See MTIP for details
CAL20429	SUT	C- Maintenance & Rehabilitation	Caltrans D3	Lomo Railroad Crossing	ROW Acquisition and Construction: Railroad Crossing. North of SR 99 / Live Oak Blvd. intersection.	12,203,000	\$20,256,980	By 2050	Planned
CAL20569	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Class II Bike Lane	On SR 99, construct bike lane from Bogue Road to SR 20 Jct.	1,440,000	\$2,390,400	By 2050	Planned
CAL21066	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Drainage Improvements C	In Sutter County on Route 99 at the Howsley Rd UC (Pump Plant #18-0045W). Upgrade pump plant.	710,000	\$809,400	By 2035	Planned

A6-13, cont.

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CAL20872	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Drainage Improvements D	In Sutter County at Queens Ave OC, PP 18-34W	528,000	\$601,920	By 2035	Planned
CAL21388	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Oswald Road	On SR 99 near Yuba City, from 0.6 mile south to 0.6 mile north of Oswald Road (PM 25.0/26.2): Construct intersection improvements.	14,585,000	\$14,585,000	By 2035	Programmed- See MTIP for details
CAL20952	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Pavement Rehabilitation A	In and near Live Oak from Coleman Ave to Ramsdall Dr (PM 39.4-40.9)	20,050,000	\$33,283,000	By 2050	Planned
CAL21041	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SR 99 Pavement Rehabilitation C	In Sutter County on Route 99 approx 0.1 mile south of Messick Road to Jct of Rte 20. (PM 24.1 - 30.6)	5,050,000	\$5,757,000	By 2035	Planned
BP_66	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SUT 70 CAPM	In Sutter County on Route 70 from Jct 70/99 to end of county. CAPM. SHOPP ID 20540	5,675,000	\$6,469,500	By 2035	Planned
BP_67	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SUT 99 2R	In Sutter County on Route 99 from State Route 20 Junction to 0.2 miles south of Live Oak Blvd. (Rehab) (EA 2J230) SHOPP ID 22819	60,180,000	\$68,605,200	By 2035	Planned
BP_68	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SUT 99 CAPM	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM SHOPP ID 20533	6,240,000	\$7,113,600	By 2035	Planned
CAL21378	SUT	C- Maintenance & Rehabilitation	Caltrans D3	SUT-99 Lomo Crossing	On Route 99 near Live Oak, from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); also at Eager Road (PM R33.8/R34.0): Eliminate cross traffic access	13,720,000	\$13,720,000	By 2035	Programmed- See MTIP for details
CAL21454	SUT	C- Maintenance & Rehabilitation	Caltrans D3	Sutter County 99	On SR 99 in and near Yuba City, from 0.1 mile north of Route 20 to 0.2 mile south of Live Oak Boulevard (PM T30.7 /T35.8): Rehabilitate roadway and drainage systems, construct	35,800,000	\$35,800,000	By 2035	Programmed- See MTIP for details
BP_9	SUT	G- System Management,	Caltrans D3	Construct Grade Separation at UPRR Lomo Crossing	In Sutter County on Route 99 from approx 0.1 mile sout of Encinal Road to approx 0.2 mile north of Kent Ave (PM T35.8/36.5)	30,000,000	\$49,800,000	By 2050	Planned
CAL21440	SUT	G- System Management,	Caltrans D3	Humphrey Road Intersection Improvement	On Route 20, near Yuba City, at the intersection with Humphrey Road (PM 10.5/10.8). Install traffic signal.	8,535,000	\$8,535,000	By 2035	Programmed- See MTIP for details
CAL21014	SUT	G- System Management,	Caltrans D3	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit	9,100,000	\$10,374,000	By 2035	Planned
BP_20	SUT	G- System Management, Operations, and ITS	Caltrans D3	Jennings/Knights Curve Improvements	In Sutter County on Route 113 from 1.276 miles north of Jct Route 45/113 to 0.576 miles north of Jct Route 45/113, improve Knights Road intersection. (PM 0.4/1.1) [SHOPP ID 23386, EA 2J980]	7,780,000	\$8,869,200	By 2035	Planned
BP_22	SUT	G- System Management, Operations, and ITS	Caltrans D3	Oswald Rd Intersection Improvements	Construct improvements to the SR 99-Oswald Rd intersection.	6,500,000	\$10,790,000	By 2050	Planned
CAL15780	SUT	G- System Management, Operations, and ITS	Caltrans D3	SR 20 / SR 99 Interchange ROW Acquisition	ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection	30,507,000	\$50,641,620	By 2050	Planned

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CAL20888	SUT	G- System Management, Operations, and ITS	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Howsley Road interchange	In Sutter County at SR 99/Howsley Road Interchange a Diagonal ramp meter. Future Configuration is 1+1. (Howsley Road to SB SR 99) (PM 5.401)	900,000	\$1,494,000	By 2050	Planned
CAL20885	SUT	G- System Management, Operations, and ITS	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at SR 99/Riego Road Interchange Repair a Diagonal ramp meter. Future Configuration is 2+1. (EB Riego Road to SB SR 99) (PM 1.015)	1,120,000	\$1,859,200	By 2050	Planned
CAL21087	SUT	G- System Management,	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at NB SR 99/Riego Road Interchange a Diagonal ramp meter. Future Configuration is 2+1. (WB Riego Road to NB SR 99) (PM 0.895)	1,120,000	\$1,859,200	By 2050	Planned
CAL21088	SUT	G- System Management, Operations, and ITS	Caltrans D3	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at NB SR 99/Riego Road Interchange a Loop ramp meter. Future Configuration is 2+1. (EB Riego Road to NB SR 99) (PM 1.169)	1,120,000	\$1,859,200	By 2050	Planned
CAL21085	SUT	G- System Management,	Caltrans D3	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at SR 99/Riego Road Interchange Repair a Loop ramp meter. Future Configuration is 1+1. (WB Riego Road to SB SR 99) (PM 0.79)	900,000	\$1,494,000	By 2050	Planned
CAL21296	SUT	G- System Management,	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. Future Configuration is 1+1. (EB Sutter Bay Blvd. to NB SR 99)	900,000	\$1,494,000	By 2050	Planned
CAL21297	SUT	G- System Management,	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (EB Sutter Bay Blvd. to SB SR 99)	380,000	\$630,800	By 2050	Planned
CAL21295	SUT	G- System Management,	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to NB SR 99)	380,000	\$630,800	By 2050	Planned
CAL21298	SUT	G- System Management,	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to SB SR 99)	380,000	\$630,800	By 2050	Planned
CAL21441	SUT	G- System Management,	Caltrans D3	Stafford Way Intersection Safety Improvement	On Route 20, in Yuba City, at the intersection with Stafford Way (PM 15.8/16.1). Install traffic signal.	4,910,000	\$4,910,000	By 2035	Programmed- See MTIP for details
CAL21442	VAR	A- Bike & Ped	Caltrans D3	Bicyclist & Pedestrian Improvements	In Sacramento, Yolo, and Yuba Counties, on Routes 20, 80, 99, and 113 at four locations: Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian	1,596,000	\$1,596,000	By 2035	Programmed- See MTIP for details
CAL21276	VAR	B- Road & Highway Capacity	Caltrans D3	I-80 and US 50 Managed Lanes	On I-80 just from the I-80/Kidwell Road interchange in Solano County, through Yolo County, and to the W. El Camino interchange; also on US 50 from the I-80/US 50 interchange to the I-	465,000,000	\$465,000,000	By 2035	Programmed- See MTIP for details
CAL21402	VAR	C- Maintenance & Rehabilitation	Caltrans D3	CAPM & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80	13,940,000	\$13,940,000	By 2035	Programmed- See MTIP for details
CAL21450	VAR	C- Maintenance & Rehabilitation	Caltrans D3	ED 49 CAPM	On SR 49 in and near Auburn, from 0.1 mile south of Rattlesnake Bar Road to Placer County line; also in Placer County, from El Dorado County line to Elm Avenue (PM 0.0/2.525). Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, guardrail, and facilities to Americans with Disabilities Act (ADA) standards.	22,015,000	\$22,015,000	By 2035	Programmed- See MTIP for details
CAL20650	VAR	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Install Vehicle Detection Stations	In Sacramento and Yolo Counties I-5 Install Vehicle Detection Stations on I-5 at 9 locations	1,000,000	\$1,660,000	By 2050	Planned
CAL21419	VAR	C- Maintenance & Rehabilitation	Caltrans D3	Rio Vista Bridge Op-Systems Upgrade	On Route 12, near Rio Vista, at the Sacramento River (Rio Vista) Bridge No. 23-0024; also in Solano County from (PM 26.1 to 26.4). Repair and upgrade electrical, mechanical, and structural damaged components of bridge.	19,320,000	\$19,320,000	By 2035	Programmed- See MTIP for details
CAL20788	VAR	C- Maintenance & Rehabilitation	Caltrans D3	Rio Vista Bridge Rehab	On Route 12 in and near Rio Vista, at the Sacramento River Bridge No. 23-0024; also on Route 160 from PM L10.6 to R0.1; also in Solano County, from PM 26.1 to PM 26.4:	10,745,000	\$10,745,000	By 2035	Programmed- See MTIP for details
CAL21457	VAR	C- Maintenance & Rehabilitation	Caltrans D3	Roseville 80 CAPM	On I-80, in and near Roseville, from Sacramento County line to 0.3 mile west of Sierra College Boulevard; also in Sacramento County from 0.7 mile east of Antelope Road to Placer	79,020,000	\$79,020,000	By 2035	Programmed- See MTIP for details

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CAL20652	VAR	C- Maintenance & Rehabilitation	Caltrans D3	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	28,530,000	\$47,359,800	By 2050	Planned
CAL17380	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	400,000	\$400,000	By 2035	Programmed- See MTIP for details
CAL20615	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	860,000,000	\$1,427,600,000	By 2050	Planned
CAL20616	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	505,000,000	\$838,300,000	By 2050	Planned
CAL20617	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	10,000,000	\$16,600,000	By 2050	Planned
CAL20584	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Facilities	SHOPP- Facilities	20,000,000	\$33,200,000	By 2050	Planned
CAL20618	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Mandates	SHOPP - Mandates	9,500,000	\$15,770,000	By 2050	Planned
CAL20622	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Minor	SHOPP - Minor	200,000,000	\$332,000,000	By 2050	Planned
CAL20619	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Mobility	SHOPP - Mobility	105,500,000	\$175,130,000	By 2050	Planned
CAL20620	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	15,000,000	\$24,900,000	By 2050	Planned
CAL20621	VAR	C- Maintenance & Rehabilitation	Caltrans D3	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	570,000,000	\$946,200,000	By 2050	Planned
CAL21443	VAR	C- Maintenance & Rehabilitation	Caltrans D3	YOL & SAC Trash BMP Project (IIJA)	In Sacramento and Yolo Counties, on Routes 5, 50, 51, 80, and 99, at various locations: Install new trash netting and trash capture housing.	20,000,000	\$20,000,000	By 2035	Programmed- See MTIP for details
CAL20775	VAR	G- System Management,	Caltrans D3	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	On I-5 near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85) and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near	22,490,000	\$25,638,600	By 2035	Planned
CAL21489	VAR	G- System Manageme	Caltrans D3	Safety Reactive Improvement at Various Locations	In Colusa, El Dorado, Sutter, and Sacramento Counties, on Routes 5, 49, 99, and 104 at various	6,430,000	\$6,430,000	By 2035	Programmed- See MTIP for details
CAL20611	VAR	G- System Management, Operations, and ITS	Caltrans D3	System Management/Traffic Operations System on I-5 between the San Joaquin County Line and SR113	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	5,000,000	\$8,300,000	By 2050	Planned
CAL20610	VAR	G- System Management,	Caltrans D3	System Management/Traffic Operations System On I-80 between SR113 and Bell Road and on Rt-51	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in	5,000,000	\$8,300,000	By 2050	Planned
CAL20614	VAR	G- System Management,	Caltrans D3	System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El	4,000,000	\$4,560,000	By 2035	Planned
CAL21480	VAR	G- System Management, Operations, and ITS	Caltrans D3	Yuba and Butte County Traffic Signal Operational Improvements	In Yuba and Butte Counties, on Routes 20 and 99. Install Retroreflective Plates and Audible Pedestrian System (APS).	334,000	\$334,000	By 2035	Programmed- See MTIP for details
CAL21302	Various: ELD, NEV	C- Maintenance & Rehabilitation	Caltrans D3	Build pre-wash facilities	SLT & Truckee MS	800,000	\$1,328,000	By 2050	Planned
CAL20571	Various: ELD, PLA,	C- Maintenance & Rehabilitation	Caltrans D3	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	50,000,000	\$83,000,000	By 2050	Planned
CAL21294	Various: PLA , SAC,	C- Maintenance & Rehabilitation	Caltrans D3	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	4,000,000	\$6,640,000	By 2050	Planned
CAL21068	Various: PLA, NEV	C- Maintenance & Rehabilitation	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC	7,000,000	\$11,620,000	By 2050	Planned

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CAL20881	Various: PLA, NEV	C- Maintenance & Rehabilitation	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete	10,900,000	\$18,094,000	By 2050	Planned
CAL20612	Various: PLA, YUB	C- Maintenance & Rehabilitation	Caltrans D3	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	4,000,000	\$4,560,000	By 2035	Planned
CAL21299	Various: SAC, PLA	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	1,250,000	\$2,075,000	By 2050	Planned
CAL20613	Various: SAC, SUT	G- System Management, Operations, and ITS	Caltrans D3	System Management/Traffic Operations System on SR99 between the San Joaquin County Line and SR20	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Sacramento and Sutter Counties.	5,000,000	\$8,300,000	By 2050	Planned
CAL21096	Various: SAC, YOL,	G- System Management,	Caltrans D3	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	45,530,000	\$75,579,800	By 2050	Planned
CAL21220	Various: YOL/SAC	C- Maintenance & Rehabilitation	Caltrans D3	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations.	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations: Sac US 50 (PM L0.00 - L2.400)	4,500,000	\$7,470,000	By 2050	Planned
CAL20874	Various: YUB, BUT	C- Maintenance & Rehabilitation	Caltrans D3	Route 70 near Honcut Bridges, guardrails and two-way left turn lanes	On Route 70 south of Lower Honcut Bridge to East Gridley Road, upgrade existing guardrail from BUT/YUB county line north, construct a 2 - 4 foot soft buffer from immediately south of	44,070,000	\$73,156,200	By 2050	Planned
CAL20626	YOL	A- Bike & Ped	Caltrans D3	SR 128 Class II Bike Lane	Where ROW permits, construct Class II bike lane on SR 128 from Valley Oak Dr. to E. Main St., Winters (PM 7.755 to 9.359)	2,730,000	\$4,531,800	By 2050	Planned
CAL21434	YOL	A- Bike & Ped	Caltrans D3	SR 16 Esparto- Dollar General	In Esparto, on Route 16 at postmile 28.266. Improve pedestrian crossing.	160,000	\$160,000	By 2035	Programmed- See MTIP for details
BP_73	YOL	A- Bike & Ped	Caltrans D3	Yolo 128 - Dutton Street in Winters	In the City of Winters. Proposed intersection control as part of the Grant Ave Complete Streets	10,000,000	\$16,600,000	By 2050	Planned
BP_74	YOL	A- Bike & Ped	Caltrans D3	Yolo 128 - E. Main Street in Winters	In the City of Winters. Proposed intersection control as part of the Grant Ave Complete Streets	10,000,000	\$16,600,000	By 2050	Planned
BP_75	YOL	A- Bike & Ped	Caltrans D3	Yolo 128 - Morgan Street in Winters	In the City of Winters. Proposed intersection control as part of the Grant Ave Complete Streets	10,000,000	\$16,600,000	By 2050	Planned
BP_76	YOL	A- Bike & Ped	Caltrans D3	Yolo 128 - SB I-505 Off-Ramp in Winters	In the City of Winters. Proposed intersection control as part of the Grant Ave Complete Streets	10,000,000	\$16,600,000	By 2050	Planned
CAL15881	YOL	B- Road & Highway Capacity	Caltrans D3	I-5 / SR 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	112,345,137	\$112,345,137	By 2050	Programmed- See MTIP for details
CAL15882	YOL	B- Road & Highway Capacity	Caltrans D3	I-5 / SR 113 Interchange	Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection. Phase 3.	66,000,000	NA	Post-2050	Amendment priority
CAL21276 (dual)	YOL	B- Road & Highway Capacity	Caltrans D3	I-80 Dual Lanes West	On I-80 and US50, I-5 to Solano County line: Implement dual priced managed lanes without adding capacity.	135,000,000	\$153,900,000	By 2035	Planned
CAL21449	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Capay Valley Rehab	On SR 16 near Esparto, from 0.1 mile west of County Road 68 to 0.3 mile east of County Road 78A (PM 15.1/20.5): Rehabilitate roadway and drainage systems, construct concrete barrier, and upgrade signs, facilities to Americans with Disabilities Act (ADA) standards, and	42,010,000	\$42,010,000	By 2035	Programmed- See MTIP for details
BP_12	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Dunnigan 5 Rehab	In Yolo County on Route 5 approximately 0.2 miles south of the Route 505/5 Separation (22-0143) to the Colusa County line. CAPM (EA 2J240) SHOPP ID 21267	23,960,000	\$27,314,400	By 2035	Planned
CAL21436	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Elkhorn and Bryte Bend vertical clearance signage replacement.	On Route 80, in Yolo County, at Sacramento River Elkhorn Bridges 22 0025L/R and Sacramento River Bryte Bend 22 0026L/R Bridges(PM 0.0/3.15): Replace existing vertical clearance gauges.	210,000	\$210,000	By 2035	Programmed- See MTIP for details
CAL20944	YOL	C- Maintenance & Rehabilitation	Caltrans D3	I-5 Bridge Improvements A	In Yolo Cty near Woodland from Wye Line Rd OC (Br#22-158) to Cty Line Rd OC (Br#22-139) and in Colusa Cty at Cty Line Rd OC. EA 0F760	18,315,000	\$30,402,900	By 2050	Planned
CAL20978	YOL	C- Maintenance & Rehabilitation	Caltrans D3	I-505 Bridge Improvements	Putah Creek Bridges (Br#22-0072 R/L) on I505, 0.4 miles south of Jct 128 and 505 in Winters.	19,904,000	\$33,040,640	By 2050	Planned

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CAL20964	YOL	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilitation B	In Yolo County in West Sacramento on Route 80 from 0.5 miles east of Mace Blvd Interchange to Sacramento River Bridge (Bryte Bend) and on Route 50 from Route 80	343,305,000	\$569,886,300	By 2050	Planned
CAL20935	YOL	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Pavement Rehabilitation C	In and near Davis from Solano County Line to Yolo Causeway (Br#22-45)	33,800,000	\$38,532,000	By 2035	Planned
CAL21063	YOL	C- Maintenance & Rehabilitation	Caltrans D3	I-80 Roadside Improvements	Install new pump plant that includes mechanical work (pump, piping, valves, pipe supports, etc.), electrical work (electrical cabinets, conductors, breakers, etc.) on Route 80 near Davis at Webster Road UC 22-0043	3,850,000	\$6,391,000	By 2050	Planned
CAL21145	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Install Meter - EB Jefferson Blvd	Install Meter - EB Jefferson Blvd	380,000	\$630,800	By 2050	Planned
CAL21305	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	3,210,000	\$5,328,600	By 2050	Planned
CAL20970	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 128 Pavement Rehabilitation	West of and in winters from Solano Co Line to Jct 505	13,000,000	\$14,820,000	By 2035	Planned
CAL21051	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Pavement Rehabiliation	In Yolo County on Route 16 from approx 0.6 mile west of Cache Creek to approx. 0.1 mile east of County Road 42. (PM 0.0-8.2)	4,600,000	\$5,244,000	By 2035	Planned
CAL21050	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Pavement Rehabilitation A	In Yolo County on Route 16 from approx. 0.3 mile west of County Rd 79 to County Road 21A. (PM 20.5-28.2)	12,100,000	\$13,794,000	By 2035	Planned
CAL20866	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Pavement Rehabilitation B	In Yolo County on Route 16 from County Rd 42 to approx. 0.4 mile west of County Rd 79. (PM 8.2-20.5)	7,800,000	\$8,892,000	By 2035	Planned
CAL21040	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Pavement Rehabilitation C	In Yolo County on Rte 16 from County Rd 98 to Route 5 Junction. (PM R40.5-R43.42)	4,600,000	\$5,244,000	By 2035	Planned
CAL20982	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 16 Slope Stabilization	In Yolo County along SR 16. Slope stabilization, slide protection/repair, slide detention basin, slide clean up.	3,050,000	\$3,477,000	By 2035	Planned
CAL21306	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 45: Replace AC Surfacing & RHMA Overlay	SR 45: Replace AC Surfacing & RHMA Overlay (OG900)	5,300,000	\$8,798,000	By 2050	Planned
CAL21049	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR 84 Pavement Rehabilitation	In Yolo County on Route 84 from County Rd 161 to approx. 0.5 mile north of Courtland Rd.	6,540,000	\$7,455,600	By 2035	Planned

A6

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BP_58	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR-16 Rumsey Rehab	In Yolo County on Route 16 from 0.2 mile south of County Road 43 to 0.3 mile south of County Road 78A. Rehab SHOPP ID 22878	31,250,000	\$35,625,000	By 2035	Planned
BP_59	YOL	C- Maintenance & Rehabilitation	Caltrans D3	SR-16/5 Separation Rehab	In Yolo County on Route 16 from West Main Street to Route 16/5 Separation (Br# 22-0151). REHAB (EA 2J250) SHOPP ID 20445	13,510,000	\$15,401,400	By 2035	Planned
CAL20769	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Standard Vehicle Clearance on I-5 in Yolo County	On I-5 near Woodland, at Wye Line Road OC Bridge #22-0158 (PM 4.49), County Road 6 OC Bridge #22-0138 (PM R25.57), County Line Road OC Bridge #22-0139 (R28.92): Establish	18,315,000	\$20,879,100	By 2035	Planned
CAL20842	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Winters. Repair/upgrade curb ramps.	Winters. Repair/upgrade curb ramps.	2,600,000	\$2,964,000	By 2035	Planned
CAL21418	YOL	C- Maintenance & Rehabilitation	Caltrans D3	YOL 84 MBGR Retaining Wall	On Route 84, in Yolo County (PM 0.70/1.5): Replace guardrail with retaining wall.	720,000	\$720,000	By 2035	Programmed- See MTIP for details
CAL21452	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Yolo County 16	On SR 16 near Woodland, from West Main Street to 0.1 mile north of County Road 18 (PM 40.5/R43.3): Rehabilitate roadway and drainage systems, and upgrade signs, concrete	22,390,000	\$22,390,000	By 2035	Programmed- See MTIP for details
CAL21451	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Yolo County Route 5	On I-5 near Dunnigan, from 0.2 mile south of Route 505 Separation to Colusa County line (PM R22.8/R28.92): Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, facilities to Americans with Disabilities Act (ADA) standards, and Transportation Management System (TMS) elements.	26,890,000	\$26,890,000	By 2035	Programmed- See MTIP for details
CAL20794	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Yolo Pavement Rehab	On I-80 in and near West Sacramento, from 1.4 miles east of Mace Boulevard to Sacramento River Bridge (PM 4.3/R11.4); also on Route 50, from I-80 to Jefferson Boulevard Overcrossing (PM 0.0/2.5): Rehabilitate roadway by placing Continuous Reinforced Concrete Pavement (CRCP) overlay, rehabilitate ramps, upgrade existing barriers and guardrail to concrete barrier, rehabilitate bridge decks, bridge median widening at two locations, upgrade bridge	249,187,000	\$249,187,000	By 2035	Programmed- See MTIP for details
BP_79	YOL	C- Maintenance & Rehabilitation	Caltrans D3	Yolo SR-128 CAPM	West of and in winters from Solano Co Line to Jct 505. CAPM. SHOPP ID 16921	10,860,000	\$12,380,400	By 2035	Planned
CAL21444	YOL	G- System Management,	Caltrans D3	County Road 95 Intersection Improvement	On SR 16 near Woodland, at the intersection with County Road 95 (PM 37.524): Construct intersection improvements.	5,890,000	\$5,890,000	By 2035	Programmed- See MTIP for details
CAL20847	YOL	G- System Management,	Caltrans D3	Facilities, West Sac Maintenance Station - Crew Room	West Sac Maintenance Station - Crew Room	4,420,000	\$5,038,800	By 2035	Planned
CAL20832	YOL	G- System Management,	Caltrans D3	I-80 ICM B	Implement ICM strategies on the I-80 Corridor in Yolo County (Non-capacity)	45,000,000	\$74,700,000	By 2050	Planned
CAL20993	YOL	G- System Management, Operations, and ITS	Caltrans D3	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	6,800,000	\$7,752,000	By 2035	Planned
CAL21420	YOL	G- System Management, Operations, and ITS	Caltrans D3	Jennings/Knights Curve Improvement	On Sutter 113, near Knights Landing, from north of Yolo County line to south of Leiser Road (PM 0.4/1.1). Curve realignment.	8,630,000	\$8,630,000	By 2035	Programmed- See MTIP for details
CAL21474	YOL	G- System Management,	Caltrans D3	Putah Creek seismic retrofit Phase 2	Near Winters, at Putah Creek Bridge No. 22 0072L/R. Seismic retrofit.	530,000	\$530,000	By 2035	Programmed- See MTIP for details
CAL20627	YOL	G- System Management,	Caltrans D3	SR 16 & CR 85B Intersection modification	Install intersection controls at SR 16 and County Road 85B	2,000,000	\$3,320,000	By 2050	Planned
CAL21064	YOL	G- System	Caltrans D3	US 50 Detection	In Yol, Sac, & ED Counties on Route 50 at various locations. Inductive Loop Replacement.	2,000,000	\$2,280,000	By 2035	Planned

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CAL21192	YOL	G- System Management,	Caltrans D3	West Sac Mtce Station - Install wash facility	Install wash facility	975,000	\$1,618,500	By 2050	Planned
CAL21487	YOL	G- System Manageme	Caltrans D3	Yol-16 Vision Zero Shoulder Widening	In Yolo County, near Cadenasso, from 0.3 mile east of County Road 79 to 0.2 mile west of Cou	9,525,000	\$9,525,000	By 2035	Programmed- See MTIP for details
BP_78	YOL	G- System	Caltrans D3	Yolo 16 - County Road 85B/SR16	In the Town of Esparto. Proposed intersection control. This was at one point part of the Yolo	10,000,000	\$16,600,000	By 2050	Planned
BP_77	YOL	G- System Management, Operations, and ITS	Caltrans D3	Yolo 16 - Woodland Ave/SR16	In the Town of Esparto. Proposed intersection control. This was at one point part of the Yolo 16 Safety Project. PM27.82	10,000,000	\$16,600,000	By 2050	Planned
CAL21423	YUB	C- Maintenance & Rehabilitation	Caltrans D3	Binney Junction Pump Plants (CP1)	On SR 70 in and near Marysville, from 0.1 mile south of 14th Street to 0.1 mile north of Cemetery Road (PM 14.8/15.7): Early Work Package No. 1 for Construction Manager/General	14,600,000	\$14,600,000	By 2035	Programmed- See MTIP for details
CAL20694	YUB	C- Maintenance & Rehabilitation	Caltrans D3	Browns Valley Rehab	On SR 20 near Marysville, from Marysville Road to 0.1 mile east of Yuba River Bridge (PM 13.3/R18.2): Rehabilitate roadway.	62,610,000	\$62,610,000	By 2035	Programmed- See MTIP for details
BP_21	YUB	C- Maintenance & Rehabilitation	Caltrans D3	Marysville Equipment Shop/Maintenance Station	Marysville Equipment Shop/Maintenance Station. SHOPP ID 18465	14,700,000	\$16,758,000	By 2035	Planned
CAL21058	YUB	C- Maintenance & Rehabilitation	Caltrans D3	SR 65 Drainage Improvements	In Yuba County at McGowan Rd OC, PP 16-47W (Upgrade Pump Plant) SHOPP ID 20576	3,815,000	\$4,349,100	By 2035	Planned
CAL20863	YUB	C- Maintenance & Rehabilitation	Caltrans D3	SR 70 Pavement Rehabilitation A	In Yuba County on Route 70 from approx. 0.5 mile east of Feather River Blvd to approx. 0.6 mile west of Olivehurst Ave. SHOPP ID 20461	13,250,000	\$15,105,000	By 2035	Planned
CAL20715	YUB	C- Maintenance & Rehabilitation	Caltrans D3	SR 70 Roadway Rehab & Operational Improvements(G13 Contingency)	On SR 70 in and near Marysville from south of 14th Street to north of Cemetery Road (PM 14.8/15.7): Roadway rehabilitation and operational improvements including turn pockets	163,600,000	\$163,600,000	By 2035	Programmed- See MTIP for details
BP_60	YUB	C- Maintenance & Rehabilitation	Caltrans D3	SR-20 Yuba River Bridge Deck Replacement	In Yuba County on Route 20 at the Yuba River (Parks Bar) Bridge. Deck . SHOPP ID 23136	6,200,000	\$7,068,000	By 2035	Planned
CAL20960	YUB	C- Maintenance & Rehabilitation	Caltrans D3	Wheatland HMA and ADA	On SR 65 in and near Wheatland, from north of State Street to north of Evergreen Drive (PM R0.5/1.8): Rehabilitate pavement, add bike lanes, rehabilitate drainage systems, upgrade	10,240,000	\$10,240,000	By 2035	Programmed- See MTIP for details
CAL21397	YUB	C- Maintenance & Rehabilitation	Caltrans D3	YUB 65 Pavement CAPM & Drainage	On SR 65 near Olivehurst, from South Beale Road to SR 70 (PM 4.0/R9.38): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, Transportation Management	26,340,000	\$26,340,000	By 2035	Programmed- See MTIP for details
CAL21228	YUB	C- Maintenance & Rehabilitation	Caltrans D3	Yuba 49 at 5.97 slipout repair	Slipout Project (repair)	900,000	\$1,494,000	By 2050	Planned
CAL21425	YUB	G- System Management,	Caltrans D3	Marysville 9th and B St Intersection	On Route 20, in Yuba County, (PM 1.1/1.4) (i.e., intersection of 9th Street and B Street right near the District 3 Office): Modify intersection to reduce queueing.	1,909,000	\$1,909,000	By 2035	Programmed- See MTIP for details
CAL20431	YUB	G- System Management,	Caltrans D3	SR 20 Passing Lanes	Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)	2,500,000	\$4,150,000	By 2050	Planned
CAL21226	YUB	G- System Management,	Caltrans D3	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	In Yuba County at SR 70/North Beale Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 13.57)	380,000	\$630,800	By 2050	Planned
CAL20925	YUB	G- System Management,	Caltrans D3	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (WB Plumas Lake Road to SR 70) (PM 3.30)	380,000	\$630,800	By 2050	Planned
CAL21225	YUB	G- System Management,	Caltrans D3	SR 70 Loop Ramp Meter at the SR 70/Plumas Lake Road interchange (EB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Loop ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 3.40)	380,000	\$630,800	By 2050	Planned
BP_782	YUB	G- System Management,	Caltrans D3	SR65 Safety and Operational Improvements	In Placer County and Yuba County, on SR 65 construct roadway safety, intelligent transportation systems (ITS) and operational improvements (PM YUB 89, PLA 82.9) (No new	10,000,000	\$11,400,000	By 2035	Planned
CAL20916	YUB	G- System Management,	Caltrans D3	Yuba 70 Connector ramp meter (EB) at NB SR 65	In Yuba County on SR 70 construct connector ramp meter at NB SR 65 (PM R8.51)	1,940,000	\$2,211,600	By 2035	Planned
BP_80	YUB	G- System Management,	Caltrans D3	Yuba 70 corridor channelization on 9th St.	In Yuba County on SR 70 extend WB dual left turn lanes from E St. to Oak St.	5,000,000	\$5,700,000	By 2035	Planned
BP_81	YUB	G- System Management,	Caltrans D3	Yuba 70 intersection improvements at 9th and B St.	In Yuba County on SR 70 replace SB free right with dual right turn lanes	5,000,000	\$5,700,000	By 2035	Planned
CAL21212	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Erle Road (WB)	In Yuba County on SR 70 construct ramp meter at WB Erle Road IC (PM R10.03)	380,000	\$433,200	By 2035	Planned

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CAL21213	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Feather River Blvd (EB)	In Yuba County on SR 70 construct ramp meter at EB Feather River blvd IC (PM R11.35)	380,000	\$433,200	By 2035	Planned
CAL20918	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Feather River Blvd (WB)	In Yuba County on SR 70 construct ramp meter at WB Feather River blvd IC (PM R11.26)	380,000	\$433,200	By 2035	Planned
CAL21211	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Lindhurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Lindhurst Ave IC (PM R10.01)	380,000	\$433,200	By 2035	Planned
CAL21208	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at McGowan Road (EB)	In Yuba County on SR 70 construct ramp meter at EB McGowan Road IC (PM R7.60)	380,000	\$433,200	By 2035	Planned
CAL21207	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at McGowan Road (WB)	In Yuba County on SR 70 construct ramp meter at WB McGowan Road IC (PM R7.07)	380,000	\$433,200	By 2035	Planned
CAL21214	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at North Beale Rd (EB)	In Yuba County on SR 70 construct ramp meter at EB North Beale Rd IC (PM 13.57)	380,000	\$433,200	By 2035	Planned
CAL20917	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Olivehurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Olivehurst Ave IC (PM R9.27)	380,000	\$433,200	By 2035	Planned
CAL21210	YUB	G- System Management,	Caltrans D3	Yuba 70 ramp meter at Olivehurst Ave (WB)	In Yuba County on SR 70 construct ramp meter at WB Olivehurst Ave IC (PM R9.09)	380,000	\$433,200	By 2035	Planned
BP_82	YUB	G- System Management, Operations, and ITS	Caltrans D3	Yuba 70 signal at Erle Rd. WB Ramp	In Yuba County on SR 70 install signal at WB Erle Ramp Intersection	2,000,000	\$2,280,000	By 2035	Planned
CAL20639	PLA	E - Transit Capital	Caltrans Division of Rail	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation &	86,000,000	\$180,064,902	By 2050	Planned
CAL20640	PLA	E - Transit Capital	Caltrans Division of Rail	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	30,000,000	NA	Post-2050	Amendment Priority
CAL21407	PLA	D- Programs & Planning	Caltrans HQ	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer and Yuba counties including trip	956,010	\$956,010	By 2035	Programmed- See MTIP for details
CAL21463	SAC	E - Transit Capital	Caltrans HQ	FTA 5310 - Asian Community Center - Replacement Minivans and Expansion Bus	Asian Community Center of Sacramento Valley, Inc. will use FTA 5310 funds awarded by Caltrans to purchase four gasoline powered replacement minivans and one gasoline power	487,000	\$487,000	By 2035	Programmed- See MTIP for details
CAL21462	SAC	E - Transit Capital	Caltrans HQ	FTA 5310 - Elk Grove Adult Community Training - Replacement Vehicles	Elk Grove Adult Community Training will use FTA 5310 funds awarded by Caltrans to purchase two small gasoline powered replacement buses and one full size gasoline powered	366,000	\$366,000	By 2035	Programmed- See MTIP for details
CAL21460	SAC	E - Transit Capital	Caltrans HQ	FTA 5310 - United Cerebral Palsy - Buses and Video Monitoring	United Cerebral Palsy Association of Greater Sacramento, Inc. will use FTA 5310 funds awarded by Caltrans to purchase six large gasoline powered replacement buses, two small	1,874,349	\$1,874,349	By 2035	Programmed- See MTIP for details
CAL21464	SAC	F - Transit Operations and	Caltrans HQ	FTA 5310 - ACC of Sacramento Valley - Operating	Asian Community Center of Sacramento Valley, Inc. will use FTA 5310 funds awarded by Caltrans to allow them to continue and expand operations of their ACC Rides transportation	730,395	\$730,395	By 2035	Programmed- See MTIP for details
CAL21465	SAC	F - Transit Operations and	Caltrans HQ	FTA 5310 - NorCal Center for Deaf and Hard of Hearing - Operating	NorCal Center for Deaf and Hard of Hearing will use FTA 5310 funds awarded by Caltrans to allow them to operate transportation services for their deaf and hard of hearing clients. The	129,479	\$129,479	By 2035	Programmed- See MTIP for details
CAL21461	SAC	F - Transit Operations and Maintenance	Caltrans HQ	FTA 5310 - United Cerebral Palsy - Operating	United Cerebral Palsy Association of Greater Sacramento, Inc. will use FTA 5310 funds awarded by Caltrans to continue and expand operating their social service transportation services to people with disabilities. The project received \$789,000 in in Sacramento UZA	789,000	\$789,000	By 2035	Programmed- See MTIP for details
CAL21490	SAC	G- System Manageme	Caltrans HQ	Multi-Use Hydrogen Refueling Network - Sacramento	In Sacramento, near the Watt Ave and Roseville Rd Intersection, build a medium-and heavy-d	18,900,000	\$18,900,000	By 2035	Programmed- See MTIP for details
CAL21407	VAR	D- Programs & Planning	Caltrans HQ	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer and Yuba counties including trip	956,010	\$956,010	By 2035	Programmed- See MTIP for details
ELD19468	ELD	B- Road & Highway Capacity	Capital Southeast Connector JPA	Capital SouthEast Connector - E1	In El Dorado Hills, on White Rock Rd between Carson Crossing Dr and Winfield Way: widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3,	5,200,000	\$5,200,000	By 2050	Programmed- See MTIP for details
SAC25269	SAC	A- Bike & Ped	Capital Southeast Connector JPA	Capital SouthEast Connector - D3a Class I Multi-Use Path	In Folsom/Sacramento County/ El Dorado County, on White Rock Rd from Prairie City Rd to Bailey Circle: Construct Class I multi-use path. (CEQA & NEPA cleared, see SAC24250,	4,518,242	\$4,518,242	By 2035	Programmed- See MTIP for details

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SAC25048	SAC	B- Road & Highway Capacity	Capital Southeast Connector JPA	Capital SouthEast Connector - B3	In Elk Grove: Grant Line Rd from Bradshaw Rd to Bond Rd; Widen from 2 to 4 lanes (thoroughfare). PE Only. Total Project Cost is \$23,100,000.	2,000,000	\$2,000,000	By 2035	Programmed- See MTIP for details
SAC25049	SAC	B- Road & Highway Capacity	Capital Southeast Connector JPA	Capital SouthEast Connector - C	In Elk Grove: Grant Line Rd from Bond Rd to Calvine Rd; Widen from 2 to 4 lanes. PE Only. Total Project Cost is \$32,600,000.	2,000,000	\$2,000,000	By 2035	Programmed- See MTIP for details
VAR56133	SAC	B- Road & Highway Capacity	Capital Southeast Connector JPA	Capital Southeast Connector - D2a Douglas to White Rock	In Rancho Cordova: Grant Line Road from Douglas Rd to White Rock Rd: Widen from 2 lanes to a 4-lane expressway. (D2 PE phase programmed under VAR56128).	46,500,000	\$46,500,000	By 2050	Programmed- See MTIP for details
BP_785	SAC	G- System Management,	Capital Southeast Connector JPA	Grant Line Road Realignment and Safety Improvements - Douglas to Bradshaw	In Sacramento County: Grant Line Road from Douglas to Bradshaw: Realign roadway, widen shoulders, rehabilitate pavement. No new capacity. (Segments D2b and C include 4-lane	Pending- Need final cost from	NA	By 2050	Planned
BP_784	SAC	G- System Management,	Capital Southeast Connector JPA	Grant Line Road Realignment and Safety Improvements - Douglas to White Rock	In Rancho Cordova: Grant Line Road from Douglas Rd to White Rock Rd: Realign roadway, widen shoulders, rehabilitate pavement. No new capacity. (D2a 4-lane widening in MTP	Pending- Need final cost from	NA	By 2035	Planned
SAC25080	VAR	B- Road & Highway Capacity	Capital Southeast Connector JPA	Capital SouthEast Connector - D3b	In Folsom/Sacramento County: White Rock Rd, from East Bidwell St to Carson Crossing Rd; Construct 4 lanes (Expressway).	48,000,000	\$48,000,000	By 2035	Programmed- See MTIP for details
VAR56135	PLA	E - Transit Capital	Capitol Corridor JPA	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	9,647,942	NA	Post-2050	Amendment Priority
CAL18320	PLA	E - Transit Capital	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union	25,000,000	\$25,000,000	By 2035	Programmed- See MTIP for details
VAR56199	PLA	E - Transit Capital	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling.	33,600,000	\$45,155,590	By 2035	Planned
CAL18320	VAR	E - Transit Capital	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union	171,430,000	\$171,430,000	By 2035	Programmed- See MTIP for details
VAR56199	VAR	E - Transit Capital	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer	224,000,000	\$255,360,000	By 2035	Planned
BP_93	PLA	A- Bike & Ped	City of Auburn	Hwy 49. Complete Streets Assessment	The City is committed to redeveloping the Grass Valley HWY corridor as a vibrant transportation thoroughfare, business center, and pedestrian destination using Complete	100,000	\$134,392	By 2035	Planned
BP_99	PLA	A- Bike & Ped	City of Auburn	Old Town Pedestrian Improvements	This effort aims to increase the number of persons who bicycle and walk the City of Auburn for transportation to work, school, errands, and for recreational purposes	200,000	\$268,783	By 2035	Planned
PLA25832	PLA	C- Maintenance & Rehabilitation	City of Auburn	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	479,305	\$479,305	By 2035	Programmed- See MTIP for details
BP_92	PLA	C- Maintenance & Rehabilitation	City of Auburn	High St. Streetscape Phase 2	Revitalization of High St. from Central Square to Elm Ave. the intent is to improve walkability and beautify Downtown Auburn core business District.	400,000	\$537,567	By 2035	Planned
PLA25821	PLA	C- Maintenance & Rehabilitation	City of Auburn	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 500,000 annually)	10,000,000	\$20,937,779	By 2050	Planned
SAC24920	SAC	A- Bike & Ped	City of Citrus Heights	Antelope Road Complete Streets - Phase 2 - Garden Gate to Auburn Boulevard	Design, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	45,000,000	\$74,700,000	By 2050	Planned
SAC24921	SAC	A- Bike & Ped	City of Citrus Heights	Antelope Road Complete Streets - Phase 3 Auburn to Sunrise	Design, ROW, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	31,500,000	\$52,290,000	By 2050	Planned
BP_778	SAC	A- Bike & Ped	City of Citrus Heights	Arcade Creek Multi Use Trail -Stock Ranch to Van Maren	Multi-purpose trail project that will connect to the Sacramento County Library on Van Maren Lane, existing parks and trails between Sylvan Road and Van Maren Lane along the Arcade Creek corridor.	2,265,000	\$2,582,100	By 2035	Planned
SAC25345	SAC	A- Bike & Ped	City of Citrus Heights	Arcade Cripple Creek Extension	In Citrus Heights, along the Arcade Creek corridor between Sayonara Drive and Mariposa Avenue; The trail is an extension of the Arcade Cripple Creek Trail. This project will construct a 0.5 mile, off-street Class 1 multi-use trail and associated improvements.	8,084,000	\$8,084,000	By 2035	Programmed- See MTIP for details
BP_102	SAC	A- Bike & Ped	City of Citrus Heights	Arcade Cripple Creek Trail - Mariposa to Sylvan	Mariposa to Sylvan: Design and construct of multiuse trail	15,000,000	\$17,100,000	By 2035	Planned
SAC25396	SAC	A- Bike & Ped	City of Citrus Heights	Arcade Cripple Creek Trail: Sylvan to Stock Ranch Extension	In the City of Citrus Heights, along the Arcade Creek corridor between the existing trail at the Stock Ranch Commercial Center and Sylvan Road: Complete preliminary engineering,	1,371,292	\$1,371,292	By 2035	Programmed- See MTIP for details

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SAC24925	SAC	A- Bike & Ped	City of Citrus Heights	Auburn Blvd Complete Streets - Phase 5 Greenback to Devecchi (City Limits)	Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction,	84,000,000	\$139,440,000	By 2050	Planned
SAC24924	SAC	A- Bike & Ped	City of Citrus Heights	Auburn Blvd Complete Streets Phase 4 Greenback to Van Maren	Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	60,000,000	\$68,400,000	By 2035	Planned
BP_104	SAC	A- Bike & Ped	City of Citrus Heights	Carriage Lauppe Safe Schools Corridor Project	Safe Routes to School project connecting to Carriage Lane Elementary School that will implement ADA updates, improved bicycle and pedestrian facilities, replace rolled curb with	20,370,000	\$23,221,800	By 2035	Planned
BP_105	SAC	A- Bike & Ped	City of Citrus Heights	Cripple Creek Trail -Zeeland to Mesa Verde	Multi-purpose trail project that will connect Lauppe Lane, Mesa Verde High School and Zeeland Drive.	5,000,000	\$8,300,000	By 2050	Planned
SAC24929	SAC	A- Bike & Ped	City of Citrus Heights	Fair Oaks Blvd Complete Streets Phase 1 Stacey Hills to Old Auburn (city side)	Design and construction; ADA, Pedestrian and Bicycle improvements, LED street light conversion, road resurfacing.	8,100,000	\$13,446,000	By 2050	Planned
SAC24930	SAC	A- Bike & Ped	City of Citrus Heights	Fair Oaks Blvd Complete Streets Phase 2 Greenback to Stacey Hills (city side)	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing.	9,600,000	\$15,936,000	By 2050	Planned
BP_107	SAC	A- Bike & Ped	City of Citrus Heights	Fair Oaks Boulevard Complete Streets Phase 3 Madison to Greenback (city side)	Just North of Madison to Greenback: Complete Streets project that will implement ADA updates, improved pedestrian and bicycle facilities, traffic signal improvements, replace rolled curb with vertical curb, and add landscaping and hardscaping to Fair Oaks Blvd	16,770,000	\$19,117,800	By 2035	Planned
SAC24932	SAC	A- Bike & Ped	City of Citrus Heights	Oak Avenue Complete Streets Phase 1 Sunrise to Fair Oaks	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	11,400,000	\$18,924,000	By 2050	Planned
SAC24933	SAC	A- Bike & Ped	City of Citrus Heights	Oak Avenue Complete Streets Phase 2 Fair Oaks to Wachtel	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	10,500,000	\$17,430,000	By 2050	Planned
BP_112	SAC	A- Bike & Ped	City of Citrus Heights	Old Auburn Complete Streets Phase 2 Tiara to Sylvan Corners	Auburn/Sylvan to Tiara: Construct Class IV separated bikeways, sidewalk, ped scale lighting, landscape, hardscape; road rehab	39,000,000	\$44,460,000	By 2035	Planned
SAC25294	SAC	A- Bike & Ped	City of Citrus Heights	Old Auburn Road Complete Streets - Phase I	In the City of Citrus Heights, on Old Auburn Road, from Garry Oak Drive (east of Fair Oaks Blvd) to Tiara Way (west of Sunrise Blvd): Construct Class IV separated bikeways, sidewalk,	12,096,000	\$12,096,000	By 2035	Programmed- See MTIP for details
BP_113	SAC	A- Bike & Ped	City of Citrus Heights	San Juan Complete Streets Phase 2: Spicer to Greenback	Spicer to Greenback: sidewalk infill, separated sidewalks, bike lanes, transit stop improvements, including crossing; traffic signal improvements, replace rolled curb with vertical curb, and add landscaping and hardscaping to San Juan Ave between Spicer Ave and Greenback Lane. Project will also rehabilitate pavement.	10,000,000	\$11,400,000	By 2035	Planned
SAC24934	SAC	A- Bike & Ped	City of Citrus Heights	Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass/ interchange improvements	Design and construction; I-80 interchange improvements including ADA compliant Pedestrian and Bicycle connections	15,000,000	\$17,100,000	By 2035	Planned
SAC24917	SAC	A- Bike & Ped	City of Citrus Heights	Sunrise Blvd Complete Streets - Phase 2B Sayonara to Oak	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	18,000,000	\$20,520,000	By 2035	Planned
SAC24918	SAC	A- Bike & Ped	City of Citrus Heights	Sunrise Blvd Complete Streets - Phase 3B Antelope to NCL	construction; ADA, Pedestrian, Bicycle and Transit Improvements on east side of road including installation of new sw/c&g, LED street light conversion, full road reconstruction,	15,006,000	\$17,106,840	By 2035	Planned
BP_114	SAC	A- Bike & Ped	City of Citrus	Sunrise Blvd Complete Streets Phase 4 Madison to Sayonara	Madison to Sayonara: Complete Streets project that will implement transit stop	20,280,000	\$23,119,200	By 2035	Planned
BP_118	SAC	A- Bike & Ped	City of Citrus Heights	Van Maren/Purslane/Garden Gate Complete Streets Antelope to Auburn	Complete Streets project that will implement ADA updates, improved pedestrian and bicycle facilities, close sidewalk gaps, traffic signal improvements, replace rolled curb with vertical	21,750,000	\$24,795,000	By 2035	Planned
BP_115	SAC	B- Road & Highway Capacity	City of Citrus Heights	Sunrise Tomorrow Multi Modal Loop Project	Sunrise Tomorrow Specific Plan Roadway Loop : construct bike and ped facilities, lighting, and roadway upgrades/rehab; This is existing private commercial road that will become a	86,000,000	\$98,040,000	By 2035	Planned
BP_100	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Antelope Road Complete Streets Phase 4 Sunrise to Old Auburn	Sunrise to Old Auburn: Complete Streets project that will implement ADA updates, improved pedestrian and bicycle facilities, close sidewalk gaps, separated sidewalks, traffic signal improvements, replace rolled curb with vertical curb, and add landscaping and hardscaping	9,660,000	\$16,035,600	By 2050	Planned
SAC24923	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Auburn Blvd Complete Streets - Phase 3 Van Maren to Sylvan	Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	96,000,000	\$159,360,000	By 2050	Planned

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SAC25091	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Citrus Heights ITS Phase III	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	6,469,500	\$7,375,230	By 2035	Planned
BP_106	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Dewey Drive Complete Streets Project	Greenback to South City Limits (just s/o Connemara: Complete Streets project that will implement ADA updates, improved pedestrian and bicycle facilities, separated sidewalks,	8,100,000	\$13,446,000	By 2050	Planned
SAC24919	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Greenback Lane Complete Streets Birdcage to San Juan	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal modifications, full road reconstruction, LED street light conversion.	12,600,000	\$14,364,000	By 2035	Planned
BP_109	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Madison Ave Complete Streets Phase 2 San Juan to Fair Oaks	Mariposa to Sunrise: Jurisdiction for Madison Ave in the project area is shared with Sacramento County.Complete Streets project that will implement transit stop improvements, ADA updates, improved pedestrian and bicycle facilities, close sidewalk gaps, separated	12,120,000	\$20,119,200	By 2050	Planned
BP_110	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Madison Avenue Complete Streets Phase 1 Bartig to Mariposa	Bartig to Mariposa: Jurisdiction for Madison Ave in the project area is shared with Sacramento County.Complete Streets project that will implement transit stop improvements, ADA updates, improved pedestrian and bicycle facilities, close sidewalk gaps, separated	15,090,000	\$25,049,400	By 2050	Planned
BP_111	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Maidson Ave Complete Streets Phase 3 Sunrise to Fair Oaks	Sunrise to Fair Oaks: Jurisdiction for Madison Ave in the project area is shared with Sacramento County .Complete Streets project that will implement transit stop	8,490,000	\$14,093,400	By 2050	Planned
SAC24928	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Old Auburn Road Complete Streets Phase 3 Garry Oak to NE City Limts (GAP Project)	Design and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road	36,000,000	\$41,040,000	By 2035	Planned
SAC24926	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	San Juan Ave Complete Streets	Design, ROW and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	66,000,000	\$75,240,000	By 2035	Planned
SAC25316	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	San Juan Ave. Complete Streets Rehabilitation - Phase 1B	On San Juan Ave., from Chesline Dr. to Spicer Dr.: Rehabilitate pavement; repair curb, gutter, and sidewalk; infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points.	3,343,000	\$3,343,000	By 2035	Programmed- See MTIP for details
BP_117	SAC	C- Maintenance & Rehabilitation	City of Citrus Heights	Sylvan Road Complete Streets Sylvan to Greenback	Sylvan Corners to Greenback: Complete Streets project that will implement transit stop improvements, ADA updates, improved pedestrian and bicycle facilities, separated sidewalks, traffic signal improvements, replace rolled curb with vertical curb, and add landscaping and hardscaping. Project will also install street lighting and rehabilitate pavement.	12,780,000	\$21,214,800	By 2050	Planned
BP_116	SAC	E - Transit Capital	City of Citrus Heights	Sunrise Tomorrow Transit Center frontage improvements	Transportation Infrastructure improvements to accommodate Sunrise Tomorrow, incl multi modal trail, underground infrastructure connections from existing trunk line infrastructure connections; transit center and BRT infrastructure incl signal upgrades and roadway geometrics.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
SAC25089	SAC	G- System Management, Operations, and ITS	City of Citrus Heights	Citrus Heights ITS Phase I	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	7,216,485	\$8,226,793	By 2035	Planned
SAC25090	SAC	G- System Management, Operations, and ITS	City of Citrus Heights	Citrus Heights ITS Phase II	Citywide ITS system upgrades (~76 signalized intersections in city): Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect; battery backups at all signalized intersections.	4,302,075	\$4,904,366	By 2035	Planned
SAC25342	SAC	G- System Management, Operations, and ITS	City of Citrus Heights	Roseville Rd/Butternut Dr Intersection Improvements & Systemic Signalized Intersection Improvements	Roseville Road/Butternut Drive intersection multi-modal safety improvements (bulb-outs, left-turn lane, bike lanes, signage and striping) and systemic improvements including retroreflective backplates at various signalized intersections throughout the City. (H11-03-005, State Cash is State HSIP)	1,869,700	\$1,869,700	By 2035	Programmed- See MTIP for details
SAC24732	VAR	G- System Management, Operations, and ITS	City of Citrus Heights	Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Whyte Avenue intersection)	Auburn Blvd. from the northern city limits, including Whyte Ave intersection in City of Roseville, to Rusch Park: Construct class II bicycle lanes, landscape buffered sidewalks, transit stop improvements. On Auburn Blvd. near Whyte Ave., construct new gateway traffic signal/intersection. On Whyte Ave at Auburn Blvd., close left turns from Whyte. Ave. (CMAQ	45,085,087	\$45,085,087	By 2035	Programmed- See MTIP for details
BP_119	PLA	A- Bike & Ped	City of Colfax	Canyon Way Bicycle Improvements	Add bike routes on both sides of Canyon Way from Illinoistown Road to 174	100,000	\$209,378	By 2050	Planned

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BP_130	PLA	A- Bike & Ped	City of Colfax	South Auburn Street Bicycle Improvements	Add bike routes on both sides of South Auburn from Grass Valley UP tracks to Mink Creek	50,000	\$104,689	By 2050	Planned
BP_131	PLA	A- Bike & Ped	City of Colfax	South Auburn Street Bicycle Improvements Stage 2	Add bike routes on both sides of South Auburn Street from Mink Creek to Illinoistown Road	75,000	\$157,033	By 2050	Planned
BP_128	PLA	B- Road & Highway Capacity	City of Colfax	S. Auburn Road Rehabilitation	Reconstruct, widen and pave S. Auburn from Mink Creek to Jan's Way	1,250,000	\$2,617,222	By 2050	Planned
BP_120	PLA	C- Maintenance & Rehabilitation	City of Colfax	Canyon Way Road Rehabilitation	Reconstruct and repave Canyon Way from Illinoistown Road to 174	1,600,000	\$2,150,266	By 2035	Planned
BP_121	PLA	C- Maintenance & Rehabilitation	City of Colfax	Church Street Road Rehabilitation	Repave W. Church Street from S. Main Street to Rising Sun Street	300,000	\$403,175	By 2035	Planned
PLA20420	PLA	C- Maintenance & Rehabilitation	City of Colfax	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	600,000	\$1,256,267	By 2050	Planned
BP_125	PLA	C- Maintenance & Rehabilitation	City of Colfax	Main Street Road Rehabilitation	Repave/Reconstruct Main Street from Church Street to 174	1,250,000	\$2,617,222	By 2050	Planned
BP_126	PLA	C- Maintenance & Rehabilitation	City of Colfax	Oak Street Road Rehabilitation	Reconstruct/Repave E. Oak Street from Railroad Avenue to 174	600,000	\$806,350	By 2035	Planned
PLA25822	PLA	C- Maintenance & Rehabilitation	City of Colfax	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street	2,700,000	\$5,653,200	By 2050	Planned
PLA25146	PLA	G- System Management, Operations, and ITS	City of Colfax	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	14,700,000	\$30,778,536	By 2050	Planned
PLA25490	PLA	G- System Management, Operations, and ITS	City of Colfax	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	550,000	\$1,151,578	By 2050	Planned
PLA25235	PLA	G- System Management,	City of Colfax	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	700,000	\$1,465,645	By 2050	Planned

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YOL19382	YOL	A- Bike & Ped	City of Davis	14th Street	In Davis, on Fourteenth Street between F Street and Oak Ave, construct bike/ped safety improvements along 14 St., including Safe Routes to School infrastructure improvements for North Davis Elementary School. . Toll Credits for CON	2,518,175	\$2,518,175	By 2035	Programmed- See MTIP for details
BP_133	YOL	A- Bike & Ped	City of Davis	Anderson Improvements Phase 2	Phase 2: Street improvements from the edge of completed Phase 1 project north to Covell Blvd. Modified parking, bike lanes, and intersections to increase bicycle safety.	6,000,000		By 2050	Planned
							\$9,960,000		
YOL19401	YOL	A- Bike & Ped	City of Davis	Anderson Road Improvements	Street redesign to improve walking, biking, and transit. Includes frontage improvements at Chavez elementary school, intersection safety improvements, widened sidewalks, and	8,170,000	\$13,562,200	By 2050	Planned
YOL19406	YOL	A- Bike & Ped	City of Davis	Covell Blvd Shared-Use Path (J Street to Pole Line Road)	Shared-use path on south side from J Street to Pole Line Rd.	760,000	\$1,261,600	By 2050	Planned
YOL19407	YOL	A- Bike & Ped	City of Davis	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.	6,800,000	\$11,288,000	By 2050	Planned
YOL19410	YOL	A- Bike & Ped	City of Davis	F Street Improvements (Fifth Street to Covell Blvd)	Corridor safety improvements including intersection curb extensions, Class IV bike lanes, enhanced crossings, enhanced transit stops.	1,000,000	\$1,660,000	By 2050	Planned
YOL19536	YOL	A- Bike & Ped	City of Davis	H Street Pathway & Parking Improvements- Phase II	Davis, on H Street, from the H Street bike/pedestrian tunnel entrance to just south of the Davis Little League fields: Construct parking, roadway improvements, and traffic calming	2,225,000	\$2,225,000	By 2035	Programmed- See MTIP for details
YOL19402	YOL	A- Bike & Ped	City of Davis	Olive Drive Improvements (S. Putah Creek Parkway to I-80)	Class IV bike lanes or two-way cycle track with accompanying street safety enhancements including enhanced crossings.	1,550,000		By 2050	Planned
							\$2,573,000		
YOL17170	YOL	B- Road & Highway Capacity	City of Davis	Mace Blvd Curve	In Davis, between Alhambra Dr. and Alhambra Dr. (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	2,300,000	\$3,818,000	By 2050	Planned
YOL19561	YOL	B- Road & Highway Capacity	City of Davis	Promenade Overcrossing	In Davis: Between Old Davis Road and US 80; Construct 2 lane bridge with bike lanes crossing over the UPRR tracks, providing access to the Promenade housing development.	50,700,000	\$50,700,000	By 2035	Programmed- See MTIP for details
YOL19535	YOL	C- Maintenance & Rehabilitation	City of Davis	Anderson Road-Chavez Elementary School Improvements	In Davis, on Anderson Road, between Villanova Drive and Amherst Drive: Construct complete streets improvements. Specifically, construct separated bicycle facilities, frontage	3,590,000	\$3,590,000	By 2035	Programmed- See MTIP for details
YOL19570	YOL								Programmed- See MTIP for details
		C- Maintenance & Rel	City of Davis	Cool Pavement	In the City of Davis: Reconstruct several roadways with a cool pavement overlay and top coat.	29,986,615	\$29,986,615	By 2035	
YOL19558	YOL	C- Maintenance & Rehabilitation	City of Davis	Cowell Boulevard Improvements	In the City of Davis, Cowell Boulevard between I-80 interchange and Research Park Drive: Improve .75 miles of Cowell Boulevard with pavement rehabilitation, narrowed travel lanes,	5,760,000	\$5,760,000	By 2035	Programmed- See MTIP for details
YOL19409	YOL	D- Programs & Planning	City of Davis	EV Charging Station Infrastructure	Per EV Readiness Plan, identify priorities and funding for installation of charging stations at city facilities.	200,000	\$228,000	By 2035	Planned

A6-13, cont.

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YOL19210	YOL	E - Transit Capital	City of Davis	Downtown Multimodal Parking Structure	In Davis, at downtown Amtrak Depot, improve entrance and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service to the facility. This improved bus service will require the purchase of an additional one to two heavy-duty buses. (Buses would be purchased with Earmarks CA-E2007?BUSB-0060 for \$200,640 and CA-2008-BUSB-0060 for \$217,380)	15,370,000	\$25,514,200	By 2050	Planned
YOL19408	YOL	G- System Management, Operations, and ITS	City of Davis	Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.	1,125,000	\$1,867,500	By 2050	Planned
YOL17130	YOL	G- System Management, Operations, and ITS	City of Davis	Covell Blvd. Turn Lanes and Overcrossing	Add Turn Lanes: Covell Blvd. / Hwy. 113. Includes: turn lanes for access-egress to Hwy. 113 including the overcrossing structure.	15,000,000	\$24,900,000	By 2050	Planned
YOL17140	YOL	G- System Management,	City of Davis	I-80/Richards Interchange	In Davis: At the I-80/Richards interchange; reconstruct the north side of Richards Blvd. interchange to remove the loop on- and off-ramps and replace with new ramp in diamond	17,042,084	\$17,042,084	By 2035	Programmed- See MTIP for details
YOL17160	YOL	G- System Management,	City of Davis	Lake Blvd. / Covell Blvd.	Traffic Signalization: at Lake Blvd/Covell Blvd.	250,000	\$415,000	By 2050	Planned
YOL19412	YOL	G- System Management,	City of Davis	Olive Drive / Train Depot Overcrossing	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.	6,500,000	\$10,790,000	By 2050	Planned
YOL19403	YOL	G- System Management,	City of Davis	Pole Line Road / Fifth Street Intersection Improvements	Protected intersection at Pole Line Road & Fifth Street.	1,125,000	\$1,867,500	By 2050	Planned
YOL19404	YOL	G- System Management,	City of Davis	Russell Blvd Improvements (A Street to west City Limit)	Street redesign to improve circulation, multi-modal transportation, and intersection safety.	5,000,000	\$8,300,000	By 2050	Planned
YOL19405	YOL	G- System Management,	City of Davis	Second Street Improvements (L Street to Mace Blvd)	Multi-modal and traffic calming/safety improvements on Second Street between L Street and Mace Blvd. Includes Class IV bike lanes and/or two-way cycle track.	3,571,000	\$5,927,860	By 2050	Planned
BP_135	SAC	A- Bike & Ped	City of Elk Grove	Big Horn Blvd Buffered Class II extension	Extend the intended buffered class II along Big Horn Blvd to the railroad tracks.	62,000	\$102,920	By 2050	Planned
BP_136	SAC	A- Bike & Ped	City of Elk Grove	Big Horn Class I Trail	Add class I trail along Big Horn Blvd from Whitelock Pkwy to Poppy Ridge Rd.	700,000	\$798,000	By 2035	Planned
BP_140	SAC	A- Bike & Ped	City of Elk Grove	Bilby Rd Buffered Class II	Buffered class II bikeway along Bilby Rd from Bruceville to Promenade Pkwy.	670,000	\$763,800	By 2035	Planned
BP_142	SAC	A- Bike & Ped	City of Elk Grove	Black Swan Trail	Class I multi-use trail connecting Powerline Trail to Cruz Ct neighborhood.	120,000	\$199,200	By 2050	Planned
BP_144	SAC	A- Bike & Ped	City of Elk Grove	Bond Rd Buffered Class II	Buffered class II on Bond Rd from Elk Grove Florin Rd to E Stockton Blvd.	175,000	\$290,500	By 2050	Planned
BP_145	SAC	A- Bike & Ped	City of Elk Grove	Bond Rd Class IV	Class IV on Bond Rd from Bradshaw to Elk Grove Florin Rd.	1,500,000	\$2,490,000	By 2050	Planned
BP_146	SAC	A- Bike & Ped	City of Elk Grove	Bradshaw Rd Class I Trail	Class I multi-use path along Bradshaw Rd from Sheldon Rd to Bond Rd.	21,000,000	\$23,940,000	By 2035	Planned
BP_147	SAC	A- Bike & Ped	City of Elk Grove	Bruceville Buffered Class 2 or Class 4 Bike	Construct a new buffered Class 2 or Class 4 bike facility along Bruceville Road from Big Horn Boulevard to Elk Grove Boulevard.	Pending- Need final cost from	NA	By 2035	Planned
BP_148	SAC	A- Bike & Ped	City of Elk Grove	Bruceville Rd. Class I	Expand sidewalk to be class I multi-use trail along Bruceville Rd from Elk Grove Blvd to Whitelock Pkwy.	1,800,000	\$2,052,000	By 2035	Planned
BP_153	SAC	A- Bike & Ped	City of Elk Grove	Calvine Class 1 Trail, Grant Line to Bader Road	Construct a Class 1 trail along Calvin Road from Grant Line Road to Bader Road	Pending- Need final cost from	NA	By 2050	Planned

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BP_154	SAC	A- Bike & Ped	City of Elk Grove	Calvine Road Class 4 Auberry to Bader	Construct a Class 4 bike facility from Auberry Drive (Monterey Trail HS) to Bader Road, connecting to Class 1 trail.	2,900,000	\$4,814,000	By 2050	Planned
BP_155	SAC	A- Bike & Ped	City of Elk Grove	Class I SEPA Trail Whitelock to Bilby	Class I multi-use trail from Whitelock Pkwy to Bilby Rd.	2,600,000	\$2,964,000	By 2035	Planned
BP_156	SAC	A- Bike & Ped	City of Elk Grove	Connection to Lichtenberger Park Trail	Class I multi-use trail from Elk Grove Blvd to the existing class I trail through Lichtenberger Park.	1,000,000	\$1,140,000	By 2035	Planned
BP_157	SAC	A- Bike & Ped	City of Elk Grove	Coop Dr. Buffered Class II	Buffered class II on Coop Dr. from Bilby Rd to Franklin High Rd.	110,000	\$125,400	By 2035	Planned
BP_162	SAC	A- Bike & Ped	City of Elk Grove	Eastside Elk Grove Blvd Buffered Class II	Buffered class II along Elk Grove Blvd from Elk Grove Florin Rd to Emerald Vista Dr.	125,000	\$142,500	By 2035	Planned
BP_163	SAC	A- Bike & Ped	City of Elk Grove	Eastside Elk Grove Blvd Class I trail	Class I multi-use trail along Elk Grove Blvd from Grant Line Rd to Waterman Rd.	3,100,000	\$3,534,000	By 2035	Planned
BP_166	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Blvd Buffered Class II Bike Lane	Upgrade existing Class II bike lane to a buffered Class II bike lane on EGB from Harbour Point to Four Winds Drive.	Pending- Need final cost from project sponsor	NA	By 2050	Planned
BP_167	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Blvd Class IV	Class IV bikeway along Elk Grove Blvd from Franklin to Bruceville.	1,300,000	\$1,482,000	By 2035	Planned
BP_169	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Boulevard UPRR Trail	Construct bicycle improvements at Elk Grove Blvd UPRR OC to separate bicycle lanes from the roadway. Possible new Bike/Ped OC structure	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_171	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Creek Trail (Mid Section)	Construct trails along Elk Grove Creek east of Elk Grove Florin Road, with a connecting trail along the UPRR corridor to Old Town	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_173	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Creek Trail Extension	Extend class I multi-use trail along Elk Grove Creek from west of UPRR to Powerline Trail.	1,700,000	\$2,822,000	By 2050	Planned
BP_174	SAC	A- Bike & Ped	City of Elk Grove	Elk Grove Florin Rd Buffered Class II	Buffered class II along Elk Grove Florin Rd from E Stockton Blvd to Bond Rd.	450,000	\$513,000	By 2035	Planned
BP_177	SAC	A- Bike & Ped	City of Elk Grove	Emerald Oak Dr. Buffered Class II	Buffered class II bikeway on Emerald Oak Dr. from Elk Grove Blvd to Valley Oak Ln. Will help with safe routes to school.	89,000	\$101,460	By 2035	Planned
BP_178	SAC	A- Bike & Ped	City of Elk Grove	Emerald Vista Dr. Buffered Class II	Buffered class II on Emerald Vista Dr from Bond to Elk Grove Blvd.	180,000	\$205,200	By 2035	Planned
BP_179	SAC	A- Bike & Ped	City of Elk Grove	Excelsior Rd Trail	Class I multi-use trail along Excelsior Rd from Calvine Rd to Sheldon Rd.	26,000,000	\$43,160,000	By 2050	Planned
BP_180	SAC	A- Bike & Ped	City of Elk Grove	Extend Big Horn Buffered Class II	Extend the buffered class II on Big Horn Blvd from Vivino Dr to Laguna Blvd.	260,000	\$296,400	By 2035	Planned
BP_181	SAC	A- Bike & Ped	City of Elk Grove	Foulks Ranch Dr Buffered Class II	Buffered class II on Foulks Ranch Dr from Laguna Park Dr to Elk Grove Blvd.	120,000	\$136,800	By 2035	Planned

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SAC25393	SAC	A- Bike & Ped	City of Elk Grove	Franklin Blvd Cycle Track - Elk Grove Blvd to Laguna Blvd	In the City of Elk Grove, on Franklin Blvd from Elk Grove Blvd to Laguna Blvd: Construct a Class IV cycle track.	1,264,000	\$1,264,000	By 2035	Programmed- See MTIP for details
BP_183	SAC	A- Bike & Ped	City of Elk Grove	Grant Line Class 1 Trail Extension	Extend the existing Class 1 trail along Grant Line from Bradshaw to Calvine through the Rural Area	Pending- Need final cost from	NA	By 2035	Planned
BP_184	SAC	A- Bike & Ped	City of Elk Grove	Harbour Point Drive Class IV Cycle Track	Construct a Class 4 cycle track on Harbour Point Drive from Laguna Boulevard to Elk Grove Boulevard	650,000	\$741,000	By 2035	Planned
BP_185	SAC	A- Bike & Ped	City of Elk Grove	Howard Wackman Park Trail Extension	Extend class I multi-use trail from Howard Wackman Park to south of Tegan Rd.	600,000	\$684,000	By 2035	Planned
BP_186	SAC	A- Bike & Ped	City of Elk Grove	I5 Trail	Construct a new regional trail parallel I5 from Dwight Road to Delta Shores	Pending- Need final cost from	NA	By 2035	Planned
BP_187	SAC	A- Bike & Ped	City of Elk Grove	Kammerer Park Trail	Class I multi-use trail from Kammerer Park to Kammerer Rd.	1,300,000	\$1,482,000	By 2035	Planned
BP_188	SAC	A- Bike & Ped	City of Elk Grove	Kammerer Road Class 1 Trail	Add a Class 1 trail facility parallel Kammerer Road from I5 to 99	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_191	SAC	A- Bike & Ped	City of Elk Grove	Laguna Blvd Buffered Class II	Buffered class II along Laguna Blvd from W. Stockton to Laguna Oaks Dr.	430,000	\$490,200	By 2035	Planned
BP_192	SAC	A- Bike & Ped	City of Elk Grove	Laguna Blvd UPRR OC Bike and Ped Improvements	Construct bike and ped improvements at the Laguna Blvd UPRR OC and connect these improvements to the ACE train station. Possible new bike/ped OC.	Pending- Need final cost from	NA	By 2035	Planned
BP_193	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek (East) and Whitehouse Creek Trails	Construct a new Class 1 trail from Camden Greenbelt to SR 99 along Laguna Creek, and construct a Class 1 trail from the Laguna Creek Trail to East Stockton/Sheldon Road along Whitehouse Creek	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_194	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Bond Road Undercrossing	Construct a trail undercrossing Bond Road and Waterman Road along Laguna Creek. Connects the existing Laguna Creek Trail to the Powerline Trail.	4,372,000	\$4,984,080	By 2035	Planned
SAC25295	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Inter-Regional Trail Crossing at State Route 99	In Elk Grove at Laguna Creek and State Route 99, between Sheldon Road and Bond Rd./Laguna Blvd.: Construct a Class I bicycle and pedestrian crossing over State Route 99..	12,499,788	\$12,499,788	By 2035	Programmed- See MTIP for details
SAC25388	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Inter-Regional Trail Segment 4	In the City of Elk Grove: Install a grade-separated crossing of Waterman Road and a Class I trail on Bond Road accessible to pedestrians, cyclists, other active transportation users and	2,851,000	\$2,851,000	By 2035	Programmed- See MTIP for details
SAC25398	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Inter-Regional Trail Segment 4	In the City of Elk Grove, the Laguna Creek Inter-Regional Trail Segment 4 (Waterman Rd to Sie	640,000	\$640,000	By 2035	Programmed- See MTIP for details
BP_195	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Trail (Tributary 4) Waterman to Grant Line	Complete construction of the Class 1 trail from Waterman/Powerline corridor to Grant Line Road. Portions already exist.	Pending- Need final cost from	NA	By 2035	Planned
BP_196	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Trail Crossing Enhancement #1	Install curb ramps, advance yield signs, RRFBs, and associated advanced warning signs	Pending- Need final cost from	NA	By 2050	Planned
BP_197	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Trail Crossing Enhancement #2	Install curb ramps, advance yield signs, RRFBs, and associated advanced warning signs	Pending- Need final cost from project sponsor	NA	By 2035	Planned

A6-13

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BP_198	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Trail Crossing Enhancement #3	Install curb ramps, advance yield signs, RRFBs, and associated advanced warning signs	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_199	SAC	A- Bike & Ped	City of Elk Grove	Laguna Creek Trail Crossing Enhancement #4	Install curb ramps, advance yield signs, RRFBs, and associated advanced warning signs	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_202	SAC	A- Bike & Ped	City of Elk Grove	Levee Class I Trail	Class I trail along the levee from north of Laguna Blvd to Nottoli Park.	11,400,000	\$18,924,000	By 2050	Planned
SAC25307	SAC	A- Bike & Ped	City of Elk Grove	North Laguna Creek Area Big Horn Blvd and Franklin Blvd Improvements	In the City of Elk Grove, Franklin Boulevard from Big Horn Boulevard to Laguna Boulevard: Complete the replacement of the existing class II bike lanes with one-way class IV bikeways or cycle track for completion of the Franklin Boulevard Cycle Track Phase 2 by adding signage and delineators. Big Horn Boulevard from Franklin Boulevard to Laguna Creek High School	2,575,000	\$2,575,000	By 2035	Programmed- See MTIP for details
BP_205	SAC	A- Bike & Ped	City of Elk Grove	North Laguna Creek Area Big Horn Blvd and Franklin Improvements	his project will extend the class IV cycle track on Franklin Blvd. from Laguna Blvd. to Elk Grove Blvd. Location: Franklin Blvd between Laguna Blvd. and Elk Grove Blvd.	Pending- Need final cost from	NA	By 2035	Planned
BP_206	SAC	A- Bike & Ped	City of Elk Grove	Old Town Alley Improvement	Make pedestrian and bicycle improvements to alleys in Old Town, improve lighting, repave, etc., and provide opportunities for activating uses within Old Town in new and creative ways	Pending- Need final cost from	NA	By 2035	Planned
BP_207	SAC	A- Bike & Ped	City of Elk Grove	Old Town Ped Signal	Add a new pedestrian signal on Elk Grove Boulevard near Adams or Gage Streets	Pending- Need final cost from	NA	By 2035	Planned
BP_208	SAC	A- Bike & Ped	City of Elk Grove	Old Town UPRR Crossing Ped Improvements	In Old Town Elk Grove, pedestrian/bicycle improvements at the UPRR crossing. Provide a dedicated pedestrian and bicycle pathway separate from the vehicle ROW. Possibly add	Pending- Need final cost from	NA	By 2035	Planned
BP_210	SAC	A- Bike & Ped	City of Elk Grove	Poppy Ridge Trail	Class I multi-use path along Poppy Ridge Rd from Bruceville Rd to Big Horn Blvd.	3,300,000	\$5,478,000	By 2050	Planned
BP_211	SAC	A- Bike & Ped	City of Elk Grove	Power Inn Rd Buffered Class II	Buffered class II on Power In Rd from city limits to Sheldon Rd.	260,000	\$431,600	By 2050	Planned
BP_213	SAC	A- Bike & Ped	City of Elk Grove	Powerline Trail	Construct a Class 1 bike/pedestrian trail from Grant Line Road to Calvine Road, parallel Waterman Road, under the powerline. To be developed in phases.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_216	SAC	A- Bike & Ped	City of Elk Grove	Sacramento River Parkway Phase 1	In Sacramento, adjacent to the Sacramento River, on top of the levee from Garcia Bend Park to Arabella Way (Phase 1): Build a multi-use trail to close the gap in the existing trail between Garcia Bend Park and Zacharias Park. PE is for both Phase 1 (Garcia Bend Park to Arabella Way) and Phase 2 (Arabella Way to Zacharias Park). [Phase 2 is programmed	5,260,000	\$5,996,400	By 2035	Planned
BP_219	SAC	A- Bike & Ped	City of Elk Grove	SEPA Class I Laguna Ridge Trail	Class I multi-use trail from Bruceville Rd to Baritone Way.	2,000,000	\$2,280,000	By 2035	Planned
BP_220	SAC	A- Bike & Ped	City of Elk Grove	SEPA Park Trail	Class I multi-use trail connecting SEPA planned parks.	4,700,000	\$7,802,000	By 2050	Planned

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BP_221	SAC	A- Bike & Ped	City of Elk Grove	SEPA Unnamed Trail	Class I multi-use trail from Whitelock Pkwy to Kammerer Rd.	5,000,000	\$8,300,000	By 2050	Planned
BP_222	SAC	A- Bike & Ped	City of Elk Grove	Shed C Trail Improvements	Construct a trail on both the north and south sides of the Shed C Corridor from Bruceville/Kammerer to Lotz Parkway. Includes grade separated crossings at Big Horn and Bilby.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_223	SAC	A- Bike & Ped	City of Elk Grove	Sheldon Rd Buffered Class II	Buffered class II on Sheldon Rd from Bruceville Rd to Elk Grove Florin Rd.	450,000	\$747,000	By 2050	Planned
BP_227	SAC	A- Bike & Ped	City of Elk Grove	Southeast Industrial Area Trail Connection	Construction a trail from Waterman Court, under Grant Line Road, to the Southeast Industrial Area/Grant Line Industrial Park	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_228	SAC	A- Bike & Ped	City of Elk Grove	Strawberry Creek Trail	Class I multi-use path along Strawberry Creek continued to Calvine Rd.	1,000,000	\$1,140,000	By 2035	Planned
BP_229	SAC	A- Bike & Ped	City of Elk Grove	Strawberry Creek Trail (Elk Grove)	construct a Class 1 trail along Whitehouse Creek/Strawberry Creek from Black Kite Drive to Power Inn Road	Pending- Need final cost from project sponsor	NA	By 2050	Planned
BP_230	SAC	A- Bike & Ped	City of Elk Grove	W Taron Dr. Buffered Class II	Buffered class II along W. Taron Dr.	300,000	\$342,000	By 2035	Planned
BP_231	SAC	A- Bike & Ped	City of Elk Grove	W. Stockton Trail	Class I multi-use trail connection between Whitelock Pkwy and new SEPA trail.	2,800,000	\$3,192,000	By 2035	Planned
BP_232	SAC	A- Bike & Ped	City of Elk Grove	Waterman Rd Buffered Class II	Buffered class II bikeway along Waterman from Laguna Creek Trail crossing near Bond Rd to E Park Dr. trail.	284,000	\$471,440	By 2050	Planned
BP_236	SAC	A- Bike & Ped	City of Elk Grove	Westside Elk Grove Blvd Class I	Widen existing sidewalk to be a class I multi-use path from Hwy 99 to Laguna Springs Dr.	850,000	\$969,000	By 2035	Planned
BP_237	SAC	A- Bike & Ped	City of Elk Grove	Westside Laguna Blvd Buffered Class II	Buffered class II on Laguna Blvd from Harbour Pt Dr. to Dwight Rd.	210,000	\$348,600	By 2050	Planned
BP_238	SAC	A- Bike & Ped	City of Elk Grove	Whitehouse Creek Class I Trail	Class I multi-use trail along Whitehouse creek from Powerline Trail to Elk Grove Florin Rd with an offshoot down to Bond Rd.	5,800,000	\$6,612,000	By 2035	Planned
BP_239	SAC	A- Bike & Ped	City of Elk Grove	Whitelock Pkwy Class IV	Install class IV bikeway along Whitelock Pkwy from E Stockton to Franklin Rd.	1,600,000	\$1,824,000	By 2035	Planned

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SAC24773	SAC	B- Road & Highway Capacity	City of Elk Grove	Big Horn Blvd. Extension - Bilby to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd, Construct (4-lanes) extension	8,181,000	\$8,181,000	By 2035	Programmed- See MTIP for details
SAC24982	SAC	B- Road & Highway Capacity	City of Elk Grove	Big Horn Blvd. Extension to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Construct new 2-lane roadway	5,669,500	\$6,463,230	By 2035	Planned
SAC25138	SAC	B- Road & Highway Capacity	City of Elk Grove	Big Horn Blvd. Widening	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Widen to 4-lane roadway	4,600,000	\$7,636,000	By 2050	Planned
BP_139	SAC	B- Road & Highway Capacity	City of Elk Grove	Big Timber Drive Extension	Extension of Big Timber Drive from Elk Grove Boulevard to Civic Center Drive. Includes signal at Elk Grove Boulevard	3,000,000	\$3,420,000	By 2035	Planned
SAC24972	SAC	B- Road & Highway Capacity	City of Elk Grove	Bilby Rd. extension to Lotz Pkwy	Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy.	3,495,600	\$3,984,984	By 2035	Planned
SAC24073	SAC	B- Road & Highway Capacity	City of Elk Grove	Bradshaw Rd. Widening B	Widen: 4 lanes from Sheldon Rd. to Calvine Rd.	6,200,200	\$10,292,332	By 2050	Planned
SAC25139	SAC	B- Road & Highway Capacity	City of Elk Grove	Bruceville Rd. Widening A	Widen: 6 lanes from Sheldon Rd. to Big Horn Blvd.	5,400,000	\$8,964,000	By 2050	Planned
SAC19010	SAC	B- Road & Highway Capacity	City of Elk Grove	Bruceville Rd. Widening B	In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes.	3,719,000	\$4,239,660	By 2035	Planned
SAC24105	SAC	B- Road & Highway Capacity	City of Elk Grove	Bruceville Rd. Widening C	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes.	2,200,000	\$3,652,000	By 2050	Planned
BP_164	SAC	B- Road & Highway Capacity	City of Elk Grove	Elevate Road A	Construct a new road from Elk Grove Boulevard to Civic Center Drive; Project Elevate	1,600,000	\$1,824,000	By 2035	Planned
BP_165	SAC	B- Road & Highway Capacity	City of Elk Grove	Elevate Road B	Construct a new road from Big Horn Boulevard to Big Timber; Project Elevate	1,600,000	\$1,824,000	By 2035	Planned
SAC25391	SAC	B- Road & Highway Capacity	City of Elk Grove	Kammerer Rd Extension (Connector Segment A)	In Elk Grove, Kammerer Rd. from Bruceville Rd. to Interstate 5/Hood Franklin Interchange, ROW and CON: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (SAC24094, CEQA	145,350,000	\$145,350,000	By 2035	Programmed- See MTIP for details
SAC24094	SAC	B- Road & Highway Capacity	City of Elk Grove	Kammerer Rd Extension (Connector Segment A) (PE Only)	In Elk Grove, Kammerer Rd. from Bruceville Rd. to Interstate 5/Hood Franklin Interchange, PE Only: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA)	13,231,000	\$13,231,000	By 2035	Programmed- See MTIP for details

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SAC24111	SAC	B- Road & Highway Capacity	City of Elk Grove	Lotz Parkway	In Elk Grove, Lotz Parkway from Whitelock Parkway to 0.5 miles south of Whitelock Parkway at the northern boundary of the new Sterling Meadows development area: Construct new 2-lane roadways. Also, extend 2-lane Promenade Parkway from northern boundary of the new Sterling Meadows development area to new Lotz Parkway.	9,662,500	\$9,662,500	By 2035	Programmed- See MTIP for details
SAC24980	SAC	B- Road & Highway Capacity	City of Elk Grove	Lotz Parkway North Reach Widening	In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen to 4-lanes.	3,500,000	\$3,990,000	By 2035	Planned
SAC25313	SAC	B- Road & Highway Capacity	City of Elk Grove	Lotz Pkwy - Kyler Road to Kammerer Road	In Elk Grove, Lotz Pkwy. from Kyler Rd to Kammerer Rd: Construct remaining 2-lanes of 4-lane roadway, bike lanes, curb, gutter, landscaping and sidewalk	1,500,000	\$1,500,000	By 2035	Programmed- See MTIP for details
BP_217	SAC	B- Road & Highway Capacity	City of Elk Grove	SEIA Road A (Mahon Ranch Road)	Construct 4 lane Road A in the Southeast Industrial Area from Waterman Road to E Street. Includes intersections	7,000,000	\$7,980,000	By 2035	Planned
BP_233	SAC	B- Road & Highway Capacity	City of Elk Grove	Waterman Road Extension	Extend Waterman Road from Grant Line Road south into the Southeast Industrial Area/Grant Line Business Park	10,000,000	\$11,400,000	By 2035	Planned
SAC24112	SAC	B- Road & Highway Capacity	City of Elk Grove	Waterman Road Widening A	In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes.	7,500,000	\$8,550,000	By 2035	Planned
SAC24098	SAC	B- Road & Highway Capacity	City of Elk Grove	Whitelock Parkway/SR 99 Interchange Project	In Elk Grove, Whitelock Parkway and SR 99: Construct new Interchange with new pedestrian bridge over SR 99 to Elk Grove Regional Park and High School.	100,800,000	\$100,800,000	By 2035	Programmed- See MTIP for details
BP_138	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Big Horn/Red Elk Signal	Install a signal at Big Horn and Red Elk Drive	900,000	\$1,026,000	By 2035	Planned
SAC25305	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Citywide Traffic Signal Enhancements and Congestion Relief Project	At 76 signalized intersections in the City of Elk Grove: Provide advanced dilemma zone detection for signalized intersection approached with posted speeds of 40 MPH or higher. Replace 8 inch signal heads with 12 inch, and add retro-reflective borders to all signal heads. (H10-03-008) Along Elk Grove Blvd., from Backer Ranch Rd. to Elk Grove Florin Rd., at 13	10,771,200	\$10,771,200	By 2035	Programmed- See MTIP for details
SAC25105	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	East Stockton Blvd & Valley Oak Ln. Intersection Improvements	Install a traffic signal at East Stockton Blvd & Valley Oak Ln.	500,000	\$570,000	By 2035	Planned
BP_161	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	East Stockton Blvd Pavement Rehab and Complete Streets	Add bike lanes, upgrade curb ramps, add bicycle detection at Grant Line Signal, and complete needed pavement maintenance and rehabilitation.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
SAC25093	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Blvd & Grant Line Road	Install a traffic signal at Elk Grove Blvd & Grant Line Road.	500,000	\$570,000	By 2035	Planned
SAC24951	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Blvd Center Turn Lane and Shoulders	Widen to provide a two way left turn lane and adequate shoulder/bike lanes. from Bradshaw Rd. to Grant Line Rd.	2,661,500	\$3,034,110	By 2035	Planned

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SAC25092	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Blvd Operational Improvements	Traffic Signal communication upgrade (new fiber) Elk Grove Boulevard from Elk Grove Florin to Franklin	1,100,000	\$1,254,000	By 2035	Planned
SAC25132	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Blvd. and Bradshaw Rd.	Install a traffic signal or roundabout at Elk Grove Blvd. and Bradshaw Rd.	4,000,000	\$4,560,000	By 2035	Planned
BP_172	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Creek Trail Emerald Vista to Elk Grove-Florin	Improve the EG Creek Trail by replacing a 5,950 foot long gravel path with a 10-foot wide pedestrian/bicycle paved trail w/ 2-foot DG shoulder	Pending- Need final cost from project sponsor	NA	By 2035	Planned
SAC25094	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Elk Grove Florin Rd. and La Haya Way Signal	Install Signal at Elk Grove Florin Rd. and La Haya Way	500,000	\$570,000	By 2035	Planned
SAC25136	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Laguna Boulevard/Bond Road Operational Improvements	Traffic Signal communication upgrade (new fiber) Laguna from Big Horn to Franklin. In Addition, Traffic signal communication upgrade along Bond/Laguna/Bighorn from Bond at Waterman to Big Horn at Civic Center Drive	1,100,000	\$1,254,000	By 2035	Planned
BP_200	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Laguna Creek Trail Railroad Crossing Reconstruction	Reconstruction of the existing Laguna Creek Trail under the UP RR bridge following UP's reconstruction of their bridge	Pending- Need final cost from project sponsor	NA	By 2050	Planned
SAC25354	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Power Inn Road Safety and Congestion Relief	In the City of Elk Grove and Sacramento County, on Power Inn Road from Calvine Road to Sheldon Road: Pavement resurfacing, green bike lane markings, new bike lane buffer, ADA curb ramp upgrades, and traffic signal installation at Power Inn Road and Geneva Pointe Drive.	3,547,000	\$3,547,000	By 2035	Programmed- See MTIP for details
BP_212	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Power Inn Road Safety and Congestion Relief Project	complete pavement resurfacing, green bike lane markings, new bike lane buffer, ADA curb ramp upgrades, and a traffic signal installation (at Power Inn Rd. and Geneva Pointe Dr.)	1,500,000	\$1,710,000	By 2035	Planned
SAC25100	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Sheldon/Bader Rd. Intersection Improvements	Install a trafic signal or roundabout at Sheldon Rd. and Bader Rd.	4,000,000	\$4,560,000	By 2035	Planned
BP_224	SAC	C- Maintenance & Rehabilitation	City of Elk Grove	Sheldon/Bradshaw Roundabout Improvements	Minor improvement to the pavement delineation, markings, and signage at the existing roundabout.	Pending- Need final cost from	NA	By 2035	Planned

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BP_215	SAC	D- Programs & Planning	City of Elk Grove	Railroad Street Extension to Dino	Study potential alignments, acquire ROW, and construct a 2-lane extension of Railroad Street from the current terminus to Dino Drive.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_134	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Big Horn and Spoonwood Intersection	Construct a new signalized intersection at Big Horn and Spoonwood	4,120,000	\$4,696,800	By 2035	Planned
BP_137	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Big Horn Elifa Intersection	Construct a new intersection at Big Horn and Elifa/Road A	4,121,500	\$4,698,510	By 2035	Planned
BP_141	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Bilby Road @ UPRR	Close the Bilby Road railroad crossing and modify the intersection of Bilby/Willard	611,000	\$696,540	By 2035	Planned
BP_150	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Bruceville/Bilby	Construct final intersection design for Bruceville/Bilby intersection	4,093,000	\$4,666,020	By 2035	Planned
BP_151	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Bruceville/Boa Nova/Elefa Intersection	Construct a new intersection on Bruceville Road at Boa Nova/Elefa	28,370,100	\$32,341,914	By 2035	Planned
BP_158	SAC	G- System Management, Operations, and ITS	City of Elk Grove	E Stockton & Union Park Way Operations Improvment	Construct operational improvements at the E Stockton/Union Park Way intersection (signal)	800,000	\$912,000	By 2035	Planned
BP_159	SAC	G- System Management, Operations, and ITS	City of Elk Grove	East Park Drive Extension to Rancho Waterman Road	In East Elk Grove, Extend East Park Drive from current terminus to Waterman Road	500,000	\$570,000	By 2035	Planned
SAC24966	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Elk Grove Blvd Right Turn Pockets	Right Turn pocket from EB Elk Grove Blvd to SB SR99	4,000,000	\$4,560,000	By 2035	Planned
SAC25358	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Fleet EV Charging Infrastructure	In Elk Grove, at City owned facilities, construct electric vehicle charging infrastructure to support charging of City fleet vehicles.	3,100,000	\$3,100,000	By 2035	Programmed- See MTIP for details
SAC25332	SAC	G- System Management,	City of Elk Grove	Grant Line Rd and Wilton Rd Operational Improvements	In Elk Grove, on Grant Line Rd., from Sherman Oaks Ct. to Aleilani Lane: Intersection operational improvements, consistent with the JPA future project. The project would	1,000,000	\$1,000,000	By 2035	Programmed- See MTIP for details
SAC24795	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Grant Line Road Sheldon Area Operational Improvements Phase 1	On Grant Line Road, between Bond Road and Calvine Road, construct Signals/Roundabouts and left and right turn lanes at intersections. (See SAC25332 for PE)	12,000,000	\$13,680,000	By 2035	Planned
SAC25171	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Laguna Blvd Right Turn Lane to W. Stockton Blvd	In Elk Grove, from the southbound State Highway 99 off-ramp to West Stockton Boulevard: Construct a dedicated right-turn lane on Laguna Boulevard.	2,048,000	\$2,048,000	By 2035	Programmed- See MTIP for details
BP_204	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Mosher Road/Rhone River Drive Intersection	Construct a new signal at Mosher Road and Rhone River Drive	2,526,700	\$2,880,438	By 2035	Planned

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SAC24169	SAC	G- System Managemen	City of Elk Grove	Old Town Elk Grove Streetscape Phase 2	In Elk Grove, Elk Grove Boulevard, from School St. to Waterman Rd.: Street frontage improvement	15,385,327	\$15,385,327	By 2035	Programmed- See MTIP for details
BP_209	SAC	G- System Management,	City of Elk Grove	Parsons Landing Extension to Apple Mill Drive	Gap closure in East Elk Grove from Parsons Landing to Apple Mill Drive	300,000	\$342,000	By 2035	Planned
BP_234	SAC	G- System Management,	City of Elk Grove	Waterman/Dino/Mainline Signal	Construct a new signal at Waterman and Dino/Mainline Drives	1,500,000	\$1,710,000	By 2035	Planned
BP_235	SAC	G- System Management,	City of Elk Grove	Waterman/Kent/Heintz Intersection	Construct a new signal at Waterman and Kent/Heintz Intersection	3,150,000	\$3,591,000	By 2035	Planned
SAC24961	SAC	G- System Management, Operations, and ITS	City of Elk Grove	Wilton Rd	Full 2 lane improvements from Grant Line Rd. to City Limit	7,789,900	\$8,880,486	By 2035	Planned
SAC24400	SAC	A- Bike & Ped	City of Folsom	Folsom Blvd. Bike/Ped Grade Separation	In Folsom, at Folsom Blvd. and Humbug-Willow Creek Parkway, construct a bicycle and pedestrian grade- separated crossing of Folsom Blvd. Includes connections to existing trails on both sides of Folsom Blvd.	2,500,000	\$2,850,000	By 2035	Planned
SAC25020	SAC	A- Bike & Ped	City of Folsom	Folsom/Placerville Rail Trail	On Folsom/Placerville Rail Trail parallel to East Bidwell St. between the existing Humbug-Willow Creek Trail and Scholar Way, and from Broadstone Pkwy. to Iron Point Rd.: Construct approximately 1.3 miles of Class I multi-use trail. (Emissions Benefits in kg/day: 0.04 ROG,	2,884,036	\$2,884,036	By 2035	Programmed- See MTIP for details
SAC25350	SAC	A- Bike & Ped	City of Folsom	Riley Street Safety Improvement Project	In the city of Folsom, on Riley Street, between Sutter Street and East Bidwell Street; construct drainage improvements, utility relocation, sidewalk installation, intersection	4,518,242	\$4,518,242	By 2035	Programmed- See MTIP for details
SAC24331	SAC	B- Road & Highway Capacity	City of Folsom	Alder Creek Parkway	Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	45,000,000	\$74,700,000	By 2050	Planned
SAC24327	SAC	B- Road & Highway Capacity	City of Folsom	Empire Ranch Rd.	Road Extension: 4 lanes from U.S. 50 to White Rock Rd.	18,000,000	\$29,880,000	By 2050	Planned
SAC24463	SAC	B- Road & Highway Capacity	City of Folsom	US 50 at East Bidwell Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	3,180,000	\$5,278,800	By 2050	Planned
SAC19890	SAC	B- Road & Highway Capacity	City of Folsom	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP #343 (Toll Credits for PE). Toll Credits for ENG	70,695,856	\$70,695,856	By 2035	Programmed- See MTIP for details
Pending	SAC	B- Road & Highway Capacity	City of Folsom	US 50 at Oak Avenue Parkway	Interchange or Overcrossing at US 50 to support north-south travel from Folsom Ranch.	Pending- Need final cost from project sponsor	NA	Post-2050	Amendment Priority
SAC24891	SAC	B- Road & Highway Capacity	City of Folsom	US 50 Auxiliary Lane Empire Ranch to Latrobe Road	EB Auxiliary lane from Empire Ranch to Latrobe Road	3,000,000	\$3,420,000	By 2035	Planned
SAC24890	SAC	B- Road & Highway Capacity	City of Folsom	US 50 Auxiliary Lane Scott Road to Empire Ranch	EB Auxiliary lane from Scott Road to Empire Ranch	3,000,000	\$3,420,000	By 2035	Planned

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SAC24970	SAC	B- Road & Highway Capacity	City of Folsom	US50 Rowberry Overcrossing	Construct New Overcrossing: 2 lanes between Iron Point Road and Alder Creek Parkway over US50	3,000,000	NA	Post-2050	Amendment Priority
SAC25425	SAC	C- Maintenance & Rehabilitation					\$4,619,000		Programmed- See MTIP for details
			City of Folsom	Bridge Preventative Maintenance City of Folsom	Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Folsom. See Caltrans Local Assistance HBP website for backup list of projects. http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG	4,619,000		By 2035	
SAC24686	SAC	C- Maintenance & Rehabilitation	City of Folsom	Folsom Bridge Preventive Maintenance Program	Various bridges in the City of Folsom: perform preventive maintenance. See Caltrans Local Assistance HBP website for backup list of projects. http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG	1,221,237	\$1,221,237	By 2035	Programmed- See MTIP for details
SAC25420	SAC	C- Maintenance & Rehabilitation	City of Folsom	Folsom Lake Crossing Safety Improvements Phase 2	In the City of Folsom, on Folsom Lake Crossing between Folsom Auburn Road and Folsom Dam Road	1,174,743	\$1,174,743	By 2035	Programmed- See MTIP for details
SAC22930	SAC	G- System Management, Operations, and ITS	City of Folsom	Folsom-Auburn Rd.	Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications.	2,000,000	\$2,280,000	By 2035	Planned
SAC25310	SAC	G- System Management,	City of Folsom	ITS Master Plan and Implementation	The project will design and provide Plans, Specifications and Estimates (PS&E) of traffic signals, fiber-optic communications, and ITS equipment. The purpose of the ITS Master Plan /	5,716,000	\$5,716,000	By 2035	Programmed- See MTIP for details
SAC24888	SAC	G- System Management, Operations, and ITS	City of Folsom	US 50 Auxiliary Lane Prairie City to Oak Avenue	EB Auxiliary lane from Prairie City Road to Oak Avenue	3,000,000	\$3,420,000	By 2035	Planned
SAC24889	SAC	G- System Management, Operations, and ITS	City of Folsom	US 50 Auxiliary Lane Oak Avenue to Scott Road	EB Auxiliary lane from Oak Avenue to Scott Road	3,000,000	\$3,420,000	By 2035	Planned
SAC25309	SAC	G- System Management, Operations, and ITS	City of Folsom	US 50/East Bidwell Improvement Project	In Folsom, on East Bidwell Street at Iron Point Road: Convert one westbound through lane at East Bidwell Street to a third left turn lane. At westbound on-ramp from East Bidwell Street onto US Highway 50: Add a second mixed flow lane or add HOV improvements.. Toll Credits for ENG	230,000	\$230,000	By 2035	Programmed- See MTIP for details
SAC25405	SAC	A- Bike & Ped	City of Galt	Emerald Vista Trail Extension	In the City of Galt, the Emerald Vista Trail Extension project consists of extending the Emerald Vista Trail from the intersection of Fourth Street and A Street north to the intersection of Fourth Street and the existing Fourth Street Promenade.	470,000	\$470,000	By 2035	Programmed- See MTIP for details
SAC25349	SAC	A- Bike & Ped	City of Galt	Fourth Street Promenade Extension	In the City of Galt, on Fourth Street; Promenade by finishing the remaining 225 feet north to A Street: This will eliminate pedestrians walking in the dirt/mud from A Street to the existing Fourth Street promenade. This request will provide funding for the Preliminary Engineering	311,000	\$311,000	By 2035	Programmed- See MTIP for details
SAC24337	SAC	B- Road & Highway Capacity	City of Galt	Carillion Extension	new 4 lane road from Simmerhorn to A Street / Boessow	2,500,000	\$4,150,000	By 2050	Planned

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SAC24838	SAC	B- Road & Highway Capacity	City of Galt	Walnut I/C	new interchange at Walnut Avenue on / off ramps	25,200,000	\$41,832,000	By 2050	Planned
SAC25329	SAC	C- Maintenance & Rehabilitation	City of Galt	Kost Road Improvements at UPRR Crossing	Kost Road at Union Pacific railroad crossing, west of Joy Dr., east of Maria Wy.: Widen 400 feet of Kost Rd. on each side of the UPRR to construct a widened travel lanes, Class II bike lanes, and ADA-compliant pedestrian pathways. . Toll Credits for ENG	1,400,000	\$1,400,000	By 2035	Programmed- See MTIP for details
SAC25306	SAC	C- Maintenance & Rehabilitation	City of Galt	Walnut Ave Improvements	In Galt, on Walnut Ave, from Carillion to Elk Hills Dr: Overlay the street and upgrade the bike lanes to high-visibility green standard. On Walnut Ave, west of Vintage Oak Ave for 400 feet, construct sidewalk gap closure. At Walnut Ave and Emerald Vista Dr construct pedestrian improvements.	2,259,000	\$2,259,000	By 2035	Programmed- See MTIP for details
BP_245	SAC	A- Bike & Ped	City of Isleton	6th Street Rehab and Bike & Walking Trail	Rehab 6th street and add multi-use trail to connect to regional trail at Tyler Island.	12,300,000	\$14,022,000	By 2035	Planned
BP_248	SAC	A- Bike & Ped	City of Isleton	Main Street Road Rehabilitation and Streetscape Improvements Phase 2	Complete streets portion of Phase 1 project.	Pending- Need final cost from project sponsor	NA	By 2050	Planned
BP_246	SAC	G- System Management,	City of Isleton	H St and Hwy 160 Rehab and Safety Project	Rehab H St between Main St to Hwy 160, intersection at H St & Hwy 160.	Pending- Need final cost from	NA	Post-2050	Amendment Priority
BP_247	SAC	G- System Management,	City of Isleton	Hwy 160 Isleton Intersections Safety Project	Increase safety at Hwy 160 intersections at both A and B Streets. Would need to study further for what type of improvements needed.	Pending- Need final cost from	NA	Post-2050	Amendment Priority
PLA25689	PLA	B- Road & Highway Capacity	City of Lincoln	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	10,568,251	\$10,568,251	By 2035	Programmed- See MTIP for details
PLA25739	PLA	B- Road & Highway Capacity	City of Lincoln	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	3,625,000	\$4,871,697	By 2035	Planned
PLA25775	PLA	B- Road & Highway Capacity	City of Lincoln	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	9,880,000	\$20,686,526	By 2050	Planned
PLA25714	PLA	B- Road & Highway Capacity	City of Lincoln	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	5,729,091	\$11,995,444	By 2050	Planned
PLA25745	PLA	B- Road & Highway Capacity	City of Lincoln	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	2,296,256	\$4,807,850	By 2050	Planned
PLA25737	PLA	B- Road & Highway Capacity	City of Lincoln	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymment Road to 0.5 miles east of existing Nelson Lane	4,493,949	\$9,409,331	By 2050	Planned
PLA25768	PLA	B- Road & Highway Capacity	City of Lincoln	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	8,700,000	\$18,215,868	By 2050	Planned
PLA25595	PLA	B- Road & Highway Capacity	City of Lincoln	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	12,114,449	\$25,364,966	By 2050	Planned
PLA19020	PLA	B- Road & Highway Capacity	City of Lincoln	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr.from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	1,981,120	\$4,148,025	By 2050	Planned
PLA25868	PLA	C- Maintenance & Rehabilitation	City of Lincoln	Industrial Avenue Rehabilitation Project	In Lincoln, CA on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4-inches of	1,420,948	\$1,420,948	By 2035	Programmed- See MTIP for details
PLA25867	PLA	C- Maintenance & Rehabilitation	City of Lincoln	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of	2,028,754	\$2,028,754	By 2035	Programmed- See MTIP for details

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PLA25677	PLA	C- Maintenance & Rehabilitation	City of Lincoln	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment	1,566,000	\$1,566,000	By 2035	Programmed- See MTIP for details
PLA25540	PLA	C- Maintenance & Rehabilitation	City of Lincoln	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized	12,313,800	\$12,313,800	By 2035	Programmed- See MTIP for details
PLA25823	PLA	C- Maintenance & Rehabilitation	City of Lincoln	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose	28,000,000	\$58,625,782	By 2050	Planned
PLA20760	PLA	C- Maintenance & Rehabilitation	City of Lincoln	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	1,430,909	\$1,923,022	By 2035	Planned
SUT18907	SUT	A- Bike & Ped	City of Live Oak	Class I Bikeways	Construct New Class I Bikeways off-street and along various new and existing City streets	3,405,000	\$3,881,700	By 2035	Planned
SUT17001	SUT	A- Bike & Ped	City of Live Oak	Kola Street Sidewalks	In Live Oak; Kola Street from State Route 99 to Larkin Road; reconstruct street, install curb, gutters, sidewalks, drainage improvements, new cross walk striping and pedestrian crossing warning lights.	800,000	\$912,000	By 2035	Planned
SUT18838	SUT	A- Bike & Ped	City of Live Oak	Live Oak Community Trail Segment 4	West of SR 99 in the City of Live Oak, along the abandoned Sacramento Northern Railroad corridor, from Kola St. to Epperson Wy. (approx. 1/4 mi): Construct class 1 pedestrian/bicycle trail with landscaping and benches.	555,000	\$555,000	By 2035	Programmed- See MTIP for details
SUT18914	SUT	B- Road & Highway Capacity	City of Live Oak	Apricot St. Extension	Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,716,000	\$1,956,240	By 2035	Planned
SUT18900	SUT	B- Road & Highway Capacity	City of Live Oak	Road E	Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	3,822,000	\$6,344,520	By 2050	Planned
SUT18902	SUT	B- Road & Highway Capacity	City of Live Oak	Sean Drive	Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,028,000	\$3,366,480	By 2050	Planned
SUT17009	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Archer Ave. Phase 2	Pavement Rehabilitation: from L St. to K St. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	486,000	\$554,040	By 2035	Planned
SUT17025	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Archer Ave. Phase 3	Pavement Rehabilitation: from K St. to City Limit. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase III)	480,000	\$547,200	By 2035	Planned
SUT18915	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Bishop Ave.	Road Reconstruction: from SR 99 to Planning Area Limits Includes drainage, curb, gutter, sidewalk, and bike lanes.	1,047,000	\$1,193,580	By 2035	Planned
SUT18916	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Broadway St. and Elm St.	Road Reconstruction from Apricot St. to the Elm St./SR 99 intersection. Includes: drainage improvements, curb, gutter and sidewalk and bike lanes	650,000	\$741,000	By 2035	Planned
SUT17007	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Broadway St. Reconstruction	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	810,000	\$923,400	By 2035	Planned
LiveOak2	SUT	C- Maintenance & Rehabilitation	City of Live Oak	California St.	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	900,000	\$1,494,000	By 2050	Planned
BP_249	SUT	C- Maintenance & Rehabilitation	City of Live Oak	California St.	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	900,000	\$1,026,000	By 2035	Planned
SUT17023	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Center St.	Pavement Rehabilitation: from Pennington Rd. to Elm St. Includes: drainage improvements.	800,000	\$912,000	By 2035	Planned
SUT18918	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Coleman Rd. Reconstruction and Bike Lanes	Road Reconstruction: from SR 99 to Sinnard Ave. Includes drainage, curb, gutter, sidewalk, and bike lanes.	2,110,000	\$2,405,400	By 2035	Planned
BP_250	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Coleman Rd. Reconstruction and Realignment	Road Reconstruction: from Larkin Rd. to SR 99. Includes realignment of Coleman Rd., new at-grade crossing of UPRR, drainage, curb, gutter, sidewalk, and bike lanes.	6,515,000	\$10,814,900	By 2050	Planned

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LiveOak1	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Coleman Rd. Reconstruction and Realignment	Road Reconstruction: from Larkin Rd. to SR 99. Includes realignment of Coleman Rd., new at-grade crossing of UPRR, drainage, curb, gutter, sidewalk, and bike lanes.	6,515,000	\$10,814,900	By 2050	Planned
SUT17020	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Elm St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, bike lanes, and drainage improvements.	567,000	\$646,380	By 2035	Planned
SUT17024	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Elm Street Reconstruction	In Live Oak: Elm Street from Larkin Road to L Street; reconstruct, install curb, gutter, sidewalks, drainage improvements.	580,000	\$661,200	By 2035	Planned
SUT17021	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Fir St.	Road Reconstruction: from Broadway to N Street. Includes: curb and gutter, and new sidewalk from California St. to N Street.	486,000	\$554,040	By 2035	Planned
SUT17022	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Gum St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, and drainage improvements.	425,000	\$484,500	By 2035	Planned
SUT17018	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Ivy St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalks, and drainage improvements.	480,000	\$547,200	By 2035	Planned
SUT17005	SUT	C- Maintenance & Rehabilitation	City of Live Oak	L Street Reconstruction A	In Live Oak: L Street from Pennington Road to Elm Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	770,000	\$877,800	By 2035	Planned
SUT18921	SUT	C- Maintenance & Rehabilitation	City of Live Oak	L Street Reconstruction B	In Live Oak: L Street from Elm St. to Ash Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	1,013,000	\$1,154,820	By 2035	Planned
SUT18922	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Larkin Road and Elm Street	In Live Oak on Larkin Road from Archer Ave. to the Elm St./SR 99 intersection. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	581,000	\$662,340	By 2035	Planned
SUT18882	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Larkin Road Reconstruction A	In Live Oak on Larkin Road from Apricot St. to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	2,450,000	\$2,793,000	By 2035	Planned
SUT16984	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Larkin Road Reconstruction B	In Live Oak on Larkin Road from Nevada Street to Riviera Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	9,350,000	\$10,659,000	By 2035	Planned
SUT18880	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Larkin Road Reconstruction C	In Live Oak on Larkin Road from current City Limit to Paseo Ave. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,510,000	\$7,486,600	By 2050	Planned
SUT16987	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Luther Rd.	Road Reconstruction: from the current existing city boundary to Riviera Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	5,887,000	\$6,711,180	By 2035	Planned
SUT18883	SUT	C- Maintenance & Rehabilitation	City of Live Oak	N St. Reconstruction A	Road Reconstruction: from Pennington Road to Elm St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	935,000	\$1,065,900	By 2035	Planned

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SUT17017	SUT	C- Maintenance & Rehabilitation	City of Live Oak	N St. Reconstruction B	Road Reconstruction: from Kola St. to Epperson Way. Includes: curb, gutters, sidewalks, drainage improvements, and bike lanes.	1,256,000	\$1,431,840	By 2035	Planned
SUT18885	SUT	C- Maintenance & Rehabilitation	City of Live Oak	N St. Reconstruction C	Road Reconstruction: from Fir St. to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,418,000	\$1,616,520	By 2035	Planned
SUT17019	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Nevada St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalk, and drainage improvements.	600,000	\$684,000	By 2035	Planned
SUT18890	SUT	C- Maintenance & Rehabilitation	City of Live Oak	P St. Reconstruction A	Road Reconstruction: from Pennington Road to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,870,000	\$2,131,800	By 2035	Planned
SUT18889	SUT	C- Maintenance & Rehabilitation	City of Live Oak	P St. Reconstruction B	Road Reconstruction: from Park St. to Pennington Road Includes drainage, curb and gutter, sidewalk, and bike lanes.	567,000	\$646,380	By 2035	Planned
SUT18891	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Paseo Ave.	Reconstruct roadway from Hwy. 99 to Township Road, realign west 0.5 mi. Includes: drainage improvements, curb, gutter, sidewalk, and bike lanes.	11,150,000	\$18,509,000	By 2050	Planned
SUT17012	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Pennington Rd. Reconstruction A	Road Reconstruction from Hwy. 99 to Larkin Rd. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	500,000	\$570,000	By 2035	Planned
SUT18892	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Pennington Rd. Reconstruction B	Road Reconstruction from Orchard Way to Sinnard Ave. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	1,800,000	\$2,052,000	By 2035	Planned
SUT17010	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Pennington Rd. Reconstruction D	Road Reconstruction from Connecticut Ave. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	1,370,000	\$1,561,800	By 2035	Planned
SUT16997	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Pennington Rd. Reconstruction E	Road Reconstruction: from Sinnard Ave. to Sheldon Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,079,000	\$1,791,140	By 2050	Planned
SUT16985	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Pennington Rd. Reconstruction F	Road Reconstruction: from Township Rd. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	3,973,000	\$6,595,180	By 2050	Planned
SUT16990	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Riviera Rd.	Road Reconstruction: from Township Rd. to Larkin Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. (Phase II)	7,332,000	\$12,171,120	By 2050	Planned
SUT16983	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Riviera Road	In Live Oak, Riviera Road from SR99 to Larkin Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,518,000	\$5,150,520	By 2035	Planned
SUT16991	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Sinnard Ave.	Road Reconstruction: from Fir St. to Pennington Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	542,700	\$618,678	By 2035	Planned
SUT16989	SUT	C- Maintenance & Rehabilitation	City of Live Oak	Township Rd.	Road Reconstruction: from Pennington Road to Riviera Road. Includes drainage, curb, gutter, sidewalk, and bike lanes.	9,436,000	\$15,663,760	By 2050	Planned

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YUB16100	YUB	A- Bike & Ped	City of Marysville	Historic Downtown Marysville Safety and Walkability Enhancements	In the City of Marysville, along Historic Downtown Marysville's D Street Corridor between 3rd and 4th Street: Improve walkability by creating a pedestrian boulevard weekly. Install	282,391	\$282,391	By 2035	Programmed- See MTIP for details
YUB16106	YUB	C- Maintenance & Rehabilitation	City of Marysville	East 22nd Street Multi-Modal Safety Improvements	In Marysville, on E. 22nd Street, from SR-20/Levee Road to Ramirez St.: Roadway reconstruction, construct protected bike lanes, improvement transit stops, close sidewalk gaps, add ADA ramps and implement traffic calming.	4,250,000	\$4,250,000	By 2035	Programmed- See MTIP for details
YUB15981	YUB	C- Maintenance & Rehabilitation	City of Marysville	Pavement Rehab. Project IV	Pavement Rehabilitation: 25th St. from Sampson to Covillaud, Sicard St. from East 16th St. to East 19th St., Freeman St. from East 18th St. to East 19th St. and East 19th St. from Covillaud	700,000	\$1,162,000	By 2050	Planned
YUB15982	YUB	C- Maintenance & Rehabilitation	City of Marysville	Pavement Rehab. Project V	Pavement Rehabilitation: Rideout Wy. from Covillaud to Ramirez St., Greeley from East 19th St. to East 22nd St. and Boulton from East 19th St. to East 22nd St. (Project V)	700,000	\$1,162,000	By 2050	Planned
YUB16115	YUB	D- Programs & Plannin	City of Marysville	Marysville Chinatown Blueprint - An EEI effort for Racial Justice and E	In the City of Marysville, the Marysville Chinatown Blueprint aims to preserve and invigorate C	445,049	\$445,049	By 2035	Programmed- See MTIP for details
YUB15979	YUB	G- System Management,	City of Marysville	Upgrade Signals	Traffic Signalization: Upgrade the 4 existing traffic signals (in Marysville) that are not on the State Hwy. System.	1,200,000	\$1,992,000	By 2050	Planned
ELD19560	ELD	A- Bike & Ped	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 1	In the City of Placerville, Canal Street from Cougar Lane to Combellack Road: Provide bicycle facilities and replace existing sidewalk; and along Combellack Road, from David Circle to	6,500,000	\$6,500,000	By 2035	Programmed- See MTIP for details
ELD19561	ELD	A- Bike & Ped	City of Placerville	Combellack Road Sidewalk Project	In the City of Placerville, along Combellack Road, from the east end of David Circle to Canal Street: Construct approximately 1,080 feet of new sidewalk. (PA&ED/PS&E and ROW/SUP	885,000	\$885,000	By 2035	Programmed- See MTIP for details
ELD19443	ELD	A- Bike & Ped	City of Placerville	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	1,750,000	\$1,995,000	By 2035	Planned
ELD19447	ELD	A- Bike & Ped	City of Placerville	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	8,100,000	\$13,446,000	By 2050	Planned
ELD19509	ELD	A- Bike & Ped	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Armory Road: Construct bicycle facilities and sidewalks; on the west side of Green Valley	12,568,444	\$12,568,444	By 2035	Programmed- See MTIP for details
ELD19545	ELD	A- Bike & Ped	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities Ph 1	In the City of Placerville, along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection and Green Valley Road from Placerville Drive to	16,795,064	\$16,795,064	By 2035	Programmed- See MTIP for details
ELD19550	ELD	A- Bike & Ped	City of Placerville	Placerville Drive Pedestrian Connectivity Project	In Placerville, from the Fair Lane Road/US 50 Interchange to Armory Drive, construct sidewalk	2,500,000	\$2,500,000	By 2035	Programmed- See MTIP for details
ELD19567	ELD	B- Road & Highway Capacity	City of Placerville	Western Placerville Interchanges Phase 2.3	On US Highway 50 in the City of Placerville, construct the westbound US 50 off-ramp to Ray Lawyer Drive, construct intersection improvements at the US 50 Ramps/Ray Lawyer Drive	15,000,000	\$15,000,000	By 2035	Programmed- See MTIP for details
ELD19363	ELD	B- Road & Highway Capacity	City of Placerville	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50	23,374,018	\$38,800,870	By 2050	Planned
ELD19551	ELD	C- Maintenance & Rehabilitation	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and	7,600,000	\$7,600,000	By 2035	Programmed- See MTIP for details
ELD19257	ELD	C- Maintenance & Rehabilitation	City of Placerville	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge.. Toll Credits for ROW, CON	4,308,864	\$4,308,864	By 2035	Programmed- See MTIP for details
ELD19563	ELD	C- Maintenance & Rehabilitation	City of Placerville	Placerville Dr. Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 2-lane bridge.	10,423,800	\$10,423,800	By 2035	Programmed- See MTIP for details
ELD19564	ELD	G- System Management,	City of Placerville	Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	On US Highway 50 in the City of Placerville, enhance pedestrian crossing safety through the use of dynamic warning signs at various state highway and local road at-grade pedestrian /	250,000	\$250,000	By 2035	Programmed- See MTIP for details
ELD19417	ELD	G- System Management,	City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastboud exit ramp of US 50 at Broadway (#47) and install traffic signal.	4,100,000	\$4,674,000	By 2035	Planned
ELD19565	ELD	G- System Management, Operations, and ITS	City of Placerville	US 50 Trip to Green	In the City of Placerville, along US 50 and at each of the three signalized intersections between Canal Street and Bedford Avenue, install intelligent transportation systems, barriers, and advanced warning signals to notify the motoring public when signals are held in a solid green phase. The project also includes construction of a bicycle and pedestrian overcrossing at Canal Street.	23,250,000	\$23,250,000	By 2035	Programmed- See MTIP for details

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ELD19387	ELD	G- System Management, Operations, and ITS	City of Placerville	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	4,728,000	\$5,389,920	By 2035	Planned
SAC25299	SAC	A- Bike & Ped	City of Rancho Cordova	Chase Drive - American River Parkway Connection Project	In Rancho Cordova, on Chase Drive, from Coloma Road to Hagan Community Park: construct active transportation connectivity and safety improvements including a Class I multiuse path, landscaped parkway including Low Impact Development features, pedestrian-level lighting, ADA curb ramps, curb and gutter, and high visibility crosswalks.	3,300,000	\$3,300,000	By 2035	Programmed- See MTIP for details
SAC25385	SAC	A- Bike & Ped	City of Rancho Cordova	Rossmoor Bar Trail Enhancement Project	In Rancho Cordova, in the American River Parkway within the Rossmoor Bar Area: Improve and enhance approximately 10.5 miles of unimproved rough trails.	2,800,000	\$2,800,000	By 2035	Programmed- See MTIP for details
SAC25177	SAC	A- Bike & Ped	City of Rancho Cordova	Zinfandel Drive Bicycle and Pedestrian Crossing	In Rancho Cordova, from White Rock Road to Folsom Boulevard (crossing the interchange at US 50): Create a Class 1 path. . Toll Credits for ENG	27,320,000	\$27,320,000	By 2035	Programmed- See MTIP for details
SAC24375	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Americanos Road, Phase I	New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1)	3,052,000	\$3,479,280	By 2035	Planned
SAC24473	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Douglas Rd. Widening	Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See	15,183,000	\$17,308,620	By 2035	Planned
SAC24471	SAC	B- Road & Highway Capacity	City of Rancho Cordova	International Dr. A	Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova	4,219,700	\$4,810,458	By 2035	Planned
SAC24374	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Kiefer Boulevard, Phase 2	Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway.	5,474,000	\$5,474,000	By 2035	Programmed- See MTIP for details
SAC22980	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Rancho Cordova Parkway - White Rock to Rio Del Oro Parkway	Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Rio Del Oro Parkway, including intersection improvements at White Rock Road.	6,750,000	\$7,695,000	By 2035	Planned
SAC24630	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road	Rancho Cordova Parkway: Widen existing road 2-4 lanes from Chrysanthy Blvd to Kiefer Road	3,654,348	\$4,165,957	By 2035	Planned
SAC24511	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Rancho Cordova Parkway, Douglas Road to Chrysanthy Boulevard	In the City of Rancho Cordova: Construct a new 4 lane road Rancho Cordova Parkway, from Douglas Road to Chrysanthy Boulevard.	2,188,000	\$2,188,000	By 2035	Programmed- See MTIP for details
SAC24992	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Rio Del Oro Pkwy A	Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070)	3,413,000	\$3,890,820	By 2035	Planned
SAC24468	SAC	B- Road & Highway Capacity	City of Rancho Cordova	Sunrise Blvd - Kiefer Blvd to SR16	Sunrise Boulevard, from Kiefer Boulevard to State Route 16 (Jackson Highway): Widen from 2 to 4-lanes and construct partial intersection improvements at Sunrise Boulevard and State	12,604,760	\$12,604,760	By 2035	Programmed- See MTIP for details
SAC24220	SAC	B- Road & Highway Capacity	City of Rancho Cordova	US 50 / Rancho Cordova Parkway Interchange	At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of	137,095,170	\$137,095,170	By 2035	Programmed- See MTIP for details
SAC25272	SAC	B- Road & Highway Capacity	City of Rancho Cordova	White Rock Rd - .5 Mile East of Rancho Cordova Parkway to Easterly City Limits	On White Rock Rd from .5 mile east of Rancho Cordova Parkway to Rio Del Oro Parkway: widen from 2 to 4 lanes, center medians, landscaping, bike lanes, drainage and road	23,992,000	\$23,992,000	By 2050	Programmed- See MTIP for details

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SAC24470	SAC	B- Road & Highway Capacity	City of Rancho Cordova	White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line	Environmental will be for both this project and the County of Sacramento project SAC24249. Enviornmental will be done for White Rock Road Sunrise Blvd to Grant Line Road.	1,700,000	\$1,700,000	By 2035	Programmed- See MTIP for details
SAC25083	SAC	C- Maintenance & Rehabilitation	City of Rancho Cordova	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Rancho Cordova. See Caltrans Local Assistance HBP website for backup list of projects.	244,874	\$244,874	By 2035	Programmed- See MTIP for details
SAC25298	SAC	C- Maintenance & Rehabilitation	City of Rancho Cordova	Mather Field Road Rehabilitation Project	In the City of Rancho Cordova, on Mather Field Road between Folsom Boulevard and International Drive: rehabilitate the roadway, Class II bicycle lanes, medians improvements,	4,657,000	\$4,657,000	By 2035	Programmed- See MTIP for details
SAC25336	SAC	C- Maintenance & Rehabilitation	City of Rancho Cordova	Sunrise Blvd Rehabilitation Project Phase 2	In the City of Rancho Cordova, on Sunrise Boulevard between White Rock Road and Douglas Road: rehabilitate the roadway, median improvements, install & replace sidewalks, improve ADA access and ramps, improved drainage, striping and traffic signal upgrades	14,200,000	\$14,200,000	By 2035	Programmed- See MTIP for details
SAC25353	SAC	C- Maintenance & Rehabilitation	City of Rancho Cordova	Sunrise Boulevard Rehabilitation Phase 2	In the City of Rancho Cordova, on Sunrise Blvd. from White Rock Road to Douglas Road: Pavement rehabilitation, installation of ADA-compliant curb ramps and miscellaneous sidewalk repairs, improved median curbs, enhanced landscaping, and storm drain improvements.	15,899,000	\$15,899,000	By 2035	Programmed- See MTIP for details
SAC25395	SAC	D- Programs & Planning	City of Rancho Cordova	Community-Based Travel Planning and Wayfinding	In Rancho Cordova: expand the existing community-based travel planning program throughout Rancho Cordova; conduct an Active Transportation Wayfinding study.	1,200,000	\$1,200,000	By 2035	Programmed- See MTIP for details
SAC25399	SAC	D- Programs & Planning	City of Rancho Cordova	EV Charging Needs Assessment and Network Planning	Within the City of Rancho Cordova: complete an electric vehicle (EV) charging needs assessment and charging infrastructure network planning project. The project will develop policies and strategies for overcoming community, financial, and infrastructural obstacles for	285,000	\$285,000	By 2035	Programmed- See MTIP for details
SAC25401	SAC	D- Programs & Planning	City of Rancho Cordova	FCM Bike Path Connection Feasibility Study	In the City of Rancho Cordova: a feasibility study of a critical active transportation connection along a one-mile stretch of Folsom Blvd from Sunrise Blvd to Mercantile Dr, and	100,000	\$100,000	By 2035	Programmed- See MTIP for details
PLA25878	PLA	A- Bike & Ped	City of Rocklin	At-Grade Railroad Roadway and Pedestrian Improvements	Pedestrian and roadway improvements will include design and construction of curb, gutter, sidewalk, ADA curb ramps, pavement rehabilitation, pavement markings, utility adjustments, drainage improvements, and UPRR/CPUC required improvements at three mainline at-grade railroad crossings, including Farron Street, Midas Avenue, and Delmar Avenue as well as the	3,959,854	\$3,959,854	By 2035	Programmed- See MTIP for details
BP_254	PLA	B- Road & Highway Capacity	City of Rocklin	I-80 Westbound Auxiliary Lane	Auxliary Lane from Rocklin Road to Highway 65	10,000,000	\$20,937,779	By 2050	Planned
PLA25722	PLA	B- Road & Highway Capacity	City of Rocklin	Monument Springs	2-lane extension and 2-lane bridge	11,500,000	\$15,455,038	By 2035	Planned
PLA25272	PLA	B- Road & Highway Capacity	City of Rocklin	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	240,000	\$502,507	By 2050	Planned
PLA25273	PLA	B- Road & Highway Capacity	City of Rocklin	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	372,266	\$779,442	By 2050	Planned
PLA15400	PLA	B- Road & Highway Capacity	City of Rocklin	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	3,800,000	\$7,956,356	By 2050	Planned
PLA20460	PLA	B- Road & Highway Capacity	City of Rocklin	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	2,750,000	\$5,757,889	By 2050	Planned

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PLA25721	PLA	B- Road & Highway Capacity	City of Rocklin	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	3,565,550	\$7,465,470	By 2050	Planned
PLA25156	PLA	B- Road & Highway Capacity	City of Rocklin	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	1,100,000	\$2,303,156	By 2050	Planned
PLA25751	PLA	B- Road & Highway Capacity	City of Rocklin	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	3,083,809	\$4,144,381	By 2035	Planned
PLA25824	PLA	C- Maintenance & Rehabilitation	City of Rocklin	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 5,400,000 annually)	108,000,000	\$226,128,016	By 2050	Planned
PLA25859	PLA	G- System Management, Operations, and ITS	City of Rocklin	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet). Toll Credits for ENG	10,000,000	\$10,000,000	By 2035	Programmed- See MTIP for details
PLA25847	PLA	G- System Management, Operations, and ITS	City of Rocklin	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class 1 bicycle and pedestrian overcrossing. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope).. Toll	43,513,000	\$43,513,000	By 2035	Programmed- See MTIP for details
PLA25758	PLA	A- Bike & Ped	City of Roseville	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	45,000,000	\$94,220,007	By 2050	Planned
BP_260	PLA	A- Bike & Ped	City of Roseville	Commercial Corridor Pedestrian Enhancements	Pedestrian enhancements throughout older Roseville.	5,000,000	\$10,468,890	By 2050	Planned
BP_262	PLA	A- Bike & Ped	City of Roseville	Dry Creek Greenway East Phase 3	Bike/Ped trail from Old Auburn Road to Sierra College Boulevard. Connects with Citrus Heights.	21,000,000	\$28,222,244	By 2035	Planned
PLA19910	PLA	A- Bike & Ped	City of Roseville	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	41,185,159	\$41,185,159	By 2035	Programmed- See MTIP for details
PLA25833	PLA	A- Bike & Ped	City of Roseville	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	9,301,725	\$9,301,725	By 2035	Programmed- See MTIP for details
PLA25318	PLA	A- Bike & Ped	City of Roseville	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	4,000,000	\$5,375,666	By 2035	Planned

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BP_267	PLA	A- Bike & Ped	City of Roseville	Highway 65 Bike/Ped Overcrossing	Bike path crossings (up to three) over Highway 65.	20,000,000	\$26,878,328	By 2035	Planned
BP_268	PLA	A- Bike & Ped	City of Roseville	I-80 Bike/Ped Overcrossing to Louis Orlando Transit Center	Bike/Ped crossing over Interstate 80 to Louis Orlando bus transfer center.	20,000,000	\$26,878,328	By 2035	Planned
BP_269	PLA	A- Bike & Ped	City of Roseville	Industrial Avenue Bikeway	Bike/ped trail along Industrial Boulevard to Washington Boulevard.	20,000,000	\$41,875,559	By 2050	Planned
PLA25849	PLA	A- Bike & Ped	City of Roseville	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	9,409,000	\$9,409,000	By 2035	Programmed- See MTIP for details
BP_271	PLA	A- Bike & Ped	City of Roseville	Powerline Corridor Class 1 Trail from Foothills to Washington	Bike/ped trail from Foothills to Washington.	10,000,000	\$20,937,779	By 2050	Planned
PLA25863	PLA	A- Bike & Ped	City of Roseville	Stoneridge - Orvieto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvieto Drive: Design and construct a multi-use bike/pedestrian trail.	630,000	\$630,000	By 2035	Programmed- See MTIP for details
PLA19810	PLA	B- Road & Highway Capacity	City of Roseville	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	7,000,000	\$14,656,446	By 2050	Planned
PLA15660	PLA	B- Road & Highway Capacity	City of Roseville	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	6,106,889	\$6,106,889	By 2035	Programmed- See MTIP for details
PLA15100	PLA	B- Road & Highway Capacity	City of Roseville	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	12,852,055	\$12,852,055	By 2035	Programmed- See MTIP for details
BP_257	PLA	B- Road & Highway Capacity	City of Roseville	Baseline Road, Fiddymment to western Roseville City Limit, 6 Lanes	Widen Baseline Road from 4 lanes to 6 lane ultimate configuration between Fiddymment Road and the City of Roseville western boundary.	6,000,000	\$12,562,668	By 2050	Planned
PLA25681	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	23,000,000	\$23,000,000	By 2035	Programmed- See MTIP for details
BP_258	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks Blvd. - Hwy 65 Interchange Improvements	Intersection improvements at Blue Oaks / Washington and SB 65 onramp improvements.	6,000,000	\$12,562,668	By 2050	Planned
PLA25539	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	6,350,000	\$6,350,000	By 2035	Programmed- See MTIP for details
PLA25707	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	5,700,000	\$11,934,534	By 2050	Planned
PLA25753	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	1,600,000	\$3,350,045	By 2050	Planned
PLA25754	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks west widening, Westpark to Fiddymment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymment Rd.	3,000,000	\$6,281,334	By 2050	Planned

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PLA25873	PLA	B- Road & Highway Capacity	City of Roseville	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	500,000	\$500,000	By 2035	Programmed- See MTIP for details
BP_263	PLA	B- Road & Highway Capacity	City of Roseville	Foothills Blvd. Extension	In Roseville, construct 2 lanes of ultimate 6 lane Foothills Blvd. from 1,000 north of Winding Creek Rd. (north loop) to north City boundary, including 1/2 of ultimate bridge over Pleasant Grove Creek.	7,500,000	\$10,079,373	By 2035	Planned
BP_264	PLA	B- Road & Highway Capacity	City of Roseville	Foothills Extension Widening, Segment 1	In Roseville, widen Foothills Blvd. from 4 lanes to ultimate 6 lane configuration between Blue Oaks Blvd. and Winding Creek Rd. (north loop)	2,000,000	\$4,187,556	By 2050	Planned
BP_265	PLA	B- Road & Highway Capacity	City of Roseville	Foothills Extension Widening, Segment 2	In Roseville, widen Foothills Blvd. from 2 lanes to ultimate 6 lane configuration between Winding Creek Rd. (north loop) and north City Boundary, including second half of bridge over Pleasant Grove Creek.	10,000,000	\$20,937,779	By 2050	Planned
PLA15760	PLA	B- Road & Highway Capacity	City of Roseville	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	7,000,000	\$7,000,000	By 2035	Programmed- See MTIP for details
PLA25682	PLA	B- Road & Highway Capacity	City of Roseville	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	22,500,000	\$22,500,000	By 2035	Programmed- See MTIP for details
PLA25680	PLA	B- Road & Highway Capacity	City of Roseville	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	11,200,000	\$11,200,000	By 2035	Programmed- See MTIP for details
PLA15850	PLA	B- Road & Highway Capacity	City of Roseville	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	2,500,000	\$2,500,000	By 2035	Programmed- See MTIP for details
PLA25378	PLA	B- Road & Highway Capacity	City of Roseville	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	6,500,000	\$6,500,000	By 2035	Programmed- See MTIP for details
BP_285	PLA	B- Road & Highway Capacity	City of Roseville	Santucci Blvd. Widening, Baseline to Pleasant Grove	In Roseville, from Baseline Rd. to to 2,000 feet north of Pleasant Grove Blvd., widen Santucci Blvd. from 4 to 6 lanes	5,000,000	\$10,468,890	By 2050	Planned
PLA15600	PLA	B- Road & Highway	City of Roseville	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	5,000,000	\$10,468,890	By 2050	Planned
PLA15911	PLA	B- Road & Highway Capacity	City of Roseville	Taylor Rd. Operational Improvments B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	17,200,000	\$36,012,980	By 2050	Planned

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PLA25538	PLA	B- Road & Highway Capacity	City of Roseville	Vista Grande Arterial	In Roseville, from Fiddymment Rd west to Westbrook Blvd, construct new 4-lane arterial.	6,500,000	\$6,500,000	By 2035	Programmed- See MTIP for details
PLA25501	PLA	B- Road & Highway Capacity	City of Roseville	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	29,300,000	\$29,300,000	By 2035	Programmed- See MTIP for details
PLA25481	PLA	B- Road & Highway Capacity	City of Roseville	Westbrook Blvd. B	In Roseville, construct 2 lanes of ultimate 6 lane roadway from Blue Oaks Blvd. to north city limit.	6,000,000	\$12,562,668	By 2050	Planned
BP_287	PLA	B- Road & Highway Capacity	City of Roseville	Westbrook Blvd. Widening, Blue Oaks to north City Boundary	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Blue Oaks Blvd. to north City Boundary	5,700,000	\$11,934,534	By 2050	Planned
BP_288	PLA	B- Road & Highway Capacity	City of Roseville	Westbrook Blvd. Widening, Pleasant Grove to Blue Oaks	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Pleasant Grove Blvd. to Blue Oaks Blvd.	2,700,000	\$5,653,200	By 2050	Planned
BP_289	PLA	B- Road & Highway Capacity	City of Roseville	Westbrook Widening, Baseline to Pleasant Grove	In Roseville, widen Westbrook Blvd. from 4 lanes to ultimate 6 lane configuration, from Baseline Rd. to Pleasant Grove Blvd.	4,200,000	\$8,793,867	By 2050	Planned
BP_290	PLA	B- Road & Highway Capacity	City of Roseville	Woodcreek Oaks Widening, Segment 1	In Roseville, modify to create an additional northbound lane to widen Woodcreek Oaks Blvd. from 3 lanes to ultimate 4 lane configuration between Blue Oaks Blvd. and Parkside Way.	500,000	\$1,046,889	By 2050	Planned
BP_291	PLA	B- Road & Highway Capacity	City of Roseville	Woodcreek Oaks Widening, Segment 2	In Roseville, modify to create an additional south bound lane to widen Woodcreek Oaks Blvd. from 3 lanes to ultimate 4 lane configuration between Parkside Way and north City boundary, including construction of second half of bridge over Pleasant Grove creek.	5,300,000	\$11,097,023	By 2050	Planned
PLA25880	PLA	C- Maintenance & Rehabilitation	City of Roseville	Fairway and Junction Boulevard Arterial Resurfacing Project	In Roseville, the preservation and/or rehabilitation of the following streets: Fairway Blvd (south of Blue Oaks Blvd to Stanford Ranch Rd) and Junction Blvd (Foothills Blvd to	3,610,728	\$3,610,728	By 2035	Programmed- See MTIP for details
PLA25572	PLA	C- Maintenance & Rehabilitation	City of Roseville	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	1,947,189	\$1,947,189	By 2035	Programmed- See MTIP for details
PLA25843	PLA	C- Maintenance & Rehabilitation	City of Roseville	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	1,498,000	\$1,498,000	By 2035	Programmed- See MTIP for details
PLA25673	PLA	C- Maintenance & Rehabilitation	City of Roseville	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	6,339,276	\$6,339,276	By 2035	Programmed- See MTIP for details
PLA25861	PLA	E - Transit Capital	City of Roseville	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	700,000	\$700,000	By 2035	Programmed- See MTIP for details
PLA25850	PLA	E - Transit Capital	City of Roseville	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	13,598,496	\$13,598,496	By 2035	Programmed- See MTIP for details
BP_284	PLA	E - Transit Capital	City of Roseville	Santucci Blvd. BRT lanes - Baseline to Pleasant Grove	In the City of Roseville, widen Santucci Boulevard from Baseline Road to approximately 2,000 ft north of Pleasant Grove Blvd., by constructing two Bus Rapid Transit (BRT) lanes, one in each direction.	8,000,000	\$16,750,223	By 2050	Planned
PLA25834	PLA	F - Transit Operations and Maintenance	City of Roseville	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	11,400,000	\$11,400,000	By 2035	Programmed- See MTIP for details

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PLA25886	PLA	F - Transit Operations and Maintenance	City of Roseville	Roseville Transit FY 2023 and 2024 Section 5307 Grant Operating Assistance	Roseville Transit operating assistance utilizing a combination of FFY 2023 and 2024 Section 5307 funds and the required local match. Total project cost is \$2,382,308. FFY 2023 Section 5307 Sacramento (UZA 060390): \$983,499; FFY 2024 Section 5307 Sacramento (UZA 060390): \$1,001,758	2,977,886	\$2,977,886	By 2035	Programmed- See MTIP for details
SAC25348	SAC	A- Bike & Ped	City of Sacramento	9th Street Separated Bikeway Project	In Sacramento, The project is located in downtown Sacramento on 9th Street from Q Street to Broadway; The project will benefit residents and bicyclists traveling to jobs, commercial corridors, and civic amenities within the Central City and adjacent areas. Coupled with the	2,899,000	\$2,899,000	By 2035	Programmed- See MTIP for details
BP_304	SAC	A- Bike & Ped	City of Sacramento	American River Bridge Shared-Use Trail	In Sacramento, adjacent to the American River Bridge of State Route 51 [post mile 2.3 to 2.9]: Construct a shared-use trail as part of the American River Bridge Deck Replacement Project (CAL20691).	20,000,000	\$22,800,000	By 2035	Planned
BP_305	SAC	A- Bike & Ped	City of Sacramento	Arcade Creek Shared Use Path	Arcade Creek Shared Use Path	20,000,000	\$22,800,000	By 2035	Planned
BP_312	SAC	A- Bike & Ped	City of Sacramento	Complete Streets Rehabilitation - Fruitridge Rd.	Fruitridge Rd., from Stockton Boulevard to 65th St. rehabilitate pavement, upgrade signals and improve pedestrian crossings at intersections. Lane reduction for complete street improvements.	6,000,000	\$6,840,000	By 2035	Planned
SAC24999	SAC	A- Bike & Ped	City of Sacramento	Del Rio Trail	In Sacramento, along unused rail corridor near Freeport Blvd from Sutterville Road to south of Meadowview/Pocket Road (4.5 miles): Build rails to trails project.. Toll Credits for CON	14,801,000	\$14,801,000	By 2035	Programmed- See MTIP for details
SAC24499	SAC	A- Bike & Ped	City of Sacramento	Docks Riverfront Promenade	In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes.	20,000,000	NA	Post-2050	Amendment priority
SAC25356	SAC	A- Bike & Ped	City of Sacramento	El Camino Avenue Vision Zero	In Sacramento, on El Camino Avenue, from Ueda Parkway to Del Paso Boulevard: Complete Street improvements, including lane width reduction, Class II bicycle lane gap closures, intersection modifications, signal improvements and pedestrian crossing improvements.	16,450,000	\$16,450,000	By 2035	Programmed- See MTIP for details
BP_322	SAC	A- Bike & Ped	City of Sacramento	Envision Broadway in Oak Park	In Sacramento, on Broadway, from State Route 99 to Martin Luther King Jr. Boulevard: Complete street improvements, including lane reduction (road diet), buffered Class II bicycle lanes, signal improvements, and pedestrian crossing.	13,301,000	\$15,163,140	By 2035	Planned
SAC24402	SAC	A- Bike & Ped	City of Sacramento	Folsom Blvd Operations and Maintenance	Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities.	19,500,000	\$32,370,000	By 2050	Planned
SAC24535	SAC	A- Bike & Ped	City of Sacramento	Folsom Blvd.	Streetscape Project: Folsom Blvd from Power Inn. to Ramona.	6,000,000	\$9,960,000	By 2050	Planned

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BP_326	SAC	A- Bike & Ped	City of Sacramento	Freeport Blvd Corridor Improvements	Improve Freeport Blvd between Sutterville Rd and Blair Ave	16,000,000	\$18,240,000	By 2035	Planned
BP_701	SAC	A- Bike & Ped	City of Sacramento	H Street Cycle Track	In Sacramento, on H St between 5th St and 10th St and on 10th St between H St and I St: Install two-way cycle track along the south side of H St and the east side of 10th St. Improvements may include a lane reduction, modifications to on-street parking, and other	8,449,000	\$9,631,860	By 2035	Planned
BP_334	SAC	A- Bike & Ped	City of Sacramento	Jackrabbit Trail Gap Closures	Close gaps in the Jackrabbit Trail between North Natomas and the American River Parkway	16,000,000	\$18,240,000	By 2035	Planned
SAC25163	SAC	A- Bike & Ped	City of Sacramento	Lampasas Ave at Rio Linda Blvd Intersection Safety	Intersection of Lampasas Avenue and Rio Linda Boulevard: Restripe and realign approaches to improve sight distance, install pedestrian refuge island on uncontrolled pedestrian crossing, and install enhanced pedestrian crossings across all legs. The pavement will also be rehabilitated at the intersection and along all approaches utilizing local RMRA funds only.	5,359,120	\$5,359,120	By 2035	Programmed- See MTIP for details
SAC23440	SAC	A- Bike & Ped	City of Sacramento	Mangan Park	Bikeway Facilities: 0.6 mile in City of Sacramento Mangan Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way.	800,000	\$912,000	By 2035	Planned
BP_337	SAC	A- Bike & Ped	City of Sacramento	Morrison Creek Trail	Construct the Morrison Creek Trail	18,000,000	\$20,520,000	By 2035	Planned
BP_340	SAC	A- Bike & Ped	City of Sacramento	Ninos Parkway Gap Closure	Close gaps in the Ninos Parkway near Mutual housing and connect to the American River Parkway	16,000,000	\$18,240,000	By 2035	Planned
SAC25264	SAC	A- Bike & Ped	City of Sacramento	Sacramento River Parkway Phase 1	In Sacramento, adjacent to the Sacramento River, on top of the levee from Garcia Bend Park to Audubon Circle (Phase 1): Build a multi-use trail to close a portion of the gap in the	11,644,000	\$11,644,000	By 2035	Programmed- See MTIP for details
BP_347	SAC	A- Bike & Ped	City of Sacramento	Sacramento River Parkway Phase 2	In Sacramento, adjacent to the Sacramento River, on top of the levee from from Arabella Way to Zacharias Park (Phase 2): Build a multi-use trail to close part of the gap in the trail between Garcia Bend Park and Zacharias Park. Also establish trail connections in the Pocket neighborhood. [PE is programmed on Sacramento River Parkway Phase 1 SAC25264]. Toll	7,835,000	\$8,931,900	By 2035	Planned
SAC25265	SAC	A- Bike & Ped	City of Sacramento	Sacramento River Parkway Phase 2	In Sacramento, adjacent to the Sacramento River, on top of the levee from from Audubon Circle to Zacharias Park (Phase 2): Build a multi-use trail to close part of the gap in the trail	4,059,128	\$4,059,128	By 2035	Programmed- See MTIP for details
BP_349	SAC	A- Bike & Ped	City of Sacramento	Setzer Tunnel	New shared use path tunnel under I-5	5,000,000	\$8,300,000	By 2050	Planned
BP_354	SAC	A- Bike & Ped	City of Sacramento	Two Rivers Trail Phase 3	Close gap in the Two Rivers Trail between Sutter Regional Park and Hwy 160.	25,000,000	\$28,500,000	By 2035	Planned
SAC24755	SAC	A- Bike & Ped	City of Sacramento	Two Rivers Trail Phase 3	On the American River Parkway, construct a new Class I Western segment between Sutter's Landing and the California State University of Sacramento (CSUS) campus. PE for Phase 2 and	3,000,000	\$3,420,000	By 2035	Planned
BP_292	SAC	B- Road & Highway Capacity	City of Sacramento	12th Street Lane reduction: J to I	Reduce from 3 lanes to 2 lanes between J and I Streets	1,000,000	\$1,140,000	By 2035	Planned
SAC24610	SAC	B- Road & Highway Capacity	City of Sacramento	14th Ave. Extension Phase 1	Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)	12,130,279	\$12,130,279	By 2035	Programmed- See MTIP for details

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TPP_420	SAC	B- Road & Highway Capacity	City of Sacramento	15th St Lane Reduction W to D St: Separated Bikeway, Safety Improvements	Lane reduction, safety improvements, separated bikeway;Beautification;Convert to two-way (two lanes);Class 3: Bike Route;Class 4: Separated Bikeway	3,960,000	\$4,514,400	By 2035	Planned
BP_295	SAC	B- Road & Highway Capacity	City of Sacramento	15th Street Lane Reduction: X to Broadway	Reduce from 3 lanes to 2 lanes between X and Broadway	500,000	\$830,000	By 2050	Planned
BP_296	SAC	B- Road & Highway Capacity	City of Sacramento	16th St Lane Reduction: P to W Streets	Reduce from 3 lanes to 2 lanes between P and W Streets	3,500,000	\$3,990,000	By 2035	Planned
BP_703	SAC	B- Road & Highway Capacity	City of Sacramento	24th ST, Delta Shores	Cosumnes River Blvd to Delta Shores Circle North, 4 Lanes	14,110,000	\$16,085,400	By 2035	Planned
BP_297	SAC	B- Road & Highway Capacity	City of Sacramento	24th Street Lane Reduction	Reduce lanes from 4 to 2 between Sutterville Rd and Fruitridge Rd	20,000,000	\$22,800,000	By 2035	Planned
BP_298	SAC	B- Road & Highway Capacity	City of Sacramento	3rd Street I-5 Ramp Reconfiguration	Reconfigure the 3rd Street ramp to facilitate Sacramento Valley Station development and access.	62,000,000	\$70,680,000	By 2035	Planned
BP_706	SAC	B- Road & Highway Capacity	City of Sacramento	5th ST, Railyards	Summit Tunnel to North B., 2 Lanes	6,899,000	\$7,864,860	By 2035	Planned
SAC25413	SAC	B- Road & Highway Capacity	City of Sacramento	5th Street, Railyards	In Sacramento, on 5th Street from Summit Tunnel Avenue to North B Street: Construct 1100 LF of	6,899,000	\$6,899,000	By 2035	Programmed- See MTIP for details
SAC25246	SAC	B- Road & Highway Capacity	City of Sacramento	65th Area Plan Projects	ITS, Roadway, Bike, and pedstrian improvements to implement the 65th Street Transit Station Area Specific Plan, including 67th Street Extension from Folsom Boulevard to Elvas	12,000,000	\$19,920,000	By 2050	Planned
TPP_393	SAC	B- Road & Highway Capacity	City of Sacramento	65th Exp Lane reduction and landscaping	Lane reduction;Landscaping, lighting, banners/signs, trash bins, sidewalks, bikeways Lane Reduction: Separated Bikeway, Safety Improvements	56,790,000	\$94,271,400	By 2050	Planned
BP_707	SAC	B- Road & Highway Capacity	City of Sacramento	6th ST, Railyards	6th ST; Railyards Blvd; North B ST; 2 Lanes	6,346,000	\$7,234,440	By 2035	Planned
SAC25414	SAC	B- Road & Highway Capacity	City of Sacramento	6th Street, Railyards	In Sacramento, on 6th Street from Railyards Boulevard to North B Street: Construct 1000 LF of	6,346,000	\$6,346,000	By 2035	Programmed- See MTIP for details
TPP_428	SAC	B- Road & Highway Capacity	City of Sacramento	7th St sidewalks and two way conversion	Widen sidewalks;Beautification;Convert to two-way (two lanes);Class 3: Bike Route	3,810,000	\$6,324,600	By 2050	Planned
TPP_427	SAC	B- Road & Highway Capacity	City of Sacramento	8th St lane reduction and two way conversion	Reduce one travel lane;Beautification;Transit improvements;Convert to two way (two lanes);Class 3: Bike Route	4,590,000	\$5,232,600	By 2035	Planned
BP_710	SAC	B- Road & Highway Capacity	City of Sacramento	A ST, Innovation Park	Innovator Drive to Del Paso Rd, 4 Lanes; Between B ST & Del Paso Rd, 2 Lanes	15,150,000	\$25,149,000	By 2050	Planned
BP_714	SAC	B- Road & Highway Capacity	City of Sacramento	B ST, Innovation Park	Truxel Road to East Commerce Way;, 4 Lanes; Between C ST & A St, 2 Lanes	12,200,000	\$20,252,000	By 2050	Planned
TPP_162	SAC	B- Road & Highway Capacity	City of Sacramento	Bike Lane;Franklin Blvd Complete St Phase III;Pedestrian Improvements: Basic 19th Ave and 20th Ave - east of Franklin	Class 2: Bike Lane;Lane reduction, low stress bikeways, widened sidewalks;Install sidewalk;Install sidewalk	40,260,000	\$66,831,600	By 2050	Planned
TPP_362	SAC	B- Road & Highway Capacity	City of Sacramento	Buffered Bike Lane;Fruitridge Blvd Road Diet;Pedestrian Improvements: Basic Lonsdale Drive - Seamas Ave to 34th	Class 2B: Buffered Bike Lane;Traffic safety improvements, lane reduction;Install sidewalk;Install sidewalk;Wider sidewalks, pedestrian scaled lighting, landscaping and higher	13,310,000	\$22,094,600	By 2050	Planned
BP_720	SAC	B- Road & Highway Capacity	City of Sacramento	C ST. Stone Beetland	Cosumnes River Blvd to A ST, 2 Lanes	1,800,000	\$2,988,000	By 2050	Planned

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BP_721	SAC	B- Road & Highway Capacity	City of Sacramento	Camille LN, Railyards	Bercut Dr to 6th ST, 2 Lanes	11,929,000	\$13,599,060	By 2035	Planned
TPP_351	SAC	B- Road & Highway Capacity	City of Sacramento	Center Pkwy between Mack Rd and Bruceville Rd lane reduction	Lane reduction	15,510,000	\$25,746,600	By 2050	Planned
TPP_392	SAC	B- Road & Highway Capacity	City of Sacramento	Central City Moblity: N St, 16th Street lane reductions and school area safety improements	N Street (Front St to 21st St road diet, bikeways, walking improvements	6,480,000	\$7,387,200	By 2035	Planned
BP_722	SAC	B- Road & Highway Capacity	City of Sacramento	Club Center Drive, Panhandle 180	Del Paso Rd to Aimwell Ave, 2 Lanes	10,214,000	\$16,955,240	By 2050	Planned
BP_723	SAC	B- Road & Highway Capacity	City of Sacramento	Club Center Drive. Panhandle 105	P ST to K ST, 2 Lanes	9,784,000	\$16,241,440	By 2050	Planned
SAC18580	SAC	B- Road & Highway Capacity	City of Sacramento	East Commerce Way C	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	4,000,000	\$6,640,000	By 2050	Planned
TPP_776	SAC	B- Road & Highway Capacity	City of Sacramento	El Caminio lane reduction	Class 2B: Buffered Bike Lane;Lane reduction	15,510,000	\$25,746,600	By 2050	Planned
BP_321	SAC	B- Road & Highway Capacity	City of Sacramento	Elvas Ave lane reduction	Reduce from 3 lanes to 2 lanes between J St and Folsom Blvd	5,000,000	\$5,700,000	By 2035	Planned
BP_328	SAC	B- Road & Highway Capacity	City of Sacramento	Fruitridge Rd lane reduction	Reduce lanes from 4 to 2 lanes between Franklin Blvd and South Land Park Drive	20,000,000	\$22,800,000	By 2035	Planned
TPP_569	SAC	B- Road & Highway Capacity	City of Sacramento	Fruitridge Rd: Ethel Way to Stockton - lane reduction, safety and school area improvements	Class 3: Bike Route;Lane reduction;Signing, striping, traffic calming improvements;Traffic safety improvements, lane reduction;Install sidewalk;Class 4: Separated	6,120,000	\$6,976,800	By 2035	Planned
SAC23810	SAC	B- Road & Highway Capacity	City of Sacramento	Highway 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	22,000,000	\$25,080,000	By 2035	Planned
SAC18170	SAC	B- Road & Highway Capacity	City of Sacramento	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)	129,713,800	\$129,713,800	By 2035	Programmed- See MTIP for details
TPP_416	SAC	B- Road & Highway Capacity	City of Sacramento	J St between 7th St and 10th St lane reduction;J St Lane Reduction;J St Sidewalk Improvements;J St Streetscape Project;J St Transit	Lane reduction;Lane reduction;Widen sidewalks;Beautification;Transit improvements	4,840,000	\$8,034,400	By 2050	Planned
TPP_309	SAC	B- Road & Highway Capacity	City of Sacramento	L St lane reduction and supportin improvements	Class 2B: Buffered Bike Lane;Lane reduction;Widen sidewalks;Beautification;Transit improvements	3,960,000	\$4,514,400	By 2035	Planned
SAC24536	SAC	B- Road & Highway Capacity	City of Sacramento	Main Ave. A	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	3,000,000	\$4,980,000	By 2050	Planned
BP_737	SAC	B- Road & Highway Capacity	City of Sacramento	Meister Way, Greenbriar Phase 1	Meister Way to Meister Way, 4 Lanes ; After Street 41, heading Eastbound, 2 Lanes	5,859,000	\$6,679,260	By 2035	Planned
BP_738	SAC	B- Road & Highway Capacity	City of Sacramento	Meister Way, Greenbriar Phase 2	Meister Way to Meister Way, 4 Lanes ; After Street 3, heading Eastbound, 2 Lanes	3,905,000	\$4,451,700	By 2035	Planned
BP_740	SAC	B- Road & Highway Capacity	City of Sacramento	N 10th ST, Railyards	Railyards Blvd to North B ST, 2 Lanes	3,207,000	\$5,323,620	By 2050	Planned
BP_338	SAC	B- Road & Highway Capacity	City of Sacramento	N 7th Street	Increase number of lanes from 2 to 4 lanes between B Street and F Street	50,000,000	\$83,000,000	By 2050	Planned
SAC25416	SAC	B- Road & Highway Capacity	City of Sacramento	North 10th Street, Railyards	In Sacramento, on North 10th Street from Railyards Blvd to North B Street: Construct 530 LF of	3,207,000	\$3,207,000	By 2035	Programmed- See MTIP for details
BP_745	SAC	B- Road & Highway Capacity	City of Sacramento	North 7th ST, River District	North B ST to Richards Blvd, 4 Lanes	5,000,000	\$8,300,000	By 2050	Planned
BP_746	SAC	B- Road & Highway Capacity	City of Sacramento	North B ST, River District	North 10th ST to North 16th ST, 4 Lanes ; Between Bannon ST & North 10th ST, 2 Lanes	15,000,000	\$24,900,000	By 2050	Planned

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BP_341	SAC	B- Road & Highway Capacity	City of Sacramento	Northgate Blvd Mobility Project	Reduce from 4 to 2 lanes between I-80 and Arden Garden Connector	80,000,000	\$132,800,000	By 2050	Planned
SAC25390	SAC	B- Road & Highway Capacity	City of Sacramento	Private Development: East Commerce Way (new roadway)	In Sacramento, on East Commerce Way from south terminus to San Juan Rd: Construct 750 LF of new 4-lane roadway, bike lanes, and median with frontage improvements; Install new	2,171,000	\$2,171,000	By 2035	Programmed- See MTIP for details
BP_348	SAC	B- Road & Highway Capacity	City of Sacramento	Seamas Ave lane reduction	Reduce from 4 to 2 lanes between I?5 and S Land Park Dr	5,000,000	\$8,300,000	By 2050	Planned
SAC25418	SAC	B- Road & Highway Capacity	City of Sacramento	Shore Vista Way (formerly Meister Way), Greenbriar Phases 1 & 2	In Sacramento, on Shore Vista Way (formerly Meister Way) from Lone Tree canal to SR99: Construct	9,764,000	\$9,764,000	By 2035	Programmed- See MTIP for details
SAC18710	SAC	B- Road & Highway Capacity	City of Sacramento	Snowy Egret Wy.	2-lane overcrossing: for the planned Snowy Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5.	30,000,000	\$49,800,000	By 2050	Planned
BP_749	SAC	B- Road & Highway Capacity	City of Sacramento	South Park ST, Railyards	Bercut Dr to 7th ST, 2 Lanes	3,000,000	\$3,420,000	By 2035	Planned
SAC25244	SAC	B- Road & Highway Capacity	City of Sacramento	Stockton Boulevard Multimodal, Bus Rapid Transit, and Vision Zero Project	Improve safety, transit, and mobility on Stockton Blvd from Alhambra to 47th Street. Reduce number of lanes from four to two to accommodate BRT or Bike/Ped	120,000,000	\$136,800,000	By 2035	Planned
SAC25417	SAC	B- Road & Highway Capacity	City of Sacramento	Summit Tunnel Avenue (formerly South Park Street), Railyards	In Sacramento, on Summit Tunnel Ave (formerly South Park Street) from Bercut Drive to 7th S	15,775,000	\$15,775,000	By 2035	Programmed- See MTIP for details
SAC25415	SAC	B- Road & Highway Capacity	City of Sacramento	Telegrapher Avenue (formerly Camille Lane), Railyards	In Sacramento, on Telegrapher Avenue (formerly Camille Lane) from Bercut Drive to 6th Street	11,929,000	\$11,929,000	By 2035	Programmed- See MTIP for details
SAC24539	SAC	B- Road & Highway Capacity	City of Sacramento	Truxel Bridge	New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and	536,000,000	\$889,760,000	By 2050	Planned
BP_353	SAC	B- Road & Highway Capacity	City of Sacramento	Truxel Rd lane reduction	Reduce from 4 lanes to 2 lanes between San Juan Rd and Garden Highway	50,000,000	\$57,000,000	By 2035	Planned
SAC25255	SAC	C- Maintenance & Rehabilitation	City of Sacramento	ADA Improvements	Accessibilty improvements to meet current accessibilty requirements	60,000,000	\$99,600,000	By 2050	Planned
SAC24693	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Auburn Blvd. Bridge Replacement	Auburn Blvd. over Arcade Creek, at Winding Way: Replace existing five lane bridge with a new five lane bridge	10,850,500	\$10,850,500	By 2035	Programmed- See MTIP for details
SAC25311	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Broadway Complete Street Phase 3	In Sacramento, on Broadway between 24th Street and 29th Street: Reduce from four to two lanes with two-way left turn lane and install bicycle facilities, pedestrian improvements, signal modifications, and streetscape enhancements. This project will extend the	7,630,294	\$7,630,294	By 2035	Programmed- See MTIP for details
SAC25178	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Capitol Mall Revitalization Project	In Sacramento, from 3rd Street to 9th Street in the Central City: Implement road diet. Reduce travel lanes from four lanes to two lanes (between 5th and 9th Streets), realign travel lanes,	21,100,000	\$24,054,000	By 2035	Planned
SAC24722	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Complete Streets Rehabilitation - Fruitridge Rd.	Fruitridge Rd., from 65th St. to Power Inn Rd.,: rehabilitate pavement, upgrade signals and improve pedestrian crossings at intersections. Evaluate lane reduction for complete street	3,100,000	\$3,100,000	By 2035	Programmed- See MTIP for details
SAC25248	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Cosumnes River Boulevard	Improve safety and operations of CRB and three intersections at Franklin Boulevard, Center Parkway, and Bruceville Road	15,000,000	\$24,900,000	By 2050	Planned
SAC25286	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Envision Broadway in Oak Park	In Sacramento, on Broadway, from State Route 99 to Martin Luther King Jr. Boulevard: Complete street improvements, including lane reduction (road diet), buffered Class II bicycle	13,780,000	\$13,780,000	By 2035	Programmed- See MTIP for details
SAC25304	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Florin Road Vision Zero	In Sacramento, on Florin Road, from 24th Street to Munson Way: Streetscape and safety improvements including sidewalk improvements, new traffic signals, and additional	5,617,672	\$5,617,672	By 2035	Programmed- See MTIP for details
SAC25341	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Franklin Boulevard Complete Street - Phase 3	In Sacramento, on Franklin Boulevard between 32nd Avenue and 38th Avenue, with conforms between Fruitridge Road and 41st Avenue: Reduction in travel lanes from four to	11,650,000	\$11,650,000	By 2035	Programmed- See MTIP for details
SAC25195	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Franklin Boulevard Complete Street - Phases 1 & 2	In Sacramento, Franklin Blvd from Sutterville Rd to 32nd Ave: Reduce from four lanes to two lanes with center two-way left-turn lane and on-street parking as appropriate, improve pedestrian facilities including construction of curb, gutter, and sidewalk, install Class IV protected bikeways, pedestrian-scale lighting, and landscaping. Design, ROW, and Construction of Phase 1 (Sutterville Rd to 19th Ave) is funded with CMAQ, Federal ATP, and Local funds. Design ROW, and Construction of Phase 2 (19th Ave to 32nd Ave) is funded with State and Federal ATP, CMAQ, and Local funds. (See PE project SAC25009 for environmental documentation of entire project). Toll Credits for CON	21,238,000	\$21,238,000	By 2035	Programmed- See MTIP for details

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SAC24683	SAC	C- Maintenance & Rehabilitation	City of Sacramento	I St. Bridge Replacement	I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.. Toll Credits for ENG, CON	237,239,168	\$237,239,168	By 2035	Programmed- See MTIP for details
SAC25335	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Marysville Boulevard Vision Zero	In the City of Sacramento, on Marysville Boulevard between Interstate 80 and Arcade Boulevard: Streetscape and safety improvements including a lane reduction, new signals, signal modifications, pavement repair, separated bikeways, and new enhanced marked crosswalks	20,000,000	\$20,000,000	By 2035	Programmed- See MTIP for details
SAC25287	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Pedestrian Crossing at R and 29th/30th Street	On R Street, at the 29th and 30th Street intersections: Signalize both intersections, construct bulb‐outs, interconnect the signals with light rail operations, and relocate existing	3,750,000	\$3,750,000	By 2035	Programmed- See MTIP for details
SAC25251	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Pedestrian Crossing Improvement Implementation	Crossing improvements at uncontrolled crossings	40,000,000	\$66,400,000	By 2050	Planned
SAC25284	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Rio Linda Blvd Bridge Replacement - Environmental Mitigation	Environmental mitigation that includes 5-year plant establishment and habitat restoration maintenance and reporting activities as required by the CDFW permits for the Rio Linda Bridge Replacement Project (SAC24517) BRLS-5002(134).	497,533	\$497,533	By 2035	Programmed- See MTIP for details
SAC25249	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Short-term Bikeway Project Implementaiton	Priority projects identified in the Bicycle Master Plan	52,000,000	\$86,320,000	By 2050	Planned
SAC25288	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Stockton Boulevard Multimodal Partnership and BRT Corridor	In Sacramento, on Stockton Boulevard between Alhambra Boulevard and 47th Avenue: Construct multimodal improvements, varying at different segments of the corridor, including lane reductions (road diet), bike lanes, widening for shared-use bicycle and pedestrian paths, and shared bus/bike lanes. (PE only. PE toll credits. Total Project Cost \$64,225,000). Toll Credits for ENG	5,850,000	\$5,850,000	By 2035	Programmed- See MTIP for details
SAC25252	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Street maintenance	Street maintenance	240,000,000	\$398,400,000	By 2050	Planned
SAC25253	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Traffic Signal Grid	Traffic signal list	8,500,000	\$14,110,000	By 2050	Planned
SAC25180	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Traffic Signal Safety	In Sacramento, (1) 16th St. at D St. (2) Franklin Blvd. at 36th Ave. (3) Freeport Blvd. at Kitchner Rd. (4) Fruitridge Rd. at 60th St. (5) Rio Linda Blvd. at Harris Ave. (6) Stockton Blvd. at 11th Ave. (7) 24th St. at 25th St. (8) Munroe St. at Latham Dr. (9) Rio Linda Blvd. at	4,107,226	\$4,107,226	By 2035	Programmed- See MTIP for details
SAC25333	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Vision Zero School Safety	In Sacramento, improve conditions around nine schools, including the installation of crosswalks, curb ramps, traffic calming tools, new signs, and similar features to improve	2,200,000	\$2,200,000	By 2035	Programmed- See MTIP for details
SAC25250	SAC	C- Maintenance & Rehabilitation	City of Sacramento	Vision Zero Traffic Safety Implementation	Traffic safety improvements along the High Injury Network	107,000,000	\$177,620,000	By 2050	Planned
SAC25352	SAC	D- Programs & Planning	City of Sacramento	3rd Street Sacramento Valley Station Access and Northbound Ramp (PE Only)	In the City of Sacramento: Planning work and to prepare the Project Study Report for Caltrans. Project relocates existing I-5 northbound ramp at 4th St and I St to new intersection	12,700,000	\$12,700,000	By 2035	Programmed- See MTIP for details

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SAC25402	SAC	D- Programs & Planning	City of Sacramento	Food Literacy Urban Farm Community Action Plan	In the City of Sacramento, the lack of access to grocery stores for healthy local food induces th	478,743	\$478,743	By 2035	Programmed- See MTIP for details
SAC25404	SAC	D- Programs & Planning	City of Sacramento	North Sacramento Forward Together	In the City of Sacramento: As part of our Connected Communities Initiative, our Northgate Blv	480,000	\$480,000	By 2035	Programmed- See MTIP for details
SAC25400	SAC	D- Programs & Planning	City of Sacramento	Truxel Bridge Over American River	In Sacramento, from Sequoia Pacific Boulevard at Richards Boulevard over American River to	7,785,000	\$7,785,000	By 2035	Programmed- See MTIP for details
SAC24898	SAC	E - Transit Capital	City of Sacramento	Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region’s expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve relocating the existing LRT station to a north-south alignment; expansion of the	225,000,000	\$373,500,000	By 2050	Planned
SAC25338	SAC	E - Transit Capital	City of Sacramento	Sacramento Valley Station Regional Bus Mobility Center	In Sacramento, adjacent to Sacramento Valley Station, construct Regional Bus Mobility Center (RBMC) to include parking, street improvements, pedestrian and bicycle facilities, connection to existing tunnel, and related improvements, to serve inter-city buses and regional commuter buses	142,436,000	\$142,436,000	By 2035	Programmed- See MTIP for details
BP_306	SAC	G- System Management,	City of Sacramento	Arden Way Vision Zero	Improve mobility and safety on Arden Way between Harvard Street and Ethan Way, a Vision Zero Top 10 corridor.	20,000,000	\$22,800,000	By 2035	Planned
BP_309	SAC	G- System Management, Operations, and ITS	City of Sacramento	Broadway Corridor Improvements	Improve mobility and safety on Broadway between MLK and Stockton Blvd	10,000,000	\$11,400,000	By 2035	Planned
BP_314	SAC	G- System Management,	City of Sacramento	Del Paso Blvd	Reduce lanes form 4 to 2 between El Camino and Marysville Blvd	10,000,000	\$11,400,000	By 2035	Planned
BP_330	SAC	G- System Management,	City of Sacramento	Howe Ave Vision Zero	Improve mobility and safety on Howe Ave between Folsom Blvd and Swarthmore Way, a Vision Zero Top 10 corridor.	15,000,000	\$17,100,000	By 2035	Planned
SAC25355	SAC	G- System Management,	City of Sacramento	Norwood Avenue Intelligent Transportation System Signal Improvements	In the City of Sacramento, on Main Avenue from Northgate Boulevard to Norwood Avenue, and Norwood Avenue/Norwood Bypass/Grove Avenue from Main Avenue to Arden/Del Paso	5,000,000	\$5,000,000	By 2035	Programmed- See MTIP for details
BP_344	SAC	G- System Management, Operations, and ITS	City of Sacramento	Pocket-Greenhaven Mobility and Safety Improvements	Improve mobility and safety within the Pocket-Greenhaven communities	15,000,000	\$24,900,000	By 2050	Planned
BP_352	SAC	G- System Management, Operations, and ITS	City of Sacramento	SR 99 Mack Road Interchange	Sacramento. Construct improvements at the State Route 99/Mack Road interchange to improve operations and relieve congestion. The project will also construct improvements along Mack Road and Stockton Boulevard in close proximity to the interchange.	20,000,000	\$33,200,000	By 2050	Planned
SAC25161	SAC	G- System Management, Operations, and ITS	City of Sacramento	Valley Hi Drive/La Mancha Way Safety	In the City of Sacramento, in Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive: Install raised median to reduce access conflicts, install traffic signal, and add pedestrian fencing. (H9-03-017)	1,706,600	\$1,706,600	By 2035	Programmed- See MTIP for details
BP_356	SAC	G- System Management, Operations, and ITS	City of Sacramento	Valley Hi-Mack Rd Vision Zero	Improve mobility and safety on Valley Hi-Mack Rd between Center Parkway and Stockton Blvd, a Vision Zero Top 10 corridor.	3,000,000	\$3,420,000	By 2035	Planned

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SAC25421	SAC	G- System Manageme	City of Sacramento	ZEV Fleet Infrastructure Program Phase 1	In the City of Sacramento, multiple locations: Install supportive EV charging infrastructure to c	3,201,586	\$3,201,586	By 2035	Programmed- See MTIP for details
SAC25422	SAC	G- System Manageme	City of Sacramento	ZEV Fleet Infrastructure Program Phase 2	In the City of Sacramento, multiple locations: Install supportive EV charging infrastructure to c	1,655,525	\$1,655,525	By 2035	Programmed- See MTIP for details
YOL19328	VAR	B- Road & Highway Capacity	City of West Sacramento	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	338,500,000	\$338,500,000	By 2050	Programmed- See MTIP for details
BP_361	YOL	A- Bike & Ped	City of West Sacramento	Bryte Park Bike Blvds	Class 3 through routes to provide bicyclists a low-stress alternative to arterial Sacramento Ave connecting Bryte Park, Riverbank Elementary School, Elkhorn Village Elementary School, and the residential neighborhoods north of Sacramento Avenue to the new bridge over the Sacramento River at C Street. Several improvements may be necessary to make this a high-	Pending- Need final cost from project sponsor	NA	By 2050	Planned
YOL19376	YOL	A- Bike & Ped	City of West Sacramento	Clarksburg Branch Line Trail and Bridge-Phase2	Construction of Bike Trail from River City High School to City Limits	2,000,000	\$2,280,000	By 2035	Planned
YOL19432	YOL	A- Bike & Ped	City of West Sacramento	Clarksburg Branch Line Trail Extension and Jefferson Blvd Bridge Improvements	Construction of a joint-use flood protection O&M corridor and recreation trail along the eastern side of Jefferson Blvd. and southern side of the Stone Lock facility. Design, environmental clearance, and construction of a pedestrian and bike facility along the eastern side of Jefferson across the Jefferson Blvd. bascule bridge to Stone Blvd.	2,000,000	NA	Post-2050	Amendment priority
BP_362	YOL	A- Bike & Ped	City of West Sacramento	County Rd 136 Levee Trail Gap Closure	Class 1 trail on the crown of the levee, along an alignment mapped as "County Road 136", from Broderick Boat Ramp to River Crest Drive, another levee-top road.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_363	YOL	A- Bike & Ped	City of West Sacramento	Davis Road Class 1 Path	Class 1 path along Davis Road connecting the Clarksburg Branch Line Trail to the Southport Setback Levee Recreation Trail (Class 1)	Pending- Need final cost from	NA	By 2035	Planned
BP_364	YOL	A- Bike & Ped	City of West Sacramento	Deep Water Ship Channel Levee Trail	Incorporate existing unpaved levee trail into the trail network as an unpaved trail.	Pending- Need final cost from	NA	Post-2050	Amendment priority
YOL19568	YOL	A- Bike & Ped	City of West Sacramento	Great California Delta Trail - Clarksburg Branch Line Extension	6.4 Mile extension of the Clarksburg Branch Line Trail from West Sacramento City Limit to Willow Point Road in unincorporated Clarksburg in Yolo County. Part of the Great California	11,176,075	\$11,176,075	By 2035	Programmed- See MTIP for details
BP_764	YOL	A- Bike & Ped	City of West Sacramento	GREAT CALIFORNIA DELTA TRAIL - CLARKSBURG BRANCH LINE EXTENSION	6.4 Mile extension of the Clarksburg Branch Line Trail from West Sacramento City Limit to Willow Point Road in unincorporated Clarksburg in Yolo County. Part of the Great California	2,229,840	\$3,701,534	By 2050	Planned
YOL19553	YOL	A- Bike & Ped	City of West Sacramento	Great California Delta Trail Regional Connection	In West Sacramento: Between Cherokee Rd and the southern city limits; community outreach and engagement, engineering analysis, preliminary engineering, environmental	446,000	\$446,000	By 2035	Programmed- See MTIP for details
BP_765	YOL	A- Bike & Ped	City of West Sacramento	Harbor Blvd. Complete Streets between US50/BUS80 to West Capitol Avenue	Gap closure of Class II bike lanes between US50/BUS80 ramps and West Capitol Ave.	Pending- Need final cost from	NA	By 2050	Planned
YOL19424	YOL	A- Bike & Ped	City of West Sacramento	I Street Bridge Deck Conversion	Design, environmental clearance, permitting and construction of approaches and the upper deck for the I St Bridge. The improvements include construction/modification of the	13,000,000	\$14,820,000	By 2035	Planned
YOL19531	YOL	A- Bike & Ped	City of West Sacramento	I Street Bridge Deck Conversion for Active Transportation Project	In the Cities of West Sacramento and Sacramento, I Street Bridge. Transform the upper deck of a historically significant railroad bridge (NRHP No. 82002233) from vehicle access to a	27,933,861	\$27,933,861	By 2035	Programmed- See MTIP for details
YOL19377	YOL	A- Bike & Ped	City of West Sacramento	I Street to Indian Heritage Bike Trail	Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center	2,000,000	NA	Post-2050	Amendment priority
BP_766	YOL	A- Bike & Ped	City of West Sacramento	Industrial Blvd Class 1 Bike Lanes/Trail from Enterprise to Harbor	1.7 mile of Class I facility between Enterprise Blvd to Harbor Boulevard connecting to the bike/ped improvements in the Port Area Infrastructure and Complete Streets Project	15,000,000	\$24,900,000	By 2050	Planned
BP_365	YOL	A- Bike & Ped	City of West Sacramento	Lake Washington Blvd Class 1 Path	Class 1 facility linking the Southport Setback Levee trail with the Clarksburg trail, future light rail station, Sycamore Trail, Main Drain Canal trail, high school, and Southport Town Center	Pending- Need final cost from	NA	By 2035	Planned

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BP_366	YOL	A- Bike & Ped	City of West Sacramento	Main Drainage Canal Class 1 Trail	Class 1 path following the main drainage canal om the junction with the Sycamore Trail, future streetcar/light rail station, high school, and Southport Town Center to the south end of the Deep Water Ship Channel bike trail through existing and planned residential development.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
YOL19552	YOL	A- Bike & Ped	City of West Sacramento	North 5th Street Complete Streets & Connectivity Project	In West Sacramento, 5th Street/Lighthouse Drive between C Street and Fountain Drive; A Street between 5th Street and 4th Street/River Walk Trail; and C Street between 3rd Street and 6th Street; The project will close existing gaps in the bicycle and pedestrian network, allowing people to safely walk, bike, and roll to their destinations.	3,536,000	\$3,536,000	By 2035	Programmed- See MTIP for details
YOL19437	YOL	A- Bike & Ped	City of West Sacramento	Pioneer Bluff Riverfront Trail	Design, envniromental clearance, permitting and construction of a joint-use flood protection O&M corridor and recreation trail along the Sacramento River in Pioneer Bluff.	2,000,000	NA	Post-2050	Amendment priority
BP_367	YOL	A- Bike & Ped	City of West Sacramento	Pioneer Bluffs (River Walk Trail)	Extending the River Walk Class 1 trail from Mill Street River Access and Pier along the Sacramento River and Barge Canal to South River Road and Jefferson Boulevard.	Pending- Need final cost from	NA	Post-2050	Amendment priority
BP_767	YOL	A- Bike & Ped	City of West Sacramento	Rail to Trail - Yolo Realignment Sewer Treatment Plant to Bridge District	Future rail to trail conversion with rail acquisition.	Pending- Need final cost from	NA	Post-2050	Amendment priority
BP_368	YOL	A- Bike & Ped	City of West Sacramento	Sacramento Ave Complete Streets Construction	Building Pedestrian and Bicycle facilities for safety and comfort on Sacramento Avenue, based on the outcome of the soon-to-be-finished Sacramento Avenue Complete Streets Corridor Improvement Plan.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
YOL19569	YOL	A- Bike & Ped	City of West Sacra	Sacramento Avenue Complete Street Construction Phase 1	Building Pedestrian and Bicycle facilities for safety and comfort on Sacramento Avenue, based	2,082,849	\$2,082,849	By 2035	Programmed- See MTIP for details
YOL19435	YOL	A- Bike & Ped	City of West Sacramento	South River Road Trail Conversion	Design, environmental clearance, permitting and constriction of trail waterward of South River connecting the Clarksburg Branch Line Trail extension to Village Pwky and an additional 800 feet to the east. The project also includes the reconfiguration of South River Road east of Village Pkwy to a bike/pedestrain trail on the crown of the setback levee to the Stonegate Drive extension	3,500,000	NA	Post-2050	Amendment priority
YOL19550	YOL	A- Bike & Ped	City of West Sacramento	Southport Levee Recreation Trail	In the City of West Sacramento: Paving of 5.6 miles of Class 1 bike trail along the crown of the Southport Setback Levee.	1,800,000	\$1,800,000	By 2035	Programmed- See MTIP for details
YOL19442	YOL	A- Bike & Ped	City of West Sacramento	Southport Setback Levee Trails	Design, enviromental clearance, permitting and construction of the a 10-mile trail loop connecting to the northern and southern ends with the Clarksburg Branch Line Trail, as well as connecting with existing and planned trails located along schools, parks, residences and	5,600,000	\$6,384,000	By 2035	Planned
YOL19425	YOL	A- Bike & Ped	City of West Sacramento	Stone Lock Ped/Bike Bridge	Design, environmental clearance and permitting for pedestrian and bike bridge across lockage canal between the navigation locks at the Stone Locks facility.	400,000	\$456,000	By 2035	Planned

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YOL19440	YOL	A- Bike & Ped	City of West Sacramento	Sycamore Phase 4	Design, environmental clearance and construction of the southern extension and terminus of the Sycamore Trail. This phase would connect at Stone Blvd and include pedestrian crossing	4,300,000	\$4,902,000	By 2035	Planned
YOL19441	YOL	A- Bike & Ped	City of West Sacramento	Sycamore Phase 5	Design and construct a bicycle and pedestrian undercrossing on the UPRR and SNRR rail ROW from Rice Ave to Yolo Street.	6,000,000	\$6,840,000	By 2035	Planned
YOL19534	YOL	A- Bike & Ped	City of West Sacramento	Sycamore Trail Extension (Phase 3)	In West Sacramento, along the easement from Westmore Oaks School to the Park Blvd and Stone Blvd. intersection: construct Class 1 trail extension.	2,689,000	\$2,689,000	By 2035	Programmed- See MTIP for details
YOL19386	YOL								Programmed- See MTIP for details
		A- Bike & Ped	City of West Sacra	Sycamore Trail Phase 2 Bicycle and Pedestrian Overpass	Sycamore Trail, from Westmore Oaks School over US 50 connecting with Joey Lopes Park (Pha	16,902,300	\$16,902,300	By 2035	
BP_372	YOL	A- Bike & Ped	City of West Sacramento	Tule Jake Class 1 Trail	Class 1 Trail from the Yolo Bypass bike path to Old River Road, bypassing the City of West Sacramento by way of canal levees at the City limits.	Pending- Need final cost from	NA	By 2035	Planned
BP_374	YOL	A- Bike & Ped	City of West Sacramento	Village Pkwy N/B Bike Lane Gap Closure	Complete the missing northbound bike lane and sidewalk on this Class 2 street.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
YOL19538	YOL	A- Bike & Ped	City of West Sacramento	Washington District Gateway (River Walk North) - Phase 2	In the City of West Sacramento, Washington District, at 3rd St railroad crossing: Construct pedestrian rail crossing improvements.	191,000	\$191,000	By 2035	Programmed- See MTIP for details
BP_375	YOL	A- Bike & Ped	City of West Sacramento	West Capitol Ave Protected Bike Lanes	Class 4 protected bike lanes on West Capitol Avenue from the Yolo Causeway bike path to Jefferson Blvd, closing a gap in the lower stress route from the Tower Bridge to Davis.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
YOL19551	YOL	A- Bike & Ped	City of West Sacramento	West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements	In West Sacramento, West Capitol Avenue; The Project will: add delineators to the painted buffered bike lanes on West Capitol between I-80 and Jefferson Blvd; restripe Class II facilities along West Capitol/Grand Avenue between Jefferson Blvd and Tower Bridge Gateway (TBG) to increase visibility and improve safety; restripe for new Class II bicycle facilities along Westacre Road between West Capitol Avenue and South River Road; and intersection improvements on West Capitol Avenue between Jefferson Blvd and TBG; Westacre Road at Merkley Avenue, Willow Avenue, and Evergreen Avenue; TBG at the River Walk Trail; and 15th Street and Jefferson Blvd to increase visibility and improve safety.	909,000	\$909,000	By 2035	Programmed- See MTIP for details
YOL19431	YOL	B- Road & Highway Capacity	City of West Sacramento	15th Street Modifications	Design, environmental clearance and construction for streetscape improvements on 15th Street between Jefferson Blvd. and South River Road. The proposed improvement include pedestrian improvements, buffered bike lanes, and greenspace improvements	3,000,000	\$4,980,000	By 2050	Planned
YOL19559	YOL	B- Road & Highway Capacity	City of West Sacramento	Enterprise Blvd. Corridor and Bridge Crossing	In the City of West Sacramento: Alternatives Analysis, environmental documentation 30% preliminary engineering design (PA&ED), Plans, Specifications, & Estimates (PS&E) and Right of Way certification for complete streets corridor improvements and new multimodal bridge crossing over the Deep Water Ship Channel (Barge Canal) from Enterprise Blvd and W.	218,005,000	\$218,005,000	By 2050	Programmed- See MTIP for details
YOL19351	YOL	B- Road & Highway Capacity	City of West Sacramento	Seaway Property Infrastructure	Construct internal roadway, utilities and storm drainage network for Port Property Development	5,000,000	\$8,300,000	By 2050	Planned
YOL19436	YOL	B- Road & Highway Capacity	City of West Sacramento	Stone Lock District Roads	Design, environmental cleatance and construction of collector and local roads that serve the development of the southern neighborhood of the Stone Lock Disitrct.	30,000,000	\$49,800,000	By 2050	Planned

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YOL19429	YOL	B- Road & Highway Capacity	City of West Sacramento	Stonegate Drive Extension	Design, environmental clearance and construction of the eastern extension of Stonegate Drive including cycle track and trailhead features.	4,000,000	\$6,640,000	By 2050	Planned
YOL15900	YOL	B- Road & Highway Capacity	City of West Sacramento	U.S. 50/Jefferson Blvd. Interchange	Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	26,450,000	\$43,907,000	By 2050	Planned
YOL19450	YOL	C- Maintenance & Rehabilitation	City of West Sacramento	Intersection Safety & Signal Improvement	Various signalized intersections: Improve signal hardware and install flashing beacons. (H9-03-027)	1,195,882	\$1,195,882	By 2035	Programmed- See MTIP for details
YOL19451	YOL	C- Maintenance & Rehabilitation	City of West Sacramento	Pedestrian Crossing Safety	Intersections of Jefferson Blvd & 11th St , C St & 6th St, Sacramento Ave & Solano St, and Sacramento Ave & Simon Terrace: Install crossings with RRFBs and refuge islands, construct curb extensions, crosswalks, and other crossing improvements. (H9-03-028)	791,696	\$791,696	By 2035	Programmed- See MTIP for details
YOL19452	YOL	C- Maintenance & Rehabilitation	City of West Sacramento	Pedestrian Intersection Safety	Various locations including Reuter/Andrews, Poplar/Westfield Village ES, Carrie Street/Bryte Park, Quail-Columbus Shared Use Path, and Columbus/La Jolla at Stonegate ES: Install	209,919	\$209,919	By 2035	Programmed- See MTIP for details
YOL19554	YOL	C- Maintenance & Rehabilitation	City of West Sacramento	Port Area Infrastructure and Complete Streets Project	The Port Area Infrastructure Project will include road rehabilitation for Harbor Blvd from the US 50 On/Off ramp to Industrial Blvd; Industrial Blvd from Harbor Blvd to the Palamidessi Bridge; Lake Washington Blvd from the Palamidessi Bridge to Southport Parkway; Southport Parkway from Lake Washington Blvd to Promenade Street. In addition, this Project will also	810,000	\$810,000	By 2035	Programmed- See MTIP for details
BP_770	YOL	D- Programs & Planning	City of West Sacramento	US50/BUS80 Community Connectivity Project	This project will study the area surrounding United States Highway 50/Interstate 80 Business, Jefferson Boulevard, Tower Bridge Gateway, and the railroad tracks west of Sutter Health Park. There will be a community-led design process to connect the adjacent disadvantage community and the 13 acres of vacant triangle of land surrounded by these transportation barriers to the adjacent neighborhoods by redesigning the roads that cut it off from the rest	2,500,000	\$2,850,000	By 2035	Planned
BP_370	YOL	E - Transit Capital	City of West Sacramento	Streetcar/Light Rail Extension Phase 2	Extending RT Streetcar/Light Rail from the West Sacramento baseball stadium to Locks Drive by way of 5th Street, former Sierra Northern Railway RoW, and an existing rail bridge over	Pending- Need final cost from	NA	Post-2050	Amendment Priority
BP_371	YOL	E - Transit Capital	City of West Sacramento	Streetcar/Light Rail Extension Phase 3	Streetcar/Light Rail Extension from Locks Rd (shown as S River Rd on this map) to Linden Rd along City-owned right-of-way.	Pending- Need final cost from	NA	Post-2050	Amendment Priority
YOL19288	YOL	E - Transit Capital	City of West Sacramento	Yolo Rail Realignment Project Rail Relocation (Phase 2A)	Design, environmental clearance, permitting and construction of the Yolo Rail Realignment Project, Phase 2A	70,000,000	NA	Post-2050	Amendment Priority
YOL15670	YOL	G- System Management, Operations, and ITS	City of West Sacramento	I-80/Reed Ave. Interchange	I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps.	12,350,000	\$14,079,000	By 2035	Planned
YOL19361	YOL	G- System Management, Operations, and ITS	City of West Sacramento	Port of West Sacramento Entrance	This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the	2,400,000	\$2,736,000	By 2035	Planned
YOL15680	YOL	G- System Management, Operations, and ITS	City of West Sacramento	U.S. 50/South River Road	U.S. 50: Install ramp meters and modify ramp design at South River Rd interchange.	23,625,000	\$39,217,500	By 2050	Planned
BP_376	YUB	A- Bike & Ped	City of Wheatland	Main Street Complete Streets	Complete streets project to enhance bicycle, pedestrian friendliness plus other amenities.	2,000,000	\$3,320,000	By 2050	Planned
YUB16087	YUB	A- Bike & Ped	City of Wheatland	Wheatland Road Complete Streets Project	On Wheatland Rd. from State Route (SR-65) to Wheatland Park Rd.: Complete the design phase to rehabilitate pavement, improve and extend existing sidewalks and Class 2 bike lanes, and add safety lighting. On Wheatland Rd. from Wheatland Park Rd. to Oakley Ln.: Complete the design phase to rehabilitate pavement and add buffered Class II bike lanes..	2,593,000	\$2,593,000	By 2035	Programmed- See MTIP for details
YUB16052	YUB	B- Road & Highway Capacity	City of Wheatland	Olive Street Extension	Obtain right of way and construct arterial roadway.	2,400,000	\$3,984,000	By 2050	Planned

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YUB16053	YUB	C- Maintenance & Rehabilitation	City of Wheatland	C Street Resurfacing	Repair base failures, resurface and replace ped ramps.	280,000	\$319,200	By 2035	Planned
BP_377	YUB	C- Maintenance & Rehabilitation	City of Wheatland	McDevitt-Wheatland Park Dr. Maintenance Project	Road maintenance and rehabilitation including bike/ped enhancements. Add Cl. 2 bike lanes on Wheatland Parkway, add Cl 3 bike features on McDevitt Drive.	800,000	\$1,328,000	By 2050	Planned
YUB16051	YUB	C- Maintenance & Rehabilitation	City of Wheatland	Pedestrian Safety Enhancements at Railroad Grade Crossings	Construct ADA compliant sidewalks, detectable warning surfaces and extend rail crossings, and modify railroad warning devices.	980,000	\$1,117,200	By 2035	Planned
BP_378	YUB	C- Maintenance & Rehabilitation	City of Wheatland	Spenceville Road	Road maintenance and rehabilitation from Main Street to Eric Lane, approx. 4.75 miles, including adding bike lanes.	12,000,000	\$13,680,000	By 2035	Planned
BP_379	YUB	C- Maintenance & Rehabilitation	City of Wheatland	Wheatland Road (west) rehabilitation	Wheatland Road from Oakley Lane to west city limits, pavement rehabilitation, add Cl 2 bike lanes.	1,000,000	\$1,140,000	By 2035	Planned
YOL19339	YOL	A- Bike & Ped	City of Winters	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd between El Rio Villa housing community and the city of Winters -pedestrian and bike improvements including	20,919,000	\$23,847,660	By 2035	Planned
YOL19529	YOL	A- Bike & Ped	City of Winters	SR128/I-505 Overcrossing (Br. 22-0110)/Russell Blvd Bicycle and Pedestrian Improvements	In Winters, On Grant Ave/SR128 from Morgan Street over Interstate 505 (SR 128-505 Sep. Br. 22-0110) then easterly on Russell Blvd/CR32 to Fredericks Drive, a residential street in El Rio	11,351,000	\$11,351,000	By 2035	Programmed- See MTIP for details
YOL19457	YOL	D- Programs & Planning	City of Winters	General Plan Refresh and Sustainability Element	In Winters: Update General Plan Elements to address key planning goals, adopt a new Sustainability Element, revise elements and goals to include previous master plans and goals,	Pending- Need final cost from	NA	By 2035	Planned
YOL17310	YOL	B- Road & Highway Capacity	City of Woodland	County Rd. 102 Widening C	Widen: 4 lanes from Beamer St. to East Main St.	2,896,851	\$4,808,773	By 2050	Planned
YOL19419	YOL	B- Road & Highway Capacity	City of Woodland	County Road 25A/SR 113 Interchange	This improvement consists of either: 1) Construct roundabouts at northbound and southbound ramp terminals and bypass lanes	10,000,000	\$11,400,000	By 2035	Planned
BP_385	YOL	B- Road & Highway Capacity	City of Woodland	Parkland Avenue Extension	Extend Parkland Ave from Harry Lorenzo to Road B	1,000,000	\$1,140,000	By 2035	Planned
YOL19415	YOL	B- Road & Highway Capacity	City of Woodland	Road B-SP1A N-S (Arterial)	Construct New Road: 2 lane arterial from Parkland Ave to County Road 25A	750,000	\$1,245,000	By 2050	Planned
BP_381	YOL	C- Maintenance & Rehabilitation	City of Woodland	E. Beamer Reconstruction (East to Pioneer)	Reconstruct and rehabilitate E. Beamer Street from East to Pioneer , including narrower travel lanes, adding/improving bike lanes and adding pedestrian facilities where feasible.	7,000,000	\$7,980,000	By 2035	Planned
BP_382	YOL	C- Maintenance & Rehabilitation	City of Woodland	E. Beamer Reconstruction (Pioneer to CR102)	Reconstruct and rehabilitate E. Beamer Street from Pioneer to CR 102, including narrower travel lanes, adding/improving bike lanes and adding pedestrian facilities where feasible.	7,000,000	\$7,980,000	By 2035	Planned
BP_383	YOL	C- Maintenance & Rehabilitation	City of Woodland	E. Kentucky Avenue	Reconstruct and rehabilitate E. Kentucky from CR102 to Pioneer Avenue. Including operational improvements to aux lanes and shoulder improvements.	5,000,000	\$5,700,000	By 2035	Planned
YOL19286	YOL	C- Maintenance & Rehabilitation	City of Woodland	I-5 / CR 102 Interchange (Phase 2)	Interchange Reconstruction: on I-5 at County Rd. 102 including overcrossing of I-5.	7,000,000	\$11,620,000	By 2050	Planned
BP_386	YOL	C- Maintenance & Rehabilitation	City of Woodland	Pioneer Avenue Reconstruction (Main to Kentucky)	Reconstruct Pioneer Avenue from Main to Kentucky. Improve pavement, operational improvements and bike lane widening.	10,000,000	\$11,400,000	By 2035	Planned
BP_397	YOL	C- Maintenance & Rehabilitation	City of Woodland	W. Kentucky Ave	Rehabilitate Kentucky Avenue from East to CR98. Include reconstruct pavement, improve shoulders, narrow travel lanes, add/improve bike lanes and add pedestrian facilities where feasible.	8,000,000	\$9,120,000	By 2035	Planned
YOL19571	YOL	D- Programs & Planning	City of Woodland	E Main Street Neighborhood Livability Project: I-5/SR 113 Freeway Connector	In Woodland CA, I-5/SR 113 Freeway Connector, updating supplemental project report for the	1,186,039	\$1,186,039	By 2035	Programmed- See MTIP for details

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YOL19572	YOL	D- Programs & Planning	City of Woodland	Yolano Donnelly Neighborhood Reinvestment	In Yolo County, this project will guide the Yolano Donnelly neighborhood redevelopment, employment, and housing.	500,000	\$500,000	By 2035	Programmed- See MTIP for details
YOL17420	YOL	G- System Management, Operations, and ITS	City of Woodland	Main St.	Roadway Operational Improvements: from Ashley Ave. to Cottonwood St., construct south side improvements	360,000	\$597,600	By 2050	Planned
SUT56277	SUT	A- Bike & Ped	City of Yuba City	Butte House Road Complete Streets	On the north side of Butte House Road from Tharp Road to Blevin Road: Construct an ADA-accessible sidewalk and a Class II bike lane.	590,000	\$590,000	By 2035	Programmed- See MTIP for details
SUT18932	SUT	A- Bike & Ped	City of Yuba City	Harter Parkway and Sutter Bike Path Gap Closure	In Yuba City: From Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way, extend the existing 4.6-mile-	2,510,000	\$2,510,000	By 2035	Programmed- See MTIP for details
SUT56282	SUT	B- Road & Highway Capacity	City of Yuba City	Bogue Road at State Route 99 Intersection Improvements	In Sutter County: Widen southbound State Route 99 to include an additional eastbound left-turn pocket onto Bogue Road with both left-turn pockets providing 500 feet of storage and	5,500,000	\$5,500,000	By 2035	Programmed- See MTIP for details
SUT56281	SUT	B- Road & Highway Capacity	City of Yuba City	Bogue Road Widening - State Route 99 to Railroad Avenue	In Yuba City, widen Bogue Road to 4 lanes between State Route 99 and approximately 1,100 feet east of Railroad Avenue.	12,777,000	\$12,777,000	By 2035	Programmed- See MTIP for details
SUT18999	SUT	B- Road & Highway Capacity	City of Yuba City	Bridge St. - A	Widen: 4 lanes from El Margarita Rd. to Walton Ave.	5,000,000	\$8,300,000	By 2050	Planned
SUT16974	SUT	B- Road & Highway Capacity	City of Yuba City	Pease Rd. New Interchange	Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	57,880,554	\$96,081,720	By 2050	Planned
SUT16966	SUT	B- Road & Highway Capacity	City of Yuba City	Tharp Rd.	Widen: 4 lanes from Hwy. 20 to Butte House Rd.	4,109,000	\$6,820,940	By 2050	Planned
SUT18933	SUT	B- Road & Highway Capacity	City of Yuba City	Tuly Parkway – Queens Avenue Extension	East of Elmer Rd and west of Blevin Road, construct Tuly Parkway as four lane road, from Butte House Road to Queens Avenue extension, and Queens Avenue from Tuly Parkway	3,300,000	\$3,300,000	By 2035	Programmed- See MTIP for details
SUT56276	SUT	C- Maintenance & Rehabilitation	City of Yuba City	Bridge Street Reconstruction Development Phase	On Bridge St. between SR-99 and Gray Avenue and between Cooper Avenue and Second Street: complete the environmental and design phases for roadway improvements that will	4,000,000	\$4,000,000	By 2035	Programmed- See MTIP for details
SUT56280	SUT	C- Maintenance & Rehabilitation	City of Yuba City	Garden Highway Improvement Project	In the City of Yuba City, Garden Highway between Lincoln Road and Bogue Road: Pavement rehabilitation and reclamation, safety improvements - updating signage and ADA compliant	4,897,000	\$4,897,000	By 2035	Programmed- See MTIP for details
SUT56278	SUT	C- Maintenance & Rehabilitation	City of Yuba City	Walton Ave. Complete Streets	On west side of Walton Ave., between Hazel Ave. and SR 20: Construct sidewalks. Walton Ave., between Hazel Ave. and SR 20: Construct paved shoulders, buffered bike lane, upgrade	5,200,000	\$5,200,000	By 2035	Programmed- See MTIP for details
SUT16969	SUT	G- System Management,	City of Yuba City	El Margarita Rd.	Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes.	5,189,000	\$5,915,460	By 2035	Planned
ELD19424	ELD	A- Bike & Ped	El Dorado County	Cameron Park Drive Bike Lanes	Install bike lanes on entire length of Cameron Park Drive. (CIP72307)	162,000	\$184,680	By 2035	Planned
ELD19425	ELD	A- Bike & Ped	El Dorado County	Carson Road Bike Lanes	Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder).	787,500	\$1,307,250	By 2050	Planned
ELD19426	ELD	A- Bike & Ped	El Dorado County	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	131,250	\$149,625	By 2035	Planned

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ELD19429	ELD	A- Bike & Ped	El Dorado County	Country Club Drive Bike Lanes	Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road	350,000	\$399,000	By 2035	Planned
ELD19554	ELD	A- Bike & Ped	El Dorado County	Diamond Springs Pedestrian Facility Improvements	In Diamond Springs at Pleasant Valley Road between Pearl Place and State Route 49, Pearl Place, Racquet Way, Wimbledon Drive, and Black Rice Road. Install various bicycle and	2,982,676	\$2,982,676	By 2035	Programmed- See MTIP for details
ELD19380	ELD	A- Bike & Ped	El Dorado County	El Dorado Trail - Missouri Flat Road Ph 2 Bike/Pedestrian Overcrossing	In El Dorado County: Construct a multi-use bike and ped over-crossing structure with a 12 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (CIP #97015). Toll	6,850,316	\$6,850,316	By 2035	Programmed- See MTIP for details
ELD19543	ELD	A- Bike & Ped	El Dorado County	El Dorado Trail Extension - Halcon to US 50	In El Dorado County, in the community of Camino, existing Class 1 trail (El Dorado Trail), from Halcon Road to Pondorado Road Extension Project and the US 50 interchange: Extend trail.. Toll Credits for ENG, ROW, CON	2,231,068	\$2,231,068	By 2035	Programmed- See MTIP for details
ELD19433	ELD	A- Bike & Ped	El Dorado County	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	1,000	\$1,660	By 2050	Planned
ELD19434	ELD	A- Bike & Ped	El Dorado County	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	4,000	\$4,560	By 2035	Planned
ELD19556	ELD	A- Bike & Ped	El Dorado County	Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	In Lotus, along Lotus Road between Henningsen Lotus Park and the intersection of Lotus Road and State Route 49: Construct new Class I bike path connecting to bicycle and pedestrian facilities on SR 49, construct elevated boardwalk, and install guardrail.. Toll Credits for ENG, ROW	5,824,674	\$5,824,674	By 2035	Programmed- See MTIP for details
ELD19438	ELD	A- Bike & Ped	El Dorado County	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	175,000	\$199,500	By 2035	Planned
ELD19555	ELD	A- Bike & Ped	El Dorado County	La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	In Cameron Park along segments of Parkdale Lane, Gateway Drive, Cambridge Road, La Canada Drive, and Cameron Park Drive: Construct new sidewalk, bike lanes, two crosswalks,	3,163,000	\$3,163,000	By 2035	Programmed- See MTIP for details
ELD19439	ELD	A- Bike & Ped	El Dorado County	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	525,000	\$871,500	By 2050	Planned
ELD19440	ELD	A- Bike & Ped	El Dorado County	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	525,000	\$598,500	By 2035	Planned
ELD19444	ELD	A- Bike & Ped	El Dorado County	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	525,000	\$598,500	By 2035	Planned
ELD19445	ELD	A- Bike & Ped	El Dorado County	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	20,000	\$22,800	By 2035	Planned
ELD19446	ELD	A- Bike & Ped	El Dorado County	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	175,000	\$199,500	By 2035	Planned
ELD19448	ELD	A- Bike & Ped	El Dorado County	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	350,000	\$399,000	By 2035	Planned
ELD19449	ELD	A- Bike & Ped	El Dorado County	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	175,000	\$199,500	By 2035	Planned
ELD19451	ELD	A- Bike & Ped	El Dorado County	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	175,000	\$199,500	By 2035	Planned
ELD19452	ELD	A- Bike & Ped	El Dorado County	Old Bass Lake Rd - EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	200,000	\$228,000	By 2035	Planned
ELD19453	ELD	A- Bike & Ped	El Dorado County	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	87,500	\$145,250	By 2050	Planned
ELD19454	ELD	A- Bike & Ped	El Dorado County	Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	200,000	\$228,000	By 2035	Planned
ELD19458	ELD	A- Bike & Ped	El Dorado County	Pleasant Valley Road Bike Lanes A	Big Cut Road to Sly Park Road	1,575,000	\$1,795,500	By 2035	Planned
ELD19456	ELD	A- Bike & Ped	El Dorado County	Pleasant Valley Road Bike Lanes Phase 1	Phase 1: Big Cut Road to Missouri Flat Road	350,000	\$581,000	By 2050	Planned

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ELD19457	ELD	A- Bike & Ped	El Dorado County	Pleasant Valley Road Bike Lanes Phase 2	Phase 2: Missouri Flat Road to Mother Lode Drive	525,000	\$871,500	By 2050	Planned
ELD19542	ELD	A- Bike & Ped	El Dorado County	Ponderosa Road Bicycle and Pedestrian Improvements	El Dorado County, Shingle Springs, on Ponderosa Road, between Foxwood Lane and Ponderosa High School (at Meder Road): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.. Toll Credits for ENG, ROW, CON	2,216,500	\$2,216,500	By 2035	Programmed- See MTIP for details
ELD19459	ELD	A- Bike & Ped	El Dorado County	Ponderosa Road Bike Lanes	US 50 to Meder Road	131,250	\$217,875	By 2050	Planned
ELD19460	ELD	A- Bike & Ped	El Dorado County	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	12,500	\$20,750	By 2050	Planned
ELD19570	ELD	A- Bike & Ped	El Dorado County	Rubicon Trail Grounds Maintenance	In El Dorado County, on Rubican Trail grounds; trail delineation, trail repair, and trail maintenance	466,856	\$466,856	By 2035	Programmed- See MTIP for details
ELD19557	ELD	A- Bike & Ped	El Dorado County	Shingle Springs El Dorado Trail Class I Improvements	In Shingle Springs on the Sacramento-Placerville Transportation Corridor from Shingle Springs Drive to South Shingle Road: Construct El Dorado Trail Class I multi-use bicycle and	6,685,000	\$6,685,000	By 2035	Programmed- See MTIP for details
ELD19463	ELD	A- Bike & Ped	El Dorado County	SPTC/El Dorado Trail B	Class I Bike Path from El Dorado to Mother Lode Drive in Shingle Springs	2,400,000	\$3,984,000	By 2050	Planned
ELD19173	ELD	A- Bike & Ped	El Dorado County	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/36104001. (CIP71340)	6,783,000	\$11,259,780	By 2050	Planned
ELD19224	ELD	B- Road & Highway Capacity	El Dorado County	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Country Club Drive to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	14,257,000	\$16,252,980	By 2035	Planned
ELD15930	ELD	B- Road & Highway Capacity	El Dorado County	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	8,687,000	\$9,903,180	By 2035	Planned
ELD19227	ELD	B- Road & Highway Capacity	El Dorado County	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	13,258,000	\$22,008,280	By 2050	Planned
ELD19229	ELD	B- Road & Highway Capacity	El Dorado County	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	11,451,000	\$19,008,660	By 2050	Planned
ELD19228	ELD	B- Road & Highway Capacity	El Dorado County	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	6,930,000	\$7,900,200	By 2035	Planned
ELD15990	ELD	B- Road & Highway Capacity	El Dorado County	Diamond Springs Pkwy - Phase 1B	Construct new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental	38,753,157	\$38,753,157	By 2035	Programmed- See MTIP for details
ELD19253	ELD	B- Road & Highway Capacity	El Dorado County	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; includes curb gutter and sidewalk. (CIP GP178/36105018)	6,421,000	\$10,658,860	By 2050	Planned
ELD19245	ELD	B- Road & Highway Capacity	El Dorado County	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	6,747,000	\$11,200,020	By 2050	Planned
ELD19236	ELD	B- Road & Highway Capacity	El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at	3,516,000	\$5,836,560	By 2050	Planned
ELD19534	ELD	B- Road & Highway Capacity	El Dorado County	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	4,175,000	\$6,930,500	By 2050	Planned

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ELD19234	ELD	B- Road & Highway Capacity	El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only.	3,300,000	\$5,478,000	By 2050	Planned
ELD19181	ELD	B- Road & Highway Capacity	El Dorado County	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at	9,173,000	\$15,227,180	By 2050	Planned
ELD19177	ELD	B- Road & Highway Capacity	El Dorado County	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	61,116,000	\$101,452,560	By 2050	Planned
ELD19345	ELD	B- Road & Highway Capacity	El Dorado County	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Reconstruct eastbound diagonal on-ramp and eastbound loop off-ramp; add a lane to northbound El Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); eastbound diagonal on-ramp will be metered and have an HOV bypass. Project split from ELD15630(CIP71323).	20,261,178	\$20,261,178	By 2035	Programmed- See MTIP for details
ELD19178	ELD	B- Road & Highway Capacity	El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	5,488,000	\$9,110,080	By 2050	Planned
ELD19180	ELD	B- Road & Highway Capacity	El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd, realignment of Durock Rd and North Shingle Rd.; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71333). Coordinates with ELD19289/CIP53116, ELD19219/CIP#GP150. Toll Credits for ENG. Toll Credits for ENG	46,565,900	\$46,565,900	By 2050	Programmed- See MTIP for details
ELD19291	ELD	B- Road & Highway Capacity	El Dorado County	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	8,156,000	\$13,538,960	By 2050	Planned
ELD19525	ELD	B- Road & Highway Capacity	El Dorado County	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	4,404,000	\$5,020,560	By 2035	Planned
ELD19559	ELD	C- Maintenance & Rehabilitation	El Dorado County	Bass Lake Road at Bridlewood Roundabout	In El Dorado Hills at the intersection of Bass Lake Road and Bridlewood Drive: Construct a single-lane roundabout.. Toll Credits for ROW	4,197,739	\$4,197,739	By 2035	Programmed- See MTIP for details
ELD19562	ELD	C- Maintenance & Rehabilitation	El Dorado County	Breedlove Road Bridge Replacement	North of Buckeye in El Dorado County, Breedlove Road Over Canyon Creek, 1 mi. North of Wentworth S. Rd.: Replace 1-lane timber bridge with 2-lane bridge. Not capacity increasing.	2,558,000	\$2,558,000	By 2035	Programmed- See MTIP for details
ELD19321	ELD	C- Maintenance & Rehabilitation	El Dorado County	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116)	15,082,001	\$15,082,001	By 2035	Programmed- See MTIP for details
ELD19552	ELD	C- Maintenance & Rehabilitation	El Dorado County	El Dorado Drainage Improvement Project	In El Dorado on Pleasant Valley beginning prior to Hillman Alley and ending after Oriental Street: Replacement and restoration of drainage infrastructure.. Toll Credits for ENG, ROW, CON	2,700,000	\$2,700,000	By 2035	Programmed- See MTIP for details

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ELD19510	ELD	C- Maintenance & Rehabilitation	El Dorado County	El Dorado Hills Boulevard Overlay Project	El Dorado Hills Blvd, from Saratoga Way/Park Drive to Harvard Way: Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection	6,209,474	\$6,209,474	By 2035	Programmed- See MTIP for details
ELD19353	ELD	C- Maintenance & Rehabilitation	El Dorado County	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP77136)	5,016,501	\$5,016,501	By 2035	Programmed- See MTIP for details
ELD19517	ELD	C- Maintenance & Rehabilitation	El Dorado County	Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	Grizzly Flat Road over Steely Fork Cosumnes River, 7 miles east of Mt. Aukum Rd.: Replace 2-lane bridge with 2-lane bridge.. Toll Credits for ENG, ROW, CON	4,318,750	\$4,318,750	By 2035	Programmed- See MTIP for details
ELD19340	ELD	C- Maintenance & Rehabilitation	El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	102,252,750	\$102,252,750	By 2035	Programmed- See MTIP for details
ELD19339	ELD	C- Maintenance & Rehabilitation	El Dorado County	Mount Murphy Rd/South Fork American River Bridge Replacement	Mount Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. (CIP77129). Toll Credits for ENG, ROW, CON	22,440,000	\$22,440,000	By 2035	Programmed- See MTIP for details
ELD19322	ELD	C- Maintenance & Rehabilitation	El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Replace existing 2 lane bridge. CIP77122	5,869,000	\$5,869,000	By 2035	Programmed- See MTIP for details
ELD19355	ELD	C- Maintenance & Rehabilitation	El Dorado County	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. (CIP77134). Toll Credits for ENG, ROW, CON	6,949,650	\$6,949,650	By 2035	Programmed- See MTIP for details
ELD19569	ELD	D- Programs & Planning	El Dorado County	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation,	250,000	\$250,000	By 2035	Programmed- See MTIP for details
ELD19182	ELD	G- System Management, Operations, and ITS	El Dorado County	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	1,500,000	\$2,490,000	By 2050	Planned
ELD19273	ELD	G- System Management, Operations, and ITS	El Dorado County	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	1,500,000	\$2,490,000	By 2050	Planned
ELD19215	ELD	G- System Management, Operations, and ITS	El Dorado County	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	1,500,000	\$2,490,000	By 2050	Planned
ELD19527	ELD	G- System Management, Operations, and ITS	El Dorado County	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	5,000,000	\$5,700,000	By 2035	Planned
ELD19528	ELD	G- System Management, Operations, and ITS	El Dorado County	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	5,000,000	\$5,700,000	By 2035	Planned
ELD19232	ELD	G- System Management, Operations, and ITS	El Dorado County	Golden Foothill Parkway/Carson Crossing Intersection Improvements	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	747,000	\$851,580	By 2035	Planned

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SACTrak ID	County	Category	Lead Agency	Title	Description	Cost	Cost (YOE Dollars)	Delivery Year	Draft Plan Status
ELD19240	ELD	G- System Management, Operations, and ITS	El Dorado County	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	5,000,000	\$8,300,000	By 2050	Planned
ELD19239	ELD	G- System Management, Operations, and ITS	El Dorado County	ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS,	5,833,200	\$9,683,112	By 2050	Planned
ELD19333	ELD	G- System Management, Operations, and ITS	El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, additional locations will be identified. (CIP OP005/36105026)	672,000	\$1,115,520	By 2050	Planned
ELD19524	ELD	G- System Management, Operations, and ITS	El Dorado County	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	2,400,000	\$3,984,000	By 2050	Planned
ELD19529	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	9,404,000	\$15,610,640	By 2050	Planned
ELD19521	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	8,926,000	\$14,817,160	By 2050	Planned
ELD19532	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	11,900,000	\$19,754,000	By 2050	Planned
ELD19531	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvments project (71333/36104010). (CIP 53128/36104024)	9,543,000	\$15,841,380	By 2050	Planned
ELD19397	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	9,250,000	\$15,355,000	By 2050	Planned
ELD19244	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd toSouth Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderoas Road/South Shingle Road Interchange	10,521,000	\$17,464,860	By 2050	Planned

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ELD19170	ELD	G- System Management, Operations, and ITS	El Dorado County	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a loarger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	7,385,000	\$12,259,100	By 2050	Planned
ELD19461	ELD	E - Transit Capital	El Dorado County Transit	Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	20,310,000	\$23,153,400	By 2035	Planned
ELD19568	ELD	E - Transit Capital	El Dorado County	Vehicle Replacement	Replace two existing fleet vehicles with zero emission electric buses.	2,516,157	\$2,516,157	By 2035	Programmed- See MTIP for details
ELD19549	ELD	F - Transit Operations and Maintenance	El Dorado County Transit	Operating Assistance for Intercity service from Sacramento to South Lake Tahoe	Intercity bus service between Sacramento and South Lake Tahoe	2,900,000	\$2,900,000	By 2035	Programmed- See MTIP for details
ELD19548	ELD	F - Transit Operations and Maintenance	El Dorado County Transit	Operating Assistance for Rural Transit Services	Operating Assistance for rural transit services on the western slope of El Dorado County. Outside the Sacramento Urbanized area.	8,998,371	\$8,998,371	By 2035	Programmed- See MTIP for details
VAR56157	ELD	A- Bike & Ped	El Dorado County, Caltrans District 3	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	6,000	\$6,840	By 2035	Planned
VAR56146	ELD	C- Maintenance & Rehabilitation	El Dorado County, Caltrans District 3	Critical Intersection Improvements	Critical Intersection Improvements	5,000,000	\$5,700,000	By 2035	Planned
VAR56156	ELD	C- Maintenance & Rehabilitation	El Dorado County, Caltrans District 3	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	150,000	\$171,000	By 2035	Planned
VAR56165	ELD	D- Programs & Planning	El Dorado County, Caltrans District 3	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	200,000	\$332,000	By 2050	Planned
VAR56167	ELD	D- Programs & Planning	El Dorado County, Caltrans District 3	Medium-Term Regional ITS Plan Update	Medium-Term Regional ITS Plan Update	200,000	\$332,000	By 2050	Planned

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VAR56172	ELD	D- Programs & Planning	El Dorado County, Caltrans District 3	Remote Traffic Control Workstation	Remote Traffic Control Workstation	8,000	\$13,280	By 2050	Planned
VAR56136	ELD	G- System Management, Operations, and ITS	El Dorado County, Caltrans District 3	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	400,000	\$664,000	By 2050	Planned
VAR56169	ELD	G- System Management, Operations, and ITS	El Dorado County, Caltrans District 3	Portable Traffic Management Devices	Portable Traffic Management Devices	350,000	\$581,000	By 2050	Planned
VAR56171	ELD	G- System Management, Operations, and ITS	El Dorado County, Caltrans District 3	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	90,000	\$149,400	By 2050	Planned
VAR56137	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	1,500,000	\$2,490,000	By 2050	Planned
VAR56142	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	300,000	\$498,000	By 2050	Planned
VAR56148	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	297,500	\$493,850	By 2050	Planned
VAR56149	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	200,000	\$332,000	By 2050	Planned
VAR56151	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	25,000	\$41,500	By 2050	Planned
VAR56173	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	700,000	\$1,162,000	By 2050	Planned
VAR56174	ELD	A- Bike & Ped	El Dorado County, El Dorado Hills CSD	SPTC/El Dorado Trail A	Class I Bike Path from Latrobe Road to County Line	2,800,000	\$4,648,000	By 2050	Planned
VAR56175	ELD	G- System Management, Operations, and ITS	Multiple Lead Agencies	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	40,000	\$45,600	By 2035	Planned

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VAR56273	VAR	C- Maintenance & Rehabilitation	Multiple Lead Agencies	Local Streets and Roads Maintenance	Lump-sum for annual local streets and roads maintenance	Pending- Need final cost from project sponsor	NA	By 2050	Planned
VAR56140	YOL	A- Bike & Ped	Multiple Lead Agencies	Alternative Transportation Corridor- Davis to Woodland	Class 1 bike/low speed electric vehicle path between Davis and Woodland, along alignment identified in September 2009 feasibility study.	10,000,000	\$11,400,000	By 2035	Planned
VAR56182	YOL	D- Programs & Planning	Multiple Lead Agencies	Yolo Regional Freight Rail Project	Feasibility Study for realignment of freright rail out of the cities of Davis, Woodland and West Sacramento to area east of Davis to create enhanced freight operations, remove safety issues in cities, to encourage redevelopment of communities and to improved regional flood control	500,000	\$830,000	By 2050	Planned
PLA25588	PLA	A- Bike & Ped	PCTPA	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	40,000,000	\$83,751,117	By 2050	Planned
PLA25587	PLA	A- Bike & Ped	PCTPA	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 20 miles of roadway and construct Safe Routes to School improvements to implement local plans.	52,000,000	\$108,876,452	By 2050	Planned
PLA25649	PLA	B- Road & Highway Capacity	PCTPA	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road, Reconfigure I-80/SR 65 interchange to: extend the auxiliary lane from the Galleria Blvd southbound onramp to the connector, widen southbound to westbound connector from 2 to 3 lanes; replace the Taylor Rd Overcrossing; and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	156,000,000	\$156,000,000	By 2050	Programmed- See MTIP for details
PLA25602	PLA	B- Road & Highway Capacity	PCTPA	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to: widen southbound to eastbound ramp from 1 to 2 lanes; replace existing 2-lane eastbound to northbound loop ramp with a new 3-lane direct flyover ramp, construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65; realign eastbound and westbound I-80 lanes to accomodate future I-80/SR65 HOV direct connectors.	382,000,000	\$799,823,169	By 2050	Planned
PLA25603	PLA	B- Road & Highway Capacity	PCTPA	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to: construct 1-lane managed lane direct connectors from eastbound to	164,000,000	\$343,379,580	By 2050	Planned

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PLA25529	PLA	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65,	32,000,000	\$32,000,000	By 2035	Programmed- See MTIP for details
PLA25637	PLA	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: construct third lane northbound SR 65 Galleria Blvd to Pleasant Grove Blvd;	76,000,000	\$159,127,123	By 2050	Planned
PLA25638	PLA	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Placer Parkway/Whitney Ranch Pkwy to Lincoln Blvd, construct auxiliary lanes	12,000,000	\$25,125,335	By 2050	Planned
PLA25719	PLA	B- Road & Highway Capacity	PCTPA	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd to Blue Oaks Blvd, widen southbound in median to add managed	60,000,000	\$125,626,676	By 2050	Planned
BP_41_a	PLA	B- Road & Highway Capacity	PCTPA	SR 65 Managed Lanes Project: Convert HOV	On SR 65 from I-80 to Blue Oaks: Convert HOV to Priced Managed Lanes without adding Capacity.	10,000,000	\$20,937,779	By 2050	Planned
BP_41	PLA	B- Road & Highway	PCTPA	SR 65 Managed Lanes Project: HOV	On SR 65 from I-80 to north of Blue Oaks: HOV	32,000,000	\$43,005,324	By 2035	Planned
PLA25842	PLA	C- Maintenance & Rehabilitation	PCTPA	Placer County Freeway Service Patrol FY 2024-28	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.. Toll Credits for CON	3,061,402	\$3,061,402	By 2035	Programmed- See MTIP for details
PLA25631	PLA	C- Maintenance & Rehabilitation	PCTPA	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2031-2050; does not account for expansion of service	428,962,108	\$898,151,394	By 2050	Planned
PLA25826	PLA	C- Maintenance & Rehabilitation	PCTPA	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal,	300,000,000	\$628,133,379	By 2050	Planned
PLA25885	PLA	D- Programs & Planning	PCTPA	Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan	In Placer County: develop a Countywide Zero-Emission Vehicle (ZEV) Infrastructure Plan with the goal of accelerating and sustaining ZEV market growth; the project includes an	1,355,473	\$1,355,473	By 2035	Programmed- See MTIP for details
PLA25839	PLA	D- Programs & Planning	PCTPA	Placer County Congestion Management Program FY 2024-2028	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion	269,371	\$269,371	By 2035	Programmed- See MTIP for details
PLA25679	PLA	D- Programs & Planning	PCTPA	Planning, Programming, Monitoring 2025-2028	PCTPA plan, program, monitor (PPM) for RTPA related activities.	1,516,000	\$1,516,000	By 2035	Programmed- See MTIP for details
PLA25632	PLA	E - Transit Capital	PCTPA	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2031-2050; does not account for expansion of service. Placer County operators only.	82,907,950	\$173,590,836	By 2050	Planned
BP_779	PLA	E - Transit Capital	PCTPA	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	51,100,000	\$106,992,052	By 2050	Planned
PLA25626	PLA	G- System Management,	PCTPA	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County.	10,000,000	\$20,937,779	By 2050	Planned
PLA25586	PLA	G- System Management,	PCTPA	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	20,000,000	\$26,878,328	By 2035	Planned
BP_416	PLA	A- Bike & Ped	Placer County	Dry Creek Greenway East	Construct 3.5-mile Class I multi-use trail from Cirby Way to the Folsom State Recreation Area	7,600,000	\$15,912,712	By 2050	Planned
BP_417	PLA	A- Bike & Ped	Placer County	Dry Creek Greenway West	Construct Class I multi-use trail in the Dry Creek area. Coordinated with City of Roseville	16,400,000	\$34,337,958	By 2050	Planned
BP_787	PLA	A- Bike & Ped	Placer County	Eureka Road Trail	shared-use path that extends from Wellington Way to Auburn Folsom Rd	8,000,000	\$16,750,223	By 2050	Planned
BP_789	PLA	A- Bike & Ped	Placer County	Meadow Vista Walkway	sidewalk and bike lane project along Placer Hills Road from Meadow Vista Road to Combie Rd	12,000,000	\$25,125,335	By 2050	Planned
PLA25865	PLA	A- Bike & Ped	Placer County	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Melwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON).. Toll Credits for ENG, ROW, CON	900,000	\$900,000	By 2035	Programmed- See MTIP for details

Attachment B: Draft 2025 Blueprint Project List

Costs have changed with recent CIP updates.

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BP_436	PLA	A- Bike & Ped	Placer County	Pleasant Grove Creek Trail Extension	Trail extension from Foothills to Highway 65.	10,000,000	\$13,439,164	By 2035	Planned
PLA25584	PLA	A- Bike & Ped	Placer County	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	20,000,000	\$41,875,559	By 2050	Planned
PLA15270	PLA	B- Road & Highway Capacity	Placer County	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	1,892,300	\$3,962,056	By 2050	Updated cost - 3,835,000
BP_404	PLA	B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 1)	Athens Avenue, from 0.55 miles west of Industrial Avenue to Foothills Boulevard: Widen from 2 to 4 lanes	5,400,000	\$7,257,148	By 2035	Planned
BP_405	PLA	B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 2)	Athens Avenue, from 0.52 miles west of Foothills Boulevard to Foothills Boulevard: Widen from 2 to 4 lanes	3,950,000	\$8,270,423	By 2050	Planned
BP_406	PLA	B- Road & Highway Capacity	Placer County	Athens Avenue Widening (Phase 3)	Athens Avenue, from 0.52 miles west of Foothills Boulevard to Fiddymment Road: Widen from 2 to 4 lanes	4,100,000	\$8,584,490	By 2050	Planned
PLA15105	PLA	B- Road & Highway Capacity	Placer County	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	19,200,000	\$19,200,000	By 2035	Programmed- See MTIP for details
PLA25463	PLA	B- Road & Highway Capacity	Placer County	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	29,000,000	\$29,000,000	By 2035	Programmed- See MTIP for details
BP_408	PLA	B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 1A)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive: Construct 2 lane road	1,600,000	\$2,150,266	By 2035	Planned
BP_409	PLA	B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 1B)	Campus Park Boulevard, from Foothills Boulevard to University Village Drive: Widen from 2 to 4 lanes	1,900,000	\$3,978,178	By 2050	Planned
BP_410	PLA	B- Road & Highway Capacity	Placer County	Campus Park Boulevard (Phase 2)	Campus Park Boulevard, from University Village Drive to Fiddymment Road: Construct 4 lane road	2,800,000	\$5,862,578	By 2050	Planned
BP_412	PLA	B- Road & Highway Capacity	Placer County	College Park Drive	College Park Drive, from Foothills Boulevard to Woodcreek Oaks: Construct 4 lane road	2,700,000	\$5,653,200	By 2050	Planned

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BP_413	PLA	B- Road & Highway Capacity	Placer County	College Park Drive (Phase 2)	College Park Drive, from Woodcreek Oaks to Sunset Boulevard: Construct 4 lane road	1,200,000	\$1,612,700	By 2035	Planned
PLA25725	PLA	B- Road & Highway Capacity	Placer County	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	750,000	\$750,000	By 2035	Programmed- See MTIP for details
PLA25130	PLA	B- Road & Highway Capacity	Placer County	Fiddymment Road Widening	Widen Fiddymment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	11,550,000	\$15,522,234	By 2035	Planned
PLA25853	PLA	B- Road & Highway Capacity	Placer County	Fiddymment Road Widening (Phase 1)	nt Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	2,960,000	\$2,960,000	By 2035	Programmed- See MTIP for details
PLA15220	PLA	B- Road & Highway Capacity	Placer County	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	8,452,200	\$11,359,050	By 2035	Planned
BP_421	PLA	B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 1)	Foothills Boulevard, from City of Roseville to Sunset Boulevard: widen from 2 to 4 lanes (alignment uses existing Duluth Avenue).	4,100,000	\$8,584,490	By 2050	Planned
BP_422	PLA	B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: Widen from 2 to 4 lanes	2,600,000	\$5,443,823	By 2050	Planned
PLA25858	PLA	B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 2)	In Placer County, Foothills Boulevard: from Sunset Boulevard to Placer Parkway widen from 2 to 6 lanes, from Placer Parkway to Athens Avenue widen from 2 to 4	2,600,000	\$2,600,000	By 2035	Updated cost - \$17,700,000
BP_423	PLA	B- Road & Highway Capacity	Placer County	Foothills Boulevard Widening (Phase 3)	Foothills Boulevard, from Placer Parkway to Athens Avenue: Widen from 2 to 4 lanes	3,250,000	\$4,367,728	By 2035	Planned
BP_424	PLA	B- Road & Highway Capacity	Placer County	Industrial Avenue Widening	Industrial Avenue, from the City of Roseville to the City of Lincoln: Widen from 2 to 4 lanes (includes the Grade Separation at Athens Avenue)	68,000,000	\$142,376,899	By 2050	Updated cost - \$103,090,000
BP_427	PLA	B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 1)	Marketplace Drive, from Placer Creek Drive to Watt Avenue: Construct 2 lanes	1,400,000	\$2,931,289	By 2050	Planned
BP_428	PLA	B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 2)	Marketplace Drive, from Watt Avenue to Trade Center Road: Construct 2 lane road	3,860,786	\$5,188,574	By 2035	Planned
BP_429	PLA	B- Road & Highway Capacity	Placer County	Marketplace Drive (Phase 3)	Marketplace Drive, from Tanwoods Road to Trade Center Road: Construct 2 lane road	5,500,000	\$11,515,779	By 2050	Planned
PLA20690	PLA	B- Road & Highway Capacity	Placer County	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	2,434,000	\$5,096,255	By 2050	Updated cost - \$8,500,000
PLA18490	PLA	B- Road & Highway Capacity	Placer County	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	13,085,000	\$13,085,000	By 2035	Updated cost - \$20,300,000
BP_433	PLA	B- Road & Highway Capacity	Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive, from Baseline Road to Town Center Avenue: Construct 2 lane road	1,400,000	\$1,881,483	By 2035	Planned
PLA18390	PLA	B- Road & Highway Capacity	Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	1,400,000	\$1,400,000	By 2035	Programmed- See MTIP for details
BP_434	PLA	B- Road & Highway Capacity	Placer County	Placer Creek Drive (Phase 2)	Placer Creek Drive, from Town Center Avenue to Watt Avenue: Construct 2 lane road	2,100,000	\$4,396,934	By 2050	Planned
PLA25299	PLA	B- Road & Highway Capacity	Placer County	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a	70,000,000	\$70,000,000	By 2035	Programmed- See MTIP for details
PLA25337	PLA	B- Road & Highway Capacity	Placer County	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymment Road. Includes signalized intersections at Fiddymment Rd.	14,500,000	\$30,359,780	By 2050	Planned

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PLA25479	PLA	B- Road & Highway Capacity	Placer County	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	7,890,000	\$7,890,000	By 2035	Programmed- See MTIP for details
PLA20350	PLA	B- Road & Highway Capacity	Placer County	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	6,902,600	\$14,452,512	By 2050	Planned
PLA25726	PLA	B- Road & Highway Capacity	Placer County	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	6,733,000	\$6,733,000	By 2035	Programmed- See MTIP for details
BP_437	PLA	B- Road & Highway Capacity	Placer County	Santucci Blvd Extension	Construct Santucci Blvd to 4 lanes from Pleasant Grove Blvd to the Phillip Rd.	7,000,000	\$9,407,415	By 2035	Planned
PLA15390	PLA	B- Road & Highway Capacity	Placer County	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	2,280,000	\$2,280,000	By 2035	Programmed- See MTIP for details
PLA25628	PLA	B- Road & Highway Capacity	Placer County	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	9,595,600	\$20,091,056	By 2050	Planned
PLA25170	PLA	B- Road & Highway Capacity	Placer County	Sunset Boulevard Extension (Phase 1)	Sunset Boulevard, from Foothills Boulevard to Fiddymnt Rd: Construct a 4-lane road	12,238,000	\$12,238,000	By 2035	Programmed- See MTIP for details
PLA25044	PLA	B- Road & Highway Capacity	Placer County	Sunset Boulevard Widening (Phase 1)	Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	51,250,000	\$51,250,000	By 2035	Updated cost - \$78,000,000
BP_446	PLA	B- Road & Highway Capacity	Placer County	Sunset Boulevard Widening (Phase 2A)	Sunset Boulevard, from Cincinnati Avenue to Foothills Boulevard: Widen from 2 to 4 lanes	1,200,000	\$2,512,534	By 2050	Planned
BP_448	PLA	B- Road & Highway Capacity	Placer County	Town Center Avenue (Phase 1)	Town Center Avenue, from Walerga Road to Placer Creek Drive: Construct 2 lanes	3,500,000	\$4,703,707	By 2035	Planned
BP_449	PLA	B- Road & Highway Capacity	Placer County	Town Center Avenue (Phase 2)	Town Center Avenue, from Placer Creek Drive to Watt Avenue: Construct 2 lane road	1,400,000	\$2,931,289	By 2050	Planned
BP_450	PLA	B- Road & Highway Capacity	Placer County	Town Center Avenue (Phase 3)	Town Center Avenue, from Watt Avenue to Marketplace Drive: Construct 2 lane road	7,250,000	\$15,179,890	By 2050	Planned
BP_451	PLA	B- Road & Highway Capacity	Placer County	Town Center Avenue (Phase 4)	Town Center Avenue, from Marketplace Drive to Wild Poppy Road: Construct 2 lane road	1,400,000	\$1,881,483	By 2035	Planned
BP_454	PLA	B- Road & Highway Capacity	Placer County	Trade Center Road (2-lane)	Trade Center Road, from Baseline Road to Marketplace Drive: Construct 2 lane road	950,000	\$1,276,721	By 2035	Planned
BP_456	PLA	B- Road & Highway Capacity	Placer County	Union Oaks Drive (Phase 1)	Union Oaks Drive, from Marketplace Drive to Wild Poppy Road: Construct 2 lane road	2,750,000	\$5,757,889	By 2050	Planned
BP_459	PLA	B- Road & Highway Capacity	Placer County	University Village Drive (Phase 1)	University Village Drive, from Foothills Boulevard to Sunset Boulevard: Construct 2 lane road	2,100,000	\$2,822,224	By 2035	Planned
BP_460	PLA	B- Road & Highway Capacity	Placer County	University Village Drive (Phase 2)	University Village Drive, from Sunset Boulevard to Campus Park Boulevard: Construct 2 lane road	1,850,000	\$3,873,489	By 2050	Planned
PLA25535	PLA	B- Road & Highway Capacity	Placer County	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	67,795,258	\$67,795,258	By 2035	Programmed- See MTIP for details
PLA20700	PLA	B- Road & Highway Capacity	Placer County	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	2,600,000	\$2,600,000	By 2035	Programmed- See MTIP for details
BP_462	PLA	B- Road & Highway Capacity	Placer County	Wild Poppy Road (Phase 1)	Wild Poppy Road, from Baseline Road to Union Oaks Drive: Construct 2 lane road	3,500,000	\$4,703,707	By 2035	Planned
BP_463	PLA	B- Road & Highway Capacity	Placer County	Wild Poppy Road (Phase 2)	Wild Poppy Road, from Union Oaks Drive to Dyer Lane: Construct 2 lane road	950,000	\$1,989,089	By 2050	Planned
BP_464	PLA	B- Road & Highway Capacity	Placer County	Woodcreek Oaks Boulevard Extension	Woodcreek Oaks Boulevard, from City of Roseville to College Park Drive: Construct 4 lane	964,200	\$1,295,804	By 2035	Planned
PLA25691	PLA	C- Maintenance & Rehabilitation	Placer County	Auburn Folsom Rd Over Miners Ravine - Rehabilitation	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge and move older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.. Toll Credits for CON	10,000,000	\$13,439,164	By 2035	Planned
PLA25875	PLA	C- Maintenance & Rehabilitation	Placer County	Bridge Preventative Maintenance (Standalone) - Folsom Rd Over N FK American River	Folsom Rd Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	4,130,250	\$4,130,250	By 2035	Programmed- See MTIP for details
PLA25697	PLA	C- Maintenance & Rehabilitation	Placer County	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd Over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	2,245,000	\$2,245,000	By 2035	Programmed- See MTIP for details

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BP_414	PLA	C- Maintenance & Rehabilitation	Placer County	Dalby Road Bridge Replacement	Dalby Road bridge over Yankee Slough. Replace existing 2 lane bridge with new 2 lane bridge	6,000,000	\$8,063,498	By 2035	Planned
PLA25699	PLA	C- Maintenance & Rehabilitation	Placer County	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	1,849,000	\$1,849,000	By 2035	Programmed- See MTIP for details
PLA25876	PLA	C- Maintenance & Rehabilitation	Placer County	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a	244,900	\$244,900	By 2035	Programmed- See MTIP for details
PLA25696	PLA	C- Maintenance & Rehabilitation	Placer County	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	7,500,000	\$10,079,373	By 2035	Planned
PLA25877	PLA	C- Maintenance & Rehabilitation	Placer County	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	276,900	\$276,900	By 2035	Programmed- See MTIP for details
PLA25475	PLA	C- Maintenance & Rehabilitation	Placer County	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	6,200,000	\$6,200,000	By 2035	Programmed- See MTIP for details
PLA25661	PLA	C- Maintenance & Rehabilitation	Placer County	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	6,000,000	\$12,562,668	By 2050	Planned
PLA25694	PLA	C- Maintenance & Rehabilitation	Placer County	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	8,000,000	\$10,751,331	By 2035	Planned
PLA25693	PLA	C- Maintenance & Rehabilitation	Placer County	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	6,000,000	\$8,063,498	By 2035	Planned
PLA25692	PLA	C- Maintenance & Rehabilitation	Placer County	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Aiport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	6,000,000	\$8,063,498	By 2035	Planned
PLA25759	PLA	C- Maintenance & Rehabilitation	Placer County	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	6,000,000	\$12,562,668	By 2050	Planned
PLA25760	PLA	C- Maintenance & Rehabilitation	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	4,000,000	\$8,375,112	By 2050	Planned
PLA25827	PLA	C- Maintenance & Rehabilitation	Placer County	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 19,000,000 annually)	380,000,000	\$795,635,613	By 2050	Planned
PLA25505	PLA	C- Maintenance & Rehabilitation	Placer County	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	44,651,000	\$44,651,000	By 2035	Programmed- See MTIP for details
PLA25761	PLA	E - Transit Capital	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	2,500,000	\$5,234,445	By 2050	Planned
BP_439	PLA	E - Transit Capital	Placer County	SR 267 Outside Transit-Only Lanes	Widen SR 267 to add outside transit-only lanes in each direction adjacent to existing lanes and also include a paved shoulder on both sides from Schaffer Mill Road to Northstar Drive	47,718,000	\$99,910,895	By 2050	Planned
BP_441	PLA	E - Transit Capital	Placer County	SR 267 TSP & Queue Jump Lanes	SR 267, upgrade intersections to include transit signal priority and queue jump lanes from the Town of Truckee to Highland View Drive	2,500,000	\$3,359,791	By 2035	Planned

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BP_442	PLA	E - Transit Capital	Placer County	SR 89 Outside Transit-Only Lanes	Widen SR 89 to add a transit-only lanes in each direction adjacent to existing lanes and also include a paved shoulder/emergency pullouts on both sides except for extremely	246,800,000	NA	Post-2050	Amendment priority
BP_443	PLA	E - Transit Capital	Placer County	SR 89 TSP & Queue Jump Lanes	SR 89, upgrade intersections to include transit signal priority and queue jump lanes, from Truckee to Alpine Meadows Road.	2,500,000	\$3,359,791	By 2035	Planned
PLA25866	PLA	E - Transit Capital	Placer County	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40' CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	1,000,000	\$1,000,000	By 2035	Programmed- See MTIP for details
PLA25671	PLA	G- System Management, Operations, and ITS	Placer County	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	7,901,177	\$7,901,177	By 2035	Programmed- See MTIP for details
BP_440	PLA	G- System Management,	Placer County	SR 267 Transit Signal Priority and Queue Jump Lanes	Transit Signal Priority and Queue Jump Lanes at signalized intersections along SR 267 from Truckee to Highland View Drive.	2,500,000	\$3,359,791	By 2035	Planned
PLA25630	PLA	G- System Management,	Placer County	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	5,705,100	\$11,945,212	By 2050	Planned
REG18085	ELD	E - Transit Capital	RT	El Dorado County Transit Authority- Bus Replacement	Replace up to 5 minivans that have reached the end of their useful life.	500,000	\$500,000	By 2035	Programmed- See MTIP for details
REG18082	SAC	E - Transit Capital	RT	Paratransit - Bus Stops and Shelters	Bus stop signage and amenities project to support the People to Produce and Access to Health	125,000	\$125,000	By 2035	Programmed- See MTIP for details
REG18083	SAC	E - Transit Capital	RT	Paratransit - Support/Non-Revenue Vehicles	Replace eight (8) support/non-revenue vehicles that are fourteen (14) years old with new vehi	400,000	\$400,000	By 2035	Programmed- See MTIP for details
REG18084	SAC	E - Transit Capital	RT	Paratransit- Bus Camera Replacements	Acquisition of fifty-eight (58) cameras for the bus fleet of Paratransit Inc.	465,520	\$465,520	By 2035	Programmed- See MTIP for details
REG18076	SAC	E - Transit Capital	RT	Purchase New Light Rail Vehicles (NTP# 6)	Purchase five (5) replacement low floor light rail vehicles (NTP #6). This is a component of the	30,000,000	\$30,000,000	By 2035	Programmed- See MTIP for details
REG18077	SAC	E - Transit Capital	RT	SACHUB	Transform existing Light Rail Stations (Alkali Flat, Globe, and Marconi Arcade) located in disad	7,765,932	\$7,765,932	By 2035	Programmed- See MTIP for details
REG18078	SAC	E - Transit Capital	RT	Train Control Implementation for Light Rail System	Install a transmission-based train control (TBTC) system or equivalent, including bi-directional	1,000,000	\$1,000,000	By 2035	Programmed- See MTIP for details
REG18079	SAC	F - Transit Operations	RT	Paratransit - People to Produce and Access to Healthcare	Operation of People to Produce and Access to Healthcare shuttle services that integrate into e	1,125,000	\$1,125,000	By 2035	Programmed- See MTIP for details
REG18081	SAC	F - Transit Operations	RT	Paratransit - Preventive Maintenance	Paratransit Inc preventive maintenance. FY25: \$200,000 Sec 5307, FY26: \$200,000 Sec 5307	500,000	\$500,000	By 2035	Programmed- See MTIP for details

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REG18080	SAC	F - Transit Operations	RT	Paratransit - Regional Mobility Management	Regional travel instruction programs (for older adults, persons with disabilities, youth, and the	875,000	\$875,000	By 2035	Programmed- See MTIP for details
REG18074	VAR	E - Transit Capital	RT	Folsom Light Rail Station Conversion	In the City of Folsom, along Gold Line Light Rail Tracks, construct/modify existing station platf	8,000,000	\$8,000,000	By 2035	Programmed- See MTIP for details
VAR56284	SAC	C- Maintenance & Rehabilitation	SACOG	Elk Grove Philips Siding Rehabilitation	In Elk Grove in Sacramento County, on the Union Pacific Railroad (UPRR) Sacramento Subdivision, from MP 121.3 to MP 123.9 (From Lambert Rd. to Core Rd.): Replace the southern switch with a #20 turnout and rehabilitate the existing siding to mainline track standards. (This is a component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San	7,182,000	\$7,182,000	By 2035	Programmed- See MTIP for details
VAR56285	SAC	C- Maintenance & Rehabilitation	SACOG	Elk Grove Station Siding to Philips Siding Rail Operational and Capacity Improvements	In Elk Grove, along the UPRR Sacramento Subdivision, from mile post 122.5 and mile post 127.75: Extend the existing Philips Siding 4.4 miles to connect with the proposed Elk Grove	7,794,000	\$7,794,000	By 2035	Programmed- See MTIP for details
VAR56306	SAC	G- System Manageme	SACOG	Paratransit, Inc. Innovative Coordinated Access and Mobility Project	Paratransit, Inc. was awarded an ICAM grant to make dispatching technology investments foc	167,500	\$167,500	By 2035	Programmed- See MTIP for details
VAR56287	VAR	A- Bike & Ped	SACOG	Regional Bike Share Program	In Sacramento and West Sacramento: Implement shared micromobility, including bike share and scooter share. Coordinate with regional partners to plan for shared micromobility	536,328	\$536,328	By 2035	Programmed- See MTIP for details
VAR56302	VAR	A- Bike & Ped	SACOG	Regional Trails Network	In the SACOG region: SACOG adopted a Regional Trails Network Action Plan in 2022. This Plan identified high to low priority trails projects that would enhance connectivity	491,890	\$491,890	By 2035	Programmed- See MTIP for details
CAL21374	VAR	B- Road & Highway Capacity	SACOG	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential	250,000	\$250,000	By 2035	Programmed- See MTIP for details
VAR56286	VAR	C- Maintenance & Rehabilitation	SACOG	Mobility Zones	The project, which was awarded Federal RAISE grant funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities	6,300,000	\$6,300,000	By 2035	Programmed- See MTIP for details
VAR56283	VAR	C- Maintenance & Rehabilitation	SACOG	Transportation Demand Management (TDM) Phase 4	In the SACOG region SACOG's TDM program promotes alternative mode use (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and	6,000,000	\$6,000,000	By 2035	Programmed- See MTIP for details
VAR56208	VAR	D- Programs & Planning	SACOG	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region.	198,089	\$198,089	By 2035	Programmed- See MTIP for details
VAR56288	VAR	D- Programs & Planning	SACOG	Engage, Empower, Implement	In the 6-county region: funding program that will establish and fund community-based outreach and engagement projects. Community-based organizations (CBOs) and SACOG	3,808,345	\$3,808,345	By 2035	Programmed- See MTIP for details
VAR56305	VAR	D- Programs & Plannin	SACOG	Paratransit, Inc. Areas of Persistent Poverty Study	Feasibility study to assess the potential for operations of semi-fixed route, routine service from	350,000	\$350,000	By 2035	Programmed- See MTIP for details
VAR56290	VAR	D- Programs & Planning	SACOG	PPM - Carbon Reduction Program	In the SACOG region: Planning work in support of the regional carbon reduction strategy including the implementation of the adopted six-county competitive CRP funding program,	112,957	\$112,957	By 2035	Programmed- See MTIP for details
VAR56277	VAR	D- Programs & Planning	SACOG	Remix software and transit technical assistance	Remix Software, Inc. is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of	311,440	\$311,440	By 2035	Programmed- See MTIP for details
VAR56304	VAR	D- Programs & Plannin	SACOG	SACOG Green Means Go: Green Zone Access and Equity Regional Plan	The Green Zone Access and Equity Regional Planning Project, will advance planning, engineeri	22,500,000	\$22,500,000	By 2035	Programmed- See MTIP for details
VAR56303	VAR	E - Transit Capital	SACOG	SACOG Transit Asset and Grant Management Software	Support regional transit operators in complying with FTA transit asset management (TAM) requirement including capital asset inventories, condition assessments, and useful life/asset	266,110	\$266,110	By 2035	Programmed- See MTIP for details
VAR56271	VAR	H- Other	SACOG	Green-Means-Go	Green Means Go is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.	400,000,000	\$664,000,000	By 2050	Planned

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VAR56289	YUB	E - Transit Capital	SACOG	NextGen Transit Facility Environmental & Engineering	In Marysville: Environmental documents and engineering work for the NextGen Transit Facility to be located on a 19.7 acre parcel. The CON portion of the work is under YST10533. The work will be completed by Yuba Sutter Transit under a subrecipient agreement with SACOG.	557,350	\$557,350	By 2035	Programmed- See MTIP for details
BP_467	SAC	A- Bike & Ped	Sacramento County	34th/35th/ Iowa Ave Bicycle Boulevard	34th/35th/ Iowa Ave Bicycle Boulevard from Martin Luther King Jr. Blvd to Sampson Blvd, includes ADA ramps and pavement maintenance where needed.	1,921,000	\$2,189,940	By 2035	Planned
BP_468	SAC	A- Bike & Ped	Sacramento County	41st Avenue & Lemon Hill Bicycle Boulevard	41st Ave Bicycle Boulevard from Franklin Boulevard to 44th street, includes ADA ramps and pavement maintenance where needed.	911,000	\$1,038,540	By 2035	Planned
SAC25392	SAC	A- Bike & Ped	Sacramento County	Alta Arden Expressway Phase 1	In Sacramento County, on Alta Arden Expressway from Howe Avenue to Fulton Avenue: Construct sidewalk gap closures, installation of buffered bike lanes, restriping to reallocate roadway space, traffic signal modifications, pavement rehabilitation, and resurfacing. Toll Credits for ENG	4,000,000	\$4,000,000	By 2035	Programmed- See MTIP for details
BP_469	SAC	A- Bike & Ped	Sacramento County	Arden Way Class IV Bikeway Improvements Phase 3	Construct Class IV bikeway on Arden Way for Phase 3 from Fulton to Howe (0.8 miles).	1,848,000	\$2,106,720	By 2035	Planned
SAC25182	SAC	A- Bike & Ped	Sacramento County	Arden Way Complete Streets, Phase 1	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Complete Street Master Plan. Arden Way, from Morse Avenue to Watt Avenue: Environmental clearance, final design, right-of-way clearance, and construction of complete street improvements for the segment, specifically sidewalks, continuous Class II or IV bikeways, traffic signal modifications, improved crossings, bus turnouts, bus stations, channelized landscaped medians, and improved street lighting.. Toll Credits for ROW, CON	10,509,000	\$10,509,000	By 2035	Programmed- See MTIP for details
SAC25297	SAC	A- Bike & Ped	Sacramento County	Arden Way Complete Streets, Phase 2	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Environmental Clearance. Arden Way, from Fulton Avenue to Morse Avenue: design, acquire right-of-way, and construct complete street improvements including separated sidewalk, curb and gutter, new Class II or IV bikeways, bus turnouts, and landscaping.	11,188,000	\$11,188,000	By 2035	Programmed- See MTIP for details
BP_470	SAC	A- Bike & Ped	Sacramento County	Bell Safe Routes to School Project	"Bell Street from Hurley Way to Edison Avenue - Class II bicycle lane and sidewalk infill, curb ramps, intersection enhancements for pedestrian needs, pedestrian signal at Encina High School	3,300,000	\$3,762,000	By 2035	Planned
SAC25347	SAC	A- Bike & Ped	Sacramento County	Bell Street Safe Routes to School	In Sacramento County: Various locations along Bell Street from Hurley Way to Edison Avenue and at 2419 Wyda Way; Construct new sidewalks and curb ramps. Relocate signal poles and straighten sidewalks. Install pedestrian signal, RRFB, new signs, bike lanes and bike detectors.	9,949,000	\$9,949,000	By 2035	Programmed- See MTIP for details

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SAC19840	SAC	A- Bike & Ped	Sacramento County	Bike/Ped Improvements	Bikeway Facilities: In various Sacramento County locations. Includes: 2010 Bikeway Master Plan Implementation.	50,000,000	\$83,000,000	By 2050	Planned
BP_491	SAC	A- Bike & Ped	Sacramento County	Cornerstone North Bicycle Boulevard	Cornerstone Bicycle Boulevards on 46th St from 47th Ave past Nicholas Park to Cornerstone Affordable Housing Project.	600,000	\$684,000	By 2035	Planned
BP_492	SAC	A- Bike & Ped	Sacramento County	Cornerstone West Bicycle Boulevard	Cornerstone Bicycle Boulevards on Turnbridge Dr. and 44th st/Sky Pkwy from Franklin Boulevard past the Cornerstone Affordable Housing Project to North Pkwy.	1,500,000	\$1,710,000	By 2035	Planned
SAC25346	SAC	A- Bike & Ped	Sacramento County	Dry Creek Parkway Trail	In Sacramento County, from 24th St. / U St. intersection east and north along Dry Creek to Placer County Line; Dry Creek Road connecting to Sacramento Northern Trail near Elkhorn Blvd. Increase pedestrian and bicyclist safety while traveling back and forth between residential areas and job location, schools, and religious facilities near Watt Ave / Elverta Road and Elkhorn Blvd.	7,704,000	\$7,704,000	By 2035	Programmed- See MTIP for details
BP_493	SAC	A- Bike & Ped	Sacramento County	El Camino Ave Complete Streets	El Camino Ave from Connie Drive to Fair Oaks Blvd Class 2 bikeway or a two-way separated Class IV cycle track,, sidewalk infill, pedestrian and ADA improvements	12,000,000	\$19,920,000	By 2050	Planned
BP_499	SAC	A- Bike & Ped	Sacramento County	Elkhorn Boulevard Complete Streets	Elkhorn Boulevard from Watt Ave to Don Julio Blvd, one way Class IV bikeways for 1.8 miles on the north and south sides of Elkhorn Blvd. Construct 1,065 feet of detached 8’ wide sidewalk infill. Make pedestrian improvements and bicycle detection at signalized intersections.	4,641,000	\$5,290,740	By 2035	Planned
SAC25339	SAC	A- Bike & Ped	Sacramento County	Elkhorn Boulevard Complete Streets Project	In the North Highlands neighborhood of unincorporated Sacramento County: on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard; Construct a Class IV separated bikeway, Class 2 bike lanes, intersection and sidewalk improvements, and implement Safe Routes to Schools and community education and encouragement programs.	9,122,000	\$9,122,000	By 2035	Programmed- See MTIP for details
BP_501	SAC	A- Bike & Ped	Sacramento County	Fair Oaks Blvd Bikeway Improvements Phase 4	Class II or IV bikeway on Fair Oaks Blvd from New York Ave to San Juan Ave. Dedicated bicycle improvements at intersection of Fair Oaks Blvd and Bannister Road which connects to Bannister Trail. Remove slip lane on WBR on FOB at San Juan Ave.	2,500,000	\$2,850,000	By 2035	Planned

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SAC25086	SAC	A- Bike & Ped	Sacramento County	Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase 2	Fair Oaks Boulevard between Howe Avenue and Munroe Street: Create a smart growth corridor with barrier-separated bicycle lanes, widening and/or separating sidewalks, and installing landscaping, shade trees, and street lighting. The project will also include a road diet from 6 to 4 lanes, two new traffic signals at University Avenue and Fulton Avenue and signal modifications at Sierra Boulevard to improve safety, enhance circulation for bicycle and vehicles, and provide ADA accessibility for pedestrians.(See Fair Oaks Boulevard. Bicycle and Pedestrian Mobility Project Phase 1, SAC24749.). Toll Credits for CON	10,455,002	\$10,455,002	By 2035	Programmed- See MTIP for details
SAC25060	SAC	A- Bike & Ped	Sacramento County	Florin Road Safety Improvements	Florin Rd between Franklin Blvd and Power Inn Rd (excluding the segment at the SR-99 interchange): Install bicycle lanes, upgrade traffic signals to accommodate bicycles at all	7,833,000	\$7,833,000	By 2035	Programmed- See MTIP for details
BP_505	SAC	A- Bike & Ped	Sacramento County	Hurley Way Bikeway Improvements	Hurley from Howe to Watt Ave. Class 2 bikeway or a two-way separated cycle track separated from the roadway with a landscaped buffer with shade trees on the north side of the street. Recommendations west of Bell Street include reducing the roadway from four travel lanes to three travel lanes.	2,218,000	\$2,528,520	By 2035	Planned
SAC22290	SAC	A- Bike & Ped	Sacramento County	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of I-80 west of Madison Avenue.	550,000	\$913,000	By 2050	Planned
BP_510	SAC	A- Bike & Ped	Sacramento County	Low Stress Bikeway Network to American River Parkway	Improve and designate a low stress bike route parallel to the American River in Carmichael and Fair Oaks with connections to trailheads. From Arden Way entry to William Pond Park at	4,200,000	\$4,788,000	By 2035	Planned
SAC25387	SAC	A- Bike & Ped	Sacramento County	Madison Avenue Improvements, Phase 3	In Sacramento County: Madison Avenue from 300 feet west of the intersection of Chicago Avenue/Mckay Street to Hazel Avenue; Add continuous bike lanes, sidewalk along both sides of Madison Avenue, bifurcated sidewalks where possible, drainage facilities, landscaped medians, rubberized asphalt pavement overlay, traffic signal modifications, and new signal interconnect on Madison Avenue.	20,375,000	\$20,375,000	By 2035	Programmed- See MTIP for details
SAC24571	SAC	A- Bike & Ped	Sacramento County	Manzanita Ave.	Implement "Smart Growth Street" improvements from Fair Oaks Blvd. to Cypress Ave; and Streetscape improvements from Cypress Ave. to Madison Ave.	1,600,000	\$2,656,000	By 2050	Planned
BP_511	SAC	A- Bike & Ped	Sacramento County	Marconi Complete Streets	Design and construct Class IV or Class II bikeway, sidewalk infill, and ADA improvements on Marconi from Howe to Fair Oaks Blvd.	12,000,000	\$13,680,000	By 2035	Planned
BP_512	SAC	A- Bike & Ped	Sacramento County	Mayhew Drain American River Parkway Trail	Construct a Class I paved trail from Folsom Blvd to So. American River Trail in the La Riveria neighborhood from the So. American River Trail (north of Mira Del Rio) connecting to Folsom Blvd.	Pending- Need final cost from project sponsor	NA	By 2035	Planned
BP_515	SAC	A- Bike & Ped	Sacramento County	North Watt West Paseo Trail	Class I trail parallel and west of North Watt Avenue. North Watt West Paseo Trail from Freedom Park Drive to U Street.	4,500,000	\$5,130,000	By 2035	Planned
BP_516	SAC	A- Bike & Ped	Sacramento County	Northrop Ave Bike and Ped Improvements	A class 2 bikeway or a two-way separated cycle track on one side of the street on Northrop from Watt to Howe. Add curb extensions at Northrop/Donajo Way. Includes Bikeway connection between Enterprise Drive/Northrop Ave American River Parkway access to Howe Ave.	2,450,000	\$2,793,000	By 2035	Planned

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SAC25344	SAC	A- Bike & Ped	Sacramento County	Pedestrian Walkway from Terminal to Concourse B	Project will construct a pedestrian walkway between Terminal and Concourse B at Sacramento International Airport, adjacent to the existing Automated People Mover. The walkway will consist of an independent, standalone structure that bridges from Terminal B across landside roadways to a vertical circulation hub with a lower structure to connect the	137,360,825	\$137,360,825	By 2035	Programmed- See MTIP for details
SAC21530	SAC	A- Bike & Ped	Sacramento County	Sacramento County ADA Transition Plan	Facilities Plan: In Sacramento County, various locations, construct ADA compliant improvements in accordance with the county DOTs ADA Transition Plan.	15,000,000	\$24,900,000	By 2050	Planned
SAC25419	SAC	A- Bike & Ped	Sacramento County	Sacramento County Complete Pedestrian Trips	In Sacramento County, the Complete Pedestrian Trips mobile application will provide pedestri	2,324,600	\$2,324,600	By 2035	Programmed- See MTIP for details
SAC25281	SAC	A- Bike & Ped	Sacramento County	South Sacramento County Safe Routes to School Project	In unincorporated South Sacramento County, surrounding Ethel Baker ES, Nicholas ES, and Pacific ES: Construct curb extensions, crosswalks, curb ramps, hardened median, expanded transit stop, widened sidewalk, speed humps, and provide bike/ped education programming at 3 schools.	2,344,000	\$2,344,000	By 2035	Programmed- See MTIP for details
SAC25303	SAC	A- Bike & Ped	Sacramento County	South Sacramento Sidewalk Gap Closure Project	Various locations in the South Sacramento area of Sacramento County, along Power Inn Road, Stevenson Avenue, Elsie Avenue, and Cottonwood Lane: Construct sidewalk gap closures, including crossing upgrades and ADA curb ramp upgrades, and install streetlights. (Some locations are near Anna Kirchgator Elementary School and Florin High School). Toll	3,454,630	\$3,454,630	By 2035	Programmed- See MTIP for details
BP_517	SAC	A- Bike & Ped	Sacramento County	Stockton Blvd Class IV Bikeway	Stockton Boulevard from Florin Road to Mack Road/Elsie Ave - Construct a Class IV separated bikeway for 1.5 miles. Construct sidewalk infill. Signalize the off-set intersection at Stockton/Pomegranate Ave/Walter. Slurry and restripe.	6,001,000	\$6,841,140	By 2035	Planned
SAC25340	SAC	A- Bike & Ped	Sacramento County	Stockton Boulevard Complete Streets Project	In Sacramento County, on Stockton Boulevard from Florin Road to Mack Road/Elsie Avenue; construct Class IV bicycle lanes, sidewalk infill, signalization of one intersection, slurry seal and restriping of entire roadway/bikeway.	15,815,000	\$15,815,000	By 2035	Programmed- See MTIP for details
BP_520	SAC	A- Bike & Ped	Sacramento County	Walerga Complete Streets	Class IV bikeway, sidewalk infill, and pedestrian improvements on Walerga Rd from Antelope to Elverta Rd.	6,000,000	\$6,840,000	By 2035	Planned
SAC25187	SAC	A- Bike & Ped	Sacramento County	Watt Avenue Complete Streets	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized	17,349,000	\$17,349,000	By 2035	Programmed- See MTIP for details
SAC24839	SAC	B- Road & Highway Capacity	Sacramento County	Aerojet Rd	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	\$16,600,000	By 2050	Planned
SAC22020	SAC	B- Road & Highway Capacity	Sacramento County	Antelope North Road Widening	In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes.	3,020,000	\$5,013,200	By 2050	Planned
SAC24264	SAC	B- Road & Highway Capacity	Sacramento County	Antelope Rd.	Widen Antelope Road to 4 lanes from Watt Ave. to Elverta Rd	9,307,473	\$15,450,405	By 2050	Planned
SAC24840	SAC	B- Road & Highway Capacity	Sacramento County	Birkmont Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	\$16,600,000	By 2050	Planned
SAC25362	SAC	B- Road & Highway Capacity	Sacramento County	Bradhsaw Road Widening - Kiefer Blvd to Jackson Rd	In Sacramento County, Bradshaw Rd. from Kiefer Blvd to SR-16: Reconstruct & widen from 4 to 6 lanes based on a 96ft thoroughfare	8,587,000	\$8,587,000	By 2050	Programmed- See MTIP for details

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SAC25317	SAC	B- Road & Highway Capacity	Sacramento County	Bradshaw Road at Jackson Road Intersection Improvements	The project proposes intersection improvements at Bradshaw Road and Jackson Road (State Route 16). The improvements will include traffic signal modifications to accommodate an additional lane and two dual left turn lanes in each direction of travel.	6,105,000	\$6,105,000	By 2035	Programmed- See MTIP for details
BP_483	SAC	B- Road & Highway Capacity	Sacramento County	Construct Jug Handle Rd from Hazel Ave to Folsom Blvd	Construct Jug Handle Road from Hazel Ave to Folsom Blvd - 0 to 4 lanes	2,500,000	\$2,850,000	By 2035	Planned
SAC24844	SAC	B- Road & Highway Capacity	Sacramento County	Cordova Hills, Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd	New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd	2,160,000	\$2,462,400	By 2035	Planned
SAC24663	SAC	B- Road & Highway Capacity	Sacramento County	Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit	Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes.	2,400,000	\$3,984,000	By 2050	Planned
SAC22410	SAC	B- Road & Highway Capacity	Sacramento County	Douglas Road Extension	In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road.	19,837,200	\$22,614,408	By 2035	Planned
SAC24943	SAC	B- Road & Highway Capacity	Sacramento County	Elder Creek Rd. Widening C	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	21,000,000	\$34,860,000	By 2050	Planned
BP_498	SAC	B- Road & Highway Capacity	Sacramento County	Elkhorn Blvd at SR-99 Interchange	Obtain ROW & improve Elkhorn Blvd Interchange at SR 99 WB Approach to accommodate 4 through lanes AND modify 3-way traffic signal at SR 99 NB Ramp. Supports economic development in Metro Air Park	10,000,000	\$11,400,000	By 2035	Planned
SAC15230	SAC	B- Road & Highway Capacity	Sacramento County	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	14,284,000	\$23,711,440	By 2050	Planned
SAC25314	SAC	B- Road & Highway Capacity	Sacramento County	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing. (Part of SAC15180 from 2020 MTP/SCS)	56,576,000	\$56,576,000	By 2035	Programmed- See MTIP for details
SAC19620	SAC	B- Road & Highway Capacity	Sacramento County	Elverta Road Widening with Bridge Replacement at Dry Creek	In Sacramento County: Elverta Road from Dutch Haven Boulevard to Watt Avenue; Widen Elverta Road from Dutch Haven Boulevard to Watt Avenue from 2 to 4 lanes plus bike lanes. Replace the existing two-lane bridge over North Channel Dry Creek, between Gibson Ranch Park Road and 28th Street, with a new six-lane bridge. Modify the traffic signal at the intersection of Elverta Road and 28th Street.. Toll Credits for CON	27,134,112	\$27,134,112	By 2035	Programmed- See MTIP for details
SAC24263	SAC	B- Road & Highway Capacity	Sacramento County	Excelsior Road Widening	In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station.	12,000,000	\$19,920,000	By 2050	Planned
SAC24281	SAC	B- Road & Highway Capacity	Sacramento County	Florin Rd. Widening A	Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd.	23,700,000	\$39,342,000	By 2050	Planned
SAC24941	SAC	B- Road & Highway Capacity	Sacramento County	Fruitridge Rd	Widen: 4 Lanes from S. Watt Ave to Bradshaw	6,000,000	\$9,960,000	By 2050	Planned

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SAC24035	SAC	B- Road & Highway Capacity	Sacramento County	Gerber Road Widening	Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.)	3,854,000	\$4,393,560	By 2035	Planned
SAC19690	SAC	B- Road & Highway Capacity	Sacramento County	Gerber Road Widening B	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	6,688,000	\$11,102,080	By 2050	Planned
SAC19090	SAC	B- Road & Highway Capacity	Sacramento County	Greenback Lane Widening	Widen Greenback Lane from Fair Oaks Blvd to Hazel Ave from 4 to 6 lanes.	41,716,000	\$69,248,560	By 2050	Planned
SAC24268	SAC	B- Road & Highway Capacity	Sacramento County	Hazel Ave. Improvements	In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.	15,000,000	\$17,100,000	By 2035	Planned
SAC24255	SAC	B- Road & Highway Capacity	Sacramento County	Hazel Avenue/U.S. 50 Interchange Project	In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and	108,771,000	\$108,771,000	By 2035	Programmed- See MTIP for details
BP_508	SAC	B- Road & Highway Capacity	Sacramento County	Install New Bridge on Florin Rd at Elder Creek Crossing	Install a new bridge on Florin Rd. at Elder Creek Crossing based on a 108ft thoroughfare	368,100	\$611,046	By 2050	Planned
BP_509	SAC	B- Road & Highway Capacity	Sacramento County	Install RR X-ing at Waterman Rd at CCTC RR Xing	Install a new at-grade RR Crossing on Waterman Rd at CCTC RR Crossing based on an 84ft arterial	2,200,000	\$2,508,000	By 2035	Planned
SAC25386	SAC	B- Road & Highway Capacity	Sacramento County	Madison Avenue Widening, Phase 1	In Sacramento County: Madison Avenue from 300 feet west of the intersection of Chicago Avenue/Mckay Street to Kenneth Avenue; Widen the westbound direction only from 2 to 3 lanes, add class IV bikeway, sidewalk, curb and gutter, and drainage facilities on the north	9,350,000	\$9,350,000	By 2035	Programmed- See MTIP for details
SAC25186	SAC	B- Road & Highway Capacity	Sacramento County	Madison Avenue Widening, Phase 2	In Sacramento County: Madison Avenue from Sunrise Boulevard to 300 feet west of the intersection of Chicago Avenue/Mckay Street; Add sidewalks along both sides of Madison Avenue, bifurcated sidewalks where possible, continuous bike lanes, drainage facilities,	15,426,776	\$15,426,776	By 2035	Programmed- See MTIP for details
SAC25365	SAC	B- Road & Highway Capacity	Sacramento County	Meister Way Improvement Project	In Sacramento County: Construct Meister Way from Metro Air Parkway to Lone Tree Road as a 4 lane roadway.	2,571,600	\$2,571,600	By 2035	Programmed- See MTIP for details
SAC25370	SAC	B- Road & Highway Capacity	Sacramento County	Meister Way Widening - Metro Air Parkway to Lone Tree Rd 2 to 4	In Sacramento County, Meister Way from Metro Air Parkway to Lone Tree Rd.: Reconstruct & widen from 2 to 4 lanes	2,572,000	\$2,572,000	By 2035	Programmed- See MTIP for details
SAC24512	SAC	B- Road & Highway Capacity	Sacramento County	Metro Air Parkway	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes.	7,904,240	\$7,904,240	By 2035	Programmed- See MTIP for details
SAC25371	SAC	B- Road & Highway Capacity	Sacramento County	Metro Air Parkway Widening - I-5 to W Elkhorn Blvd 2 to 6	In Sacramento County, Metro Air Parkway from I-5 to W. Elkhorn: Reconstruct & widen from 2 to 4 lanes.	6,431,600	\$6,431,600	By 2035	Programmed- See MTIP for details
SAC25372	SAC	B- Road & Highway Capacity	Sacramento County	Metro Air Parkway Widening - I-5 to W Elkhorn Blvd 4 to 6	In Sacramento County, Metro Air Parkway from I-5 to W. Elkhorn: Reconstruct & widen from 4 to 6 lanes	2,572,000	\$2,572,000	By 2035	Programmed- See MTIP for details
SAC25369	SAC	B- Road & Highway Capacity	Sacramento County	Power Line Road - Allbaugh Dr (Road A) to W Elverta Rd	In Sacramento County, Power Line Rd from Allbaugh Rd (Road A) to W. Elverta Rd: Reconstruct & widen from 2 lanes to 2 lanes with a two way left turn lane.	2,225,000	\$2,225,000	By 2035	Programmed- See MTIP for details
SAC25367	SAC	B- Road & Highway Capacity	Sacramento County	Power Line Road - I-5 to W Elkhorn Blvd	In Sacramento County, from I-5 to W. Elkhorn Blvd.: Reconstruct & widen from 2 lanes to 2 lanes with a two way left turn lanes.	1,539,000	\$1,539,000	By 2035	Programmed- See MTIP for details
SAC25368	SAC	B- Road & Highway Capacity	Sacramento County	Power Line Road - W Elkhorn Blvd to Allbaugh Dr (Road A)	In Sacramento County, Power Line Rd from W. Elkhorn Blvd to Allbaugh Dr (Road A): Reconstruct & widen from 2 lanes to 2 lanes with a two-way left turn lane.	3,864,000	\$3,864,000	By 2035	Programmed- See MTIP for details
SAC19680	SAC	B- Road & Highway Capacity	Sacramento County	Roseville Rd. Widening B	Widen: 4 lanes from Watt Ave. to Walerga Rd.	38,422,000	\$63,780,520	By 2050	Planned
SAC25192	SAC	B- Road & Highway Capacity	Sacramento County	South Watt Avenue Improvements - Florin Road to Jackson Road	In Sacramento County: South Watt Avenue from Florin Road to Jackson Road (SR 16); widen from two to four, and construct landscaped medians, ADA upgrades, bike and pedestrian	59,340,000	\$59,340,000	By 2035	Programmed- See MTIP for details

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SAC25374	SAC	B- Road & Highway Capacity	Sacramento County	W Elkhorn Blvd Widening - Metro Air Parkway to Lone Tree Rd	In Sacramento County, W. Elkhorn Blvd from Metro Air Parkway to Lone Tree Road: Reconstruct & widen from 4 to 6 lanes	2,538,000	\$2,538,000	By 2035	Programmed- See MTIP for details
SAC25363	SAC	B- Road & Highway Capacity	Sacramento County	W Elkhorn Blvd Widening - Power Line Rd to Lone Tree Rd	In Sacramento County, W. Elkhorn Blvd from Power Line Rd to Lone Tree Rd: Reconstruct & widen from 2 to 4 lanes.	2,538,000	\$2,538,000	By 2035	Programmed- See MTIP for details
SAC25364	SAC	B- Road & Highway Capacity	Sacramento County	W Elverta Rd Widening - Lone Tree to SR-99	In Sacramento County, W. Elverta from Lone Tree Rd to SR-99: Reconstruct & widen from 2 to 4 lanes.	2,469,000	\$2,469,000	By 2035	Programmed- See MTIP for details
SAC25275	SAC	B- Road & Highway Capacity	Sacramento County	Waterman Road Extension	In Sacramento County, Waterman Road from Gerber Road to Florin Road: Extend Waterman Road from Gerber Road to Florin Road with a grade separated railroad crossing.	21,900,000	\$21,900,000	By 2035	Programmed- See MTIP for details
SAC24285	SAC	B- Road & Highway Capacity	Sacramento County	Waterman Road Widening D	Between Vintage Park Drive and Gerber Road; widen existing roadway to 4 lanes	20,000,000	\$33,200,000	By 2050	Planned
SAC24885	SAC	B- Road & Highway Capacity	Sacramento County	Waterman Road Widening E	Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes	16,500,000	\$27,390,000	By 2050	Planned
SAC15750	SAC	B- Road & Highway Capacity	Sacramento County	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on	7,800,000	\$8,892,000	By 2035	Planned
SAC24662	SAC	B- Road & Highway Capacity	Sacramento County	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits: Widen from 2 to 4 lanes. Environmental cleared as part of SAC24470. See SAC25270, SAC25271, & SAC25272 for related work.	10,000,000	\$10,000,000	By 2035	Programmed- See MTIP for details
BP_524	SAC	B- Road & Highway Capacity	Sacramento County	Widen at-Grade RR Crossing at Florin Rd and CCTC RR Crossing	Reconstruct & widen the at-grade RR Crossing on Florin Rd. at the CCTC RR Crossing based on a 108ft standard thoroughfare	787,200	\$1,306,752	By 2050	Planned
BP_525	SAC	B- Road & Highway Capacity	Sacramento County	Widen Bradshaw Rd from Jackson Rd to Mayhew Rd	Widen Bradshaw Rd from Jackson Rd to Mayhew Rd - 4 to 6 lanes	1,201,000	\$1,993,660	By 2050	Planned
BP_526	SAC	B- Road & Highway Capacity	Sacramento County	Widen Bradshaw Rd from Mayhew Rd to Kiefer Blvd	Widen Bradshaw Rd from Mayhew Rd to Kiefer Blvd - 4 to 6 lanes	3,295,000	\$5,469,700	By 2050	Planned
SAC25409	SAC	B- Road & Highway Capacity	Sacramento County	Widen Bradshaw Road from Elder Creek Rd to SR-16	Reconstruct & widen Bradshaw Rd. from 4 to 6 lanes from Elder Creek Rd. to SR-16 based on a	7,677,000	\$7,677,000	By 2035	Programmed- See MTIP for details
BP_527	SAC	B- Road & Highway Capacity	Sacramento County	Widen Bradshaw Road from Elder Creek Rd to SR-16	Reconstruct & widen Bradshaw Rd. from 4 to 6 lanes from Elder Creek Rd. to SR-16 based on a 96ft thoroughfare	6,600,000	\$7,524,000	By 2035	Planned
SAC25410	SAC	B- Road & Highway Capacity	Sacramento County	Widen Calvine Road from Power Inn Rd to Elk Grove-Florin Rd	Reconstruct & widen Calvine Rd. from 4 to 6 lanes from Power Inn Rd. to Elk Grove-Florin Rd.	38,940,000	\$38,940,000	By 2035	Programmed- See MTIP for details
BP_532	SAC	B- Road & Highway Capacity	Sacramento County	Widen Calvine Road from Power Inn Rd to Elk Grove-Florin Rd	Reconstruct & widen Calvine Rd. from 4 to 6 lanes from Power Inn Rd. to Elk Grove-Florin Rd. based on a 96ft thoroughfare	3,678,000	\$4,192,920	By 2035	Planned
BP_537	SAC	B- Road & Highway Capacity	Sacramento County	Widen Elk-Grove Florin Road from Gerber Rd to Florin Rd	Reconstruct & widen Elk Grove-Florin Rd. from 2 to 6 lanes from Gerber Rd. Florin Rd. based on 96ft thoroughfare	12,497,000	\$14,246,580	By 2035	Planned
SAC25411	SAC	B- Road & Highway Capacity	Sacramento County	Widen S. Watt Ave. from SR-16 to Kiefer Blvd	Reconstruct & widen S. Watt. Ave. to 6 lanes from SR-16 to Kiefer Blvd based on a 96ft thoroughfare	10,388,000	\$10,388,000	By 2035	Programmed- See MTIP for details
BP_576	SAC	B- Road & Highway Capacity	Sacramento County	Widen S. Watt Ave. from SR-16 to Kiefer Blvd	Reconstruct & widen S. Watt. Ave. to 6 lanes from SR-16 to Kiefer Blvd based on a 96ft thoroughfare	898,000	\$1,023,720	By 2035	Planned
BP_579	SAC	B- Road & Highway Capacity	Sacramento County	Widen UPRR RR Crossing on Calvine Rd	Reconstruct & widen at grade UPRR RR crossing on Calvine Rd. based on a 96ft thoroughfare	216,000	\$246,240	By 2035	Planned
BP_580	SAC	B- Road & Highway Capacity	Sacramento County	Widen W Elverta Rd from Lone Tree Rd to SR-99	Widen W. Elverta Road to from Lone Tree Road to SR-99 - 2 to 4 lanes	4,634,000	\$5,282,760	By 2035	Planned
BP_581	SAC	B- Road & Highway Capacity	Sacramento County	Widen W Elverta Rd from Metro Air Pkwy to Lone Tree Rd	Widen W Elverta Rd from Metro Air Pkwy to Lone Tree road - 4 lanes with a TWLTL	1,064,000	\$1,212,960	By 2035	Planned

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SAC24622	SAC	B- Road & Highway Capacity	Sacramento County	Zinfandel Drive Extension & Realignment	In Sacramento County: Zinfandel Drive, from Douglas Rd. to 7,100 ft south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road. From 7,100 ft south of Douglas Rd. to Kiefer	5,848,000	\$6,666,720	By 2035	Planned
SAC22430	SAC	B- Road & Highway Capacity	Sacramento County	Zinfandel Drive Widening A	In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped	11,800,000	\$19,588,000	By 2050	Planned
SAC20240	SAC	B- Road & Highway Capacity	Sacramento County	Zinfandel Road Widening	Zinfandel Drive, from Southern boundary of the Villages of Zinfandel to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467)	10,500,000	\$11,970,000	By 2035	Planned
SAC24618	SAC	C- Maintenance & Rehabilitation	Sacramento County	Alta Mesa Rd Bridge Replacement	Alta Mesa Rd over Laguna Creek, 0.4 mi north of SR 104: Replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.	12,036,875	\$12,036,875	By 2035	Programmed- See MTIP for details
SAC25084	SAC	C- Maintenance & Rehabilitation	Sacramento County	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in Sacramento County. See Caltrans Local Assistance HBP website for backup list of projects.	2,761,050	\$2,761,050	By 2035	Programmed- See MTIP for details
SAC25302	SAC	C- Maintenance & Rehabilitation	Sacramento County	Complete Streets Rehabilitation - Multiple Locations	1. Andrea-Antelope-Watt Complete Streets Rehabilitation: Andrea Boulevard, from Roseville F	20,526,000	\$20,526,000	By 2035	Programmed- See MTIP for details
SAC25041	SAC	C- Maintenance & Rehabilitation	Sacramento County	FFY 2017-2025 Operating Assistance for Sacramento Couty Rural Transit Program	Operating assistance for rural transit services within Sacramento County. Outside the Sacramento Urbanized Area.	12,264,444	\$12,264,444	By 2035	Programmed- See MTIP for details
SAC25273	SAC	C- Maintenance & Rehabilitation	Sacramento County	Greenback Lane Complete Street Improvements	Greenback Lane, from Chestnut Avenue to Folsom City Limits: Install Class II Bike lanes, separated sidewalks, ADA upgrades that include curb ramps, bicycle detection, bus stop and transit access improvements, and landscape/streetscape enhancements. The project also includes signalization of the Chestnut Avenue/Greenback Lane intersection and the	14,551,000	\$14,551,000	By 2035	Programmed- See MTIP for details
BP_507	SAC	C- Maintenance & Rehabilitation	Sacramento County	Install Bridge/Culvert Improvements at Gerber Creek Crossing #1	Install bridge/culvert improvement on Gerber Rd. at Gerber Creek Crossing No. 1	Pending- Need final cost from project sponsor	NA	By 2035	Planned
SAC24609	SAC	C- Maintenance & Rehabilitation	Sacramento County	Michigan Bar Rd/Cosumnes River Bridge Replacement	Michigan Bar Rd, over Cosumnes River, 1.2 mi north of SR 16. Replace the existing one lane structurally deficient bridge with a new one lane bridge.. Toll Credits for ENG, ROW, CON	13,783,000	\$13,783,000	By 2035	Programmed- See MTIP for details
SAC24620	SAC	C- Maintenance & Rehabilitation	Sacramento County	New Hope Rd Bridge Replacement	New Hope Rd over Grizzley Slough, 0.5 mi north of San Joaquin/Sacramento County Line: replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.. Toll Credits for CON	5,683,403	\$5,683,403	By 2035	Programmed- See MTIP for details
SAC25426	SAC	C- Maintenance & Rehabilitation	Sacramento County	Sunrise Blvd Over American River	In Sacramento County, Sunrise Blvd over American River, 1.7 miles north of US50: Standalone	5,931,000	\$5,931,000	By 2035	Programmed- See MTIP for details
SAC24522	SAC	C- Maintenance & Rehabilitation	Sacramento County	Twin Cities Rd Bridge Replacement	Twin Cities Rd, over Snodgrass Slough: Replace the existing 2 lane structurally deficient structure with a new 2 lane structure.	22,104,002	\$22,104,002	By 2035	Programmed- See MTIP for details

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SAC24772	SAC	C- Maintenance & Rehabilitation	Sacramento County	Tyler Rd Over Georgiana Slough	Tyler Is Br Rd over Georgiana Slough, 1.5 Mi E of Isleton. Replace the existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, CON	13,618,000	\$13,618,000	By 2035	Programmed- See MTIP for details
SAC24687	SAC	C- Maintenance & Rehabilitation	Sacramento County	Walnut Grove Bridge Rehab	In Walnut Grove, Walnut Grove crossing, over Sacramento River: Rehabilitate existing bridge. No added lane capacity.	2,769,375	\$3,157,088	By 2035	Planned
SAC25337	SAC	C- Maintenance & Rehabilitation	Sacramento County	Walnut Grove Over Sacramento River Bridge Maintenance	In Walnut Grove, Walnut Grove crossing over Sacramento River: Standalone Bridge Preventative Maintenance	8,250,000	\$8,250,000	By 2035	Programmed- See MTIP for details
SAC25260	SAC	C- Maintenance & Rehabilitation	Sacramento County	Watt Avenue Railroad Bridge Replacement and Bike/Ped Grade-separated Safety Crossing	At Watt Ave. and UPRR crossing: Replace or rebuild existing railroad bridge to extend structure with a longer span to create more horizontal clearance above Watt Avenue. Construct new adjacent span with a third railroad track. Watt Ave., from Roseville Rd. to Peacekeeper Way: Widen to accommodate buffered bicycle lanes and pedestrian facilities.	80,000,000	\$91,200,000	By 2035	Planned
BP_545	SAC	C- Maintenance & Rehabilitation	Sacramento County	Widen Gerber Rd from Gerber Creek Crossing #3 to Bradshaw Rd	Reconstruct & widen Gerber Rd. (2 lanes w/ median) from Gerber Creek Crossing #3 to Bradshaw Rd. based on a 72ft arterial	2,610,000	\$2,975,400	By 2035	Planned
SAC25403	SAC	D- Programs & Planning	Sacramento County	Engage and Empower North Highlands/Foothill Farms	In Sacramento County, Sacramento County Planning and Environmental Review (PER) is partn	400,000	\$400,000	By 2035	Programmed- See MTIP for details
SAC25423	SAC	D- Programs & Planning	Sacramento County	Sunrise Blvd Bridge over American River	On Sunrise Boulevard over the American River, between S Bridge Street and Howard Street. T	1,000,000	\$1,000,000	By 2035	Programmed- See MTIP for details
SAC25380	SAC	G- System Management, Operations, and ITS	Sacramento County	Bradshaw Road at Ballinger Road Intersection Improvements	Install a signal at Bradshaw Rd. & '9' Street (Ballinger Dr.) based on a 4-way 6x2 intersection	1,900,000	\$1,900,000	By 2035	Programmed- See MTIP for details
SAC25359	SAC	G- System Management,	Sacramento County	Bradshaw Road at Elder Creek Road Intersection Improvements	In Sacramento County: Widen existing intersection of Elder Creek at Bradshaw Rd. from 2x4	7,190,000	\$7,190,000	By 2035	Programmed- See MTIP for details
SAC25360	SAC	G- System Management,	Sacramento County	Bradshaw Road at Gerber Road Intersection Improvements	In Sacramento County, intersection of Bradshaw Rd. at Gerber Rd: Widen existing intersection to a signalized 4x4.	4,158,000	\$4,158,000	By 2035	Programmed- See MTIP for details
SAC25361	SAC	G- System Management,	Sacramento County	Bradshaw Road at Kiefer Blvd Intersection Improvements	In Sacramento County, the intersection of Bradshaw Rd. at Kiefer Blvd.: Reconstruct & widen the existing intersection to a modified 4x6	1,782,000	\$1,782,000	By 2035	Programmed- See MTIP for details
SAC25128	SAC	G- System Management, Operations, and ITS	Sacramento County	Countywide Intelligent Transportation Systems Enhancements	The Sacramento County Transportation Development Fee Program has identified twenty-seven(27) roadway segments throughout the County that will require ITS enhancements. This work includes upgrades to the signal controllers, communication to the Traffic Operations Center (TOC) network, Changeable Message Signs (CMS), and traffic data collection facilities. It will also provide for expansion of the TOC facilities to accommodate future network growth as well as incident management and traveler information systems.	95,000,000	\$157,700,000	By 2050	Planned
SAC25384	SAC	G- System Management,	Sacramento County	Douglas Rd at Grant Line Road Intersection Improvements	Construct a new traffic signal. Provide dual left turn lanes and a separate through lane on the northbound, a through lane and a through-right turn shared lane on the southbound	5,743,000	\$5,743,000	By 2035	Programmed- See MTIP for details
SAC25381	SAC	G- System Management,	Sacramento County	Florin Road at '8' Street Intersection Improvements	In Sacramento County, at the intersection of Florin Road at '8' Street: Install intersection & signal improvements based on a 3-way 6x2 intersection	1,900,000	\$1,900,000	By 2035	Programmed- See MTIP for details
SAC25379	SAC	G- System Management, Operations, and ITS	Sacramento County	Florin Road at Excelsior Road Intersection Improvements	In Sacramento County, the intersection of Florin Road and Excelsior Rd: Reconstruct & widen the intersection of Florin to a 4-way 4x2 signalized intersection.	3,089,000	\$3,089,000	By 2035	Programmed- See MTIP for details

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SAC25377	SAC	G- System Management, Operations, and ITS	Sacramento County	Gerber Road at Excelsior Rd Intersection Improvements	In Sacramento County, the intersection of Gerber Rd and Excelsior Rd.: Widen existing intersection to a signalized 4x2.	2,105,000	\$2,105,000	By 2035	Programmed- See MTIP for details
SAC25378	SAC	G- System Management,	Sacramento County	Gerber Road at Passallis Lane Intersection Improvements	In Sacramento County, the intersection of Gerber Rd at Passallis Lane: Widen existing intersection to a signalized 4x2.	614,000	\$614,000	By 2035	Programmed- See MTIP for details
BP_506	SAC	G- System Management, Operations, and ITS	Sacramento County	Install 2 Box Culverts on Gerber Rd at Gerber Creek Crossing 2	Install 2 box culverts with headwalls on Gerber at Gerber Creek Crossing #2 based on an 84ft arterial	Pending- Need final cost from project sponsor	NA	By 2035	Planned
SAC25427	SAC	G- System Manageme	Sacramento Count	Intersection Signalization	In Sacramento County, intersection of Elkhorn Boulevard and 28th St.: Install traffic signal. H1.	1,666,000	\$1,666,000	By 2035	Programmed- See MTIP for details
SAC25383	SAC	G- System Management, Operations, and ITS	Sacramento County	Jackson Road at Grant Line Road Intersection Improvements	In Sacramento County, at the Jackson Road and Grant Line Road Intersection: Provide a left turn lane and a through-right shared turn lane on the eastbound and westbound approaches. Provide a separate left turn lane, a through lane and a separate right turn lane on the northbound and southbound approaches.	10,116,000	\$10,116,000	By 2035	Programmed- See MTIP for details
BP_783	SAC	G- System Management, Operations, and ITS	Sacramento County	Jackson Road Traffic Signals	Jackson Road Traffic Signals – At various locations along Jackson Road, install traffic signals or modify signalized intersections for safety and operational improvements.	5,000,000	\$5,700,000	By 2035	Planned
SAC25376	SAC	G- System Management, Operations, and ITS	Sacramento County	Metro Air Parkway at Meister Way Intersection Improvements	In Sacramento County, the intersection of Metro Air Parkway and Meister Way: Widen existing intersection to a signalized 4x6.	12,600,000	\$12,600,000	By 2035	Programmed- See MTIP for details
SAC25375	SAC	G- System Management, Operations, and ITS	Sacramento County	Metro Air Parkway at W Elverta Rd Intersection Improvements	In Sacramento County, the intersection of Metro Air Parkway and W. Elverta Rd.: Widen existing intersection to a signalized 4x6	170,000	\$170,000	By 2035	Programmed- See MTIP for details
SAC25366	SAC	G- System Management, Operations, and ITS	Sacramento County	Metro Air Parkway Off-Ramp Signalization Project	In Sacramento County: Signalize Off-Ramps along Metro Air Parkway and I-5.	1,000,000	\$1,000,000	By 2035	Programmed- See MTIP for details
SAC25373	SAC	G- System Management, Operations, and ITS	Sacramento County	W Elkhorn Blvd at Metro Air Parkway Intersection Improvements	In Sacramento County, at the intersection of W. Elkhorn Blvd and Metro Air Parkway: Widen existing intersection to a signalized 6x6	11,532,000	\$11,532,000	By 2035	Programmed- See MTIP for details
BP_531	SAC	G- System Management, Operations, and ITS	Sacramento County	Widen Bridge on French Rd at Elder Creek Crossing	Widen existing bridge on French Rd. at Elder Creek Crossing based on a 74ft arterial	4,678,000	\$5,332,920	By 2035	Planned
BP_582	SAC	G- System Management, Operations, and ITS	Sacramento County	Widen W Elverta Rd from Power Line Rd to Lone Tree Rd	Widen W. Elverta Road to from Power Line Rd to Metro Air Parkway - 2 lanes with TWLTL	2,288,000	\$2,608,320	By 2035	Planned

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SAC25394	VAR	A- Bike & Ped	Sacramento Count	Northern Trail Extension Project	Along the Sacramento Northern Rail corridor: conduct PA&ED for 1.5 miles of Class I multiuse	640,000	\$640,000	By 2035	Programmed- See MTIP for details
REG17966	SAC	A- Bike & Ped	Sacramento Regional Transit District	Light Rail Station Pedestrian Improvements	Pedestrian Improvements: At the Fruitridge, Cosumnes River College, and City College light rail stations, improve pedestrian access.	11,950,000	NA	Post-2050	Amendment Priority
SAC25116	SAC	D- Programs & Planning	Sacramento Regional Transit	SacRT Plans and Studies	SacRT Plans and Studies including Long Range Plan Update, TOD-Related Professional Services, and Miscellaneous Planning/Studies	2,764,767	\$3,151,835	By 2035	Planned
BP_585	SAC	E - Transit Capital	Sacramento Regional Transit District	Arden Enhanced Transit Service (Potential Bus Only Lanes for BRT)	Upgrade 5.6 miles of existing Route 13 bus service to higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) on Arden Way from Del Paso Blvd to Watt Ave, also via Morse Ave, Cottage Ave, Butano Dr. Includes infrastructure and vehicles.	84,000,000	\$139,440,000	By 2050	Planned
SACRT_4	SAC	E - Transit Capital	Sacramento Regional Transit District	Blue Line BRT Initial Segment Package 1	From Consumnes River College, along Bruceville to Big Horn Rd, implement 15 minute service along future Blue Line Light Rail Right of Way as dedicated bus only lanes.	123,244,000	\$140,498,160	By 2035	Planned
SAC25154	SAC	E - Transit Capital	Sacramento Regional Transit District	Blue Line Light Rail Extension to Elk Grove	Extension of Blue Line from Cosumnes River College station to Elk Grove Blvd.	440,000,000	NA	Post-2050	Amendment priority
REG18067	SAC	E - Transit Capital	Sacramento Regional Transit District	Blue Line Light Rail Low Floor Station Conversions	In Sacramento Region, for the 19 light rail stations along the Blue Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all stations (Blue and Gold Lines) will be converted to low floor. Blue Line stations conversions are necessary to run low floor light rail vehicles (LRVs) along the Blue Line.	90,707,277	\$90,707,277	By 2035	Programmed- See MTIP for details
SACRT_7	SAC	E - Transit Capital	Sacramento Regional Transit District	Blue Line LRT Initial Extension to Sheldon Package 2		143,880,000	NA	Post-2050	Amendment priority
BP_586	SAC	E - Transit Capital	Sacramento Regional Transit District	Blue Line to Elk Grove Phase 2 (Kammerer)	Extend Blue Line light rail 4.0 miles from Civic Center to Kammerer Road. Includes project development, environmental, engineering, ROW, construction, and vehicles.	468,000,000	NA	Post-2050	Amendment priority

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REG18037	SAC	E - Transit Capital	Sacramento Regional Transit District	BMF1 CNG Facility Equipment Replacement	Replace and/or upgrade aging equipment, including but not limited to, CNG compressors, CNG Dryer, CNG piping, HMI fueling control monitors, in-ground bus lifts, portable bus lifts, oil/water separator, buffer tanks, master control panels, matrix valve panels and control systems at SacRT’s Bus Maintenance Facility #1 (BMF1).	3,332,598	\$3,332,598	By 2035	Programmed- See MTIP for details
REG18073	SAC	E - Transit Capital	Sacramento Regional Transit District	Bus Maintenance Facility #2 Hydrogen Fueling Station	In Sacramento County, at existing bus maintenance facility (BMF2) site, construction of hydrogen fueling station and hydrogen detector system; upgrades to existing bus maintenance facility. Also includes workforce development, project management, and technical support.	42,037,678	\$42,037,678	By 2035	Programmed- See MTIP for details
SACRT_14	SAC	E - Transit Capital	Sacramento Regional Transit District	Bus Stop Improvement Plan 2023	Bus Stop Improvement Plan 2023: systemwide bus stop improvements, including but not limited to routes in City of Citrus Heights, City of Folsom and routes adjacent to Affordable Housing and Sustainable Communities grant projects	65,400,000	\$108,564,000	By 2050	Planned
REG18023	SAC	E - Transit Capital	Sacramento Regional Transit District	Dos Rios Light Rail Station	On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)	45,179,954	\$45,179,954	By 2035	Programmed- See MTIP for details
REG18056	SAC	E - Transit Capital	Sacramento Regional Transit	Expansion LRVs for Gold Line 15 Min Service to Folsom	Purchase seven (7) expansion light rail vehicles (LRVs) to enable enhanced service frequencies on the Gold Line between Sunrise Station and Historic Folsom Station. CMAQ	42,081,599	\$42,081,599	By 2035	Programmed- See MTIP for details
BP_587	SAC	E - Transit Capital	Sacramento Regional Transit District	Florin Enhanced Transit Service (Potential Bus Only Lanes for BRT)	Upgrade 6.9 miles of existing Route 81 to higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) on Florin Road from Riverside Blvd to Stockton Blvd. Includes infrastructure and vehicles but not ROW.	100,600,000	\$166,996,000	By 2050	Planned
REG18047	SAC	E - Transit Capital	Sacramento Regional Transit District	Folsom Gold Line Service Enhancements	Construct side tracking needed to increase Gold Line frequencies from 30 minutes to 15 minutes on the segment between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.. Toll Credits for ROW	68,490,223	\$68,490,223	By 2035	Programmed- See MTIP for details
REG17943	SAC	E - Transit Capital	Sacramento Regional Transit District	Green Line (DNA) Light Rail - Overall	This project will redefine a Minimum Operable Segment (MOS) 2 and a MOS 3. REG17935 includes the Final Design and Construction for the project (excluding MOS-1).This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discreet, yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento	13,546,336	\$13,546,336	By 2035	Programmed- See MTIP for details
SACRT_29	SAC	E - Transit Capital	Sacramento Regional Transit District	Green Line BRT	Implement 15 minute BRT service using bus-only lanes; Center Running along Truxel Blvd from Garden Highway to San Juan Rd; then exclusive ROW along Truxel from Natomas Crossing to Del Paso; then exclusive ROW from Metro Air Park/Meister Way to SMF Airport	1,117,142,000	\$1,273,541,880	By 2035	Planned
SAC25235	SAC	E - Transit Capital	Sacramento Regional Transit District	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	Extend rail from Township 9 to North Natomas Town Center	872,340,000	NA	Post-2050	Amendment priority
SAC25236	SAC	E - Transit Capital	Sacramento Regional Transit District	Green Line: MOS3 North Natomas Town Center to Airport (CON)	Extend rail from North Natomas Town Center to Airport	1,227,600,000	NA	Post-2050	Amendment Priority
REG18024	SAC	E - Transit Capital	Sacramento Regional Transit District	Horn Light Rail Station	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10)	13,560,615	\$13,560,615	By 2035	Programmed- See MTIP for details

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REG18048	SAC	E - Transit Capital	Sacramento Regional Transit District	Light Rail Low Floor Station Conversion	In Sacramento Region, for the 29 light rail stations along the Gold Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all 48 stations will be converted to low floor, at an estimated cost of \$69M. The first phase of the Gold Line stations conversions must be completed in order to deliver 2018 TIRCP grant-	81,090,881	\$81,090,881	By 2035	Programmed- See MTIP for details
REG18075	SAC	E - Transit Capital	Sacramento Regional Transit	Purchase Hydrogen Fuel Cell Electric Buses (FCEBs)	Purchase 29 New Flyer Hydrogen Fuel Cell Electric Buses (FCEBs). Also includes Pre/Post Buy America Audit, QMS/QA Periodic Inspection, and Resident Inspector.	52,292,000	\$52,292,000	By 2035	Programmed- See MTIP for details
REG18069	SAC	E - Transit Capital	Sacramento Regional Transit District	Railroad Tie Replacement	Replace worn track ties exceeding their useful life on Sacramento RT's Gold Light Rail Line. Toll credits used for \$525,000 match in CON phase. STA funds remaining match (\$100,000).. Toll Credits for CON	2,600,000	\$2,600,000	By 2035	Programmed- See MTIP for details
REG18032	SAC	E - Transit Capital	Sacramento Regional Transit	Replacement Light Rail Vehicles (LRVs)	Purchase 13 new low-floor LRVs to replace existing LRVs in the SacRT light rail fleet that are beyond their useful life.	75,820,672	\$75,820,672	By 2035	Programmed- See MTIP for details
SACRT_52	SAC	E - Transit Capital	Sacramento Regional Transit District	SacRT Mobility Hub Implementation		50,000,000	NA	Post-2050	Amendment priority
SACRT_55	SAC	E - Transit Capital	Sacramento Regional Transit	Stockton Blvd Enhanced Transit Service (Potential Bus Only Lanes for BRT)	Implement higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) between South Sacramento and the Sacramento Valley Station, which includes	72,910,000	\$83,117,400	By 2035	Planned
BP_589	SAC	E - Transit Capital	Sacramento Regional Transit District	Sunrise Enhanced Transit Service (Potential Bus Only Lanes for BRT) Phase 1	Upgrade 9.7 miles of existing Bus Route #21 to higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) on Sunrise Blvd from Louis & Orlando Transit Center to Sunrise Light Rail Station.	146,000,000	\$242,360,000	By 2050	Planned
REG18043	SAC	E - Transit Capital	Sacramento Regional Transit	SVS Loop (Final Design & Construction)	In Sacramento, to accommodate the future Streetcar Project as well as future Green Line service: (1) SVS Loop - segment of the Green Line at the Sacramento Valley Station including:	140,959,655	\$140,959,655	By 2035	Programmed- See MTIP for details
SACRT_57	SAC	E - Transit Capital	Sacramento Regional Transit	Systemwide SCADA Implementation	Systemwide supervisory control and data acquisition (SCADA) Implementation	6,000,000	\$9,960,000	By 2050	Planned
REG18066	SAC	E - Transit Capital	Sacramento Regional Transit	Train Technology Refresh/Train Station Signage Technology Refresh	Upgrade communications infrastructure on Siemens, UTDC, CAF LRVs to maintain ADA compliant communications by announcing and displaying upcoming train types at stations	16,564,003	\$16,564,003	By 2035	Programmed- See MTIP for details
BP_591	SAC	E - Transit Capital	Sacramento Regional Transit District	Watt Enhanced Transit Service (Potential Bus Only Lanes for BRT) Phase 1	Upgrade 6.7 mile segment of Bus Route 84 to higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) on Watt Ave from Watt/Manlove light rail station to Watt/I-80 light rail station. Includes infrastructure and vehicles.	101,000,000	\$167,660,000	By 2050	Planned
BP_592	SAC	E - Transit Capital	Sacramento Regional Transit District	Watt Enhanced Transit Service (Potential Bus Only Lanes for BRT) Phase 2	Upgrade 5.0 mile segment of Route 26 to higher frequency service (and explore dedicated bus-only lanes for bus rapid transit) on Watt Ave from I-80 to Elverta Road. Includes infrastructure and vehicles.	75,000,000	\$124,500,000	By 2050	Planned
REG18050	SAC	E - Transit Capital	Sacramento Regional Transit	Watt/I-80 Transit Center Reconstruction	At the transit center at Watt Ave. and I-80, in partnership with the County of Sacramento, Caltrans, Mercy Housing, and Watt80 PBID, reconstruction of the transit center (including	30,113,446	\$30,113,446	By 2035	Programmed- See MTIP for details
REG18065	SAC	F - Transit Operations and Maintenance	Sacramento Regional Transit District	CAF Light Rail Vehicle Mid Life Overhaul	SRTD Mid Life Overhaul of CAF Light Rail Vehicles	106,230,277	\$106,230,277	By 2035	Programmed- See MTIP for details

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REG18072	SAC	F - Transit Operations and Maintenance	Sacramento Regional Transit District	Purchase New Light Rail Vehicles	Purchase eight (8) replacement low floor light rail vehicles ("NTP #5"). This is a component the Light Rail Modernization Project which includes he replacement of 66 LRVs with new low floor vehicles.	55,850,778	\$55,850,778	By 2035	Programmed- See MTIP for details
REG18070	SAC	F - Transit Operations and Maintenance	Sacramento Regional Transit District	Purchase New Low Floor Light Rail Vehicles	Purchase nine (9) replacement low floor light rail vehicles ("NTP #4"). This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	56,264,603	\$56,264,603	By 2035	Programmed- See MTIP for details
REG18064	SAC	F - Transit Operations and Maintenance	Sacramento Regional Transit District	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	47,591,427	\$47,591,427	By 2035	Programmed- See MTIP for details
REG18059	SAC	F - Transit Operations and	Sacramento Regional Transit	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor	46,200,000	\$46,200,000	By 2035	Programmed- See MTIP for details
REG18068	SAC	F - Transit Operations and Maintenance	Sacramento Regional Transit District	RT ADA Operations	ADA operations for transit services within the RT District Paratransit Area within the Sacramento UZA.	3,750,000	\$3,750,000	By 2035	Programmed- See MTIP for details
REG18034	SAC	F - Transit Operations and	Sacramento Regional Transit	RT Preventive Maintenance	Provide for operating expenses for scheduled and unscheduled maintenance for bus and light rail revenue vehicles, facility maintenance, rail repair, and infrastructure replacement to	226,966,535	\$226,966,535	By 2035	Programmed- See MTIP for details
REG18049	SAC	F - Transit Operations and	Sacramento Regional Transit	Sacramento Airport Zero Emission Bus Service - ZEBs & Charging Infrastructure	Ten (10) Zero Emission Buses (ZEBs) and associated chargers and electric charging infrastructure to be used in new public transit service between Downtown Sacramento and	12,090,728	\$12,090,728	By 2035	Programmed- See MTIP for details
YCT18198	YOL	E - Transit Capital	Sacramento Regional Transit	Downtown Riverfront Streetcar Project	The Downtown Riverfront Streetcar Project will connect the Sacramento Valley Station (SVS) (Sacramento’s intermodal transportation facility) to Sutter Health Park (AAA Professional	108,851,858	\$108,851,858	By 2035	Programmed- See MTIP for details
CAL21337	SAC	E - Transit Capital	San Joaquin Regional Rail Commission	Valley Rail Program – Phase 1	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin County Line: Construct track improvements and additional track, upgrade existing track, construct new stations, and required signaling and layover/maintenance facility. Project improvements will enable two San Joaquins round trips	425,582,000	\$706,466,120	By 2050	Planned
BP_593	SAC	H- Other	San Joaquin Regional Rail Commission	Valley Rail Expansion Program	Valley Rail Expansion Program focuses on additional and extended ACE and San Joaquins passenger rail services to/from the Sacramento Region. The Valley Rail Expansion Program includes the connections of ACE and San Joaquins to the Merced-Bakersfield HSR Interim Service at a multi-modal station at Merced, the expansion of ACE and San Joaquins service to Butte County, with stations in the SACOG region at Elk Grove, City College, Midtown, Old	2,000,000,000	\$3,320,000,000	By 2050	Planned
VAR56195	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	20,519,428	\$20,519,428	By 2035	Programmed- See MTIP for details

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VAR56293	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56294	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56295	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56296	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56297	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56298	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56299	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56300	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56301	VAR	D- Programs & Planning	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each \$3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	500,000	\$500,000	By 2035	Programmed- See MTIP for details
VAR56292	VAR	D- Programs & Planning	SMAQMD	Spare the Air Program Phase 4	In the Sacramento Federal Non-Attainment Area: Public education/awareness and emission reduction program with major focuses on engaging and providing awareness to the general public to voluntarily help reduce ground-level ozone pollution when air quality is unhealthy. The main component of the program is to encourage people to reduce vehicle trips, reduce	5,422,104	\$5,422,104	By 2035	Programmed- See MTIP for details
SAC25397	SAC	A- Bike & Ped	Southgate Rec. and Park	Laguna Creek Parkway Regional Trail & Community Connectivity Project	Following Laguna Creek, Calvine, and Excelsior Roads: Finalize construction documents, plans, environmental documents, and permits for three bicycle and pedestrian bridges;	1,493,569	\$1,493,569	By 2035	Programmed- See MTIP for details

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SAC25285	SAC	A- Bike & Ped	Southgate Rec. and Park	Tillotson Parkway Extension	In Sacramento County, from current path north of Smedberg Middle School to east of the school, construct class I multi-use path gap closure.	400,000	\$400,000	By 2035	Programmed- See MTIP for details
SUT10340	SUT	B- Road & Highway Capacity	Sutter County	Riego Rd Widening	Widen Riego Rd to 4 lanes, Route 99 to Placer Co.	100,000,000	\$166,000,000	By 2050	Planned
SUT18850	SUT	C- Maintenance & Rehabilitation	Sutter County	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, Various locations.: See http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html #SACOG web site for	1,046,028	\$1,046,028	By 2035	Programmed- See MTIP for details
SUT18925	SUT	C- Maintenance & Rehabilitation	Sutter County	Bridge Replacement On Howsley Rd Over Pleasant Grove Creek Canal	Howsley Rd Over Pleasant Grove Creek Canal at Natomas Rd. Replace 2 lane bridge with 2 lane bridge. No added capacity.. Toll Credits for ENG	15,003,179	\$15,003,179	By 2035	Programmed- See MTIP for details
SUT56279	SUT	C- Maintenance & Rehabilitation	Sutter County	Grant Maintenance Paving Project	In Sutter County, in Bear River Drive from Pleasant Grove Road to Swanson Road, Swanson Road from Bear River Drive to Rio Oso Road, Rio Oso Road from Swanson Road to 4th Avenue, Acacia Avenue from Franklin Road to State Route 20, Moroni Road from South	4,911,807	\$4,911,807	By 2035	Programmed- See MTIP for details
SUT18875	SUT	C- Maintenance & Rehabilitation	Sutter County	Kent Road Bridge at Sutter Butte Canal	Kent Road over Sutter Butte Canal, 0.2 Mi South of McDonald Ave.: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	3,179,000	\$3,179,000	By 2035	Programmed- See MTIP for details
SUT18856	SUT	C- Maintenance & Rehabilitation	Sutter County	Larkin Rd. Bridge Replacement	Larkin Rd. over South Birch Sutter-Butte Canal, 0.2 miles north of Encinal Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,376,500	\$1,376,500	By 2035	Programmed- See MTIP for details
SUT18855	SUT	C- Maintenance & Rehabilitation	Sutter County	Nicolaus Ave. Bridge Replacement	Nicolaus Ave., over Coon Creek, 1 mile west of Pleasant Grove Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,704,750	\$1,704,750	By 2035	Programmed- See MTIP for details
SUT18935	SUT	C- Maintenance & Rehabilitation	Sutter County	Nuestro Rd Over Snake River - Bridge Replacement	Nuestro Rd over Snake River, 0.7 miles east of East Butte Rd. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,513,100	\$1,513,100	By 2035	Programmed- See MTIP for details
SUT18934	SUT	C- Maintenance & Rehabilitation	Sutter County	Sanders Rd Over Sutter Co Extension Canal - Bridge Replacement	Sanders Rd over Sutter County Extension Canal, 1.2 miles west of Broadway. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,511,600	\$1,511,600	By 2035	Programmed- See MTIP for details
SUT18873	SUT	C- Maintenance & Rehabilitation	Sutter County	Tisdale Rd, Over Westside Canal-Sutter County	Tisdale Rd., over Westside Canal, 100 E Cranmore Rd.: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	2,845,000	\$2,845,000	By 2035	Programmed- See MTIP for details
SUT56283	VAR	D- Programs & Planning	Sutter County	Yuba Sutter Industry Assessment and Workforce Development Strategy	In Sutter County, this project will develop an Industry Assessment and Workforce Development	485,000	\$485,000	By 2035	Programmed- See MTIP for details
CAL21260_dual	SAC	B- Road & Highway Capacity	TBD	I-5 Dual Lanes South	Consumues River Blvd. to US 50: Implement Dual Priced Managed Lanes without adding capacity.	50,000,000	\$83,000,000	By 2050	Planned
CAL20829_dual1	SAC	B- Road & Highway Capacity	TBD	US50 Dual Lanes East Phase 1	I-5 to Watt: Implement dual priced managed lanes without adding new capacity.	75,000,000	\$85,500,000	By 2035	Planned

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CAL20829_dual2	SAC	B- Road & Highway Capacity	TBD	US50 Dual Lanes East Phase 2	Watt to Folsom Blvd: Implement Dual Priced Managed Lanes without adding capacity.	125,000,000	\$207,500,000	By 2050	Planned
PLA25264	PLA	A- Bike & Ped	Town of Loomis	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	50,000	\$104,689	By 2050	Planned
BP_600	PLA	A- Bike & Ped	Town of Loomis	King Road Class II Bike Lanes	Fill in gaps between existing bike lanes on King Road within Town Limits.	600,000	\$806,350	By 2035	Planned
PLA25263	PLA	A- Bike & Ped	Town of Loomis	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	60,000	\$125,627	By 2050	Planned
BP_607	PLA	A- Bike & Ped	Town of Loomis	Taylor Road Class I Bike Path	Extend the Class I bicycle/pedestrian path on Taylor Road from its existing terminus at Circle Drive to Walnut Street near Downtown.	600,000	\$806,350	By 2035	Planned
PLA25882	PLA	B- Road & Highway Capacity	Town of Loomis	Sierra College Blvd Widening - Taylor to Bankhead	In Loomis: Between Taylor Road and Bankhead Road; Widen Sierra College Boulevard to 4 lanes, construct new turn lanes, and signalize the Bankhead Road intersection.	3,000,000	\$3,000,000	By 2035	Programmed- See MTIP for details
PLA20890	PLA	B- Road & Highway Capacity	Town of Loomis	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	5,899,180	\$12,351,573	By 2050	Planned
PLA25277	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	50,000	\$104,689	By 2050	Planned
BP_595	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Brace Road Bridge Replacement	Replace the bridge on Brace Road at Secret Ravine Creek. Includes ancillary road work.	5,100,000	\$10,678,267	By 2050	Planned
PLA25279	PLA	C- Maintenance & Rehabilitation	Town of Loomis	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	10,000	\$20,938	By 2050	Planned
PLA25278	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	60,000	\$80,635	By 2035	Planned
PLA25274	PLA	C- Maintenance & Rehabilitation	Town of Loomis	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	40,000	\$53,757	By 2035	Planned
PLA25280	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	40,000	\$53,757	By 2035	Planned
PLA25864	PLA	C- Maintenance & Rehabilitation	Town of Loomis	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road.	400,000	\$400,000	By 2035	Programmed- See MTIP for details

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PLA25828	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose	12,680,000	\$26,549,104	By 2050	Planned
PLA25269	PLA	C- Maintenance & Rehabilitation	Town of Loomis	Taylor Rd. Operational Improvments A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part	230,000	\$309,101	By 2035	Planned
BP_594	PLA	G- System Management, Operations, and ITS	Town of Loomis	Bankhead Road Widening	Widen Bankhead Road to standard lane and shoulder widths, including bike lanes.	1,600,000	\$2,150,266	By 2035	Planned
BP_598	PLA	G- System Management,	Town of Loomis	Horseshoe Bar Road/Brace Road Roundabout	Construct roundabouts at the existing Horseshoe Bar Road/Horseshoe Bar Road and Horseshoe Bar Road/Brace Road/Laird Road intersections.	6,300,000	\$8,466,673	By 2035	Planned
PLA25883	PLA	G- System Management,	Town of Loomis	I-80 Horseshoe Bar Road Interchange Modification	In Loomis: at the I-80 and Horseshoe Bar Road interchange; improve the ramps and ramp intersections, including potential roundabouts.	10,000,000	\$10,000,000	By 2035	Programmed- See MTIP for details
PLA25840	PLA	G- System Management, Operations, and ITS	Town of Loomis	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	938,120	\$938,120	By 2035	Programmed- See MTIP for details
BP_602	PLA	G- System Management,	Town of Loomis	Rocklin Road/Barton Road Intersection Improvements	Signalize the Rocklin Road/Barton Road intersection.	500,000	\$671,958	By 2035	Planned
PLA25881	PLA	G- System Management, Operations, and ITS	Town of Loomis	Sierra College Blvd At-Grade Railroad Crossing Improvements	In Loomis, at the intersection of Sierra College Boulevard and the Union Pacific Railroad tracks north of Taylor Road, construct at-grade railroad crossing improvements, including pre-signal, advance preemption, upgraded crossing guards, and other safety improvements.	3,000,000	\$3,000,000	By 2035	Programmed- See MTIP for details
BP_604	PLA	G- System Management, Operations, and ITS	Town of Loomis	Sierra College Boulevard/Bankhead Road Intersection Improvements	Signalize the Sierra College Boulevard/Bankhead Road intersection.	500,000	\$671,958	By 2035	Planned
BP_605	PLA	G- System Management, Operations, and ITS	Town of Loomis	Sierra College Boulevard/Brace Road Signal Modification	Modify the traffic signal at the Sierra College Boulevard/Brace road intersection.	600,000	\$806,350	By 2035	Planned
BP_609	PLA	G- System Management, Operations, and ITS	Town of Loomis	Webb Street Improvements	Widen Webb Street between King Road and Taylor Road to include curb, gutter, sidewalk, parking, and turn lanes.	1,300,000	\$1,747,091	By 2035	Planned
UNI10481	YOL	D- Programs & Planning	Unitrans	Unitrans Information Management Systems	Upgrade/replace Unitrans' bus dispatching, passenger counting, and vehicle location system, and replace human resource/payroll management system to meet Unitrans' current needs and integrate with new UC HR and payroll management processes.	640,000	\$640,000	By 2035	Programmed- See MTIP for details
UNI10479	YOL	E - Transit Capital	Unitrans	City of Davis & Unitrans Rolling Stock Purchases	For the FY 2023 - FY 2026 quadrennial period:City of Davis/Davis Community Transit - Purchase one replacement gasoline-fueled paratransit vehicle per year for Davis Community Transit operations to maintain service reliability. Unitrans - Purchase two replacement diesel-fueled high-capacity buses and eight full size, heavy duty, 35-40 passenger, replacement battery-electric buses to maintain service reliability. All vehicles purchased by the City of Davis and Unitrans will be fully accessible in compliance with the Americans with Disabilities	9,199,847	\$9,199,847	By 2035	Programmed- See MTIP for details
UNI10482	YOL	E - Transit Capital	Unitrans	Double Deck Bus Replacement & Transition to Zero Emission Technology	In the City of Davis: Replace two 2009 diesel-powered double-decker buses with two new battery-electric double-decker buses.	3,000,000	\$3,000,000	By 2035	Programmed- See MTIP for details
UNI10483	YOL	E - Transit Capital	Unitrans	Silo Bus Terminal Relocation Project	Due to increased bus service and changing needs, a new Silo Bus Terminal is being explored to	625,000	\$625,000	By 2035	Programmed- See MTIP for details

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UNI10471	YOL	E - Transit Capital	Unitrans	Unitrans Maintenance Facility Improvements	Perform repair and rehabilitation activities to maintain the Unitrans Maintenance Facility in a state of good repair, and replace operating equipment in the Maintenance Facility that has surpass their useful lives. The focus during the next quadrennial period of this MTIP (FY 2023 - FY 2026) is to to move to the next phase of electric bus infrastructure installation and associated pavement rehabilitation, and to initiate project development for future	13,961,118	\$13,961,118	By 2035	Programmed- See MTIP for details
UNI10475	YOL	F - Transit Operations and Maintenance	Unitrans	Unitrans Bus Rehabilitation Project	Rehabilitate 13 single-deck buses and two modern double-deck buses to extend their service lives. Work will include the installation of cleaner-burning CNG engines and new engine cooling packages in the single deck buses, and upgraded engines/cooling packages in the	2,920,000	\$2,920,000	By 2035	Programmed- See MTIP for details
UNI10477	YOL	F - Transit Operations and Maintenance	Unitrans	Unitrans Bus Stop & Passenger Amenities Improvements	Implement various bus stop improvements, accessibility, and passenger amenities, including but not limited to installation, replacement, and repair of bus shelters/benches, passenger information displays, and passenger safety/security equipment.	800,000	\$800,000	By 2035	Programmed- See MTIP for details
UNI10478	YOL	F - Transit Operations and Maintenance	Unitrans	Unitrans Miscellaneous Support Equipment Purchases	Office, shop, operating equipment, facility, security enhancements, and non-revenue vehicles for existing facilities.	610,000	\$610,000	By 2035	Programmed- See MTIP for details
UNI10476	YOL	F - Transit Operations and Maintenance	Unitrans	Unitrans Operating Assistance	Operation, maintenance, administration, and program development for the provision of fixed route transit service within the City of Davis. Program development includes training and direct educational expenses for employee development (pursuant to 2 CFR Part 200.472)	28,945,797	\$28,945,797	By 2035	Programmed- See MTIP for details
PLA25862	PLA	A- Bike & Ped	USFS Tahoe National Forest	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacroft, 23	921,153	\$921,153	By 2035	Programmed- See MTIP for details
PLA25593	PLA	C- Maintenance & Rehabilitation	Western Placer Consolidated Transportation Service Agency	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	46,627,405	\$97,627,432	By 2050	Planned
PLA25594	PLA	E - Transit Capital	Western Placer Consolidated Transportation	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	1,000,000	\$1,343,916	By 2035	Planned
BP_618	YOL	A- Bike & Ped	Yolo County	County road 102 Bike and Safety Improvement Project	Bike and safety gap closure project that will add enhanced Class II bike lanes and improve safety for riders between Woodland and Davis.	2,000,000	\$2,280,000	By 2035	Planned
BP_621	YOL	A- Bike & Ped	Yolo County	County Road 31 Bike and Safety Improvement Project	Bike and safety project that will add enhanced Class II bike lanes and improve safety for riders between Winters and Davis.	10,000,000	\$11,400,000	By 2035	Planned
BP_624	YOL	A- Bike & Ped	Yolo County	Russell Boulevard Path and Safety Improvement Project	Bike and safety gap closure project that will add a enhanced Class II bike path and improve safety for riders between Davis and Winters.	5,000,000	\$5,700,000	By 2035	Planned
YOL19318	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 29 Bridge Replacement	CR 29 Over Dry Slough, 0.77 mi west of CR 98: Replace 2-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,391,143	\$3,391,143	By 2035	Programmed- See MTIP for details
YOL19395	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 29 Over Chickahominy Slough - Bridge Replacement	CR 29 Over Chickahominy Slough, 2.53 miles west of CR 88. Replace existing 1 lane bridge with a 2 lane bridge - no added capacity.. Toll Credits for ENG, ROW, CON	2,700,000	\$2,700,000	By 2035	Programmed- See MTIP for details
YOL18235	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 41 Bridge Replacement	CR 41, over Cache Creek, 500' east of SR 16: Replace existing deficient 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	10,953,750	\$10,953,750	By 2035	Programmed- See MTIP for details
YOL19390	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 49 Over Hamilton Cr Bridge	CR 49, Over Hamilton Creek, 0/11 mi north of CR 50: Replace the existing 2-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,870,700	\$3,870,700	By 2035	Programmed- See MTIP for details
YOL19347	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 96 Bridge Replacement, Dry Slough	CR 96, over Dry Slough, 0.45 Mi North of CR 31: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	2,067,844	\$2,067,844	By 2035	Programmed- See MTIP for details
YOL19346	YOL	C- Maintenance & Rehabilitation	Yolo County	CR 96 Bridge Replacement, Union School Slough	County Road 96, over Union School Slough, 1.38 Mi South of CR 27: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	1,741,779	\$1,741,779	By 2035	Programmed- See MTIP for details

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YOL19557	YOL	D- Programs & Planning	Yolo County	East Esparto Sidewalk Improvement Feasibility Study and Design	In Yolo County, in the unincorporated community of Esparto: Evaluation of the current drainage conditions on the eastern side of Esparto and to draft a stormwater drainage and	334,410	\$334,410	By 2035	Programmed- See MTIP for details
YOL19573	YOL	D- Programs & Planning	Yolo County	Engaging Yolo County Youth, Children, and Families	In Yolo County, access to services for Yolo County’s most underserved communities can be ch	252,619	\$252,619	By 2035	Programmed- See MTIP for details
YOL19371	YOL	G- System Management, Operations, and ITS	Yolo County	County Road 102 Widening	Widen County Road 102 between Davis and Woodland. Project may be implemented in phases as funding allows. Turn pockets and center medians are highest priority.	12,600,000	\$20,916,000	By 2050	Planned
YOL19333	YOL	G- System Management,	Yolo County	CR 98 Safety and Bicycle Improvement - Phase 2	In Yolo County, along County Road (CR) 98 from 1,300 feet south of CR 29 (extent of CR 98 Phase I Project) to Solano County: Widen the road, adding shared eight-foot paved	38,290,782	\$38,290,782	By 2035	Programmed- See MTIP for details
YOL19423	YOL	G- System Management, Operations, and ITS	Yolo County	CR32A at CR105 Railroad crossing Relocation and Grade Separation Project	Relocate and grade seprate railroad crossing to the east to improve safety and operations	45,000,000	\$51,300,000	By 2035	Planned
BP_771	YOL	A- Bike & Ped	Yolo County Transportation District	Industrial Way Pedestrian & Accessibility Improvements	ADA & sidewalk improvements between Main Street & YoloTD building	1,250,000	\$1,425,000	By 2035	Planned
BP_772	YOL	A- Bike & Ped	Yolo County Transportation	Yolo Active Transportation Corridors (YATC) Implementation	PE, ROW, CON for implementation of various segments of the YATC Plan	50,000,000	\$83,000,000	By 2050	Planned
YCT18298	YOL	A- Bike & Ped	Yolo County Transportation District	Yolo County Bike and Pedestrian Trail Network Planning Project	In Yolo County: This planning project will engage the community in developing a plan for new multi-use trails to low-income, disadvantaged areas to jobs, healthcare, education, and services. Project activities will include conducting community outreach; mapping and prioritizing low-income, disadvantaged areas; completing conceptual design plans and cost	1,200,000	\$1,200,000	By 2035	Programmed- See MTIP for details
YCT18289	YOL	D- Programs & Planning	Yolo County Transportation District	YCTD Automatic Passenger Counters (APCs) and GTFS-Realtime Enhancements	Purchase and install Automatic Passenger Counters (APCs) and technology tools and software to enable GTFS-Realtime enhancements. Includes FFY21 5339 Sac UZA competitive funds of \$299,900.	375,273	\$375,273	By 2035	Programmed- See MTIP for details
YCT18288	YOL	D- Programs & Planning	Yolo County Transportation District	YCTD SRTP and Zero Emission Fleet Plan	Prepare Short Range Transit Plan (SRTP) and Zero Emission Fleet Conversion Plan using FFY20 5307 Sac UZA Competitive funds of \$127,600.	159,500	\$159,500	By 2035	Programmed- See MTIP for details
YCT18302	YOL	D- Programs & Planning	Yolo County Transportation District	YOL 80 Managed Lanes - Tolling Advance Planning	In Yolo County, on Interstate 80 between Solano and Sacramento counties: Tolling Advance Planning (TAP) activities include Concept of Operations, revised Traffic & Revenue Study, Outreach, development of Governance Structure, Tolling Authority Application to the California Transportation Commission, Toll System Procurement RFP, and Equity Framework	2,229,400	\$2,229,400	By 2035	Programmed- See MTIP for details
BP_773	YOL	E - Transit Capital	Yolo County Transportation District	Battery Storage	Battery backup storage for fleet charging in event of power disruption	2,000,000	\$2,280,000	By 2035	Planned
YCT18253	YOL	E - Transit Capital	Yolo County Transportation District	New Satellite Facility	Engineering, Environmental and Construction of a new satellite facility for bus parking, maintenance and dispatch.	10,000,000	\$16,600,000	By 2050	Planned
BP_775	YOL	E - Transit Capital	Yolo County Transportation District	Woodland Off-Street Transit Center	Planning, Design, and Construction for dedicated off-street transit facility in the vicinity of downtown Woodland.	7,000,000	\$7,980,000	By 2035	Planned
BP_776	YOL	E - Transit Capital	Yolo County Transportation District	ZEB Electrification Infrastructure Upgrades	Electrification Infrastructure upgrades for zero emission bus fleet transition at Woodland and West Sacramento Yards	14,000,000	\$23,240,000	By 2050	Planned

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YCT18303	YOL	E - Transit Capital	Yolo County Transportation District	Zero Emission Bus Replacement Project 2024	This Project is to replace two 2 CNG Buses with two Zero Emission Battery Electric BusesThis project contains funds from FFY 2019 5307 Woodland (UZA 069940) \$1,089,845	3,252,886	\$3,252,886	By 2035	Programmed- See MTIP for details
YCT18304	YOL	F - Transit Operations and Maintenance	Yolo County Transportation District	5311 Operating for Rural Service Including Demand Response 2024	In Yolo County: This project provides Operating Assistance including demand response for rural areas Yolobus provides operating service to. This includes demand response service. This project contains FY24 5311 Sacramento UZA (060390) Funds \$207,973	375,877	\$375,877	By 2035	Programmed- See MTIP for details
YCT18277	YOL	F - Transit Operations and Maintenance	Yolo County Transportation District	Battery Electric Bus Purchase	Purchase four (4) 40-foot Battery Electric Buses.	4,100,000	\$4,100,000	By 2035	Programmed- See MTIP for details
YCT18300	YOL	F - Transit Operations and Maintenance	Yolo County Transportation District	Replace 2 40' CNG Buses	Replace 2 40' CNG Buses using Woodland FFY2018 5307 funds \$1,280,000.	1,600,000	\$1,600,000	By 2035	Programmed- See MTIP for details
YCT18299	YOL	F - Transit Operations and Maintenance	Yolo County Transportation District	Woodland UZA Fixed Route Preventive Maintenance	Preventive Maintenance for Yolo County Transportation District Fixed Route service that benefits the Woodland UZA: FFY 2018 FTA 5307 Funds	411,320	\$411,320	By 2035	Programmed- See MTIP for details
YCT18287	YOL	F - Transit Operations and Maintenance	Yolo County Transportation District	YCTD Preventive Maintenance (FTA 5307 Sac Large UZA) FFY21	Preventive Maintenance for transit services that serve the Sacramento Large Urbanized Area. FFY 2021 Sac UZA apportionment.	875,000	\$875,000	By 2035	Programmed- See MTIP for details
YCT18305	YOL	E - Transit Capital	Yolobus/YCTD	Expansion of Microtranist Vehicles and Purchase of Parts Inventory FF	Expansion Project. Purchase of 8 microtransit vehicles and Microtranist vehicle parts. This pro	1,240,000	\$1,240,000	By 2035	Programmed- See MTIP for details
YCT18306	YOL	F - Transit Operations	Yolobus/YCTD	FY 20-24 Operating Assistance for City of Woodland for Years 2023-20	This project is to provide complete Operations assistance from 2023-2028 for transit service, f	21,506,226	\$21,506,226	By 2035	Programmed- See MTIP for details
YCT18307	YOL	F - Transit Operations	Yolobus/YCTD	FY 22-25 Operating Assistance for City of West Sacramento for Years	This project is to provide complete Operations assistance from 2023-2028 for transit service, f	9,955,314	\$9,955,314	By 2035	Programmed- See MTIP for details
BP_625	YUB	A- Bike & Ped	Yuba County	Broadway Street Pedestrian and Bicycle Improvement	Construct sidewalks, bicycle lanes, and ADA improvements from Arboga Road to Rocky Road.	2,000,000	\$2,280,000	By 2035	Planned
YUB16078	YUB	A- Bike & Ped	Yuba County	Cedar Lane SR2S Project	Cedar Lane and Alicia Avenue Safe Routes to Schools	4,990,000	\$8,283,400	By 2050	Planned
BP_627	YUB	A- Bike & Ped	Yuba County	Eighth Avenue Pedestrian and Bicycle Improvement	Construct sidewalks, bicycle lanes, and ADA improvements on Eighth Avenue from Beaver Ln to Olivehurst Ave.	2,000,000	\$2,280,000	By 2035	Planned
YUB16074	YUB	A- Bike & Ped	Yuba County	Fleming & Ninth Avenue Safe Routes to Schools	Fleming & Ninth Avenue Safe Routes to Schools	3,582,000	\$4,083,480	By 2035	Planned

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YUB16103	YUB	A- Bike & Ped	Yuba County	Fleming Way Safe Routes to School	In the unincorporated community of Olivehurst, construct a Safe Routes to School project along Fleming Way between 7th Ave and 11th Ave: Construct 5,300 linear feet of sidewalks, new crosswalks, striping, ADA compliant ramps, 5,300 feet of Class III bicycle routes, plus	424,000	\$424,000	By 2035	Programmed- See MTIP for details
YUB16116	YUB	A- Bike & Ped	Yuba County	Forty Mile Road Shared-Use Path	In unincorporated Yuba County northwest of Wheatland: On Forty Mile Road between Rosser	6,495,000	\$6,495,000	By 2035	Programmed- See MTIP for details
YUB16075	YUB	A- Bike & Ped	Yuba County	Forty-Mile Road Bike Lanes	On Forty-Mile Road between Plumas-Arboga Road and State Route 65; construct bicycles lanes and wider shoulders; install new striping and signage.	4,564,800	\$7,577,568	By 2050	Planned
YUB16089	YUB	A- Bike & Ped	Yuba County	Garden Avenue Safe Route to School Project	In the unincorporated community of West Linda in Yuba County, along Garden Avenue between Riverside Drive and Feather River Boulevard: Design and construction of Class II bicycle lanes, sidewalks, new crosswalks, striping, ADA compliant ramps, and curbs and gutters.	2,500,000	\$2,500,000	By 2035	Programmed- See MTIP for details
YUB16107	YUB	A- Bike & Ped	Yuba County	Linda Avenue and Dunning Avenue - Safe Routes to Schools	In unincorporated Yuba County, on Linda Avenue from Hammonton-Smartsville Road to North Beale Road, and on Dunning Avenue from Hammonton-Smartsville Road to Linda	8,844,173	\$8,844,173	By 2035	Programmed- See MTIP for details
YUB16077	YUB	A- Bike & Ped	Yuba County	Marysville Road Bicycle Lane Project	On Marysville Road between Willow Glenn Road and State Route 49; widen roadway for bicycles lanes and widen shoulders.	18,180,000	\$30,178,800	By 2050	Planned
YUB16065	YUB	A- Bike & Ped	Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	In Olivehurst, along McGowan Parkway between SR 70 and Olive Ave.: Construct sidewalks, Class II bicycle lanes, ADA-compliant ramps, striping, traffic control devices, storm drain, and	3,072,000	\$3,072,000	By 2035	Programmed- See MTIP for details
YUB16110	YUB	A- Bike & Ped	Yuba County	North Beale Road Complete Streets / Safety Project – Phase III	In Yuba County, within the unincorporated community of Linda, on North Beale Road, from the western intersection of Linda Ave. to the eastern intersection of Linda Ave: Project	6,896,000	\$6,896,000	By 2035	Programmed- See MTIP for details
YUB16095	YUB	A- Bike & Ped	Yuba County	West Linda Comprehensive Safe Routes to School Project	In unincorporated Yuba County south of Marysville and west of State Route 70 in the community of Linda; construct sidewalks, bike lanes, and crossing improvements.	26,624,000	\$26,624,000	By 2035	Programmed- See MTIP for details
BP_636	YUB	A- Bike & Ped	Yuba County	West Linda Pedestrian and Bicycle Transformation	Construct sidewalks, bicycle lanes, and ADA improvements from 11th Ave to 7th Ave.	16,000,000	\$18,240,000	By 2035	Planned
YUB15880	YUB	B- Road & Highway Capacity	Yuba County	Arboga Road	New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping	6,600,000	\$10,956,000	By 2050	Planned
BP_626	YUB	B- Road & Highway Capacity	Yuba County	East Wheatland Expressway	Construct a local high-speed two-lane road from Sheridan at Riosa Road to Spenceville Road. The expressway would include full signalization, lighting, an overcrossing at SR 65 and the	92,000,000	NA	Post-2050	Amendment priority
YUB15895	YUB	B- Road & Highway Capacity	Yuba County	Ella Ave.	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,756,000	\$6,234,960	By 2050	Planned
YUB16093	YUB	B- Road & Highway Capacity	Yuba County	Erle Road / SR 70 Interchange Modification	In unincorporated Yuba County south of Marysville at the Erle Road and State Route 70 Interchange, reconfigure interchange to reduce impact from State Route 70 that bisects the	40,000,000	\$40,000,000	By 2035	Programmed- See MTIP for details
YUB15930	YUB	B- Road & Highway	Yuba County	Goldfields Pkwy.	Construct New Road: 2 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd.	995,000	\$1,651,700	By 2050	Planned
YUB15929	YUB	B- Road & Highway Capacity	Yuba County	Goldfields Pkwy. Widening	Widen Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd.	2,100,000	\$3,486,000	By 2050	Planned
YUB15950	YUB	B- Road & Highway	Yuba County	McGowan Parkway	Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad.	1,300,000	\$2,158,000	By 2050	Planned
YUB15877	YUB	B- Road & Highway Capacity	Yuba County	North Beale Road Improvements	North Beale, from Linda Ave to Griffith Rd.: Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk.	2,750,000	\$2,750,000	By 2035	Programmed- See MTIP for details
YUB16112	YUB	B- Road & Highway Capacity	Yuba County	Plumas Lake Blvd/SR 70 Interchange Project Phase 2	In unincorporated Yuba County community of Plumas Lake at Plumas Lake Blvd and State Route 70; construct SB loop on-ramp, Plumas Lake Blvd crossing over UPRR and Western	47,000,000	\$47,000,000	By 2035	Programmed- See MTIP for details
YUB15920	YUB	B- Road & Highway Capacity	Yuba County	River Oaks Blvd	Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development.	7,500,000	\$12,450,000	By 2050	Planned

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YUB15923	YUB	B- Road & Highway Capacity	Yuba County	River Oaks Blvd. Extension A	Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16.	2,000,000	\$3,320,000	By 2050	Planned
YUB15921	YUB	B- Road & Highway Capacity	Yuba County	River Oaks Blvd. Extension B	Road Extension: 4 lanes from Broadway St. to Draper Ranch South development.	6,300,000	\$10,458,000	By 2050	Planned
YUB16066	YUB	C- Maintenance & Rehabilitation	Yuba County	Bridge Preventive Maintenance Program	In Yuba County, Bridge Preventive Maintenance Program (BPMP), Various locations. See Caltrans Local Assistance HBP web site for backup list of bridges. (PM00129)	1,124,565	\$1,124,565	By 2035	Programmed- See MTIP for details
YUB16072	YUB	C- Maintenance & Rehabilitation	Yuba County	Ellis Rd Over Simmerly Slough - Bridge Replacement	Ellis Rd over Simmerly Slough, 1.0 miles east of SR 70. Replace existing 2 lane bridge with a 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,609,625	\$1,609,625	By 2035	Programmed- See MTIP for details
YUB16121	YUB	C- Maintenance & Rehabilitation	Yuba County	Feather River Blvd over Lake of the Woods Slough	In Yuba County, Feather River Blvd over Lake of the Woods Slough, 1.8 miles West of SR70: St	346,000	\$346,000	By 2035	Programmed- See MTIP for details
YUB16088	YUB	C- Maintenance & Rehabilitation	Yuba County	Feather River Blvd- State of Good Repair Project	On Feather River Blvd. in the unincorporated community of West Linda from Garden Ave. to Alicia Ave.: design and construct road rehabilitation, sidewalk gap closure on the southeast side of Feather River Blvd.; add sidewalks on the northwest side of Feather River Blvd., Class	3,701,000	\$3,701,000	By 2035	Programmed- See MTIP for details
YUB16120	YUB	C- Maintenance & Rehabilitation	Yuba County	Forty Mile Road over Dry Creek Scour Countermeasure	In Yuba County, Forty Mile Road over Dry Creek 1.0 mi South of Dairy Road: Standalone Scour	413,000	\$413,000	By 2035	Programmed- See MTIP for details
YUB16123	YUB	C- Maintenance & Rehabilitation	Yuba County	Frenchtown Road Over Dry Creek	In Yuba County, Frenchtown Road over Dry Creek, 2.7 miles north of Marysville Road: Replace	8,028,002	\$8,028,002	By 2035	Programmed- See MTIP for details
BP_628	YUB	C- Maintenance & Rehabilitation	Yuba County	Frenchtown Road over Dry Creek (16C0082)	Replace structurally deficient bridge.	2,000,000	\$2,280,000	By 2035	Planned
BP_629	YUB	C- Maintenance & Rehabilitation	Yuba County	Frenchtown Road over Dry Creek Bridge Replacement (16C0072)	Replace structurally deficient bridge.	4,000,000	\$4,560,000	By 2035	Planned
YUB16090	YUB	C- Maintenance & Rehabilitation	Yuba County	Hammonton Smartsville & Doolittle Drive Intersection Project	In unincorporated Yuba County, at the intersection of Hammonton-Smartsville Road (HSR) and Doolittle Drive: Add left-turn lane for westbound HSR; add right-turn lane and acceleration lane on eastbound HSR; and widen shoulders on both sides of HSR. Project will	840,000	\$840,000	By 2035	Programmed- See MTIP for details
YUB16091	YUB	C- Maintenance & Rehabilitation	Yuba County	Hammonton -Smartsville Road Overlay and Shoulder Widening Project	East of the town of Linda: Between 2 miles and 4.9 miles east of Doolittle Drive: Widen shoulder.	3,122,000	\$3,122,000	By 2035	Programmed- See MTIP for details
YUB16108	YUB	C- Maintenance & Rehabilitation	Yuba County	Loma Rica Road and South Beale Road	In unincorporated Yuba County, on Loma Rica Road from SR20 to Fruitland Road and on South Beale Road from SR65 to the Beale Air Force Base gate: Pavement repairs, overlay,	5,318,000	\$5,318,000	By 2035	Programmed- See MTIP for details
YUB16031	YUB	C- Maintenance & Rehabilitation	Yuba County	Los Verjeles Rd. Bridge Replacement	Los Verjeles Rd., over South Honcut Cr., at Butte County Line: Replace existing 2 lane bridge with a new 2 lane bridge.	7,187,000	\$7,187,000	By 2035	Programmed- See MTIP for details
YUB16101	YUB	C- Maintenance & Rehabilitation	Yuba County	Olivehurst Roadway Climate Resiliency Project	In Yuba County, in the unincorporated community of Olivehurst, entire length of 2nd avenue, 3rd avenue, 4th avenue, and 5th avenue, on 6th avenue from West End to Olivehurst	48,477,000	\$48,477,000	By 2035	Programmed- See MTIP for details
YUB16117	YUB	C- Maintenance & Rehabilitation	Yuba County	Olivehurst Roadway Climate Resiliency Project (Phase II)	In the unincorporated community of Olivehurst: On Ardmore Ave from McGowan Parkway to	12,892,000	\$12,892,000	By 2035	Programmed- See MTIP for details
YUB16102	YUB	C- Maintenance & Rehabilitation	Yuba County	Pendola Extension - Emergency Route Road Rehabilitation	In the Sierra Foothills, near the unincorporated community of Camptonville on Pendola Extension between Craigmont Way and Youngs Hill Road; pave 11,000 linear feet of existing	400,000	\$400,000	By 2035	Programmed- See MTIP for details
YUB16122	YUB	C- Maintenance & Rehabilitation	Yuba County	Pike City Road Over Oregon Creek	In Yuba County, Pike City Road over Oregon Creek, 1 mile east Comptonville: Standalone paint	654,001	\$654,001	By 2035	Programmed- See MTIP for details

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BP_631	YUB	C- Maintenance & Rehabilitation	Yuba County	Pike City Road over Oregon Creek Bridge Replacement	Replace bridge.	3,500,000	\$3,990,000	By 2035	Planned
BP_632	YUB	C- Maintenance & Rehabilitation	Yuba County	Plumas Arboga Road Rehabilitation	Rehabilitate failing roadway.	2,500,000	\$2,850,000	By 2035	Planned
YUB16098	YUB	C- Maintenance & Rehabilitation	Yuba County	Signal System Upgrade at Multiple Locations	In the unincorporated parts of Yuba County in Olivehurst and Linda at various locations; improve signal hardware. H11-03-029	657,700	\$657,700	By 2035	Programmed- See MTIP for details
BP_633	YUB	C- Maintenance & Rehabilitation	Yuba County	Simpson Lane Bridge Rehabilitation	Rehabilitate scour critical bridge.	10,000,000	\$11,400,000	By 2035	Planned
YUB16119	YUB	C- Maintenance & Rehabilitation	Yuba County	Simpson Lane Over Yuba River	SIMPSON LN OVER YUBA RIVER, 0.5 MI SE/O E 10TH ST. Rehabilitate existing 2-lane bridge. No	13,060,000	\$13,060,000	By 2035	Programmed- See MTIP for details
BP_635	YUB	C- Maintenance & Rehabilitation	Yuba County	Timbuctoo over Deep Ravine	Replace structurally deficient bridge.	3,500,000	\$3,990,000	By 2035	Planned
YUB16023	YUB	C- Maintenance & Rehabilitation	Yuba County	Waldo Rd/Dry Creek Bridge Replacement	Waldo Rd, over Dry Creek. Replace the existing one lane truss bridge with a new two lane bridge.. Toll Credits for ENG, ROW, CON	4,017,361	\$4,017,361	By 2035	Programmed- See MTIP for details
YUB16118	YUB	D- Programs & Planning	Yuba County	Simpson Lane Bridge - Planning/Feasibility Study	In the unincorporated community of Linda: Simpson Lane Bridge over Yuba River; Conduct a p	500,000	\$500,000	By 2035	Programmed- See MTIP for details
YUB15905	YUB	G- System Management,	Yuba County	Erle Rd. / Goldfields Pkwy.	Traffic Signalization: 3-way traffic signal.	215,000	\$245,100	By 2035	Planned
YUB15928	YUB	G- System Management, Operations, and ITS	Yuba County	Feather River Blvd Traffic Signal at River Oaks Blvd	Construct new traffic signal at Feather River Blvd and River Oaks Blvd.	300,000	\$498,000	By 2050	Planned
YUB15881	YUB	G- System Management,	Yuba County	Goldfields Parkway Traffic Signal	Install new traffic signal at the intersection of North Beale Road and Goldfields Parkway	300,000	\$498,000	By 2050	Planned
YUB15939	YUB	G- System Management, Operations, and ITS	Yuba County	Hammonton-Smartsville Rd. / Goldfields Pkwy.	Traffic Signalization: at Hammonton-Smartsville Rd/Goldfields Pkwy.	300,000	\$342,000	By 2035	Planned
YUB15946	YUB	G- System Management,	Yuba County	Loma Rica Rd. Signalization	Traffic Signalization: at Hwy. 20 / Loma Rica Rd.	300,000	\$342,000	By 2035	Planned
YUB15949	YUB	G- System Management, Operations, and ITS	Yuba County	Marysville Rd.	Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.	3,955,000	\$4,508,700	By 2035	Planned
YUB15871	YUB	G- System Management,	Yuba County	McGowan Parkway and Arboga Road Traffic Signalization	Install new Traffic Signal at the intersection of McGowan Parkway and Arboga Road.	250,000	\$285,000	By 2035	Planned
YUB15886	YUB	G- System Management, Operations, and ITS	Yuba County	N. Beale Rd. / Griffith Rd.	Traffic Signalization: at the intersection of North Beale Rd. / Griffith Rd.	215,000	\$245,100	By 2035	Planned
YUB16111	YUB	G- System Management,	Yuba County	South Beale Road / State Route 65 Interchange	In unincorporated Yuba County north of Wheatland at South Beale Road and State Route 65; construct grade separation to remove at-grade crossing.	39,850,000	\$39,850,000	By 2035	Programmed- See MTIP for details

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YST10538	VAR	E - Transit Capital	Yuba Sutter Transit	Demand Response Fleet Replacement	Purchase of fifteen (15) demand response battery-electric powered replacement buses to replace eleven (11) diesel powered local fixed route buses.	6,000,000	\$6,000,000	By 2035	Programmed- See MTIP for details
YST10535	VAR	F - Transit Operations and	Yuba Sutter Transit	Commuter Bus Fleet Replacement	Purchase four heavy-duty, high floor, battery-electric commuter buses (40' - 45') to replace six heavy-duty, high floor, diesel powered buses	5,600,000	\$5,600,000	By 2035	Programmed- See MTIP for details
YST10541	VAR	F - Transit Operations and	Yuba Sutter Transit	Operating Assistance for FY 2025	Yuba-Sutter Transit Operating Assistance for FY 2025	9,647,000	\$9,647,000	By 2035	Programmed- See MTIP for details
YST10540	VAR	F - Transit Operations and	Yuba Sutter Transit	Operating Assistance for FY 2026	Yuba-Sutter Transit Operating Assistance for FY 2026	10,175,000	\$10,175,000	By 2035	Programmed- See MTIP for details
YST10532	Various: YUB, SUT	F - Transit Operations and	Yuba Sutter Transit	Commuter Bus Replacement B	Replace 5 Commuter Buses	3,125,000	\$5,187,500	By 2050	Planned
YST10534	Various: YUB, SUT	F - Transit Operations and	Yuba Sutter Transit	Commuter Bus Replacement C	Replace 5 Commuter Buses	3,125,000	\$5,187,500	By 2050	Planned
YST10523	Various: YUB, SUT	F - Transit Operations and	Yuba Sutter Transit	Commuter Bus Replacement D	Replace 11 Commuter Buses	6,875,000	\$11,412,500	By 2050	Planned
YST10527	Various: YUB, SUT	F - Transit Operations and	Yuba Sutter Transit	Commuter Bus Replacement E	Replace 5 Commuter Buses	3,125,000	\$5,187,500	By 2050	Planned
YST10528	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Fixed Route Bus Replacement A	Replace 11 Fixed Route Buses	5,500,000	\$9,130,000	By 2050	Planned
YST10530	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Fixed Route Bus Replacement B	Replace 11 Fixed Route Buses	6,500,000	\$10,790,000	By 2050	Planned
YST10522	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Fixed Route Bus Replacement C	Replace 15 Fixed Route Buses	7,500,000	\$12,450,000	By 2050	Planned
YST10525	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Fixed Route Bus Replacement D	Replace 13 Fixed Route Buses	6,500,000	\$10,790,000	By 2050	Planned
YST10529	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Paratransit Vehicle Replacement C	Replace 7 Paratransit Vehicles	1,050,000	\$1,743,000	By 2050	Planned
YST10531	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Paratransit Vehicle Replacement D	Replace 10 Paratransit Vehicles	1,500,000	\$2,490,000	By 2050	Planned
YST10521	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Paratransit Vehicle Replacement E	Replace 10 Paratransit Vehicles	150,000	\$249,000	By 2050	Planned
YST10524	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Paratransit Vehicle Replacement F	Replace 10 Paratransit Vehicles	1,500,000	\$2,490,000	By 2050	Planned
YST10526	Various: YUB, SUT	F - Transit Operations and Maintenance	Yuba Sutter Transit	Paratransit Vehicle Replacement G	Replace 10 Paratransit Vehicles	1,500,000	\$2,490,000	By 2050	Planned

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YST10533	YUB	E - Transit Capital	Yuba Sutter Transit	Next Generation Zero-Emission Bus Operations, Maintenance & Administration Facility	In Marysville, replace and upgrade existing transit maintenance facility for zero emission bus operations.	55,307,515	\$55,307,515	By 2035	Programmed- See MTIP for details



August 8, 2025

Clint Holtzen, Planning & Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300, Sacramento, CA 95814

**Subject: Draft Environmental Impact Report for the
Sacramento Region 2025 MTP / SCS Strategy Update
State Clearinghouse # 2025020168**

Dear Clint Holtzen:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the opportunity to review the Draft Environmental Impact Report (EIR) for the [Sacramento Area Council of Governments Metropolitan Transportation Plan / Sustainable Communities Strategy \(MTP/SCS\)](#). The MTP/SCS is an integrated land use and transportation strategy for the SACOG region, updated every four years to further federal and state air quality and climate objectives and ensure eligibility for federal and state transportation funding. Please accept the following comments on the Draft EIR, with some comments on the Draft MTP/SCS itself, including comments on its Appendix H analysis of conformity with applicable federal and state air quality requirements.

Draft EIR Toxic Air Contaminants Analysis

Sac Metro Air District commends the Draft EIR's attention to the impacts of [toxic air contaminants \(TACs\)](#) on public health. Mitigation Measure 3.3-3 currently addresses this issue through Health Risk Assessments when "sensitive land uses or TAC sources meeting CARB's criteria in size and activity...would be sited within the minimum CARB-recommended distances..." While laudable, the siting of sensitive uses near sources of TAC does not constitute an environmental impact under CEQA¹. We would ask that the measure continue to require sources of TAC to implement the best practices listed in the mitigation measure. With respect to the siting of sensitive land uses near TAC sources, exposure reduction measures may be addressed through design features and conditions of approval. Please consider adding these best practices to the Blueprint document for projects with sensitive land uses near TAC sources to incorporate as design features or conditions of approval.

Draft EIR Coordination with Local Agencies Mitigation Measure

Mitigation Measure 3.7-1 stipulates supporting and coordinating with local agencies to reduce regional greenhouse gas emissions. To improve this measure's potential to help reduce greenhouse gas emissions, Sac Metro Air District recommends that the measure provide examples of regional efforts with excellent opportunities for support and coordination.

¹*California Building Industry Association v Bay Area Air Quality Management District* (S213478, December 17, 2015)

One example of such an effort is the United States Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) program for the Sacramento region. The CPRG program aims to create regional and statewide plans to combat the effects of climate change and is facilitating a collaborative process that enables several local agencies to identify commonalities in each jurisdiction's respective climate goals and formulate a set of regional priorities that can be scoped and funded to deliver benefits throughout the Sacramento Region. Through this process, Sac Metro Air District engaged residents, local agencies, multiple cities, and seven counties to build the relationships necessary to implement local climate actions. The CPRG steering committee has also invited community-based organizations (CBOs), nonprofits, and other community groups to participate in an Outreach Advisory Committee (OAC) and influence the creation of a fair community engagement strategy. The Sac Metro Air District hopes to continue our strong collaborative partnership with SACOG in meeting our state and federal clean air and climate goals.

MTP / SCS Appendix H Conformity Analysis

The formatting in the MTP/SCS Appendix H Executive Summary section and Introduction section describing the Sacramento area nonattainment areas is unclear and could cause confusion about these areas' designations. To avoid confusion about the name of the Sacramento region federal nonattainment area, designation of the Sutter Buttes area, and "bump up" request, we propose that these sections are revised and reorganized (strike-through indicates text recommended for deletion and underline indicates text recommended for addition):

Revise the first two bullets and sub bullets under the heading "Conformity Requirements" (pg. 1 of Appendix H):

- 2008 8-Hour Ozone (including the ROG and NOx precursors) ~~Severe-15~~ Nonattainment Areas:
 - o The Sacramento ~~Metropolitan~~ Federal Nonattainment Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties) – Severe-15 and
 - o The Sutter Buttes Area (Sutter County). The 2008 ozone standards classify the Sutter Buttes Area as an unclassified/attainment area for ozone, effective July 20, 2013.
- 2015 8-Hour Ozone (including the ROG and NOx precursors) ~~Serious~~ Nonattainment Areas:
 - o The Sacramento ~~Metropolitan~~ Federal Nonattainment Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties) - Serious, effective August 13, 2021.
 - o ~~The Sutter Buttes Area (Sutter County). The 2015 ozone standards classify the Sutter Buttes Area as a marginal nonattainment area for ozone, effective June 4, 2018.~~
 - o ~~An update and concurrent redesignation~~ A voluntary "bump up" request to redesignate this area as Severe is under development has been submitted by the regional air district and is pending EPA action.
 - o The Sutter Buttes Area (Sutter County). The 2015 ozone standards classify the Sutter Buttes Area as a marginal nonattainment area for ozone, effective June 4, 2018.

Revise the second sub bullet under the third bullet (PM10):

- The ~~First~~ First PM10 Maintenance Plan showed that PM10 and NOx emissions are ~~not~~ significant contributors of to the ambient PM10 concentrations in Sacramento.

Revise the text under the heading "Years of Analysis" (pg. 10 of Appendix H):

- 2026 is ~~an attainment~~ a budget year for ozone under the 2015 ozone NAAQS
- 2032 is ~~a the proposed budget attainment year for ozone for severe~~ the Sacramento Severe non-attainment areas

- *2033 is a proposed ~~attainment~~ budget year for PM10 as ~~part of~~ the final year covered by the Second PM10 Maintenance Plan*

Regulatory Framework

California relies on vehicle emission waivers under the Clean Air Act to enact standards different than the federal standards, but these provisions are facing uncertainty and litigation under the current federal administration as discussed in the DEIR. Please add this context to the Blueprint's Appendix H in your discussion of Transportation Conformity.

Conclusion

Finally, in our correspondence on the Notice of Preparation for the Draft EIR, we recommended consulting the Sac Metro Air District guidance on reviewing projects under the California Environmental Quality Act (CEQA), [The Guide to Air Quality Assessment in Sacramento County](#) (CEQA Guide), in particular the chapter on Programmatic review. We appreciate your thorough use of methods in the CEQA Guide overall in preparing the Draft EIR.

Thank you for your attention to our comments. If you have questions about them, please contact Molly Wright, AICP at mwright@airquality.org or (279) 207-1157.

Sincerely,



Paul Philley, AICP
Program Manager, Transportation & Climate Change
Sac Metro Air District

RE: Draft EIR for 2025 Blueprint

From Anna Starkey <astarkey@auburnrancheria.com>

Date Tue 6/10/2025 12:36 PM

To Alex Cole-Weiss <acoleweiss@sacog.org>

Cc Josef Fore <jfore@auburnrancheria.com>; Lisa Lind <llind@sacog.org>

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Good afternoon,

Thank you for providing the link for the DEIR. I've reviewed the chapter and mitigation measures 3.17-1 and -2 both look good. I also appreciate that you included a sentence about Policy Vibrant-9, which encourages early outreach.

For future EIRs, we would like to consult more on the content of the chapter. I appreciate the contemporary context that is included, which is well-written. It would have been nice to include some of the same measures that the Cultural Resources chapter included, such as surveying for the identification of TCRs. And that archaeological resources can also be TCRs and evaluation and treatment would need to be inclusive of Tribes. Tribes are briefly mentioned but deference should be given if the resource is indigenous.

Side note, the Cultural Resources chapter, the section titled regional pre-contact setting, is actually the archaeological setting. All of the information is directly from analysis of archaeological excavations and are based on archaeological theories. This isn't something that needs to be updated, just noted.

I wish you would have discussed in advance with us Mitigation Measure 3.17-3: Reduce Visibility or Accessibility of Tribal Cultural Resources. In general, UAIC prefers to have access to TCRs so they can steward them. This measure is not one that we may have agreed to, but I would need to discuss it with THPO Fore for his thoughts on it.

Thank you,
Anna Starkey



Anna M. Starkey, M.A., RPA

Cultural Regulatory Manager

Tribal Historic Preservation Department

United Auburn Indian Community (UAIC)

auburnrancheria.com/programsservices/tribalpreservaion

10720 Indian Hill Road

Auburn, CA 95603

From: Alex Cole-Weiss <acoleweiss@sacog.org>

Sent: Friday, June 6, 2025 4:58 PM

To: Anna Starkey <astarkey@auburnrancheria.com>

Cc: Josef Fore <jfore@auburnrancheria.com>; Lisa Lind <llind@sacog.org>

Subject: Draft EIR for 2025 Blueprint

***** Caution - External Email:** The following email originated from outside the organization. Please exercise caution when opening attachments or

links. ***

Hi Anna - you should have received a few notifications already, but just in case they hit spam, I wanted to make sure to let you know that the draft EIR is now available on our website.

Here is the link where you can download all the pdfs. Thanks again for your input and we look forward to any additional feedback.

<https://www.sacog.org/planning/2025-blueprint/draft-environmental-impact-report>

[Draft Environmental Impact Report | SACOG](#)

This Draft EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the 2025 Blueprint.

www.sacog.org

Kind regards,

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments

(916) 340-6257

acoleweiss@sacog.org

Re: SACOF Blueprint EIR

From Gayle Totton <gtotton@yochadehe.gov>
Date Wed 7/23/2025 7:07 AM
To Alex Cole-Weiss <acoleweiss@sacog.org>

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Good morning Alex,

We discussed the 2025 Blueprint in Tribal Council yesterday. They would like to consult with SACOG, given the recent passage of the bill allowing infill projects to shortcut the CEQA process. Tribal Council meets on Tuesdays and we can schedule a time for a meeting after August 5.

Please let me know if there is a date that works for you, and who might be attending.

Thanks,
Gayle

Get [Outlook for iOS](#)



Gayle Totton
Tribal Resources Manager

Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Friday, June 6, 2025 4:53:02 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Subject: Re: SACOF Blueprint EIR

Caution: This is an external email. Please take care when clicking links or opening attachments. Please use the Phish Alert Report button or contact the IT Department at x2070 to report any suspicious emails.

Hi Gayle,

The draft EIR is now available on our website - here is the link where you can download all the pdfs. Thanks!

<https://www.sacog.org/planning/2025-blueprint/draft-environmental-impact-report>

Draft Environmental Impact Report | SACOG

This Draft EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the 2025 Blueprint.

www.sacog.org

Alex Cole-Weiss (she/they) | External Relations Analyst
Sacramento Area Council of Governments
(916) 340-6257
acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Tuesday, June 3, 2025 1:48 PM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Subject: Re: SACOF Blueprint EIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Thank you so much!



Gayle Totton
Tribal Resources Manager

Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Tuesday, June 3, 2025 1:42 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Subject: Re: SACOF Blueprint EIR

Caution: This is an external email. Please take care when clicking links or opening attachments. Please use the Phish Alert Report button or contact the IT Department at x2070 to report any suspicious emails.

Hi Gayle,

Yes, I can send you a copy of the draft EIR for the 2025 Blueprint Update - it is currently going through its final packaging for ADA compliance and will be ready this Friday June 6. I will make sure to email you get a copy when it goes live!

Alex Cole-Weiss (she/they) | External Relations Analyst
Sacramento Area Council of Governments
(916) 340-6257
acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Tuesday, June 3, 2025 10:16 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Subject: SACOF Blueprint EIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Good morning Alex,

Could you please send me a copy of the EIR that was approved by SACOG for the Blueprint Update?

Thank you,
Gayle



Gayle Totton
Tribal Resources Manager

Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
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gtotton@yochadehe.gov
yochadehe.gov |  

Follow up on Blueprint policies and protection of cultural resources

From Alex Cole-Weiss <acoleweiss@sacog.org>
Date Mon 8/18/2025 4:32 PM
To Gayle Totton <gtotton@yochadehe.gov>
Cc Lisa Lind <llind@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>
Bcc CM-Tribal Relations <project22@sacog.in.consultationmanager.com>

 1 attachment (33 KB)
Draft Policy - Tribal Cultural Resources.docx;

Hi Gayle,

Great to meet you today and to chat about how SACOG can support protection of tribal cultural resources in the Blueprint policies.

Here is the draft policy language Clint and I mentioned:

"Vibrant-9: Protect and enhance important tribal cultural resources in the SACOG region by partnering with cities, counties, state agencies, tribal governments, and community leaders to build a practice of early communication, collaboration, and consultation with tribal governments in local and regional transportation and land use planning processes." (page 79 of the [draft Blueprint](#))

This is the first time the Blueprint has included a policy focused on protecting and enhancing tribal cultural resources, and we would greatly appreciate your feedback and collaboration on the language itself, as well as implementation actions. I have attached a Word doc with the draft language and more potential implementation actions if you would like to make edits or add proposed language there. We only put two actions in the draft plan, but there are lots of ways to potentially implement this policy, and we see partnering and following guidance from tribal governments as key.

I want to mention one other program that connects and may be of interest down the line. The primary way SACOG is currently involved in infill is through our Green Means Go program, which accelerates infill development in locally adopted Green Zones through infrastructure investment, technical assistance and policy support. Green Zones are specific areas across the region that jurisdictions nominated as areas ripe for infill projects, but often face barriers (like outdated infrastructure). There has been some initial discussion of updating those areas as part of the next phase of the program. If we go through a process to update those zones, that may be a good opportunity to incorporate tribal cultural resources concerns. Just a thought. <https://www.sacog.org/funding/regional-funding-programs/green-means-go>

Looking forward to your feedback on this, and thank you for engaging with us!

Alex Cole-Weiss (she/they) | External Relations Analyst
Sacramento Area Council of Governments
(916) 340-6257
acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Wednesday, August 13, 2025 9:15 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: Scheduling meeting with SACOG

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

That's great! 2:30 - 3:00 would be ideal. Coming off an emergency preparedness workshop from 10 - 2. That will give me a minute to decompress and gather my thoughts.

I will send an invite.

Thank you!

Gayle

Gayle Totton
Tribal Resources Manager

Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Wednesday, August 13, 2025 8:28 AM
To: Gayle Totton <gtotton@yochadehe.gov>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: Scheduling meeting with SACOG

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Hi Gayle,

Yes, sounds good. Lisa and I are available Monday 10-11 am and 2 - 4 pm. Do either of those windows work for you? I would also like to include our Planning and Programming Manager Clint Holtzen, if that's alright with you.

Alex

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From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Wednesday, August 13, 2025 7:48:21 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: Scheduling meeting with SACOG

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Hi Alex,

Thanks for your patience. Can you and I (and Lisa) have a virtual meeting in the next few days. I think we can discuss a few things and see if we need to elevate this to Tribal Council. Is there a time, maybe Monday, that we can meet?

Thanks,

Gayle

Gayle Totton

Tribal Resources Manager

Yocha Dehe Wintun Nation

PO Box 18 | Brooks, CA 95606

C 530.723.2125 P 530.796.2048 F 530.796.2143

gtotton@yochadehe.gov

yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Friday, August 8, 2025 3:33 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: Scheduling meeting with SACOG

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Hi Gayle,

Checking back in on a date for meeting with Tribal Council. Please let me know if you need me to provide additional timeframes (in case none that we sent worked out).

Thanks and have a great weekend,

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments

(916) 340-6257

acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Tuesday, July 29, 2025 10:02 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Cc: Lisa Lind <llind@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>
Subject: Re: Scheduling meeting with SACOG

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Hi Alex,

I have sent the dates to my supervisor and we will present them to Tribal Council on 8/5.

On another note, the projected growth in the Esparto area in the Blueprint is a wide range, from 30-100%. Can you help me narrow that down a bit? Are there figures to go with those projections? Any assistance in looking for more specific numbers would be great.

Thanks,

Gayle



Gayle Totton

Yocha Dehe Wintun Nation

PO Box 18 | Brooks, CA 95606

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gtotton@yochadehe.gov

yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Monday, July 28, 2025 3:47 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Cc: Lisa Lind <llind@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>
Subject: Scheduling meeting with SACOG

Caution: This is an external email. Please take care when clicking links or opening attachments. Please use the Phish Alert Report button or contact the IT Department at x2070 to report any suspicious emails.

Hi Gayle,

Here are some dates that work for us, hopefully we can find a time sooner rather than later.

- Friday August 8, anytime 9 - 4 pm
- Tuesday August 12, 1:30 - 5 pm
- Thursday August 14, 4 pm - 5 pm
- Friday August 15, 1:30 pm - 4 pm
- Monday August 18, 10 am - 12 pm
- Friday August 22, 1:30 pm - 4 pm

Based on what you shared earlier, we're assuming that Tribal Council is interested in better understanding the implications of recent CEQA-related bills. We had a few additional questions to help us better prepare for the discussion.

- Are you interested in discussing AB 130 and AB 131? Are these the right bills? Any others you are referring to? Is there specific bill language that is of interest or concern to Yocha Dehe that we should pay attention to?
- Are you interested in how they relate to the 2025 Blueprint Plan and its implementation, or for local jurisdictions who review and approve projects?
- Does the tribe have any specific questions they are hoping SACOG can address?

Based on any additional information you can provide, we'll plan to have leadership and staff there who can speak on the relevant issues. I'll send you their names once all is confirmed on our end.

I had a question about how Tribal Council is viewing this consultation, to make sure we are on the same page. Since SACOG sent formal AB 52 notification letters on February 6 of this year, and the response period has passed, our understanding is that this consultation would fall outside of the formal AB 52 process. Is that your understanding?

We are, however, still within the formal public comment period through August 8, 2025, after which SACOG staff will begin finalizing the plan to meet deadlines in September and November for Board adoption. SACOG greatly appreciates the opportunity to consult with Yocha Dehe on the 2025 Blueprint either within or outside of the public comment window, and at any later stage of finalization, adoption, and implementation.

Thank you,

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments

(916) 340-6257

acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Wednesday, July 23, 2025 10:10 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: SACOF Blueprint EIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Hey Alex,

Tuesdays are Tribal Council days but they are also available Thursday afternoons and some Fridays. They are less time pressured later in the week as TC days are almost always jam packed. After the 12th would also be less impacted. If it works for you to give us a few dates to look at, we can ask them on 8/5 to choose a time. Thanks so much,

Gayle



Gayle Totton

Tribal Resources Manager

Yocha Dehe Wintun Nation

PO Box 18 | Brooks, CA 95606

C 530.723.2125 P 530.796.2048 F 530.796.2143

gtotton@yochadehe.gov

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Wednesday, July 23, 2025 10:04 AM
To: Gayle Totton <gtotton@yochadehe.gov>
Cc: Lisa Lind <llind@sacog.org>
Subject: Re: SACOF Blueprint EIR

Caution: This is an external email. Please take care when clicking links or opening attachments. Please use the Phish Alert Report button or contact the IT Department at x2070 to report any suspicious emails.

Good morning Gayle,

Great, I will coordinate internally and get back to you with some dates - just Tuesdays after August 5th, correct?

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments

(916) 340-6257

acoleweiss@sacog.org

Upcoming PTO: July 16 - 22

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Wednesday, July 23, 2025 7:07 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Subject: Re: SACOF Blueprint EIR

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Good morning Alex,

We discussed the 2025 Blueprint in Tribal Council yesterday. They would like to consult with SACOG, given the recent passage of the bill allowing infill projects to shortcut the CEQA process. Tribal Council meets on Tuesdays and we can schedule a time for a meeting after August 5.

Please let me know if there is a date that works for you, and who might be attending.

Thanks,
Gayle

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Gayle Totton
Tribal Resources Manager



Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov | 

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Friday, June 6, 2025 4:53:02 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Subject: Re: SACOF Blueprint EIR

Caution: This is an external email. Please take care when clicking links or opening attachments. Please use the Phish Alert Report button or contact the IT Department at x2070 to report any suspicious emails.

Hi Gayle,

The draft EIR is now available on our website - here is the link where you can download all the pdfs. Thanks!

<https://www.sacog.org/planning/2025-blueprint/draft-environmental-impact-report>

Draft Environmental Impact Report | SACOG

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www.sacog.org

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments

(916) 340-6257

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Tuesday, June 3, 2025 1:48 PM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Subject: Re: SACOF Blueprint EIR

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Thank you so much!

Gayle Totton
Tribal Resources Manager



Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov |  

From: Alex Cole-Weiss <acoleweiss@sacog.org>
Sent: Tuesday, June 3, 2025 1:42 PM
To: Gayle Totton <gtotton@yochadehe.gov>
Subject: Re: SACOF Blueprint EIR

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Hi Gayle,

Yes, I can send you a copy of the draft EIR for the 2025 Blueprint Update - it is currently going through its final packaging for ADA compliance and will be ready this Friday June 6. I will make sure to email you get a copy when it goes live!

Alex Cole-Weiss (she/they) | External Relations Analyst

Sacramento Area Council of Governments
(916) 340-6257
acoleweiss@sacog.org

From: Gayle Totton <gtotton@yochadehe.gov>
Sent: Tuesday, June 3, 2025 10:16 AM
To: Alex Cole-Weiss <acoleweiss@sacog.org>
Subject: SACOF Blueprint EIR

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Could you please send me a copy of the EIR that was approved by SACOG for the Blueprint Update?

Thank you,
Gayle

Gayle Totton
Tribal Resources Manager



Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
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gtotton@yochadehe.gov
yochadehe.gov |  

Proposed CR recommendations

From Gayle Totton <gtotton@yochadehe.gov>
Date Thu 10/9/2025 10:34 AM
To Alex Cole-Weiss <acoleweiss@sacog.org>

 1 attachment (33 KB)

Draft Policy - Tribal Cultural Resources w- YDWN comments 10-1-25.docx;

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Hi Alex,

For our discussion later, here are the provisions I have discussed with Eric and other CR staff. We may want to add to the bullet points on following SB-18 and AB-52 requirements for project specific consultation although "early" has different meanings for tribes and lead agencies/project proponents. AB-52 has conflicting language stating that consultation should start

1. Prior to releasing an environmental document and
2. Within 14 days of the lead agency approving/initiating the project

The second definition works better as tribes will get to provide input prior to design and prior to the agency deciding what type of environmental document would be appropriate. Not only does it make avoidance (the priority mitigation measure) much more likely and avoids redesign to avoid resources.

Look forward to talking to you soon.

Gayle



Gayle Totton
Tribal Resources Manager

Yocha Dehe Wintun Nation
PO Box 18 | Brooks, CA 95606
C 530.723.2125 P 530.796.2048 F 530.796.2143
gtotton@yochadehe.gov
yochadehe.gov |  

Comments submitted through the online portal on the 2025 Blueprint		
Submission Date	Name	Draft Blueprint Comment
6/18/2025 12:00	Jason McCoy, City of West Sacramento (mccoyj@cityofwestsacramento.org)	Draft 2025 Blueprint / MTP/SCS comment: Page 6 – Who is SACOG – The term “public servant” is demeaning and has a negative connotation implying subservience. Government employees including police officers, fire fighters, planners, etc., are in PUBLIC SERVICE but are not servants. As an example, in the US, we do not refer to government employees in the armed forces as “military servants” and instead we say these government employees are in “military service” because it is derogatory and disrespectful to refer to these or any government employee as a servant. As someone in public service myself, I hear on many, many occasions those hostile to local government negatively refer to employees as servants and bureaucrats. It's crucial to understand that using such language can perpetuate negative stereotypes and contribute to a hostile environment. I recommend changing your description of SACOG staff to be more respectful of the work they do by removing the term “servant.” Thank you.
8/8/2025 16:40	Neal Hay, Sutter County Development Services (nhay@co.sutter.ca.us)	Draft 2025 Blueprint / MTP/SCS comment: Regarding page C3-7 of the land use, please update the Sutter Pointe housing units as follows: With permits issued in early 2026, we expect 1000 housing units by 2030, 2000 housing units by 2035 and 3000 housing units by 2040.
8/5/2025 21:06	Steve Schweigerdt, Power in Nature (sschweigerdt@gmail.com)	Draft 2025 Blueprint / MTP/SCS comment: The Blueprint is always an inspiring vision showing vibrant communities and compact growth, but our region has yet to benefit because too many jurisdictions disregard it in favor of sprawl. We've developed 278,000 acres of ag land in just 30 years and have only protected 9% of the land needed for biodiversity and climate resilience in our region. Polling of residents show we want access to open space, parks, and trails but we have no regional vision or plan for that. We are way behind other regions and we need to start creating a Greenprint to go with the Blueprint that prioritizes protecting our special places and making open space accessible to residents. This is a natural pairing that will help us benefit from the ecosystem services natural and working lands provide (\$36B/year in our region!) and improve the livability and resilience of our region.
6/26/2025 20:49	Lawrence Geeslin (geeslin108@gmail.com)	Draft 2025 Blueprint / MTP/SCS comment: The single biggest physical obstacle for us to continue living here is the summer time heat. I would encourage even more attention to green spaces, particularly large areas of trees and water bodies, both of which are known to mitigate heat build up in the local atmosphere through "heat of evaporation" cooling effects. That's all.
7/29/2025 11:21	Shana Lasensky (shana.lasensky@gmail.com)	Draft 2025 Blueprint / MTP/SCS comment: The 2025 SACOG Blueprint inadequately addresses public transit safety, a critical issue for Sacramento's riders. Despite community outreach highlighting safety concerns (Page 43), the plan lacks specific

Comments submitted through the online portal on the 2025 Blueprint		
Submission Date	Name	Draft Blueprint Comment
		measures to protect passengers from crime, focusing instead on infrastructure maintenance and emissions reduction (Pages 52–59). Women, roughly half the population, frequently feel unsafe traveling alone on transit, as supported by broader studies like the 2016 APTA report. The March 2024 shooting at the University/65th Street light rail station near Folsom Boulevard, which killed one person and injured two, followed by a related carjacking, underscores this gap. While the blueprint allocates \$4 billion for general safety projects (Page 48), it fails to propose targeted interventions like increased security or station enhancements, leaving passengers vulnerable and highlighting the urgent need for robust transit safety measures.
8/2/2025 13:02	Antero Rivasplata (teroant@earthlink.net)	Draft 2025 Blueprint / MTP/SCS comment: This plan misses. It is internally inconsistent and fails in its most important function - directing future development to infill areas in order to reduce greenhouse gas emissions and by extension vehicle miles travelled (VMT). First, the plan lacks policies to guide local government decision-making. The policies in Chapter 6 are encouraging general bromides about future growth, but do not offer local government specific policies to guide new development to centers/corridors and established communities. Second, this encourages sprawl. Figures 3-5, 3-10, and 3-11 should identify areas where future growth will be encouraged and where it would be discouraged. However, these figures are inconsistent with Figure 3-9 and its accompanying discussion of "opportunity areas." A large part of these vast opportunity areas are subject to flood or fire hazard, and are outside the supposed priority center/corridor and existing communities areas. Third, while the plan emphasizes the need for active transportation and improved transit, it fails to provide substantial monetary support to transit and active transportation. Instead, as itemized in Appendix A, the vast majority of funding is being dedicated to new road and freeway projects. Adding HOV lanes and toll lanes does not support transit. Rather, it makes driving more convenient by increasing capacity and inducing more traffic. Fourth, the plan is based on false assumptions. VMT is not going down in the region; it is increasing statewide and in the region, and there is no observational evidence that it will decrease in the future (please don't tell me that your model says otherwise - it is clearly flawed). Traffic congestion is not reduced because more people are working at home. This assumption is not reflected in traffic counts; in fact, congestion appears to be spread across the day. One indicator that this is not true: VMT is increasing; that would not be the case if working from home meant people are driving less.
7/24/2025 13:32	Sam Swenson (samswenson@yahoo.com)	Draft 2025 Blueprint / MTP/SCS comment: It's disappointing to see a lack of emphasis on expansion of rail and bus services for everyone. Public transit continues to be treated

Comments submitted through the online portal on the 2025 Blueprint		
Submission Date	Name	Draft Blueprint Comment
		primarily like a solution to simply accommodate the poor. This paradigm lacks vision and blinds SACOG to the advantages of economic development through the expansion fixed rail throughout the community and not just along the existing freeway corridors. Salt Lake City is a great example of how a city can transform through implementation of commuter rail options that go where people live, shop, study, etc. The vision needs to move beyond rush-hour commuting and develop a plan for day-to-day living mobility for everyone. Suggestion: continue light rail from Watt, up Auburn blvd. to American River College. Continue to Greenback. Eastward on Greenback with a transit hub at the Sunrise Mall. Future expansion to continue down Greenback and terminate at the Folsom station. Having a line that cuts through the heart of where people live will lead to more economic redevelopment in established area and permit more residence to travel into the downtown business areas.
7/29/2025 14:16	Ashley Weiss (acbweiss2@gmail.com)	Draft 2025 Blueprint / MTP/SCS comment: Please add installing a roundabout at the existing side-street stop at I-80 northbound ramp to Horseshoe Bar Road. It is a perfect candidate for this safety improvement and it's already a wide intersection.
5/29/2025 5:11:12 P	Cynthia Crosby	Florin Rd and East Parkway Dr Traffic intersection, streetscape and pedestrian bridge surrounding around bridge and traffic light needs improvement. There is pavement and concrete that looks like roadwork and it is exposed and needs repaired. To maintain the streetscape, pedestrian walk and waiting area before crossing the road before the light changes. It needs to be repaired to make it safer for pedestrians.
6/5/2025	Michael Bokan Executive Director Franklin Boulevard Business Association mike@franklinblvddistrict.com	The Franklin Boulevard Business District would like to voice our strong support for the inclusion and prioritization of the Franklin Boulevard Complete Street Project Phases 1, 2, and 3) in the Draft 2025 Blueprint. This corridor is a vital link for families, workers, small businesses, and transit users across South Sacramento. It has long suffered from unsafe conditions for pedestrians, cyclists, and transit riders. The proposed project will transform Franklin Boulevard from Sutterville Road to 38th Avenue with protected bike lanes, sidewalks, safer crossings, transit amenities, and lighting—all of which are desperately needed.
		The FBBA represents 162 property and over 500 plus businesses owners from Franklin Blvd and 12th Ave on the North to Franklin and Turnbridge Drive on the South. Many of the people who live and work along Franklin rely on walking, biking, or public transportation to get where they need to go. These improvements will not only enhance safety but will also promote public health, reduce traffic-related injuries, and support our local businesses by

Comments submitted through the online portal on the 2025 Blueprint		
Submission Date	Name	Draft Blueprint Comment
		encouraging more foot traffic and improving access.
		This project reflects SACOG's values around equity, sustainability, and complete communities. I urge you to retain and prioritize the Franklin Boulevard Complete Street Project in the final Blueprint
7/30/2025	Autumn Bernstein Executive Director, YoloTD	As the Transportation Management Agency for Yolo County, we have eagerly awaited the draft 2025 Blueprint. Yolo County Transportation District (YoloTD) cares deeply about the intersection of land use and transportation planning and shares SACOG's perspective that land use projects should be planned and implemented with close consideration to transportation impacts (and vice versa). We appreciate your efforts and partnership in developing the 2025 Blueprint. Our comments follow. General Comments YoloTD is impressed with the effort and work that SACOG staff put into this plan. The analysis is well done, and the amount of outreach conducted region-wide is laudable. Your staff should be proud.
		Rejuvenating Transit YoloTD suggests rephrasing one strategy in the Rejuvenating Transit section. The third bullet on Page 52 states that the strategy envisions a transit system that, "attracts sufficient passengers to enable the sustainable and efficient land uses envisioned in the Blueprint." Studies conclude that a successful transit system that "attracts sufficient passengers" requires transit-supportive land uses, built environment, and infrastructure. This can occur through dense design, like transit-oriented development, and built at the pedestrian scale with features such as short crossing distances, adequate lighting, and shade. YoloTD recommends rephrasing the bullet to resemble, "is developed alongside sustainable and efficient land uses envisioned in the Blueprint to attract sufficient passengers."
		Case Studies YoloTD appreciates the use of local/regional case studies within Chapter 6: Policies and Implementation Actions. Should an agency have questions about how to implement a similar policy or program detailed in the 2025 Blueprint, they can contact that agency directly without needing to reach out to your team for help.
		One small item of note is how the US 50: Trip to Green project is used twice in the plan. This appears to be the only case study referenced more than once. YoloTD recommends either mentioning its reference elsewhere in the plan or using a different case study. That

Comments submitted through the online portal on the 2025 Blueprint		
Submission Date	Name	Draft Blueprint Comment
		said, if other plans or projects are used more than once as case studies, please disregard this suggestion.
		Another small item of note is that a punctuation mark is missing at the end of the Jurisdiction Highlight: El Dorado Trail Extension - Halcon to US 50 example .. on Page 84.
		Build and Maintain a Safe, Equitable, and Resilient Multi modal transportation System YoloTD recommends rephrasing Policy Build-3 to resemble, "Focus roadway expansion grant funding on major bottlenecks that exist today and/or on expansion projects that incentivize development opportunities or projects that either reconfigure roadways to become Complete Streets or provide safe and connected routes for active transportation modes within Established and Center & Corridor communities." Roadway widening only temporarily reduces congestion and incentivizes auto-dependent development. Conversely, roadway narrowing or Complete Street reconfiguration reduces vehicle speeds and improves roadway safety for other users, improving livability and community connectedness while incentivizing development. The current policy phrasing implies roadway widening drives development and therefore should be reframed.

From: [Cynthia Crosby](#)
To: [City of Sacramento; Blueprint](#)
Subject: Re: City Council District 5 Weekly Bulletin - May 28, 2025
Date: Thursday, May 29, 2025 5:11:12 PM

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Florin Rd and East Parkway Dr Traffic intersection, streetscape and pedestrian bridge surrounding around bridge and traffic light needs improvement. There is pavement and concrete that looks like roadwork and it is exposed and needs repaired. To maintain the streetscape, pedestrian walk and waiting area before crossing the road before the light changes. It needs to be repaired to make it safer for pedestrians.

Cynthia Crosby ~

Phone: 279.267.8368

On Wednesday, May 28, 2025 at 04:45:37 PM PDT, City of Sacramento <talk@email.cityofsacramento.org> wrote:





Wednesday, May 28, 2025

From the Desk of Councilmember Caity Maple

Dear Neighbors,

 I want to reiterate to you in this newsletter that the Sacramento Area Council of Governments (SACOG) has released the draft [2025 Blueprint](#) — a long-term plan that will shape how our region grows through the year 2050. We need to have a very open discussion about this!

This plan will guide decisions on

- where new homes and jobs should be located.
- how we reduce greenhouse gas emissions.
- improve public transit, create safer streets.
- invest in the health and sustainability of our neighborhoods. 

[You can access the draft through this link.](#)

I have compiled a list (see below) of the projects that are specific to our district. You can learn more about each project through the links. As your Councilmember, I want as many community members as possible to take this opportunity to weigh in and share thoughts and concerns.

Corridor & Streetscape Improvements

[Franklin Boulevard Complete Street – Phases 1, 2, and 3](#)

From Sutterville Rd to 38th Ave

~\$33 million | Programmed by 2035

Corridor transformation with sidewalks, bike lanes, and transit improvements.

[Freeport Boulevard Corridor Improvements](#)

From Sutterville Rd to Blair Ave

\$18.2 million | Planned by 2035

Complete streets improvements in a high-traffic corridor.

[Fruitridge Boulevard Road Diet](#)

From Lonsdale Dr to 34th St

\$22.1 million | Planned by 2050

Buffered bike lanes, safety features, and lane reduction.

[Fruitridge Road Complete Streets Rehabilitation](#)

From Stockton Blvd to 65th St

\$6.8 million | Planned by 2035

ADA upgrades, signals, and pedestrian crossings.

[Envision Broadway in Oak Park](#)

From SR-99 to MLK Jr. Blvd

\$15.2 million | Planned by 2035

Road diet and pedestrian-scale infrastructure upgrades.

Pedestrian, Bike, and Trail Projects

[Mangan Park Bike Trail](#)

From 24th St to Freeport Blvd

\$912,000 | Planned by 2035

Local trail connector for recreation and access.

[Del Rio Trail Project](#)

Multi-use trail connecting District 5 neighborhoods via former rail corridor

Active implementation underway.

Traffic Safety & Vision Zero Projects

[Florin Road Vision Zero Improvements](#)

From 24th St to Munson Way

\$5.6 million | Programmed by 2035

Streetscape and pedestrian/transit safety redesign.

[Traffic Signal Safety Enhancements](#)

24th St at 25th St, Fruitridge Rd at 60th St, Freeport Blvd at Kitchner Rd

\$4.1 million | Programmed by 2035

Safety upgrades at key District 5 intersections.

To comment, send your thoughts directly to: blueprint@sacog.org

Deadline to comment: August 1, 2025

After the public comment period, SACOG staff will summarize and respond to all feedback before bringing the plan forward for final adoption in November 2025.

These improvements will make our city safer and easier to navigate, but let's make sure District 5 is part of the conversation at every step. Thank you for being an engaged member of our community.

Warmly,

Councilmember Caity Maple

Sacramento City Council – District 5

City Updates

[Green Line Temporarily Suspended Starting June 16](#)

SacRT is suspending Green Line service to build a new light rail station in the Railyards! Service will be suspended starting Monday, June 16, 2025, until summer 2026.

[What's Impacted?](#)

Only 7th & Richards/Township 9 Station is affected. All other Green Line stops are also served by the Blue or Gold lines.



[Alternative Service Available](#)

Use Bus Route 11, which will run with expanded weekday service from 6 a.m. to 8 p.m. Other nearby routes (11, 103, 106, 129) will be detoured off 7th Street. The 8th & F St stop is temporarily closed.

[What's Coming?](#)

A new station at 7th Avenue & Railyards Blvd will improve transit access to Sacramento's newest neighborhood. Construction starts this summer and finishes by summer 2026.

Upcoming Community Events

Transit Idea Exchange

Why do you ride transit? What would make you more likely to ride transit? How can transit improve our communities?

If you have thoughts about these questions, and live in the central city or a surrounding community, SacRT wants to hear from you!

You're invited to the first in a series of Transit Idea Exchange Workshops to hear directly from the community:



SacRT Auditorium

1102 Q St., Sacramento, CA

Wednesday, May 28th

6:00pm – 7:00pm (Doors open at 5:30 pm)

Come discuss how transit shapes our daily life and help design the future of mobility in our region! RSVPs are requested by emailing marketing@sacrt.com or filling out this form.

Drug Awareness and Overdose Prevention Workshop

Join us for a powerful community event on Drug Awareness and Overdose Prevention — open to teens, families, and faith leaders.



Free Narcan, fentanyl test strips, lunch, and lifesaving info provided. Let's keep our communities safe and informed.

4625 44th St.

Saturday, May 31st

10:00 AM - 3:00 PM

Cruisers and Careers

Visit our job fair and car exhibition on May 31st to connect with local employers in the area. If you are seeking employment and want to know more about professional, technical, and trade careers, check out this exciting event!



Southside Park,

2115 6th St, Sacramento, CA 95818

Saturday, May 31st

10:00 AM - 2:00 PM

Law School is an Option for You.

The Arnwine Winners Foundation invites youth 16–24 to a FREE workshop series with food, fun, and career inspiration. Learn your options, connect with mentors, and build a path toward a career in justice.



2331 Alhambra Blvd., Sacramento, CA 95817.

June 2nd, 9th, 16th, and 23rd

6:00 PM - 8:00 PM

For more information, call (707) 317-6983.

Free Pet Vaccinations!

Is your fur baby missing a vaccination or two? Taking care of your pets can be expensive so cut some costs and bring them in for a free vaccination!



Maple Neighborhood Center

3301 37th Ave., Sacramento, CA 95824

Sunday: June 8th, August 10th, and December 14th

Upcoming Blood Drive

Trinity Missionary Baptist Church in Sacramento is hosting a community blood drive!

This life-saving event invites community members to donate blood and help meet the urgent needs of patients across the region.



3601 12th Avenue, Sacramento, CA 95817.

Saturday, July 19st

10:00 AM - 1:15 PM

To schedule an appointment, [click this link](#).

or call (877) 258 - 4825.

Oak Park: Above the STEM Camp

Above the STEM is BACK in Oak Park!

Kids in grades 4–8 are invited to a FREE hands-on camp packed with coding, music making, basketball math, and field trips to the Museum of Science and Curiosity.

Breakfast and lunch are provided everyday.



The Salvation Army

Sacramento Alhambra Campus

2550 Alhambra Boulevard

June 23rd-27th, 2025

8:00 AM - 5:00 PM

Email Martin.Basquez@usw.salvationarmy or [click this link](#) to register!

Sacramento Fire Department Open Houses

The Sacramento Fire Department is hosting Open Houses all summer long—every Saturday from 10 AM to noon! Come tour your local station, meet firefighters, and learn about fire safety.

☐ District 5 neighbors: You'll definitely want to check out Fire Station 6 on July 26th 2025!

Fire Station 6

3301 MLK Jr. Blvd., Sacramento, CA

10:00am – 12:00pm

All City of Sacramento Community Events

☐ There are a lot of neighborhood events throughout the City. Did you know about the City's [community event calendar](#)? If you're going to one of these events, consider walking there!

Sacramento Tools & Opportunities

The Creative Growth Fellowship

Calling all Sacramento artists!

If you are a resident of the city of Sacramento, at least 18 years of age, and able to demonstrate your work as an artist, you are ELIGIBLE to apply for our fellowship!

☐ As a fellow, you will receive a stipend of \$850 a month for 12 months to support your work and living expenses. These payments are intended to provide some additional financial support for artists to pursue and advance their career in the arts.

Applications open June 2nd! [Follow this link to find more information.](#)

Financial Assistance on Auto AC Repair

☐ Before the Sacramento summer really kicks in, take advantage of the California Cool Air Rebate (CAR) Program and get up to 80% of your costs covered to fix up your A.C!

Like the poster says, if you have any questions, visit CoolAirRebate.org or call (888) 534-4728.



Summer Oasis – Sacramento’s Ultimate Summer Camp!

Experience MORE fun, adventure, and unforgettable memories!
Summer Oasis is a citywide summer camp for kids ages 6-17, featuring weekly themed activities like games, sports, arts, nature exploration, and hands-on fun—plus, lunch is included!

Program Details:

Locations: Community centers, clubhouses, and parks across Sacramento
Cost: \$82.50–\$115 per 4-week session (varies by location)

Session Dates:

Session 1: June 9 – July 25

Session 2: July 7 – August 15

Time: Monday–Friday, 9:00 AM–2:00 PM (some locations: 9:00 AM–1:00 PM)

Registration Opens: April 9 at 12 PM

Scholarship Opportunity – FREE Registration Available!

Families may qualify for free registration through the Youth Program Scholarship Fund (YPSF) for eligible programs like Summer Oasis, swim lessons, flag football, basketball, and more. Apply early to secure your spot!

Why Register Early?

Scholarship Deadline: Apply early for a chance at free registration

Spots Fill Fast: Secure your child’s spot before it’s too late!

Stress-Free Summer: Plan ahead and enjoy the season worry-free
Reminder: Registration starts April 9 at 12 PM

Don't miss out—secure your child's summer adventure today!

Contact Your District 5 Team

COUNCILMEMBER

Caity Maple

cmacle@cityofsacramento.org

(916) 808-7005

CHIEF OF STAFF

Ryan K. Brown

rkbrown@cityofsacramento.org

(916) 808-7234

DISTRICT DIRECTOR

Michael Benjamin, II

mbenjamin@cityofsacramento.org

(916) 808-8193

OPERATIONS DIRECTOR

Evan Cragin

ecragin@cityofsacramento.org

(916) 808-1492

COMMUNICATIONS FELLOW

Aziza Nussipov

anussipov@cityofsacramento.org

(916) 808-8551

Don't hesitate to reach out and get in touch with your City Council District 5 team!

For constituent casework, complaints, or requests for assistance with permitting, events, or City of Sacramento issues, contact Michael Benjamin at mbenjamin@cityofsacramento.org.

For scheduling or meeting requests, please submit your request through [our online portal](#) or contact Evan Cragin at ecragin@cityofsacramento.org.

For questions about Council projects, initiatives, policy, or any other issues, contact Ryan Brown at rkbrown@cityofsacramento.org.

Not sure who to reach out to or what category your question falls into? Email district5@cityofsacramento.org or call us at (916) 808-7005 and our incredible team will get you in touch with the right folks!



If you're having trouble reading this message, [view as a webpage](#)

[Manage Preferences](#) to Unsubscribe.

This email was sent by:
Sacramento City Councilmember Caitly Maple
915 I St, New City Hall, District 5 Office
Sacramento, CA 95814
[Website](#)

June 5, 2025

Subject: Public Comment in Support of Franklin Boulevard Complete Street Project – 2025 Blueprint

Dear SACOG Board Members,

The Franklin Boulevard Business District would like to voice our strong support for the inclusion and prioritization of the Franklin Boulevard Complete Street Project (Phases 1, 2, and 3) in the Draft 2025 Blueprint.

This corridor is a vital link for families, workers, small businesses, and transit users across South Sacramento. It has long suffered from unsafe conditions for pedestrians, cyclists, and transit riders. The proposed project will transform Franklin Boulevard from Sutterville Road to 38th Avenue with protected bike lanes, sidewalks, safer crossings, transit amenities, and lighting—all of which are desperately needed.

The FBBA represents 162 property and over 500 plus businesses owners from Franklin Blvd and 12th Ave on the North to Franklin and Turnbridge Drive on the South. Many of the people who live and work along Franklin rely on walking, biking, or public transportation to get where they need to go. These improvements will not only enhance safety but will also promote public health, reduce traffic-related injuries, and support our local businesses by encouraging more foot traffic and improving access.

This project reflects SACOG's values around equity, sustainability, and complete communities. I urge you to retain and prioritize the Franklin Boulevard Complete Street Project in the final Blueprint.

Thank you for your leadership and continued investment in communities like ours.

Sincerely,



Michael Bokan
Executive Director
Franklin Boulevard Business Association
mike@franklinblvddistrict.com

From: [Rebecca Neves](#)
To: [Jackie Kahrs](#)
Cc: [Lisa Lind](#); [Miguel Mendoza](#); [Ryan Chance](#); [Zach Bosch](#)
Subject: RE: City of Folsom : SACOG Blueprint Project Discussion
Date: Thursday, July 17, 2025 12:36:02 PM
Attachments: [25.0716_City of Folsom MTIP Amendment Priority List.xlsx](#)

EXTERNAL EMAIL: If unknown sender, **do not** click links/attachments.

Hi Jackie,

Please see the attached draft MTIP Amendment list with some additional information and details provided as requested. For the sake of transparency, this is our current best guess at the values/costs associated with the projects as we haven't started environmental or design yet. Minor modifications will be needed as we refine project scope and delivery.

Please let me know if you have any follow up questions. Thank you again to you and the SACOG team for helping Folsom add/modify these projects, we sincerely appreciate the continued support and coordination.

Warmest Regards to All,



Rebecca Neves, P.E., QSD/P, MPA
City Engineer
City of Folsom
50 Natoma Street, Folsom, CA 95630
rebeccaneves@folsom.ca.us
c: 916-402-6606 direct: 916-461-6211
www.folsom.ca.us

| Romans 12:2

From: Jackie Kahrs <jkahrs@sacog.org>
Sent: Friday, July 11, 2025 3:19 PM
To: Rebecca Neves <rebeccaneves@folsom.ca.us>
Cc: Lisa Lind <llind@sacog.org>; Miguel Mendoza <mmendoza@sacog.org>
Subject: RE: City of Folsom : SACOG Blueprint Project Discussion

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Rebecca,

It was great talking with you today and thank you for the follow up email! We'll look out for the project details on Monday and look forward to coordinating with you more on the Blueprint and

MTIP.

Thank you!

Jackie Kahrs | Transportation Programs & Funding Analyst

Sacramento Area Council of Governments

1415 L Street, Suite 300 | Sacramento, CA | 95814

(916) 340-6248

jkahrs@sacog.org

From: Rebecca Neves <rebeccaneves@folsom.ca.us>

Sent: Friday, July 11, 2025 2:27 PM

To: Jackie Kahrs <jkahrs@sacog.org>

Cc: Lisa Lind <llind@sacog.org>; Miguel Mendoza <mmendoza@sacog.org>

Subject: RE: City of Folsom : SACOG Blueprint Project Discussion

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Hi Jackie,

Great talking with you!

Per our chat, so sorry for the delay, we were figuring out details related to phasing, description, and funding for our priority projects throughout the week and as late as yesterday late afternoon. I'm doing my final review of the descriptions and such today and will have the list to you by COB on Monday.

We had a great series of meetings in April and May with SACOG staff and the current strategy is to provide firm details for projects to be included/updated in the Blueprint (e.g. East Bidwell Pedestrian Overcrossing) and then provide a priority list of circulation projects to be included in the 2027 MTIP Amendment.

Thank you so much for working with us as we trying keep track of development for regional housing needs and the need for circulation projects to support them. It's a lot like chasing a well-cafeinated puppy.

Have a great weekend!

Rebecca Neves, P.E., QSD/P, MPA
City Engineer
City of Folsom

DRAFT CITY OF FOLSOM SACOG/MTIP AMENDMENT PRIORITY LIST

July 16, 2025

City of Folsom MTIP Amendment Priority List		Capacity Increasing (Yes/No)	Project Description (Location, Scope)	Tentative Schedule	Identified Initial Funding Source
1	Oak Ave Interchange - Phase 1 Overcrossing	No	On Oak Avenue Parkway at US 50. The project will construct a new four-lane overcrossing over US 50 to enhance connectivity for vehicles, bicycles, pedestrians and transit, while also serving as an additional emergency access and evacuation route. This project connects community assets and essential services located north and south of US 50 for improved circulation, available expansion of transit services, and in support of active transportation modes while reducing vehicle miles traveled (VMT) and greenhouse gas emissions, easing congestion and improving regional mobility.	2026 PA/ED	Local - Local Agency Funds \$500,000 Future Unfunded Need - \$20,000,000
2	Empire Ranch Road Interchange - Phase 1 Overcrossing	No	On Empire Ranch Road at US 50. (Initial Phase for SAC19890) The project will construct a new four-lane overcrossing over US 50 to enhance connectivity for vehicles, bicycles, and transit, while also serving as an additional emergency access route. This project improves access between both sides of the freeway, expands transit options, and helps reduce vehicle miles traveled (VMT), easing congestion and improving regional mobility to essential and community facilities.	2028 Construction	Local - Local Agency Funds \$800,000 Future Unfunded Need - \$27,000,000
3	Bridge Preventative Maintenance	No	SAC25425 - Various locations within the City of Folsom. Maintenance will consist of identified needs such as methacrylate coating, polyester concrete and asphalt overlays, deck repairs, any identified scour critical repairs, painting bridge railings and joint seal replacement.	2027 Construction	Federal Highway Bridge Program \$3,695,200 Local - Local Agency Funds \$923,800
4	Folsom Lake Crossing Safety Improvements Phase 2	No	SAC25420 - On Folsom Lake Crossing between Folsom Auburn Road and Folsom Dam Road. Construct roadway safety improvements including, but not limited to, median barrier, pavement resurfacing, and traffic control countermeasures.	2026 Construction	Federal Discretion - Community Project Funding \$1,040,000 Local - Local Agency Funds \$150,000
5	Prairie City Road	No	On Prairie City Road between White Rock Road and US 50. Construct roadway improvements to address development of regional housing needs allocation projects through safer modes of transportation including expansion of transit services and bicycle and pedestrian facilities supported through road and bridge widening and safer streets modeling.	2026 PA/ED	Local - Local Agency Funds \$250,000 Future Unfunded Need - \$22,000,000
6	Prairie City Road Interchange	Yes	At the Prairie City Road / US 50 Interchange. Construct interchange improvements to more safely accommodate transit, bicycle, and pedestrian mobility along with increased traffic circulation demand resulting from development in the Folsom Plan Area to address regional housing needs.	2028 PA/ED	Local - Local Agency Funds \$500,000 Future Unfunded Need - \$10,000,000
7	Rowberry Overcrossing	No	On Rowberry Drive at US 50. The project will construct a new four-lane overcrossing over US 50 to enhance connectivity for vehicles, bicycles, and transit to community neighborhoods and essential services, while also serving as an additional emergency access route. This project connects community assets located north and south of US 50 for improved circulation, available expansion of transit services and active transportation modes while reducing vehicle miles traveled (VMT) and greenhouse gas emissions, easing congestion and improving regional mobility.	2035 PA/ED	Local - Local Agency Funds \$750,000 Future Unfunded Need - \$15,000,000
8	East Bidwell/Iron Point Road Intersection Improvements	No	At the intersection of East Bidwell Street and Iron Point Road. Construct intersection operational improvements including the addition of a third left turn lane from northbound E. Bidwell, the addition of a second right turn lane from eastbound Iron Point Road, Right of Way acquisition, overhead signage relocation and interchange ramp queuing improvements along with connecting bicycle and pedestrian improvements at the East Bidwell and Placerville Road connection.	2025 PA/ED 2027 Construction	Local - Local Agency Funds \$3,500,000
9	US 50/East Bidwell Improvement Project	Yes	SAC25309 - On East Bidwell Street at Iron Point Road: Convert one westbound through lane at East Bidwell Street to a third left turn lane. At westbound on-ramp from East Bidwell Street onto US Highway 50: Add a second mixed flow lane or add HOV improvements.	Project Complete	

10	US 50/East Bidwell Interchange Improvements	At the East Bidwell Street / US 50 Interchange. Construct interchange and ramp improvements to address safety and circulation related to essential services and regional housing needs through development. Work includes upgrading ramp terminals, widening the existing overcrossing, reducing queuing, and enhancing safety through intersection modifications and geometric changes. Improvements will allow for expansion of transit and active transportation modes while reducing congestion and greenhouse gas emissions.	Yes	2027 PA/ED	Local - Local Agency Funds \$3,500,000
11	East Bidwell Ped Overcrossing	On East Bidwell Street at Via Felice. This project will construct a grade-separated pedestrian and bicycle overcrossing across East Bidwell Street. The overcrossing will link nearby residential neighborhoods and medical facilities directly to the Palladio shopping and entertainment district, and improve signal coordination and reduce delays on East Bidwell.	No	2027 PA/ED	Local - Local Agency Funds \$3,500,000



July 30, 2025

James Corless

Executive Director, SACOG

1415 L Street, Suite 300

Sacramento, CA 95814

Dear James,

As the Transportation Management Agency for Yolo County, we have eagerly awaited the draft 2025 Blueprint. Yolo County Transportation District (YoloTD) cares deeply about the intersection of land use and transportation planning and shares SACOG's perspective that land use projects should be planned and implemented with close consideration to transportation impacts (and vice versa). We appreciate your efforts and partnership in developing the 2025 Blueprint. Our comments follow.

General Comments

YoloTD is impressed with the effort and work that SACOG staff put into this plan. The analysis is well done, and the amount of outreach conducted region-wide is laudable. Your staff should be proud.

Rejuvenating Transit

YoloTD suggests rephrasing one strategy in the Rejuvenating Transit section. The third bullet on Page 52 states that the strategy envisions a transit system that, "attracts sufficient passengers to enable the sustainable and efficient land uses envisioned in the Blueprint." Studies conclude that a successful transit system that "attracts sufficient passengers" requires transit-supportive land uses, built environment, and infrastructure. This can occur through dense design, like transit-oriented development, and built at the pedestrian scale with features such as short crossing distances, adequate lighting, and shade. YoloTD recommends rephrasing the bullet to resemble, "is developed alongside sustainable and efficient land uses envisioned in the Blueprint to attract sufficient passengers."

Case Studies

YoloTD appreciates the use of local/regional case studies within *Chapter 6: Policies and Implementation Actions*. Should an agency have questions about how to implement a similar policy or program detailed in the 2025 Blueprint, they can contact that agency directly without needing to reach out to your team for help.

Yolo Transportation District

(530) 661-0816 | custserv@yctd.org | yoloTD.org | 350 Industrial Way, Woodland, CA 95776

One small item of note is how the *US 50: Trip to Green* project is used twice in the plan. This appears to be the only case study referenced more than once. YoloTD recommends either mentioning its reference elsewhere in the plan or using a different case study. That said, if other plans or projects are used more than once as case studies, please disregard this suggestion.

Another small item of note is that a punctuation mark is missing at the end of the Jurisdiction Highlight: El Dorado Trail Extension – Halcon to US 50 example on Page 84.

Build and Maintain a Safe, Equitable, and Resilient Multimodal Transportation System

YoloTD recommends rephrasing Policy Build-3 to resemble, "Focus roadway expansion grant funding on major bottlenecks that exist today and/or on expansion projects that incentivize development opportunities or projects that either reconfigure roadways to become Complete Streets or provide safe and connected routes for active transportation modes within Established and Center & Corridor communities." Roadway widening only temporarily reduces congestion and incentivizes auto-dependent development. Conversely, roadway narrowing or Complete Street reconfiguration reduces vehicle speeds and improves roadway safety for other users, improving livability and community connectedness while incentivizing development. The current policy phrasing implies roadway widening drives development and therefore should be reframed.

Again, we applaud your team on a job well done. Please let me know if you have any questions.

Thank you,

A handwritten signature in black ink, appearing to read "Autumn Bernstein". The signature is fluid and cursive, with the first name "Autumn" and last name "Bernstein" clearly distinguishable.

Autumn Bernstein

Executive Director, YoloTD



August 8, 2025

blueprint@sacog.org

Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: City of West Sacramento Comments on the Draft 2025 Blueprint Plan

To Whom It May Concern:

Thank you for the opportunity to review the Draft 2025 Blueprint Plan. The City of West Sacramento has the comments below:

1. Draft 2025 Blueprint, Page 29, Figure 3.7 Green Zone.

The City of West Sacramento updated the Green Zone in 2023. Figure 3.7 shows the City's old Green Zone boundary.

2. Draft 2025 Blueprint, Page 54, Figure 4.7 Managed Lane Network.

Figure 4.7 indicates Dual High Occupancy Toll (HOT 3+ Free) lanes on US50/BUS80 and Single High Occupancy Toll (HOT 3+ Free) by 2035 on I-80 in West Sacramento. Figure 4.7 suggests the conversion of one general purpose lane conversion to HOT 3+, after the completion of the Yolo 80 Corridor Improvements Project/Yolo 80 Corridor Improvements Project. The City understands there are limited financial resources to build new roads and maintain roadways, and is supportive of any excess net toll revenues reinvested for VMT reducing strategies and for public transit along the corridor. The City looks forward to learning more about dual managed lanes on US50/BUS80, reviewing upcoming studies and toll policies, and coordinating with Caltrans, SACOG, YoloTD, and Capital Area Regional Tolling Authority (CARTA). The City looks forward to future studies that will fully analyze the implications of a second HOT lane on US50/BUS80, including impacts such as increased congestion in the general-purpose lanes, weaving, on- and off-ramp queuing, and emergency evacuation. The City will coordinate to ensure future studies for the second HOT 3+ lanes are consistent with updates and projects in the West Sacramento area as they move forward. The City is open to considering alternatives beyond the conversion of one general purpose lane to a second HOT 3+ free lane, such as a conversion to transit only lane.

3. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_361 Bryte Park Bike Blvd.

Portions of this project have been completed/are underway with the Bryte Avenue Enhanced Bicycle Route and the North 5th Connectivity and Complete Street Project to provide a low-stress alternative to Sacramento Avenue and the I Street/C Street



bridges. Please update this project description to "Complete a recreational loop in West Sacramento's Bryte and Broderick's neighborhoods with bicycle infrastructure for a low-stress alternative route to arterial Sacramento Avenue/C Street." Please carry over any relevant edits to Appendix H Conformity Analysis.

4. On Appendix A Blueprint Project List, Page 59, SACTrak ID: YOL19376 Clarksburg Branch Line Trail and Bridge – Phase 2 and YOL19553 Great California Delta Trail Regional Connection.

YOL19376 is a duplicate of YOL19553. Please delete YOL19376. YOL19553 cost of \$446,000 currently shows the programmed cost for preliminary engineering and design. The City estimates a total project cost of \$6,000,000 for YOL19553. Please carry over any relevant edits to Appendix H Conformity Analysis.

5. On Appendix A Blueprint Project List, Page 59, SACTrak ID: YOL19568 Great California Delta Trail - Clarksburg Branch Line Extension and BP_764 Great California Delta Trail – Clarksburg Branch Line Extension.

BP_764 is a duplicate of YOL19568. This project is currently in preliminary engineering. Please delete BP_764. Please carry over any relevant edits to Appendix H Conformity Analysis.

6. On Appendix A Blueprint Project List, Page 59, SACTrak ID: YOL19424 I Street Bridge Deck Conversion and YOL19531 I Street Bridge Deck Conversion for Active Transportation Project.

YOL19424 is a duplicate of YOL19531. The I Street Bridge Deck Conversion is currently in design. Please remove YOL19424.

Please carry over any relevant edits to Appendix H Conformity Analysis.

7. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_364 Deep Water Ship Channel Levee Trail.

Please delete. Please carry over any relevant edits to Appendix H Conformity Analysis.

8. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_362 County Rd 136 Levee Trail Gap Closure.

Please update cost to \$670,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

9. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_363 Davis Road Class 1 Path.

Please update cost to \$2,200,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

10. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_765 Harbor Blvd. Complete Streets between US50/BUS80 to West Capitol Avenue.

Please update cost to \$100,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

11. On Appendix A Blueprint Project List, Page 59, SACTrak ID: BP_365 Lake Washington Blvd Class 1 Path.

Please update cost to \$1,900,000. Please carry over any relevant edits to Appendix H Conformity Analysis.



12. On Appendix A Blueprint Project List, Page 60, SACTrak ID: BP_365 Main Drainage Canal Class 1 Trail.

Please update cost to \$4,200,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

13. On Appendix A Blueprint Project List, Page 61, SACTrak ID: BP_372 Tule Jake Class 1 Trail.

Please update cost to \$4,100,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

14. On Appendix A Blueprint Project List, Page 60, SACTrak ID: YOL19442 Southport Setback Levee Trails.

Please remove YOL19442. YOL19442 seems to be the planned whole 10-mile trail loop, which has since been broken down into segments (see YOL19550 Southport Levee Recreation Trail; YOL19376 County Rd 136 Levee Trail Gap Closure; BP_363 Davis Road Class 1 Path; etc). Please carry over any relevant edits to Appendix H Conformity Analysis.

15. On Appendix A Blueprint Project List, Page 61, SACTrak ID: YOL19440 Sycamore Phase 4 and YOL19441 Sycamore Phase 5.

Descriptions and costs for these projects have been flipped. Sycamore Trail Phase 4 description should be "Design and construct a bicycle and pedestrian undercrossing on the UPRR and SNRR rail ROW from Rice Ave to Yolo Street." Cost \$6,000,000 Cost YOY: \$6,840,000. Sycamore Trail Phase 5 description should be "Design, environmental clearance and construction of the southern extension and terminus of the Sycamore Trail. This phase would connect at Stone Blvd and include pedestrian crossing improvements across Stone Blvd and provide safe passage through the Barge Canal rail switching yard. Across the Barge Canal waterway a new bike/pedestrian bridge would be constructed and land at the future Arlington Oaks neighborhood park. The trail would continue along a converted Arlington Road and terminate at the intersection of Lake Washington Blvd and Jefferson Blvd." Cost \$4,300,000 Cost YOY: \$4,902,000. Please carry over any relevant edits to Appendix H Conformity Analysis.

16. On Appendix A Blueprint Project List, Page 61, SACTrak ID: BP_374 Village Pkwy N/B Bike Lane Gap Closure.

This project is complete. Please delete. Please carry over any relevant edits to Appendix H Conformity Analysis.

17. On Appendix A Blueprint Project List, Page 61, SACTrak ID: BP_375 West Capitol Ave Protected Bike Lanes and YOL19551 West Capitol Avenue Regional Connection Bicyclist and Pedestrian Safety Improvements.

Please remove BP_375. The protected bike lanes on West Capitol from Yolo Causeway to Jefferson Blvd are part of YOL19551. Please carry over any relevant edits to Appendix H Conformity Analysis.

18. On Appendix A Blueprint Project List, Page 72, SACTrak ID: VAR56182 Yolo Regional Freight Rail Project.



The City is under the impression that the feasibility study has been completed. Please coordinate with Yolo County to further confirm. Please carry over any relevant edits to Appendix H Conformity Analysis.

19. On Appendix A Blueprint Project List, Page 62, SACTrak ID: YOL19288 Yolo Rail Realignment Project Rail Relocation (Phase 2A).

At this time, the City has deemed the Yolo Rail Realignment Project Rail Relocation (Phase 2A) infeasible due to levee impacts and cost/benefit factor and does not currently have plans to advance this project. Please delete. Please carry over any relevant edits to Appendix H Conformity Analysis.

20. On Appendix A Blueprint Project List, Page 62, SACTrak ID: YOL15900 U.S. 50/Jefferson Blvd. Interchange; YOL15670 I-80/Reed Ave. Interchange; and YOL15680 U.S. 50/South River Road.

City has previously requested SACOG update the Lead Agency for these projects to be Caltrans. These projects are within Caltrans right-of-way and the City cannot lead these projects without Caltrans approval. Please coordinate with Caltrans for the status of these projects and carry over any relevant edits to Appendix H Conformity Analysis.

21. On Appendix A Blueprint Project List, Page 62, SACTrak ID: YOL19554 Port Area Infrastructure and Complete Streets Project.

The City has updated the project title from "Port Area Infrastructure and Complete Streets Project" to "Southport to Harbor Roadway Project". The estimated total project cost is \$37,130,000, as shown in the project description. Appendix H Conformity Analysis already lists this project as the Southport to Harbor Roadway Project. Please carry over any other relevant edits to Appendix H Conformity Analysis.

22. On Appendix A Blueprint Project List, Page 62, SACTrak ID: BP_770 US50/BUS80 Community Connectivity Project

The \$2.5M for the US50/BUS80 Community Connectivity Project is included in VAR56304 SACOG Green Means Go: Green Zone Access and Equity Regional Planning Project. Please delete BP_770. Please carry over any relevant edits to Appendix H Conformity Analysis.

23. On Appendix H Conformity Analysis, MPO ID: YOL19456 Washington District Gateway (River Walk North) - Phase 1.

YOL19456 was removed from the 2025 Blueprint Project List because it was complete. Please delete from the Conformity Analysis list.

24. SacTrak ID: YOL19430 Jefferson Streetscape Improvements.

YOL19430 was previously in the MTP/SCS Blueprint Project List. This project is not complete and is currently in design. Please consider including this as amendment priority project with a post-2050 delivery year. Please carry over any relevant edits to Appendix H Conformity Analysis.

25. SacTrak ID: YOL19439 Pioneer Bluff District east-west connections.

YOL19439 was previously on the Blueprint Project List. The City is proceeding with the design phase for this project, which is currently fully funded with local dollars. This



project will construct five new east-west local/collector roads, one of which will extend Stone Boulevard from Jefferson Blvd to South River Road. The City anticipates design to be complete by Summer 2027 and if funding is identified, will advance construction in 2028/2029. Please consider this project if deemed appropriate for the Blueprint.

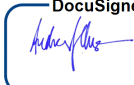
26. Yarbrough Development Roads

The City previously identified to SACOG the major road projects to be developed with the Yarbrough development: 1) Jefferson Blvd widening between Linden Road to Southport Parkway from 2 lanes to 4 lanes and intersection improvements, 2) Jefferson Blvd widening between Southport Parkway to south City limits, and 3) Village Parkway extension from Gregory Avenue to Jefferson Blvd. Based on the Appendix C Land Use Forecast assuming 700 housing units in Yarbrough by 2050, the Jefferson Blvd widening between Linden Blvd to Southport Parkway will be constructed within the Blueprint 2050 timeframe. As part of the Yarbrough Amended and Restated Development Agreement (ARDA), Exhibit J (Traffic Improvements & Funding Commitments) Jefferson Blvd. states Landowner shall construct the widening of Jefferson Boulevard from Linden Road to the Southport Parkway into four (4) lanes. (Eligible for Fee Credit upon City Council approval of this Amended and Restated DA). Timing: Jefferson Improvements to be started upon initial construction of subdivision improvements in first Small Lot Final Map in Phase I and completed prior to the 400th final residential unit inspection in Phase I. The other two segments will also be funded and constructed by the Yarbrough landowner and are likely outside of the Blueprint's 2050 timeframe. Please update the Blueprint as needed.

27. 2025 Blueprint Draft Program EIR, Page 3.16-15, Section Demand Responsive Transit.

This section states "The City of West Sacramento's service, Via Rideshare, was implemented in January 2024." The City launched and has operated this program since May 2018.

Sincerely,

DocuSigned by:

 5316D653E21A429...
 Andrea Ouse, AICP
 Community Development Director

Cc: Aaron Laurel, City Manager
 Ariana Adame, Assistant City Manager

August 8, 2025

James Corless
Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, California 95814

Dear Executive Director Corless:

California Air Resources Board (CARB) staff appreciates the opportunity to review and engage with the Sacramento Area Council of Governments (SACOG) staff on the 2025 Blueprint, its draft 2025 Metropolitan Transportation Plan / Sustainable Communities Strategy (Draft SCS). Comprehensive planning that integrates land use and transportation to reduce greenhouse gas emissions is more important than ever. To achieve the State's climate mandates, California needs significant and immediate changes to how we plan, fund, and build our communities and transportation systems. The SACOG SCS plays a critical role in supporting the State's climate efforts as well as local objectives to create an economically vibrant region that responds to the needs of diverse communities and provides clean air for its residents.

CARB staff have reviewed SACOG's Draft SCS to identify whether additional information would be needed to conduct our final SCS evaluation under Senate Bill (SB) 375, after SACOG adopts the final SCS. CARB staff's evaluation of the final SCS will focus on assessing whether SACOG's determination regarding the plan's ability to achieve its greenhouse gas (GHG) emission reduction targets is reasonably supported by the plan, as outlined in the [Final Sustainable Communities Strategy Program and Evaluation Guidelines](#) (SCS Evaluation Guidelines). For reference, the following comments are generally organized by the SCS evaluation components as described in the SCS Evaluation Guidelines, which can also be found in [CARB's SCS Submittal Package Summary Guide](#).

Although this letter is focused on policy analyses, it is important to note that CARB's evaluation of the final Metropolitan Transportation Plan (MTP)/SCS is predicated on the technical accuracy of GHG emissions quantification. Early in the SCS development process, SB 375 requires Metropolitan Planning Organizations (MPOs) such as SACOG to submit a technical methodology to CARB.¹ The MPO and CARB staff are then intended to work together until CARB staff conclude that the calculations and quantifications provided would yield accurate estimates of GHG emission reductions. As detailed in a separate letter provided to SACOG staff on August 8, 2025, CARB staff continue to have outstanding concerns about the technical methodology.

¹ Gov. Code, § [65080](#), subd. (b)(2)(J)(i).

It is critical that CARB staff and SACOG staff continue working together to reach an agreement on SACOG's technical methodology to avoid the risk of quantification issues arising in SACOG's final MTP/SCS. Issues with quantifications that leave CARB staff unable to accept SACOG's determination as to whether its SCS meets GHG emission reduction targets could lead to the need for SCS revisions and further board approvals, the requirement to develop an alternative planning strategy under California Government Code §65080 (b) (2) (I), and/or ineligibility for certain State transportation funds.

Strategy Commitments

CARB's evaluation of SACOG's final SCS determination will assess whether the SCS actions, investments, and commitments support the stated GHG emission reductions and whether there are any risks to achieving those reductions.

1. Policy analysis

Under the SCS evaluation process, CARB staff analyzes whether SCS strategies for meeting the GHG emission reduction targets are supported by key policies, investments, and other commitments to advance plan implementation. CARB staff's policy analysis is organized by four broad categories of strategies: Land Use and Housing, Transportation, Local/Regional Pricing, and New Mobility.

Below are the CARB staff's concerns about the GHG emission reduction strategies as discussed in the Draft SCS and the additional information needed to evaluate the SCS GHG emissions quantification upon final submittal to CARB. In reviewing the Draft SCS, CARB staff tried to identify any additional information that would be needed to evaluate whether the SCS includes sufficient actions and/or investments to support implementation of the strategies detailed in the Draft SCS. In addition, CARB staff looked for whether the SCS outlines the agencies responsible or the authority needed to support implementation of those strategies.

a) Land Use and Housing Strategies

The Draft SCS outlines ambitious goals to better integrate transportation and land use, with a focus on regional benefits. SACOG's June 15, 2023, technical methodology for the 2025 SCS identifies targeted infill and increased density in transit priority areas as a core GHG reduction strategy for land use. Chapter 5 expands on this with a vision for compact development, greater housing density, and a jobs-housing mix. Chapter 6 adds supporting policies, including:

- Advancing legislative and regulatory reform,
- Continuing Green Means Go,
- Encouraging local policy changes and monitoring,
- Aligning transportation and infrastructure investments, and

- Coordinating phased growth for complete communities.

These supporting policies are critical and some of the most challenging to implement. CARB staff recommends the final SCS include additional detail – such as planned actions, supporting investments, responsible entities, and any needed authorities - to support implementation for the following items.

Encouraging local policy changes and monitoring: CARB staff recommends identifying how local land use and housing policy changes and development is/will be monitored (e.g., at what scale, compared against what forecast, through what medium, how often), and who will be the responsible entity in the final SCS.² In addition, CARB staff recommends that the final SCS submittal include the latest available development monitoring data on the amount of development within the different SCS community types that has occurred since the 2020 SCS.

In addition, CARB staff recommends that SACOG consider including in the final SCS what it expects the formal urban service boundary to be in 2035 based on the adopted land use scenario as well as the expected physical boundary of developed land (the boundary of urban growth) in 2035. Specification of these boundaries, ideally including commitments by Local Agency Formation Commissions (LAFCOs), counties, transportation agencies, cities within the SACOG region, and other agencies, can further support the proposed growth pattern and the necessary regional coordination to achieve it.

Aligning transportation and infrastructure investments: CARB staff recommends SACOG include information identifying what policies or programs are, or will be, used to advance coordination of transportation and infrastructure investments that will support more compact development patterns with greater housing density and a mix of jobs and housing (e.g., in locations that will mitigate the risk of vehicle miles traveled (VMT) growth) and who will be the responsible entity in the final SCS.

Coordinating phased growth for complete communities: Implementation of the 2025 SCS land use strategy and achievement of the GHG emissions reduction targets depend on coordinated action across multiple jurisdictions and strong local jurisdiction support. SACOG's own analysis and the draft MTP/SCS note that existing local plans allow for significantly more housing and job growth than the region is projected to need. Attachment D4, *"Factors Considered in Updating the MTP/SCS Land Use Forecast,"* highlights that the projects used in the plan as most likely to be built within 20 years are those located in areas with lower VMT and those consistent with prior MTP/SCS and Blueprint plans.³

² Gov. Code, § 65080, subd. (d)(3)(H)

³ Note: CARB staff assumes the reference to "2012 MTP/SCS" in Attachment D4 is intended to be "2025 MTP/SCS." Please advise us if this assumption is incorrect.

However, CARB staff continues to have questions about SACOG's ability to steer development toward the areas identified for growth in the adopted scenario. Without concrete actions or funding commitments to prioritize these areas, especially in developing communities, excess capacity elsewhere and the ongoing addition of even more development capacity could result in the actual growth pattern diverging from the plan.

Therefore, CARB staff recommend that the final SCS strengthen policy Vibrant-6 includes more specific information on the actions, programs, or funding commitments that will improve the likelihood of development occurring within the plan's designated areas for growth in Developing Communities. CARB staff recommend that SACOG add a policy or action to coordinate and engage with jurisdictions on proposed greenfield developments to make clear the development timing and phasing, as well as the VMT reduction strategies of the SCS and how the proposed development could support or weaken SCS implementation. More broadly, CARB staff recommend that SACOG add a policy or action to secure commitments from local agencies to support SCS goals through their land use decisions. Documenting these efforts, including local agency participation and support for these efforts, will help demonstrate progress on implementing the land use strategy.⁴

b) Transportation Strategies

Funding priority for supportive projects: In the evaluation of the 2020 SACOG SCS, CARB staff recommended prioritization of transportation investments that advance SCS implementation and goals. Policy Vibrant-5 in Draft SCS discusses a similar policy for infrastructure investments. However, the policy and related actions do not have a timeline or deliverables. CARB staff recommends the inclusion of additional information in the final SCS with actions and/or investments to support implementation of the strategy, and information about the entities responsible or the authority needed to support implementation.

List of projects as assumed in the SCS quantification and calculations: The transportation project list included in the Draft 2025 MTP/SCS does not indicate for all projects what is assumed about the project by 2035 for SCS GHG emission impact quantification and policy analysis purposes. These project specifics, as elements of the modeling that show how SACOG proposes to meet its SB 375 target, are part of the SCS and should be submitted as part of the SCS materials. CARB staff recommends that SACOG's final SCS include additional project assumption information (e.g., the number of lanes for each segment, including "auxiliary" lanes), which lanes if any are managed and the characteristics of the lane management, the

⁴ SACOG must report on implementation of its most recently adopted SCS starting July 1, 2026. (Gov. Code, § 65080, subd. (d)(3)(H).)

timing for the project to come into operation, how these roads differ from existing conditions, which project number each lane addition refers to (for comparison between project mapping and project lists), whether projects involve work on the same segment of roadway across the plan period, and where to obtain additional information if needed). One way to achieve this would be to add additional columns to the draft project list with this information for each project, as appropriate.

c) New Mobility Strategies

The NextGen-1 policy for shared mobility, NextGen-3 for zero-emission vehicles, and NextGen-5 for intelligent transportation systems (ITS) mention multiple programs intended for use as SB 375 GHG reduction strategies, including local electric vehicle (EV) charging infrastructure, or supply equipment incentives; transportation system management/ITS projects; employer-based trip reduction strategies; bikeshare and carsharing programs; and mobility hubs. However, the Draft SCS does not have details about how these policies will be carried forward.

To enable CARB staff's evaluation of the SCS as well as for transparency and to build the public support and interest that will be required to achieve the ambitious rates of participation, mode shift, and VMT reduction that are forecasted in the off-model GHG calculations submitted to CARB in this Draft SCS, CARB staff recommends the inclusion of additional information in the final SCS with actions and/or investments to support implementation of these strategies and information about the entities responsible or the authority needed to support implementation.

Note that SACOG's overall work program for 2025-2026 does have some information about some of these strategies, such as bike sharing and mobility hubs. To focus CARB staff's analysis and understanding of these implementation actions as they relate to the GHG reduction strategies, CARB staff recommends that this information be included in the final SCS and submittal materials.

2. Investment analysis

Under the SCS evaluation process, CARB staff will evaluate whether the planned investments in the project list adopted with the 2025 SCS support the expected GHG emission reductions by 2035. CARB staff will also qualitatively assess the risk of delay in delivering projects that advance SCS goals based on assumed available revenue sources and other factors.

a) Analysis data

As part of our evaluation, CARB staff will analyze total investment by transportation category in the 2025 SCS compared to the 2020 SCS, investment by transportation category as a percentage of total plan investment for both the 2025 SCS and the 2020 SCS, and total investment by category for the 2025 SCS for the period before 2035 (2025 to 2035) and after 2035 (2035 to the horizon year of 2050). CARB staff

recommends that the final MTP/SCS submittal include the plan's summary spending data to allow these analyses. Further information on the transportation categories can be found in the CARB [SCS Submittal Package Summary Guide](#).

b) Funding through local-option county sales tax measures

Appendix B discusses funding of plan investments by 2030 with new Placer County and Sacramento County sales tax measures. Tax measures in both counties have been voted on in recent years, and both failed measures included project lists with transportation projects not slated for completion by 2035 in the 2020 MTP/SCS. The Placer County tax measure's project list included Placer Parkway (completion date not mentioned), which could, if passed, have disrupted the current draft plan's implementation since only a small portion of that facility is to be built by 2035 per the current Draft SCS. CARB staff recommend that SACOG consider adding a supporting action to the final SCS that addresses how these local tax measures could help implement the final SCS by prioritizing funding for transportation projects included in the plan that support mode shift, and only funding VMT increasing projects that are already in the plan based on the plan's assumed timing.

Conclusion

The comments in this letter identify initial policy issues and recommendations that are all critical to address prior to submission of the final SCS for CARB's review and determination. Please make supporting information available to CARB in the final 2025 MTP/SCS or technical appendices to aid our final evaluation. CARB staff looks forward to continuing our collaboration with SACOG staff and are committed to working together to address these issues so we can achieve the State's emission reduction goals that we are all working toward.

CARB's final evaluation and ultimate decision to accept or reject SACOG's determination that the 2025 SCS would achieve the GHG emission reduction target for 2035 will reflect a full review of the 2025 SCS, following the SCS Evaluation Guidelines, and is not limited by the issues, recommendations, or information requests contained in this letter. If you have any questions, please contact me at (279) 208-7841 or carey.knecht@arb.ca.gov.

Sincerely,

/s/

Carey Knecht, Chief, Transportation and Land Use Planning Branch for The California Air Resources Board

cc: See next page, without enclosures.

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Nesamani Kalandiyur, Manager, Transportation Analysis Section for California Air
Resources Board

John Beutler, Air Pollution Specialist for California Air Resources Board

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