



2026 Regional Transportation Improvement Program

For Sacramento, Sutter, Yolo, and
Yuba County

December 2025



SACOG

Sacramento Area
Council of
Governments

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SACOG MISSION

SACOG convenes and connects the region to advance an equitable, sustainable, and prosperous future.

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within.

SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

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2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

At its August 21, 2025, meeting, the SACOG board acted on awards in the four-county 2025 STIP funding program (2025 Funding Round). The board selected a robust program of projects through a competitive, performance-driven process. The SACOG Board of Directors approved the submission of projects for the 2026 RTIP to the CTC for the counties of Sacramento, Sutter, Yolo, and Yuba on August 21, 2025. These projects advance our region's long-range goals.

We propose 11 new capital projects and four Planning, Programming, and Monitoring (PPM) projects totaling \$40.3 million requested funding, with total project costs equaling \$69.77 million.

Our 2025 Funding Round provided a continued vision for investment to help meet important regional goals and included seven performance evaluation criteria to measure the benefits of the projects:

1. A regional reduction in VMT per capita
2. A regional reduction in congested VMT per capita
3. An increase in multi-modal travel/alternative travel/choice of transportation options
4. A long-term economic benefit within the region, recognizing the importance of sustaining both the urban and rural economies
5. An improvement in goods movement, including farm-to-market travel, in and through the region
6. An improvement in safety and security
7. A "state of good repair" benefit that improves the efficiency of the existing transportation system

Each of the proposed RTIP projects seeks to improve conditions across multiple performance criteria.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Sacramento Area Council of Governments (SACOG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <http://www.sacog.org>

RTIP document link: <https://www.sacog.org/funding/state-funding-programs/state-transportation-improvement-program>

RTP link: <https://www.sacog.org/planning/blueprint/2020-mtp-scs>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Usually every two years, SACOG holds a funding round that considers the current and future needs of the region, both on and off the state highway system. Previously, we issued a single call for projects combining RIP-STIP funds with federal local-assistance funds, including Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant Program (STBGP). Beginning with the 2026 RTIP and moving forward, we will issue separate calls for each funding type.

The board directs that the funds be used for projects that qualify under its funding programs and help implement the region's MTP/SCS. We ask for project applications from public agencies, including Caltrans District 3, along with agencies located in Sacramento, Sutter, Yolo, and Yuba Counties. Our funding programs are designed to be consistent with federal and state requirements regarding using specific funds. We award funding to projects competitively based on a project's ability to meet regional goals and objectives.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Provide information on projects completed between the adoption of the RTIP and the adoption of the previous RTIP below as is required per Section 78 of the STIP Guidelines.

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended
N/A				

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	August 21, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

We are committed to effectively involving the public in our transportation planning and programming activities. The public participation process for the projects that eventually make it into our RTIP begins with the development of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). We developed a detailed Outreach and Communications plan for the MTP/SCS, which included goals and strategies that extend beyond state and federal requirements for public participation. Specifically, more detailed strategies were developed to engage a broad spectrum of residents, with attention to hard-to-reach communities, and residents in rural areas.

Throughout the planning process, we engaged a range of public and private stakeholder interests. We held multiple public workshops to inform the development of the MTP/SCS, including the transportation investments it includes. Our Outreach and Communications Plan for the MTP/SCS is available on our website along with the full MTP/SCS document at <https://www.sacog.org/planning/blueprint>.

As part of the implementation effort for the MTP/SCS, we will conduct STIP funding rounds in which projects are selected for available transportation funds in the four-county region comprised of Sacramento, Sutter, Yolo, and Yuba counties. Additional funding round programs regional funds to projects based on federal apportionments of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and SACOG Managed Funds.

The STIP funding round produces the projects that are subsequently nominated for STIP funds in the RTIP. The emphasis of the program is to fund projects that will help implement the MTP/SCS by giving regional benefits. The program seeks to promote effective and efficient use of limited state resources to both develop and maintain the regional transportation network.

Through over 15 years of competitive policy-focused funding rounds, the SACOG Board of Directors has initiated each cycle through establishing a policy framework. Goals, priorities, and performance outcomes have largely been reaffirmed each round. The 2025 STIP Funding Round continued the foundational elements of prior rounds while incorporating board, project sponsor, and stakeholder feedback received in recent months.

Program Goal and Objectives

The Four-County State Funding Program includes both competitive and pooled funding elements. This structure provides for known funding amounts and consistency, leverages the newly established regional prioritization program, and provides opportunity to meaningfully support regional prioritized projects.

Under the pooled portion of the funding program, the number of projects supported or funded is dependent upon two main factors: 1) the funding available and 2) whether the region's partners and SACOG board elect to coalesce around a single regionally significant project or multiple

projects that each help the region meet the established goals and targets associated with the MTP/SCS.

The intra-county competitive program focuses on fix-it-first projects that also provide additional performance outcomes and/or modernize roadways, mirroring the goals of CAPTI to align with state policy goals for state of good repair, modal choice, climate, and equity. Addressing several of the needs of the local agencies with consistent county-wide funding. In this program, local agencies only compete against other agencies within their county.

More specifically, this program seeks to fund projects in the following categories:

- Rehabilitation and operational improvements for regional roadways that:
 - Include additional improvements necessary to accommodate other modes of transportation, such as bicycles, NEVs, micromobility, pedestrians, and/or high capacity transit infrastructure that
 - Fill in existing network gaps; and/or
 - Connect to key destination centers and/or mobility hubs
 - Resolve significant safety issues (such as projects related to intersections with disproportionately high crash rates and/or high levels of congestion)
 - Support regional goods movement
 - Provide traffic calming strategies or other complete streets elements
- Projects that improve traffic flow, including signal systemization, streamlining intersections, improving transportation systems management and operations, traffic signal optimization plans, and traffic signal interconnection
- Projects that include project elements that address resiliency and adaptation including (but not limited to):
 - Cooling elements such as trees, shade, cool pavement treatments, etc.
 - Support of evacuation routes and/or emergency response routes
- Implementation and maintenance of trails projects or other active transportation projects
- Transit projects that increase the frequency or service improvements for public transit, including capital improvements

As part of SACOG's commitment to work toward a just and equitable region that addresses the historic wrongs and where health and economic outcomes for all groups are improved, the Four County State Funding Program incorporates socio-economic and racial equity as a cross cutting objective. Sponsors can draw on data and analysis, either from SACOG or local sources, to support how the project provides benefit to these communities. Equity will be addressed through three evaluation elements that will be integrated into the application: Community Engagement, Project Benefit and Impacts, and Project Location and Existing Conditions. Applicants will be asked to describe their community engagement process including engagement methods, identified community, and how the project was impacted by the engagement process. Performance outcome questions will focus on how the project benefits the identified community and if there are potential negative impacts. Project Location and Existing Conditions questions

will ask applicants to describe the community and why the project was prioritized for that community.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 3

In the 2025 Regional STIP Funding Round Caltrans D3 coordinated with local agencies on selecting projects for funding. Caltrans District 3 did not nominate any projects for the STIP Funding Round.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

SACOG pools its county shares. Our official target through 2030-31 is \$76,993

	Total Target
Sacramento	53,046
Sutter	4,090
Yolo	3,152
Yuba	16,705
TOTAL	76,993

- B. *Advance Project Development Element (APDE) – Identify any proposals for the APDE share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location. (See Section 42-47)*

There is no APDE capacity identified for the 2026 STIP.

Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

The projects included in the 2026 RTIP will leverage \$13.1 million of local funding and \$9.9 million of committed state funding. One project, Marysville Vision Zero, will apply for \$8 million in construction funds in the next round of Local Partnership Program.

RTP ID or Page #	Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
			ITIP	STBG/ CMAQ	Local	SB1	State Other	
SAC25406	Laguna Creek Inter-Regional Trail Segment 4	2,400			326			2,726
SAC25434	Highway 50 Class I Undercrossing and Trail Improvements	1,274			166			1,440
SAC25335	Marysville Vision Zero	9,166					8,000 (LPP)	17,166
YOL19552	North 5th Street Complete Streets & Connectivity Project	1,031			472		1,893 (AHSC)	3,396
YOL19577	Bike and Pedestrian Connectivity Project	3,000			3,900			6,900
SUT56287	George Washington Pavement Rehabilitation	1,605			208			1,813
YUB16124	Linda Farm to Market & Rehabilitation Project	2,521			375			2,896
SAC25297	Arden Way Complete Streets, Phase 2	6,056			4,063			10,119
SAC25339	Elkhorn Blvd Complete Streets	2,656			1,457		6,837 (ATP)	10,950
REG18075	Purchase Hydrogen Fuel Cell Electric Buses	6,391					1,200 (STA)	7591
SAC25340	Stockton Blvd Complete Streets Phase 2	4,223			547			4,770
SAC25355	Norwood Avenue ITS Signal Improvements,	4,314						4,314

	City of Sacramento, Sacramento County.							
SAC25392	Alta Arden Expressway Phase 1. Sacramento County	3,379						3,379
SAC25354	Power Inn Road Safety and Congestion Relief Project. In the City of Elk Grove, Sacramento County	2,804			363			3,167
SUT56280	Garden Highway Improvement Project. In the City of Yuba City, Sutter County.	3,903			507			4,410
YOL19558	Cowell Boulevard Improvements. City of Davis, Yolo County.	4,552			692			5,244
	Emigrant Pass & Slate Range Signage and Striping	136						
	Northshore Drive Rehabilitation Project	104						104
Total		59,379	-	-	13,076	-	17,930	90,385

Notes: The Emigrant Pass & Slate Range Signage and Striping, 40-year-old and Northshore Drive Rehabilitation projects are Inyo and Mono County projects respectively. These funds are loan paybacks from the SACOG region to the respective counties.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

SACOG is not nominating projects to the 2026 ITIP.

Section 9. Projects Planned within Multi-Modal Corridors

The proposed projects do not have an impact on other projects planned or underway within the corridor.

Section 10. Highways to Boulevards Conversion Pilot Program

SACOG and Caltrans District 3 have not yet identified potential state routes in the 4-county Sacramento region for the highways to boulevards conversion pilot program.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Funding Framework and Criteria

The RTIP's intra-county competitive program prioritizes "fix-it-first" roadway rehabilitation projects that simultaneously incorporate infrastructure for other modes of transportation, such as bicycles, pedestrians, and high-capacity transit. Specifically, the program seeks to fund projects that provide "traffic calming strategies or other complete streets elements," aiming to fill network gaps and connect key destinations. This approach aligns with the region's performance goals to increase multi-modal travel options and improve safety.

The application of these criteria is evident in the final project list, which includes several investments explicitly focused on complete streets and active transportation, such as:

- North 5th Street Complete Streets & Connectivity Project
- Arden Way Complete Streets, Phase 2
- Elkhorn Blvd Complete Streets

- Stockton Blvd Complete Streets Phase 2
- Bike and Pedestrian Connectivity Project
- Highway 50 Class I Undercrossing and Trail Improvements

Collectively, these projects are intended to make walking, biking, and riding transit safer, thereby protecting the most vulnerable users of the transportation system.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The RTIP will help the region advance the goals of the 2023 Metropolitan Transportation Plan/Sustainable Communities Strategy. The plan's goals are:

1. Build vibrant places for today's and tomorrow's residents
2. Foster the next generation of mobility solutions
3. Modernize the way we pay for transportation infrastructure
4. Build and maintain a safe, reliable, and multimodal transportation system

Table B1 provides an evaluation of how these projects, plus the other planned projects will further the MTP/SCS goals.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (2040)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	24.6	23.3
	Percent of congested VMT (at or below 35 mph)	1.56	Less than 1% Change
	Commute mode share (travel to work or school)	Drive Alone: 73.5%	Drive Alone: 69.9%
		Carpool: 16.5%	Carpool: 16.5%
		Transit: 1.4%	Transit: 2.9%
		Bike: 2.2%	Bike: 2.9%
		Walk: 6.4%	Walk: 7.8%
		Work at Home: 5.4%	Work at Home: 7.6%

Infrastructure Condition	Percent of distressed state highway lane-miles	Unknown	Unknown
	Pavement Condition Index (local streets and roads)	68	>70
	Percent of highway bridges by deck area classified in Poor condition	Unknown	Unknown
	Percent of transit assets that have surpassed the FTA useful life period	60%	<10%
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Unknown	Unknown
Safety	Fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population: 39	No specific forecast
	Fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	No specific forecast
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Housing:16% Jobs: 27%	Housing:42% Jobs: 49%
	Mean commute travel time (to work or school)	18.1 minutes	17.3 minutes
Environmental Sustainability	Change in acres of agricultural land	881,127	878,230
	CO ₂ emissions reduction per capita	23.2	18.9

Section 13. Regional and Statewide Benefits of RTIP

As the MPO, SACOG is responsible for the development and adoption of the region's MTP/SCS. The current 2023 MTP/SCS, was adopted by the SACOG Board of Directors on November 9, 2023.

The program of projects listed in the 2026 RTIP is one component of our strategy for implementing the MTP/SCS. Our funding programs are the first step in making the investment decisions required to achieve the performance outcomes identified in the MTP/SCS. To apply for funds through our programs, projects are required to be included in the financially constrained MTP/SCS. The projects included in the MTP/SCS are part of a cost-effective package of investments that achieves significant performance outcomes by prioritizing fix-it-first investments, operational improvements, and strategic expansion to address critical bottlenecks.

In each MTP/SCS update cycle, we prepare a regional growth forecast and land use pattern to accommodate the estimated increases in population, employment and housing. Under Senate Bill 375 (SB 375), these are required components of the Sustainable Communities Strategy

(SCS). The development of the regional growth forecast and the land use component of the MTP/SCS are prepared using state-of-the-art data, analysis, and modeling tools. The forecast is designed to help the region achieve its goals within the confines of how real estate markets function and local governments exercise their land use authority. The forecast is executed in a manner that helps achieve local and regional goals while maintaining the flow of transportation funds to the region and meeting other federal and state requirements.

The transportation investments in the MTP/SCS are designed to serve the land use pattern and growth forecasts of the SCS. The performance outcomes achieved in the MTP/SCS are a result of the combined impact of the land uses and transportation projects identified in the plan.

The 2026 RTIP will provide safety, mobility, and travel benefits to the region and the state.

The projects will help reduce congested vehicle miles per capita and reduce the share of commute to those who drive alone.

Our program reflects values of “fix-it-first.” Pavement conditions will improve. The number or percentage of transit vehicles that have surpassed their useful life will decrease as we invest more in transit.

We expect the transit system to become more reliable as older vehicles get replaced with newer, more reliable vehicles.

We have no specific forecast for safety; however we believe that many of these projects make walking, biking, and riding transit safer, protecting the most vulnerable users of the system.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollars invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	24.6	Less than 1% Change
	Reduce Percent of congested VMT (at or below 35 mph)	Total CVMT per Capita 1.56	Less than 1% Change
	Change in commute mode share (travel to work or school)	Drive Alone: 73.5% Carpool: 16.5% Transit: 1.4%	Less than 1% Change

		Bike: 2.2%	
		Walk: 6.4%	
		Work at Home: 5.4%	
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Unknown	Unknown
	Improve Pavement Condition Index (local streets and roads)	68	No Change
	Reduce percent of highway bridge deck area in Poor Condition	Unknown	Unknown
	Reduce percent of transit assets that have surpassed the FTA useful life period	60%	Not Applicable (No relevant transit projects in RTIP)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Unknown	Unknown
Safety	Reduce fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population: 39	No Measurable Change
	Reduce fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	No Measurable Change
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Housing: 16% Jobs: 27%	Less than 1% Change
	Reduce mean commute travel time (to work or school)	18.1 minutes	Less than 1% Change
Environmental Sustainability	Change in acres of agricultural land	881,127	Less than 1% Change
	CO ₂ emissions reduction per capita	23.2	-19%

Section 15. Project Specific Evaluation (Required per Section 22C and 22D)

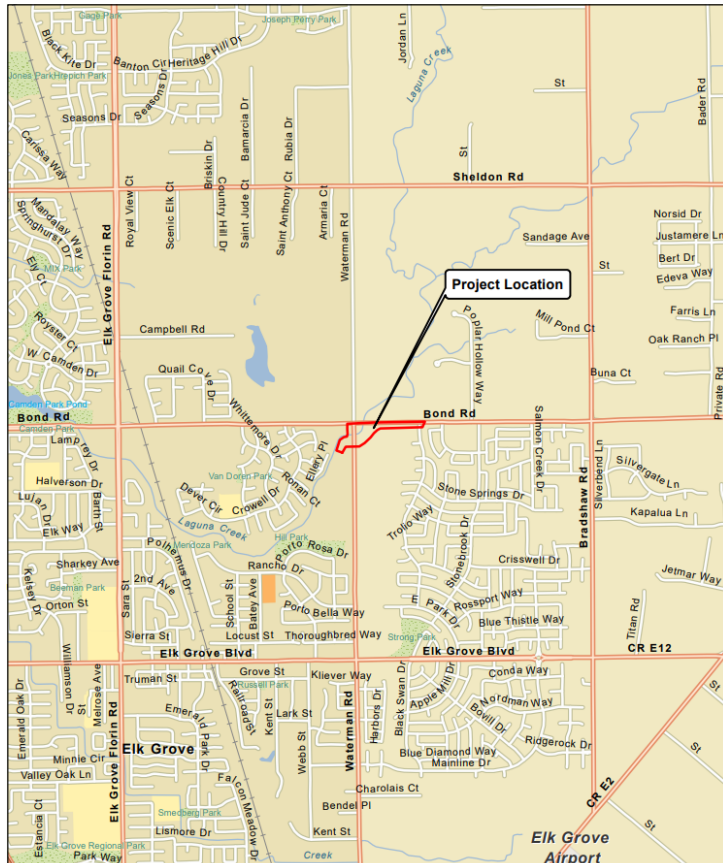
SACOG does not have any projects in the 2026 RTIP that meet the requirements for this section.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

Laguna Creek Inter-Regional Trail Segment 4A

In Elk Grove, Laguna Creek Inter-Regional Trail Segment 4A, from Waterman Road to Bond Road: new Class I Trail segment, including a grade separated undercrossing from the existing western terminus of the Laguna Creek Trail (just west of Waterman Road) to a sidewalk connection on Bond Road at the eastern connection.



Source: ESRI World Street Maps Online; Updated Engineering 8/8/2025; Created By: jacobson



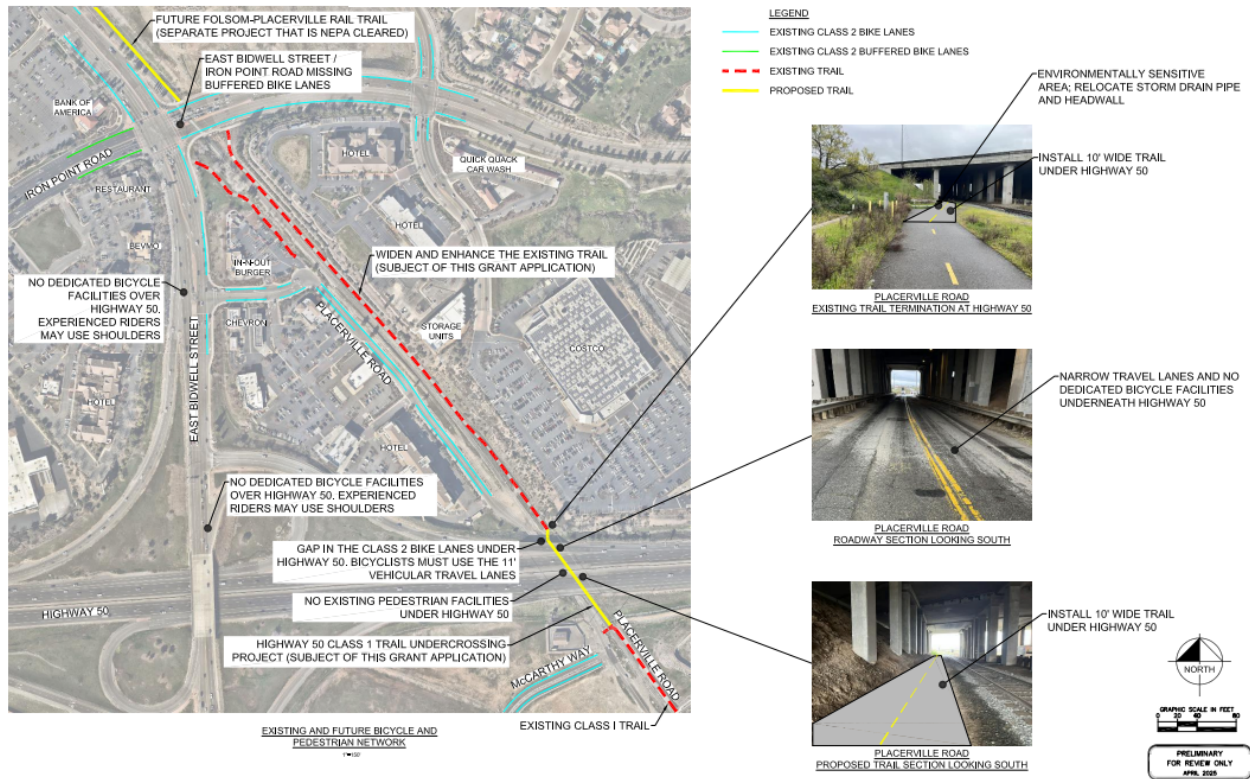
0 0.25 0.5 0.75 1
Miles

FIGURE 2
Project Location

Laguna Creek Inter-Regional Trail Segment 4 (WTL042)
City of Elk Grove, California

Highway 50 Class I Trail Undercrossing and Trail Improvement Project

In City of Folsom, parallel to Old Placerville Road and within the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC JPA) corridor, from Iron Point Road south connecting to existing Class I trail on the south side of Highway 50 parallel to Old Placerville Road, construct a Class I Highway 50 undercrossing, widen and connect existing trails, and increase intersection queuing area.



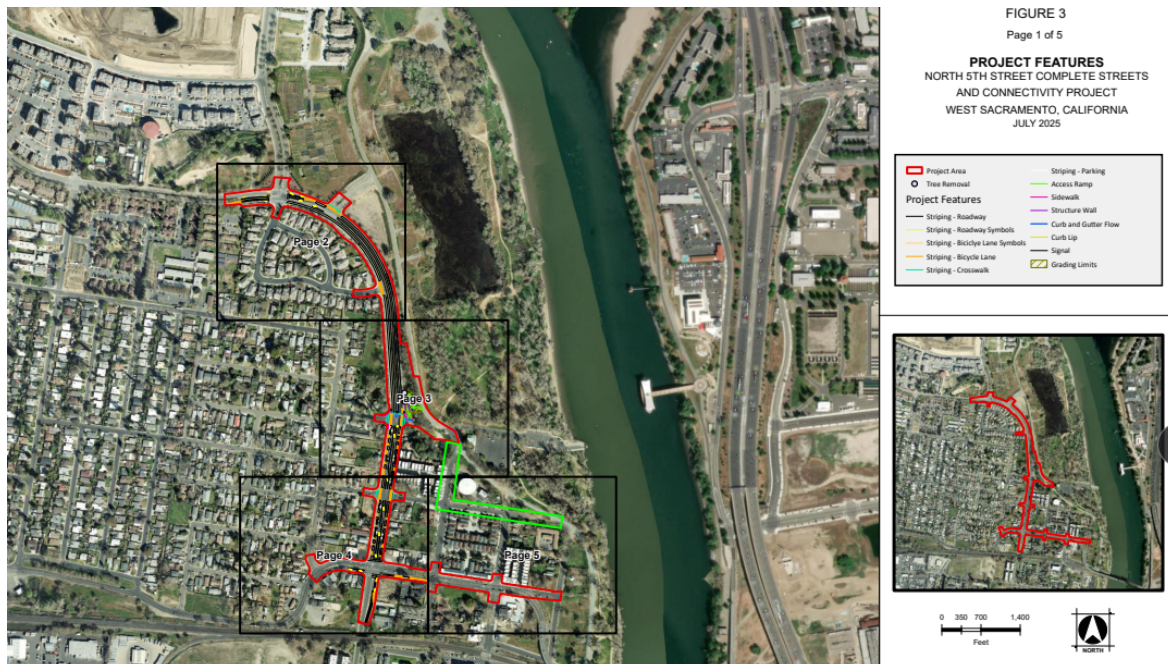
Marysville Boulevard Vision Zero Safety

In 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 enhance crosswalks.



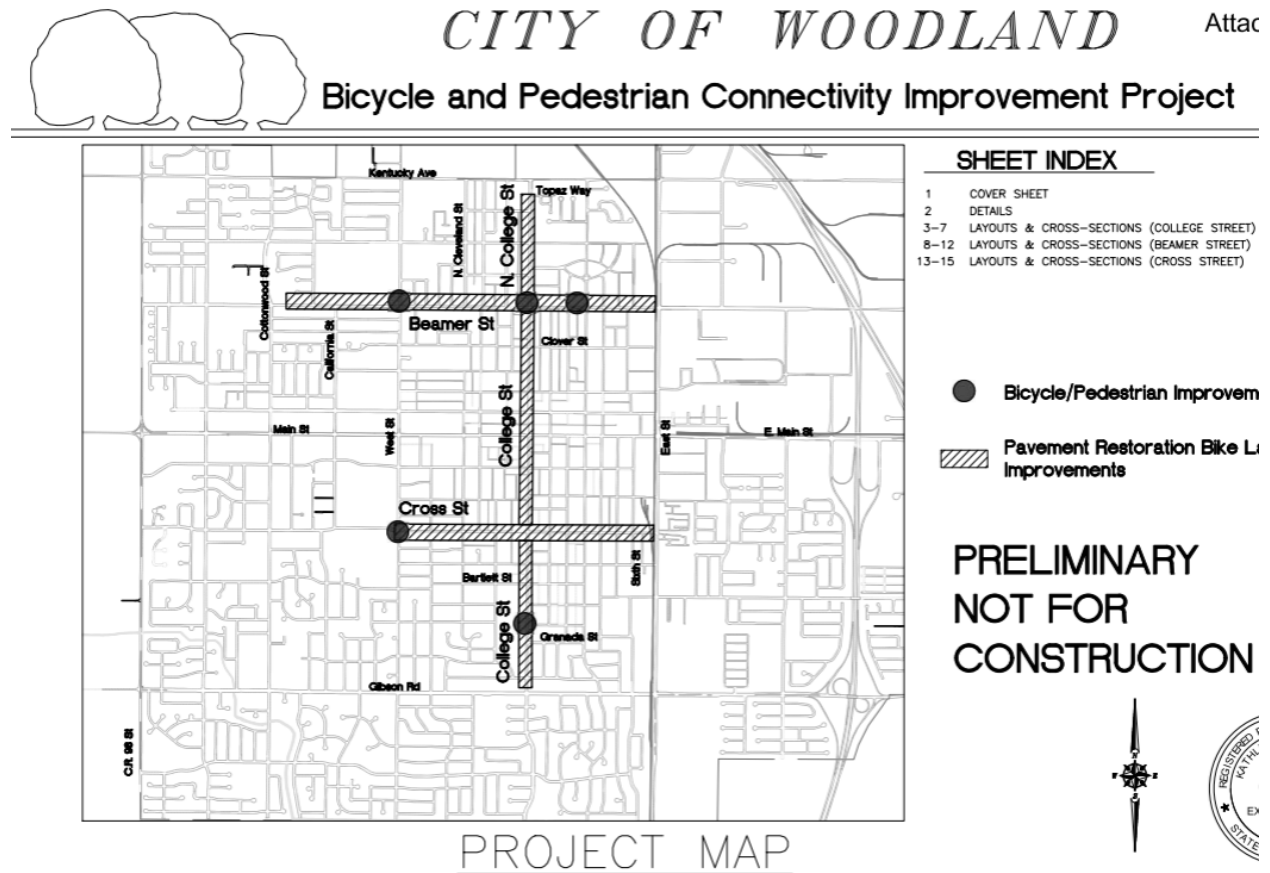
North 5th Street Complete Street and Connectivity Project

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.



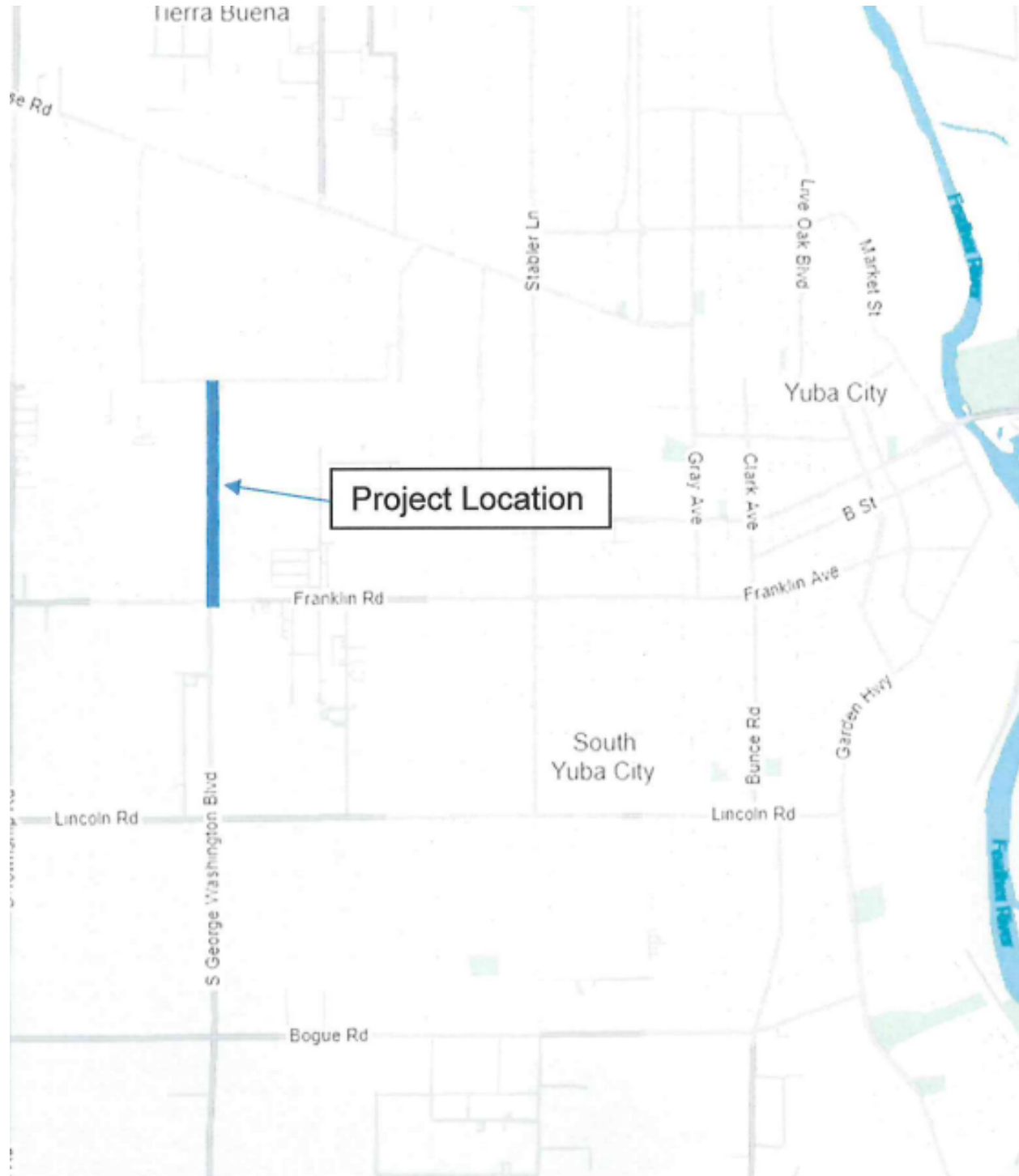
City of Woodland Bicycle and Pedestrian Connectivity Improvement Project

College Street from Kentucky Way to Gibson Street, Beamer Street from Cottonwood Street to East Street and Cross Street from West Street to East Street corridors, on the west side of Woodland, California. Improvements include, pavement rehabilitation, installing new buffered bike lanes, new class II bike lanes, new miles of Class III bike routes, enhance/upgrade crosswalks, sidewalk, add/upgrade ADA ramps and provide signal modifications for pedestrians and bicyclists safety to intersections.



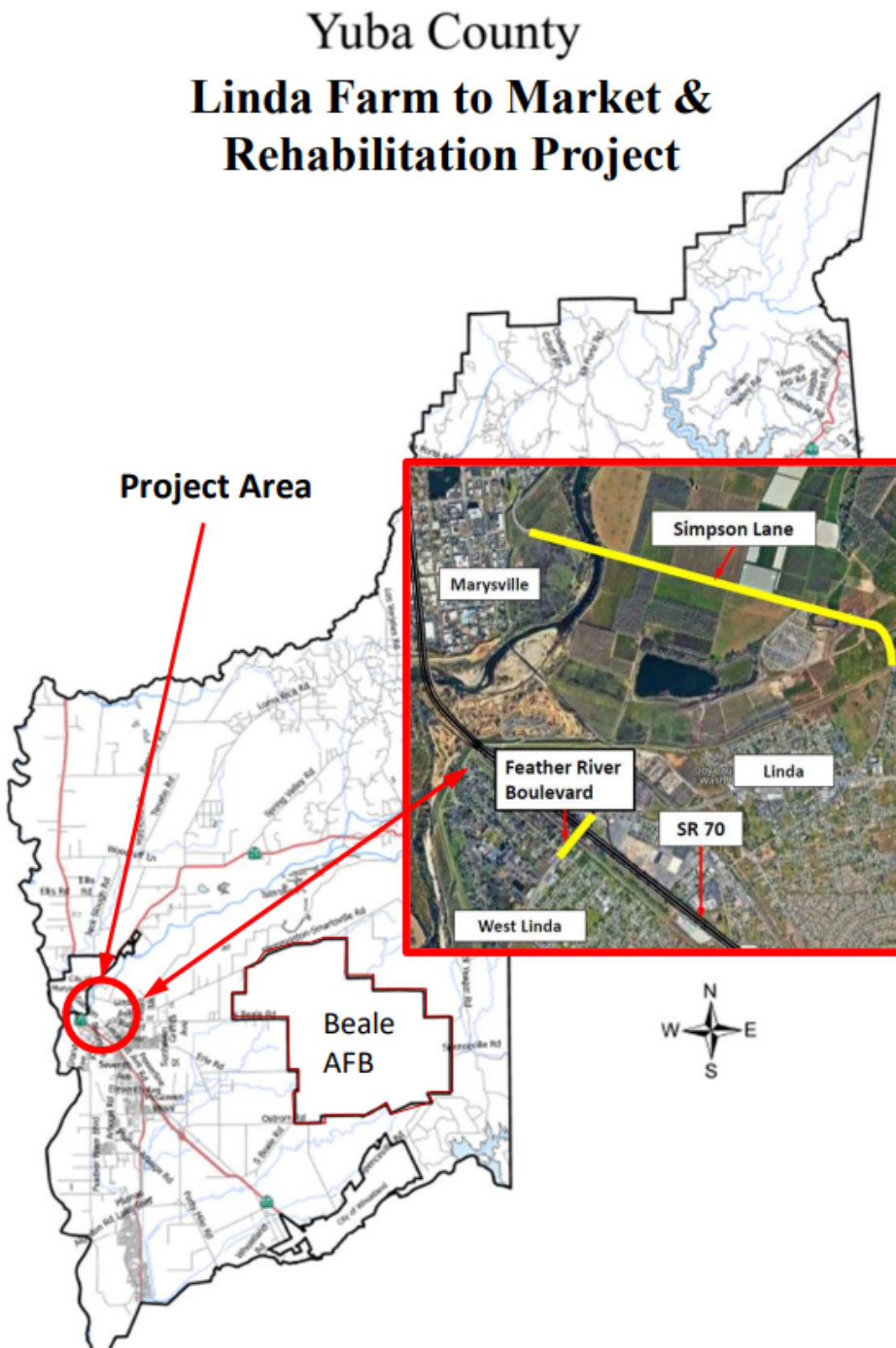
George Washington Pavement Rehab

In Yuba City, on N. George Washington Boulevard, from Franklin Road to State Route 20. Roadway rehabilitation including 6" depth pavement repairs, 0.20' overlay, and striping/signage improvements for bicycle lane creation.



Linda Farm to Market & Rehabilitation Project

In the County of Yuba, on Simpson Lane, from the City of Marysville boundary to Hammonton Smartsville Road, and on Feather River Boulevard from Arboga Road to North Beale Road: Road Maintenance and Reconstruction, including pavement grinding, overlay, plus new high visibility signing and striping.



Arden Way Complete Streets Phase 2

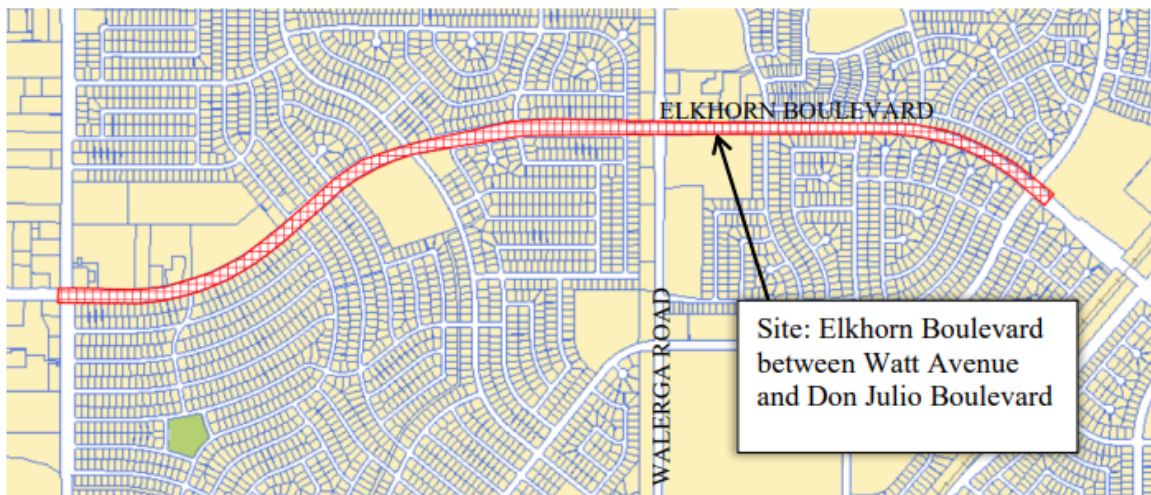
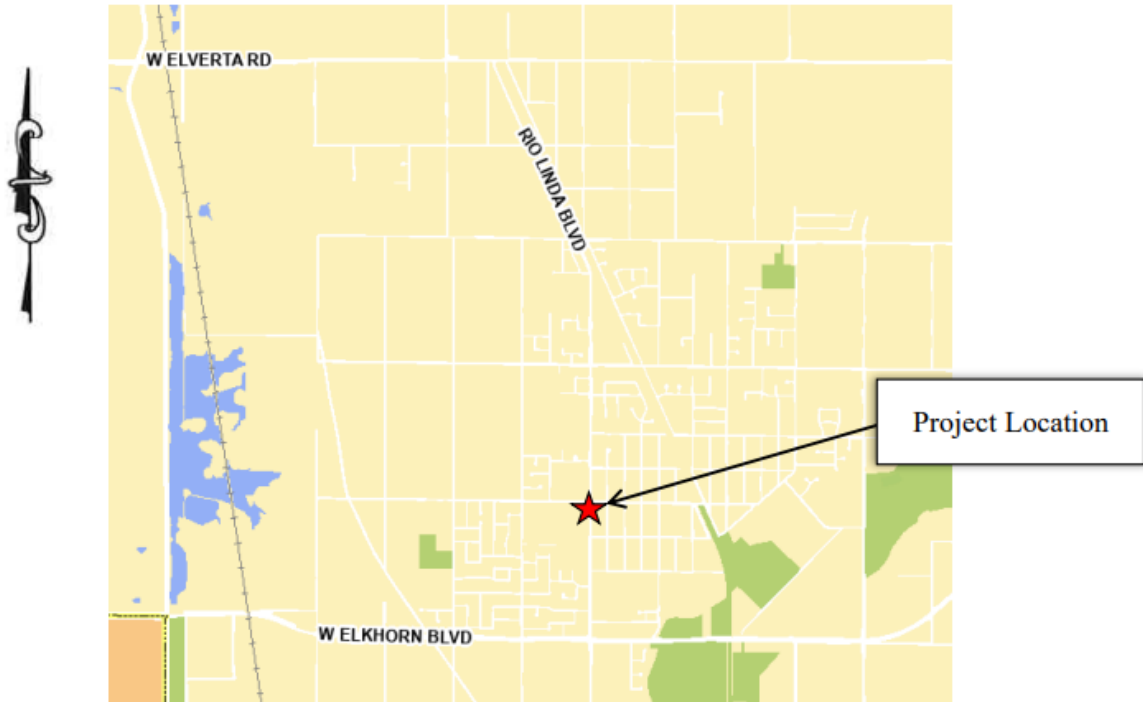
In unincorporated Sacramento County, the Phase 2 project will provide Complete Street improvements on Arden Way from Fulton Avenue to Morse Avenue, including Class IV bikeways at sidewalk-level, sidewalks, and Americans with Disabilities Act (ADA) upgrades, bus turnouts, upgraded streetlighting, traffic signals, signal interconnect, roadway rehabilitation, landscaping, and undergrounding of utilities.



NOT TO SCALE

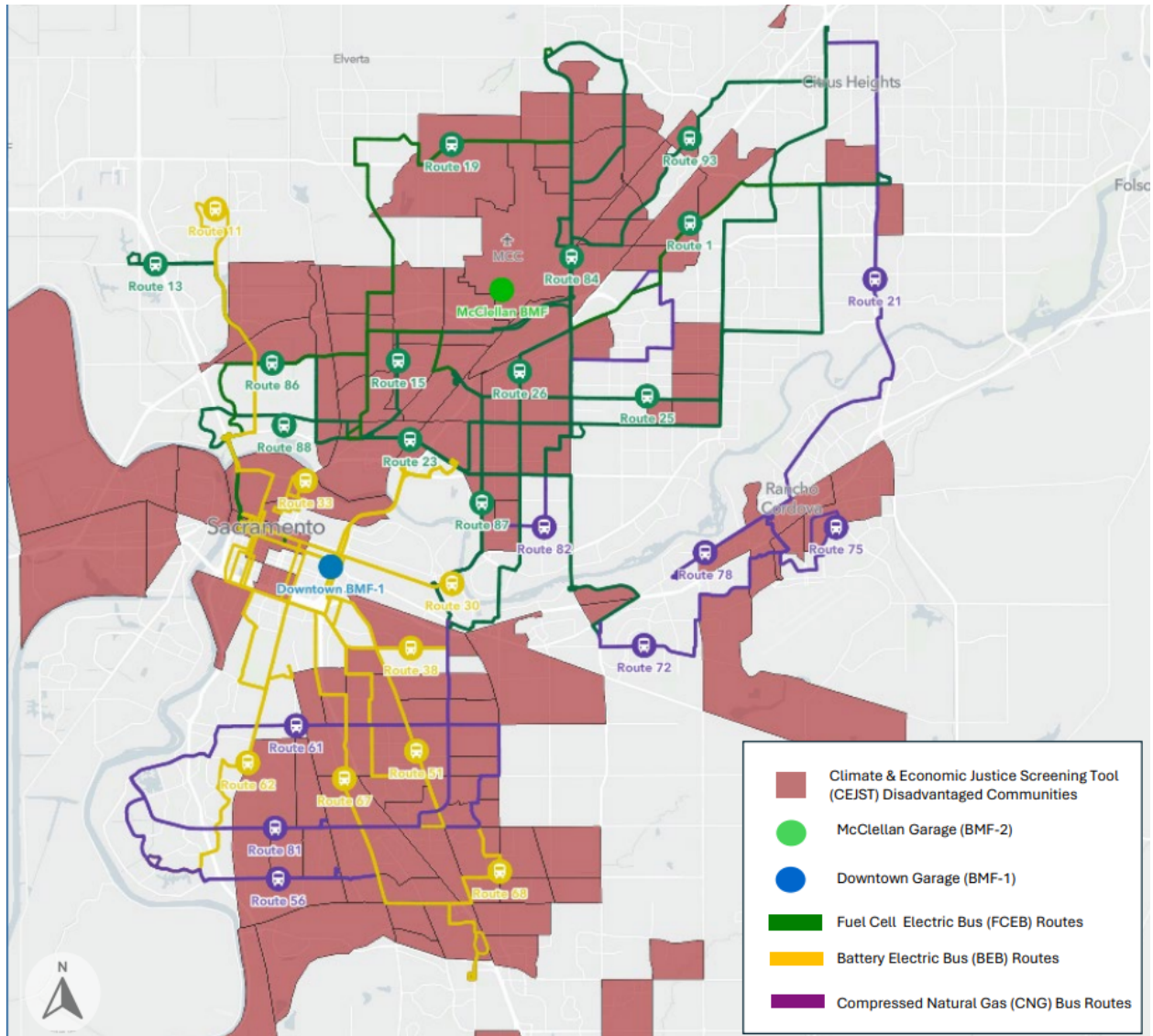
Elkhorn Boulevard Complete Streets

The Elkhorn Boulevard Complete Streets project is located on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard in unincorporated Sacramento County. The Project will construct a Class IV separated bikeway, green striping, bus turnouts, an ADA-accessible bus stop, close one sidewalk gap (930' total) on Elkhorn Boulevard between Cantel Way and Thomas Drive on the north side, and roadway rehabilitation. The Project includes signal modifications/ video detection with full ADA improvements at intersections, and will implement a non-infrastructure program.



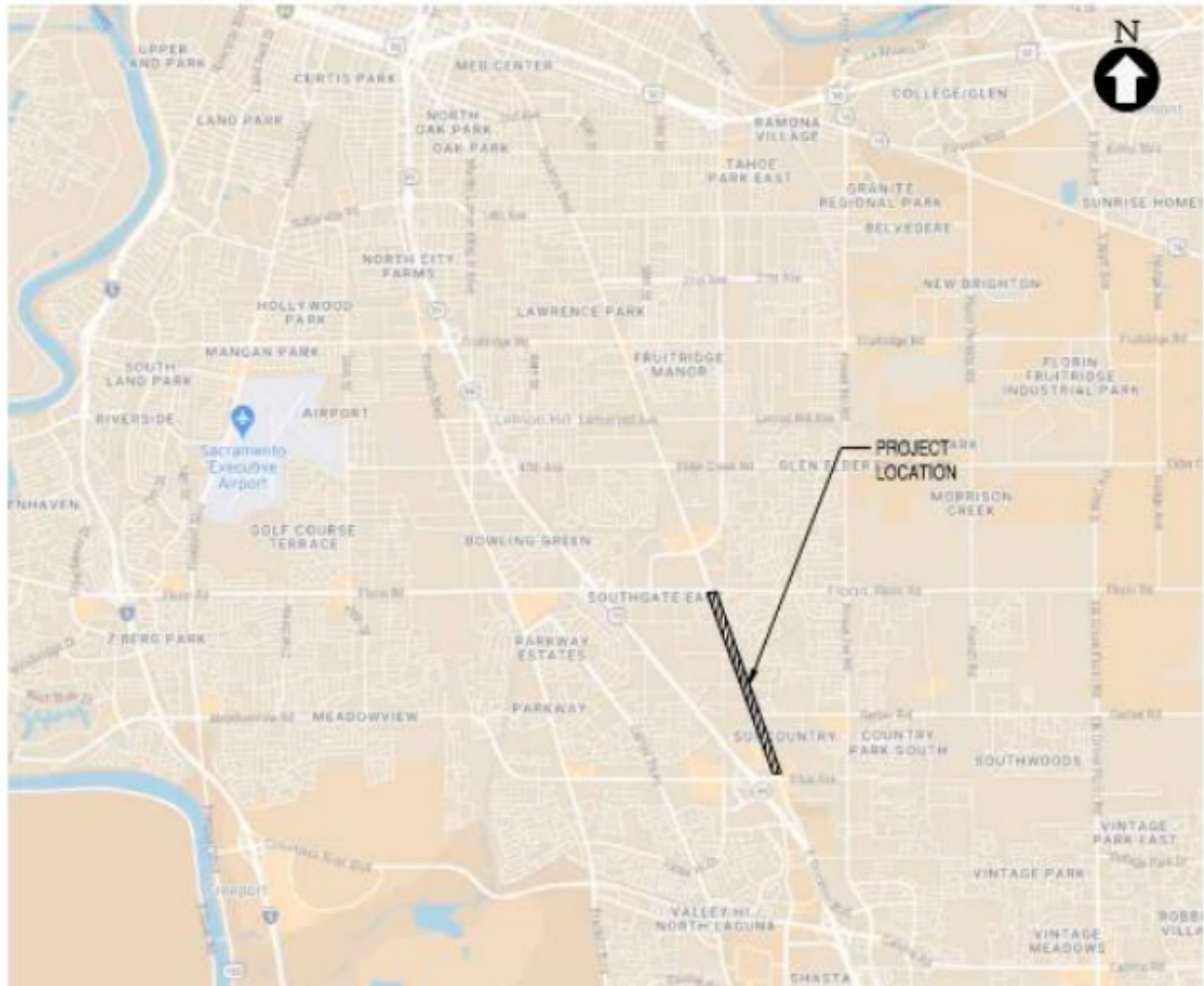
Purchase Hydrogen Fuel Cell Electric Buses

In northern Sacramento County within SacRT's service area: Purchase up to four 40-ft zero-emission fuel cell electric buses (FCEBs) to replace the aged vehicles in SacRT's existing fleet that have reached the end of their useful life.



Stockton Boulevard Complete Streets Phase 2

In Sacramento County, on Stockton Boulevard, from Mack Road/Elsie Avenue to Florin Road: Streetscape Improvement, including sidewalk gap closures, new Class IV separated bikeways, signalization of one offset intersection, three bus stop improvements, ADA upgrades, and roadway rehabilitation, and restriping.



F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – *Agencies will add their resolution or meeting minutes.*

Section 19. Fact Sheet (1-2 pages) (See Section 50) – The fact sheet will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/10/2025 12:33:31
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		WTL043		City of Elk Grove		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Samuel Grimm			916-627-3238	sgrimm@elkgrovecity.org		

Project Title

Laguna Creek Inter-Regional Trail Segment 4A

Location (Project Limits), Description (Scope of Work)

In the City of Elk Grove, on Laguna Creek Trail, from West of Waterman Road to Bond Road, this project will construct a new grade separated undercrossing of Waterman Road along Laguna Creek from west of Waterman Rd to Bond Road. Design, environmental and ROW work for this Project is under WTL042/CRPL 5479(087)/SAC25398.

Component	Implementing Agency
PA&ED	City of Elk Grove
PS&E	City of Elk Grove
Right of Way	City of Elk Grove
Construction	City of Elk Grove

Legislative Districts

Assembly:	10	Senate:	8	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/06/2025	
Begin Environmental (PA&ED) Phase		03/28/2025
Circulate Draft Environmental Document Document Type CE		04/01/2026
Draft Project Report		04/01/2026
End Environmental Phase (PA&ED Milestone)		06/30/2026
Begin Design (PS&E) Phase		07/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2027
Begin Right of Way Phase		10/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2027
Begin Construction Phase (Contract Award Milestone)		10/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		10/30/2028
Begin Closeout Phase		11/01/2028
End Closeout Phase (Closeout Report)		12/31/2028

Date 12/10/2025 12:33:31

Purpose and Need

The purpose of the Laguna Creek Trail Segment 4A (Waterman Road to Bond Road) Project is to close a key gap in Elk Grove’s active transportation network by providing a safe, continuous Class I multi-use trail consistent with the City’s adopted planning documents. The Project will enhance connectivity between neighborhoods, schools, transit, employment centers, retail, and recreation areas, supporting the City’s goals for a cohesive and accessible multimodal transportation system. The Project is needed to improve safety and mobility for all users by addressing the current lack of continuous, low-stress bicycle and pedestrian facilities in this corridor. Completing this segment will advance the City’s Bicycle, Pedestrian, and Trails Master Plan and implement key policies from the General Plan Mobility Element, including the creation of a connected network (Goal MOB-1), complete and context-sensitive streets (Goal MOB-3), and expanded active transportation options for all (Goal MOB-4). This segment of trail also provides independent utility, offering immediate local benefits and safe access to key destinations even before future trail segments are constructed.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO		

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.18

Date 12/10/2025 12:33:31

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2	0	2

District	County	Route	EA	Project ID	PPNO
03	Sacramento County			WTL043	
Project Title					
Laguna Creek Inter-Regional Trail Segment 4A					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									City of Elk Grove
PS&E									City of Elk Grove
R/W SUP (CT)									City of Elk Grove
CON SUP (CT)									City of Elk Grove
R/W									City of Elk Grove
CON									City of Elk Grove
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,726					2,726	
TOTAL			2,726					2,726	

Fund #1:	Local Funds - Active Transportation Fee (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			326					326	
TOTAL			326					326	

Fund #2:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,400					2,400	
TOTAL			2,400					2,400	

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/10/2025 12:35:51
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				City of Folsom		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County	50			Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Brett Bollinger			916-461-6632	bbollinger@folsom.ca.us		

Project Title

Highway 50 Class I Trail Undercrossing and Trail Improvements

Location (Project Limits), Description (Scope of Work)

In City of Folsom, parallel to Old Placerville Road and within the Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC JPA) corridor, from Iron Point Road south connecting to existing Class I trail on the south side of Highway 50 parallel to Old Placerville Road, construct a Class I Highway 50 undercrossing, widen and connect existing trails, and increase intersection queuing area.

Component	Implementing Agency
PA&ED	City of Folsom
PS&E	City of Folsom
Right of Way	City of Folsom
Construction	City of Folsom

Legislative Districts

Assembly:	7	Senate:	6	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/01/2024	
Begin Environmental (PA&ED) Phase		01/01/2026
Circulate Draft Environmental Document	Document Type CE/CE	08/01/2026
Draft Project Report		08/01/2026
End Environmental Phase (PA&ED Milestone)		11/01/2026
Begin Design (PS&E) Phase		05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2027
Begin Right of Way Phase		11/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2027
Begin Construction Phase (Contract Award Milestone)		09/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		09/01/2028
Begin Closeout Phase		09/01/2028
End Closeout Phase (Closeout Report)		09/01/2029

Date 12/10/2025 12:35:51

Purpose and Need

With the development of the FPA south of Highway 50 over the past few years and the creation of 30 miles of new Class I multi-use trails, the City desires to connect these new trails to existing 55 miles of Class I trails north of Highway 50. The freeway significantly impacts the opportunities to connect non-motorized infrastructure between the well-established portion of Folsom north of Highway 50 to the growing residential and commercial area south of Highway 50. East Bidwell Street at Highway 50 has significant traffic volumes as one gateway to the City of Folsom. The existing Class 2 bike lanes approaching Highway 50, with conflict points at the on- and off-ramps, result in a high stress facility that casual bike riders may not feel comfortable using. Furthermore, pedestrians must utilize the existing 5-foot sidewalk on the east side of the Highway 50 bridge overcrossing. The existing curb ramps leading to the bridge overcrossing are not ADA-compliant, creating yet an additional challenge to crossing the freeway for those with disabilities.

In contrast, the proposed Highway 50 Class I Trail Undercrossing and Trail Improvements Project will fill a significant gap in the City of Folsom’s bicycle and pedestrian network by creating an ADA-compliant Class I trail along the SPTC-JPA corridor and parallel to Old Placerville Road between Iron Point Road and the south side of Highway 50. The new trail will provide for a better user experience for bicyclists and pedestrians of all ages.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.4
ADA Improvements	New curb ramp installed	EA	1

Date 12/10/2025 12:35:51

Additional Information

Requesting state cash for this project.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	23.5	-23.5

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	50			
Project Title					
Highway 50 Class I Trail Undercrossing and Trail Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	115							115	
PS&E	344							344	
R/W SUP (CT)									
CON SUP (CT)									
R/W	37							37	
CON	28		1,440					1,468	
TOTAL	524		1,440					1,964	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,274					1,274	
TOTAL			1,274					1,274	

Fund #2:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	115							115	
PS&E	344							344	
R/W SUP (CT)									
CON SUP (CT)									
R/W	37							37	
CON	28		166					194	
TOTAL	524		166					690	

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/10/2025 13:50:05
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☒ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				City of Sacramento		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Luke Fuson			916-808-6601	ljfuson@cityofsacramento.org		

Project Title

Marysville Boulevard Vision Zero Safety

Location (Project Limits), Description (Scope of Work)

In 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 enhance crosswalks.

Component	Implementing Agency
PA&ED	City of Sacramento
PS&E	City of Sacramento
Right of Way	City of Sacramento
Construction	City of Sacramento

Legislative Districts

Assembly:	6	Senate:	8	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved	08/01/2023	
Begin Environmental (PA&ED) Phase		08/01/2023
Circulate Draft Environmental Document	Document Type CE/CE	12/20/2024
Draft Project Report		01/15/2026
End Environmental Phase (PA&ED Milestone)		01/15/2026
Begin Design (PS&E) Phase		05/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		09/01/2027
Begin Right of Way Phase		05/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		12/01/2027
Begin Construction Phase (Contract Award Milestone)		03/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2029
Begin Closeout Phase		12/01/2029
End Closeout Phase (Closeout Report)		11/01/2030

Date 12/10/2025 13:50:05

Purpose and Need

The purpose of the Marysville Boulevard Vision Zero Safety Project (Ultimate) is to improve road safety for all users along Marysville Boulevard, from North Avenue to Arcade Boulevard. This initiative is part of the City of Sacramento's broader Vision Zero strategy to eliminate traffic fatalities and serious injuries by 2027.

NHS Improvements ☐ YES ☒ NO

Roadway Class 1

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	8
Active Transportation	Bicycle lane-miles	Miles	2
ADA Improvements	Install accessible pedestrian signal	EA	1
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1

Date 12/10/2025 13:50:05

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1	2	-1
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	5	17	-12

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				
Project Title					
Marysville Boulevard Vision Zero Safety					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				1,036				1,036	
R/W SUP (CT)					150			150	
CON SUP (CT)									
R/W					250			250	
CON						16,766		16,766	
TOTAL				1,036	400	16,766		18,202	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					150			150	
CON SUP (CT)									
R/W					250			250	
CON						8,766		8,766	
TOTAL					400	8,766		9,166	

Fund #2:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				518				518	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				518				518	
Fund #3:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Sacramento
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				518				518	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				518				518	

Fund #4:	Other State - Road Maintenance and Rehabilitation Account (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									uncommitted LPPc funding. Sponsor will apply in the next round.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						8,000		8,000	
TOTAL						8,000		8,000	

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/10/2025 12:32:20
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				City of West Sacramento		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Yolo County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Christian Asuncion			916-617-4667	christianas@cityofwestsacramento.org		

Project Title

North 5th Street Complete Streets & Connectivity Project

Location (Project Limits), Description (Scope of Work)

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.

Component	Implementing Agency
PA&ED	City of West Sacramento
PS&E	City of West Sacramento
Right of Way	City of West Sacramento
Construction	City of West Sacramento

Legislative Districts

Assembly:	7	Senate:	3	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved	11/04/2025	
Begin Environmental (PA&ED) Phase		01/20/2025
Circulate Draft Environmental Document Document Type CE		05/26/2025
Draft Project Report		12/31/2025
End Environmental Phase (PA&ED Milestone)		12/31/2025
Begin Design (PS&E) Phase		01/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		02/01/2027
Begin Right of Way Phase		01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2027
Begin Construction Phase (Contract Award Milestone)		07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/2028
Begin Closeout Phase		08/01/2028
End Closeout Phase (Closeout Report)		12/31/2028

Date 12/10/2025 12:32:20

Purpose and Need

The City of West Sacramento is committed to the development of pedestrian and bicyclist networks that are efficient, seamless, and easy to use. The project will close ADA accessibility, pedestrian, and bicycle route gaps. Additionally, this project is needed to provide improvements that will close gaps in the pedestrian and bicycle network to upcoming regional projects.

NHS Improvements	☐ YES ☒ NO	Roadway Class 3	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	0.38
Active Transportation	Crossing Island	EA	3
ADA Improvements	New sidewalk	LF	100
ADA Improvements	New curb ramp installed	EA	2

Date 12/10/2025 12:32:20

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	78	63	15
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
03	Yolo County				
Project Title					
North 5th Street Complete Streets & Connectivity Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	154							154	
PS&E	638							638	
R/W SUP (CT)									
CON SUP (CT)			472					472	
R/W	650							650	
CON		1,893	1,031					2,924	
TOTAL	1,442	1,893	1,503					4,838	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,031					1,031	
TOTAL			1,031					1,031	

Fund #2:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	89							89	
PS&E	310							310	
R/W SUP (CT)									
CON SUP (CT)									
R/W	239							239	
CON									
TOTAL	638							638	
Fund #3:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E	328							328	
R/W SUP (CT)									
CON SUP (CT)			472					472	
R/W	411							411	
CON									
TOTAL	804		472					1,276	

Fund #4:	Other State - Affordable Housing Sustainable Communities (AHSC) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Application submitted and award announcements expected for 2025. If not awarded, City will use local funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,893						1,893	
TOTAL		1,893						1,893	

Amendment (Existing Project) ☐ YES ☒ NO					Date	12/10/2025 12:31:13
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				City of Woodland		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Yolo County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Clara Olmedo			530-661-5824	clara.olmedo@cityofwoodland.gov		

Project Title

Woodland Bicycle and Pedestrian Connectivity Improvement Project

Location (Project Limits), Description (Scope of Work)

In the City of Woodland, on College Street from Kentucky Way to Gibson Street, Beamer Street from Cottonwood Street to East Street and Cross Street from West Street to East Street corridors, on the west side of Woodland, California. Improvements include, pavement rehabilitation, installing new buffered bike lanes, new class II bike lanes, new miles of Class III bike routes, enhance/upgrade crosswalks, sidewalk, add/upgrade ADA ramps and provide signal modifications for pedestrians and bicyclists safety to intersections.

Component	Implementing Agency
PA&ED	City of Woodland
PS&E	City of Woodland
Right of Way	City of Woodland
Construction	City of Woodland

Legislative Districts

Assembly:	4	Senate:	3	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/17/2024	
Begin Environmental (PA&ED) Phase		02/05/2025
Circulate Draft Environmental Document Document Type CE		03/01/2025
Draft Project Report		05/01/2025
End Environmental Phase (PA&ED Milestone)		09/01/2025
Begin Design (PS&E) Phase		02/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		02/01/2027
Begin Right of Way Phase		06/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/01/2027
Begin Construction Phase (Contract Award Milestone)		07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		10/11/2028
Begin Closeout Phase		11/01/2028
End Closeout Phase (Closeout Report)		12/31/2029

Date 12/10/2025 12:31:13

Purpose and Need

The proposed project increases access to schools and feasibility for children to bike or walk to school as the improvements border ten schools enrolling children throughout the community. Additionally, the improvements provide direct routes and connections to public service, medical, recreational and shopping destinations throughout the city.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☐ YES ☒ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO		

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	5
Active Transportation	Bicycle lane-miles	Miles	4.63
Active Transportation	Crosswalk	EA	6
ADA Improvements	New sidewalk	LF	657
ADA Improvements	New curb ramp installed	EA	14
ADA Improvements	Repair/upgrade curb ramp	EA	93
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	3.4
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	1

Date 12/10/2025 12:31:13

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	62	38
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
03	Yolo County				
Project Title					
Woodland Bicycle and Pedestrian Connectivity Improvement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									City of Woodland
PS&E									City of Woodland
R/W SUP (CT)									City of Woodland
CON SUP (CT)									City of Woodland
R/W									City of Woodland
CON									City of Woodland
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	40							40	
PS&E	560							560	
R/W SUP (CT)									
CON SUP (CT)			900					900	
R/W	100							100	
CON			4,100	1,900				6,000	
TOTAL	700		5,000	1,900				7,600	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,000					3,000	
TOTAL			3,000					3,000	

Fund #2:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	40							40	
PS&E	560							560	
R/W SUP (CT)									
CON SUP (CT)			900					900	
R/W	100							100	
CON			1,100	1,900				3,000	
TOTAL	700		2,000	1,900				4,600	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/19/2025 10:00:21
Programs ☐ LPP-C ☐ LPP-F ☐ SCCC ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				City of Yuba City		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sutter County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Kevin Bradford			530-822-4786	kbradfor@yubacity.net		

Project Title

George Washington Pavement Rehabilitation

Location (Project Limits), Description (Scope of Work)

In Yuba City, on N. George Washington Boulevard, from Franklin Road to State Route 20: Roadway rehabilitation including 6" depth pavement repairs, 0.20' overlay, and striping/signage improvements for bicycle lane creation.

Component	Implementing Agency
PA&ED	City of Yuba City
PS&E	City of Yuba City
Right of Way	City of Yuba City
Construction	City of Yuba City

Legislative Districts

Assembly:	3	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved	05/31/2025	
Begin Environmental (PA&ED) Phase		10/01/2026
Circulate Draft Environmental Document	Document Type	11/15/2026
Draft Project Report		12/15/2026
End Environmental Phase (PA&ED Milestone)		01/31/2027
Begin Design (PS&E) Phase		10/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		09/01/2027
Begin Right of Way Phase		10/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		06/01/2027
Begin Construction Phase (Contract Award Milestone)		10/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2028
Begin Closeout Phase		10/31/2028
End Closeout Phase (Closeout Report)		12/31/2028

Date 11/19/2025 10:00:21

Purpose and Need

This roadway is in dire need of rehabilitation as its current PCI ratings range from 0 to 20 on various sections of this project’s length. This roadway is a main north-south arterial, which often serves as an alternative route to State Route 99 for City and County residents. The roadway is also a primary truck route in the City and County, with the northern section of this roadway also being classified as a STAA route. Improvement on this roadway will help ensure that transportation of goods can continue. The rehabilitation of this roadway will improve the City and County’s transportation system. Repair of this roadway will result in more frequent use from residents, and will reduce the number of vehicle damage claims received, due to repair of failed roadway. Further, this project will add and update Class II bike lane striping from SR-20 to Franklin Road. This will be beneficial, as Franklin Road is one of the City’s most contiguous west-to-east Class II bikeways. The repair of this roadway will ensure that flow of goods and freight transportation can continue without damage to freight vehicles. As a City Truck Route and STAA route, it is imperative that this roadway is in good condition.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	1.89
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	6
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.97

Date 11/19/2025 10:00:21

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	90	20	70
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
03	Sutter County				
Project Title					
George Washington Pavement Rehabilitation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		20						20	
PS&E		64						64	
R/W SUP (CT)									
CON SUP (CT)									
R/W		20						20	
CON			1,709					1,709	
TOTAL		104	1,709					1,813	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,605					1,605	
TOTAL			1,605					1,605	

Fund #2:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		20						20	
PS&E		64						64	
R/W SUP (CT)									
CON SUP (CT)									
R/W		20						20	
CON			104					104	
TOTAL		104	104					208	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/25/2025 15:47:17
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Yuba County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Yuba County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Sam Bunton			530-749-5420	publicworks@yuba.gov		

Project Title

Linda Farm to Market & Rehabilitation

Location (Project Limits), Description (Scope of Work)

In the County of Yuba, on Simpson Lane, from the City of Marysville boundary to Hammonton Smartsville Road, and on Feather River Boulevard from Arboga Road to North Beale Road: Road Maintenance and Reconstruction, including pavement grinding, overlay, plus new high visibility signing and striping.

Component	Implementing Agency
PA&ED	Yuba County
PS&E	Yuba County
Right of Way	Yuba County
Construction	Yuba County

Legislative Districts

Assembly: 3 Senate: 1 Congressional: 1

Project Milestone	Existing	Proposed
Project Study Report Approved	05/13/2025	
Begin Environmental (PA&ED) Phase		05/14/2025
Circulate Draft Environmental Document Document Type		05/15/2025
Draft Project Report		05/15/2025
End Environmental Phase (PA&ED Milestone)		05/14/2025
Begin Design (PS&E) Phase		05/21/2025
End Design Phase (Ready to List for Advertisement Milestone)		06/02/2025
Begin Right of Way Phase		05/15/2025
End Right of Way Phase (Right of Way Certification Milestone)		06/02/2025
Begin Construction Phase (Contract Award Milestone)		03/06/2026
End Construction Phase (Construction Contract Acceptance Milestone)		10/30/2026
Begin Closeout Phase		11/02/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 11/25/2025 15:47:17

Purpose and Need

State Route 70 (SR70) effectively splits the community of Linda into two pieces, with Feather River Boulevard and Erle Road being the only connections between the two halves. The failing pavement on Feather River Boulevard between Arboga Road and North Beale Road is creating a gap where traffic accesses or crosses SR70. The Pavement Condition Index (PCI) for Feather River Boulevard is 49. Once a road's PCI drops below 60, pavement deterioration accelerates rapidly. Any road with a PCI below 55 is considered in "Poor" condition and requires major rehabilitation. The poor pavement condition significantly affects traffic along this critical connection for the residential, commercial, and agricultural communities located on either side of SR70. Restoring this critical connection, which has an ADT of 15,000 vehicles per day, is one of the County's highest priorities, ensuring access to and across SR70. Absent this roadway segment, residents and the traveling public would need to detour 1.6 miles through residential neighborhoods to cross SR70 using Erle Road. This would create circulation delays, cause damage to residential roads, and present dangerous safety concerns for residents.

Similarly, the incorporated City of Marysville is physically separated from the community of Linda by the Yuba River, with the SR70 bridge and Simpson Lane being the only two connections between the two communities. The pavement along Simpson Lane has failed, requiring extensive rehabilitation. The PCI for Simpson Lane is 53, indicating structural failures in many locations. The poor pavement creates a gap between Marysville and Linda, discouraging residents from using this route. Should the pavement get much worse, traffic would have to be detoured through the community of Linda, over SR70, and through the heart of downtown Marysville. Given that Simpson Lane has an ADT of 13,400 vehicles per day, this would completely disrupt traffic through the City of Marysville and along SR70. The County expects the proposed project will result in an extended service life of 30 years for both Feather River Boulevard and Simpson Lane.

In addition, both Feather River Boulevard and Simpson Lane are critical evacuation routes in the event of an emergency such as flood or wildfire. South Yuba County, including the unincorporated community of Linda, experienced devastating floods in 1986 and 1997 that damaged homes, businesses, schools, and public facilities. Thousands of residents were displaced and relocated to other areas, while others remained in substandard housing conditions. Yuba County, the State of California, and the Federal government have invested tens of millions of dollars to prevent future floods in south Yuba County. However, should a levee be overwhelmed or fail during a high-flow event generated by climate change, the proposed rehabilitation of Feather River Boulevard and Simpson Lane will ensure reliable evacuation routes that will allow residents the opportunity to move to higher ground and safety.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO
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Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO	Reduce Greenhouse Gas Emissions ☐ YES ☒ NO
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Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.92

Date 11/25/2025 15:47:17

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	1.4	-1.4
Safety	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	84	-84
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	49	51
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
03	Yuba County				
Project Title					
Linda Farm to Market & Rehabilitation					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Yuba County
PS&E									Yuba County
R/W SUP (CT)									Yuba County
CON SUP (CT)									Yuba County
R/W									Yuba County
CON									Yuba County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,896						2,896	
TOTAL		2,896						2,896	

Fund #1:	Local Funds - General Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Yuba County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		375						375	
TOTAL		375						375	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,521						2,521	
TOTAL		2,521						2,521	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/19/2025 15:13:37
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Sacramento County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Keith Gotwalt			916-874-2818	gotwalkt@saccounty.gov		

Project Title

Arden Way Complete Streets Phase 2

Location (Project Limits), Description (Scope of Work)

In unincorporated Sacramento County, the Phase 2 project will provide Complete Street improvements on Arden Way from Fulton Avenue to Morse Avenue, including Class IV bikeways at sidewalk-level, sidewalks, and Americans with Disabilities Act (ADA) upgrades, bus turnouts, upgraded streetlighting, traffic signals, signal interconnect, roadway rehabilitation, landscaping, and undergrounding of utilities.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts

Assembly:	6	Senate:	6	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		10/01/2019
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	06/17/2024
Draft Project Report		06/17/2024
End Environmental Phase (PA&ED Milestone)		06/17/2024
Begin Design (PS&E) Phase		06/18/0024
End Design Phase (Ready to List for Advertisement Milestone)		11/30/2026
Begin Right of Way Phase		06/18/0024
End Right of Way Phase (Right of Way Certification Milestone)		04/28/0027
Begin Construction Phase (Contract Award Milestone)		12/30/2027
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/2029
Begin Closeout Phase		04/01/2030
End Closeout Phase (Closeout Report)		10/31/2030

Date 11/19/2025 15:13:37

Purpose and Need

Purpose:
The Arden Way Phase 2 Project aims to transform Arden Way into a safe, accessible, and sustainable multimodal corridor that encourages pedestrian, bicycle, and transit use through infrastructure enhancements. The improvements will be designed to create a more desirable environment for pedestrians, bicyclists and transit/bus riders such as: wide, pedestrian-friendly separated sidewalks, continuous buffered bike lanes, traffic signal modifications and better pedestrian crossings, improved transit facilities such as expanded bus turn outs and enlarged boarding areas, channelized landscaped medians, and improved street lighting.

Need:
Current infrastructure conditions discourage non-motorized transportation due to inadequate pedestrian facilities, absence of bike lanes, and general safety and maintenance concerns. This project addresses these deficiencies, promoting

NHS Improvements ☐ YES ☒ NO

Roadway Class 3

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.86
Active Transportation	Crosswalk	EA	13
ADA Improvements	Install new detectable warning surface	SQFT	216
ADA Improvements	Upgrade detectable warning surface	SQFT	216

Date 11/19/2025 15:13:37

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	9,662	9,464	198

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				
Project Title					
Arden Way Complete Streets Phase 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,119					10,119	
TOTAL			10,119					10,119	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,056					6,056	
TOTAL			6,056					6,056	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,063					4,063	
TOTAL			4,063					4,063	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/19/2025 15:37:29
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Sacramento County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Spencer Ord			916-876-6601	ords@saccounty.gov		

Project Title
 Elkhorn Boulevard Complete Streets

Location (Project Limits), Description (Scope of Work)

The Elkhorn Boulevard Complete Streets project is located on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard in unincorporated Sacramento County. The Project will construct a Class IV separated bikeway, green striping, bus turnouts, an ADA-accessible bus stop, close one sidewalk gap (930' total) on Elkhorn Boulevard between Cantel Way and Thomas Drive on the north side, and roadway rehabilitation. The Project includes signal modifications/ video detection with full ADA improvements at intersections, and will implement a non-infrastructure program.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts

Assembly:	7	Senate:	6,8	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/07/2022	
Begin Environmental (PA&ED) Phase		06/29/2023
Circulate Draft Environmental Document Document Type ND/MND		01/28/2025
Draft Project Report		11/07/2025
End Environmental Phase (PA&ED Milestone)		12/01/2025
Begin Design (PS&E) Phase		01/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		04/30/2028
Begin Right of Way Phase		01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		04/30/2028
Begin Construction Phase (Contract Award Milestone)		12/30/2028
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2029
Begin Closeout Phase		01/02/2030
End Closeout Phase (Closeout Report)		12/31/2030

Date 11/19/2025 15:37:29

Purpose and Need

The Elkhorn Boulevard Complete Streets project addresses safety and comfort concerns by upgrading an existing bikeway, installing intersection improvements, and implementing non-infrastructure programs to improve a corridor for people in the disadvantaged North Highlands neighborhood of northeast unincorporated Sacramento County.

NHS Improvements	☐ YES ☒ NO	Roadway Class 3	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	64
Operational Improvement	Intersection / Signal improvements	EA	12
Active Transportation	Bicycle lane-miles	Miles	3.68
ADA Improvements	New sidewalk	LF	930
ADA Improvements	Repair existing sidewalk	LF	200
ADA Improvements	New curb ramp installed	EA	48

Date 11/19/2025 15:37:29

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	14	28	-14

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				
Project Title					
Elkhorn Boulevard Complete Streets					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,753	3,197					10,950	
TOTAL		7,753	3,197					10,950	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,656					2,656	
TOTAL			2,656					2,656	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		916	541					1,457	
TOTAL		916	541					1,457	
Fund #3:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,837						6,837	
TOTAL		6,837						6,837	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/24/2025 17:12:39
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Sacramento Regional Transit District		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Wondimu Mengitsu			916-556-0480	wmengistu@sacrt.com		

Project Title

Purchase Hydrogen Fuel Cell Electric Buses

Location (Project Limits), Description (Scope of Work)

In northern Sacramento County within SacRT’ service area: Purchase up to four 40-ft zero-emission fuel cell electric buses (FCEBs) to replace the aged vehicles in SacRT’s existing fleet that have reached the end of their useful life.

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts

Assembly:	6	Senate:	8	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		08/31/2028
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2030
Begin Closeout Phase		07/01/2030
End Closeout Phase (Closeout Report)		07/01/2030

Date 11/24/2025 17:12:39

Purpose and Need

SacRT’s proposed project seeks funding to acquire up to four 40-foot hydrogen fuel cell electric buses (FCEBs) to replace aging compressed natural gas (CNG) vehicles that have exceeded their useful life and are contributing to service reliability issues. This investment is part of SacRT’s Zero-Emission Bus Rollout Plan, which aims to modernize the fleet, reduce emissions, and improve transit service across Sacramento County. The project addresses critical gaps in clean mobility access, supports compliance with statewide zero-emission mandates, and enhances operational efficiency and equity in high-need transit corridors.

NHS Improvements	☐ YES ☒ NO	Roadway Class	NA	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☒ YES ☐ NO		

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	4

Date 11/24/2025 17:12:39

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-3,578	0	-3,578
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-0.32	0	-0.32
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.018	0	-0.018
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-29.33	0	-29.33
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-3.39	0	-3.39

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				
Project Title					
Purchase Hydrogen Fuel Cell Electric Buses					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,591				7,591	
TOTAL				7,591				7,591	

Fund #1:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,200				1,200	
TOTAL				1,200				1,200	

Fund #2:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,391				6,391	
TOTAL				6,391				6,391	

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/25/2025 13:44:32
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03				Sacramento County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Katie Wrightson			916-875-2926	wrightsonk@sacounty.gov		

Project Title

Stockton Boulevard Complete Streets Phase 2

Location (Project Limits), Description (Scope of Work)

In Sacramento County, on Stockton Boulevard, from Mack Road/Elsie Avenue to Florin Road: Streetscape Improvement, including sidewalk gap closures, new Class IV separated bikeways, signalization of one offset intersection, three bus stop improvements, ADA upgrades, and roadway rehabilitation, and restriping.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts

Assembly:	10	Senate:	8	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/07/2022	
Begin Environmental (PA&ED) Phase		06/01/2024
Circulate Draft Environmental Document	Document Type	12/01/2026
Draft Project Report		11/07/2025
End Environmental Phase (PA&ED Milestone)		06/30/2027
Begin Design (PS&E) Phase		07/01/2027
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2029
Begin Right of Way Phase		07/01/2027
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2029
Begin Construction Phase (Contract Award Milestone)		12/30/2029
End Construction Phase (Construction Contract Acceptance Milestone)		11/30/2031
Begin Closeout Phase		05/01/2032
End Closeout Phase (Closeout Report)		11/01/2032

Date 11/25/2025 13:44:32

Purpose and Need

The Stockton Boulevard Complete Streets Phase II project aligns with Sacramento County's transportation priorities and strategic goals by enhancing multimodal travel within the South Sacramento Environmental Justice (EJ) community. The project aims to improve safety, equity, and accessibility for all users, including pedestrians, cyclists, and transit riders. It supports the County's 2022 Active Transportation Plan (ATP) and 2022 Local Roadway Safety Plan (LRSP) by addressing high injury corridors and promoting alternative modes of travel. (Attachment 1 includes links to both plans.)

Stockton Boulevard is a critical corridor on the County's High Injury Network for both bicyclists and pedestrians. The Class IV study corridor is rated as the County's #1 bikeway project in the 2022 ATP. Several sidewalk gaps along Stockton Boulevard (E Stockton Blvd-1, E Stockton Blvd-1A, Stockton Blvd-6, Stockton Blvd-7, Stockton Blvd-8, Stockton Blvd-9, Stockton Blvd-10) are ranked between #1 and #11 out of 962 in terms of priority in the ATP. The 2022 LRSP identifies Stockton Boulevard and Florin Road as one of the County's intersections with the most fatal or injury pedestrian collisions over a five-year period (2015-2019), with six pedestrian collisions.

NHS Improvements	☐ YES ☒ NO	Roadway Class 3	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	8
Active Transportation	Bicycle lane-miles	Miles	3.2
Active Transportation	Crosswalk	EA	10
ADA Improvements	New sidewalk	LF	4,720
ADA Improvements	New curb ramp installed	EA	39

Date 11/25/2025 13:44:32

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	29	71
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				
Project Title					
Stockton Boulevard Complete Streets Phase 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			2,285					2,285	
R/W SUP (CT)			285					285	
CON SUP (CT)									
R/W			2,200					2,200	
CON									
TOTAL			4,770					4,770	

Fund #1:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			2,023					2,023	
R/W SUP (CT)									
CON SUP (CT)									
R/W			2,200					2,200	
CON									
TOTAL			4,223					4,223	

Fund #2:	Local Funds - Agency (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			262					262	
R/W SUP (CT)			285					285	
CON SUP (CT)									
R/W									
CON									
TOTAL			547					547	

Amendment (Existing Project) ☐ YES ☒ NO					Date	10/24/2025 10:23:59
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		0325000028	2224	City of Sacramento		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jesse Gothan			916-808-6897	jgothan@cityofsacramento.org		

Project Title

Norwood Avenue Intelligent Transportation System Signal Improvements

Location (Project Limits), Description (Scope of Work)

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 Boulevard: Install intelligent transportation system (ITS) and Accessible Pedestrian Signal (APS) upgrades including traffic signal cabinets and controllers, traffic signal interconnect, advanced loop detection, pedestrian push buttons and countdown pedestrian heads.

Component	Implementing Agency
PA&ED	City of Sacramento
PS&E	City of Sacramento
Right of Way	City of Sacramento
Construction	City of Sacramento

Legislative Districts

Assembly:	6	Senate:	8	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	10/01/2024	10/01/2024
Circulate Draft Environmental Document	04/01/2025	04/01/2025
Document Type CE/CE		
Draft Project Report	04/01/2025	04/01/2025
End Environmental Phase (PA&ED Milestone)	06/30/2025	06/30/2025
Begin Design (PS&E) Phase	07/01/2025	07/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	05/31/2026	05/31/2026
Begin Right of Way Phase	06/01/0025	06/01/0025
End Right of Way Phase (Right of Way Certification Milestone)	07/02/0025	07/02/0025
Begin Construction Phase (Contract Award Milestone)	06/01/2026	06/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/31/2027	05/31/2027
Begin Closeout Phase	06/01/2027	06/01/2027
End Closeout Phase (Closeout Report)	12/31/2027	12/31/2027

Date 10/24/2025 10:23:59

Purpose and Need

The project will enable the city to expand its technological infrastructure, improve operations, and advance its institutions. Connect traffic signals with fiber optic cable, monitor real-time traffic conditions, and replace aging traffic signal infrastructure.

NHS Improvements

☐ YES ☒ NO

Roadway Class

1

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	19

Date 10/24/2025 10:23:59

Additional Information

State only funding request justification - The Norwood ITS project is a modernization of the City's existing signal infrastructure including installation of new traffic signal cabinets and controllers, traffic signal interconnect, advanced loop detection, pedestrian pushbuttons and countdown pedestrian heads. The City has a proven track record delivering projects with a similar scope and expects the project to be a CEQA categorical exemption. This can be addressed in-house with environmental staff. If a NEPA categorical exclusion is required the City will have to procure a consultant team that can complete an Initial Site Assessment and Preliminary Site Assessment. From past experience this adds \$50K - \$100k in project delivery costs and delays the project 6 – 12 months. As a result, the City is requesting State-only funding to expedite implementation if this important safety project.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.1355	0.2305	-0.095

District	County	Route	EA	Project ID	PPNO
03	Sacramento County			0325000028	2224
Project Title					
Norwood Avenue Intelligent Transportation System Signal Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	150							150	
PS&E	436							436	
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON			4,314					4,314	
TOTAL	686		4,314					5,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	150							150	
PS&E	436							436	
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON			4,314					4,314	
TOTAL	686		4,314					5,000	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	150							150	Sacramento Area Council of Governm \$150 PAED voted 10/17/24
PS&E	436							436	
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON			4,314					4,314	
TOTAL	686		4,314					5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	150							150	
PS&E	436							436	
R/W SUP (CT)									
CON SUP (CT)									
R/W	100							100	
CON			4,314					4,314	
TOTAL	686		4,314					5,000	

Complete this page for amendments only					Date 10/24/2025 10:23:59
District	County	Route	EA	Project ID	PPNO
03	Sacramento County			0325000028	2224

SECTION 1 - All Projects

Project Background

Carryover from 2024 STIP.

Programming Change Requested

Reason for Proposed Change

Carryover from 2024 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Carryover from 2024 STIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO					Date	10/27/2025 16:21:23
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03			1923	Sacramento County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Melissa Wright			916-874-4243	wrightme@saccounty.gov		

Project Title

Alta Arden Expressway Phase 1

Location (Project Limits), Description (Scope of Work)

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.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts

Assembly:	6	Senate:	8	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/01/2024	09/01/2024
Circulate Draft Environmental Document Document Type CE/CE	01/01/2026	01/01/2026
Draft Project Report	03/31/2026	03/31/2026
End Environmental Phase (PA&ED Milestone)	03/31/2026	03/31/2026
Begin Design (PS&E) Phase	06/01/2026	06/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	12/01/2027	12/01/2027
Begin Right of Way Phase	06/01/2026	06/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	10/31/2027	10/31/2027
Begin Construction Phase (Contract Award Milestone)	04/01/2028	04/01/2028
End Construction Phase (Construction Contract Acceptance Milestone)	06/01/2029	06/01/2029
Begin Closeout Phase	06/02/2029	06/02/2029
End Closeout Phase (Closeout Report)	12/01/2029	12/01/2029

Date 10/27/2025 16:21:23

Purpose and Need

Alta Arden Expressway lacks complete bicycle and pedestrian facilities. The Expressway is bounded by multiple high-speed, high volume roadways and is well served by highways located outside the community. These facilities can create barriers to access for community members attempting to walk, bike, scoot, or take transit to destinations within or outside of their neighborhoods. The ALta Arden Expressway project will install sidewalks to the north where none currently exist, providing gap closures for ease of access.

NHS Improvements

☐ YES ☒ NO

Roadway Class

1

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.02

Date 10/27/2025 16:21:23

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	9,116,000	9,713,000	-597,000

District	County	Route	EA	Project ID	PPNO
03	Sacramento County				1923
Project Title					
Alta Arden Expressway Phase 1					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W	484							484	Sacramento County
CON			3,379					3,379	Sacramento County
TOTAL	484		3,379					3,863	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	484							484	
CON			3,379					3,379	
TOTAL	484		3,379					3,863	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	484							484	
CON			3,379					3,379	
TOTAL	484		3,379					3,863	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	484							484	
CON			3,379					3,379	
TOTAL	484		3,379					3,863	

Complete this page for amendments only				Date 10/27/2025 16:21:23	
District	County	Route	EA	Project ID	PPNO
03	Sacramento County				1923

SECTION 1 - All Projects

Project Background

Carryover from 2024 STIP.

Programming Change Requested

Reason for Proposed Change

Carryover from 2024 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Carryover from 2024 STIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO					Date	10/27/2025 16:11:13
Programs ☐ LPP-C ☐ LPP-F ☐ SCCC ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		0325000062	5481	City of Elk Grove		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Mohammad Sadiq			916-627-3349	msadiq@elkgrove.gov		

Project Title

Power Inn Road Safety and Congestion Relief

Location (Project Limits), Description (Scope of Work)

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.

Component	Implementing Agency
PA&ED	City of Elk Grove
PS&E	City of Elk Grove
Right of Way	City of Elk Grove
Construction	City of Elk Grove

Legislative Districts

Assembly:	10	Senate:	8	Congressional:	7
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	11/10/2023	09/10/2025
Circulate Draft Environmental Document Document Type CE	02/12/2024	12/15/2025
Draft Project Report	03/04/2024	01/15/2026
End Environmental Phase (PA&ED Milestone)	03/01/2024	03/13/2026
Begin Design (PS&E) Phase	05/17/2024	06/13/2026
End Design Phase (Ready to List for Advertisement Milestone)	03/07/2025	08/21/2026
Begin Right of Way Phase	03/04/2024	10/24/2025
End Right of Way Phase (Right of Way Certification Milestone)	08/16/2024	10/24/2025
Begin Construction Phase (Contract Award Milestone)	07/11/2025	05/24/2027
End Construction Phase (Construction Contract Acceptance Milestone)	07/10/2026	06/09/2028
Begin Closeout Phase	07/13/2026	06/10/2028
End Closeout Phase (Closeout Report)	11/13/2026	08/10/2028

Date 10/27/2025 16:11:13

Purpose and Need

The project modernizes facilities in the corridor improving the movement of multimodal travel for all users and modes of travel including public transit pedestrians and bicyclists this project will perform pavement maintenance to improve payment quality and extend the life of the roadway. It includes installation of a new traffic signal and curb ramp upgrades at the Power Inn road and Geneva point Dr. intersection. Travel lanes will be narrowed to provide space for installation of buffered bike lanes upon completion of pavement rehabilitation and maintenance operations.

NHS Improvements

☐ YES ☒ NO

Roadway Class

2

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1
Active Transportation	Bicycle lane-miles	Miles	2

Date 10/27/2025 16:11:13

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	9,000	10,000	-1,000

District	County	Route	EA	Project ID	PPNO
03	Sacramento County			0325000062	5481
Project Title					
Power Inn Road Safety and Congestion Relief					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	127							127	City of Elk Grove
PS&E	253							253	City of Elk Grove
R/W SUP (CT)									City of Elk Grove
CON SUP (CT)									City of Elk Grove
R/W									City of Elk Grove
CON	363	2,804						3,167	City of Elk Grove
TOTAL	743	2,804						3,547	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	127							127	
PS&E	278							278	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	364	2,804						3,168	
TOTAL	769	2,804						3,573	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	112							112	City of Elk Grove
PS&E	224							224	\$112 PAED voted 01/30/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,804						2,804	
TOTAL	336	2,804						3,140	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	112							112	
PS&E	224							224	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,804						2,804	
TOTAL	336	2,804						3,140	

Fund #2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	15							15	City of Elk Grove
PS&E	29							29	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	363							363	
TOTAL	407							407	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	15							15	
PS&E	54							54	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	364							364	
TOTAL	433							433	

Complete this page for amendments only				Date 10/27/2025 16:11:13	
District	County	Route	EA	Project ID	PPNO
03	Sacramento County			0325000062	5481

SECTION 1 - All Projects

Project Background

Carryover from 2024 STIP.

Programming Change Requested

Reason for Proposed Change

Carryover from 2024 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Carryover from 2024 STIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO					Date	10/24/2025 10:16:07
Programs ☐ LPP-C ☐ LPP-F ☐ SCCC ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03			9876	City of Yuba City		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Yuba County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Kevin Bradford			530-822-4786	kbradford@yubacity.net		

Project Title

Garden Highway Improvement Project

Location (Project Limits), Description (Scope of Work)

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 curb ramp installation, intersection modernization improvements - upgrading signal controllers/detectors and installing/updating loop detectors, bicycle/pedestrian improvements - adding buffer bicycle lanes to delineate from vehicle lanes, paint transition areas.

Component	Implementing Agency
PA&ED	City of Yuba City
PS&E	City of Yuba City
Right of Way	City of Yuba City
Construction	City of Yuba City

Legislative Districts

Assembly:	3	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/01/2024	06/01/2024
Circulate Draft Environmental Document Document Type CE/CE	03/01/2025	06/30/2026
Draft Project Report	03/01/2025	08/30/2026
End Environmental Phase (PA&ED Milestone)	06/01/2025	09/30/2026
Begin Design (PS&E) Phase	07/01/2025	01/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2026	09/30/2026
Begin Right of Way Phase	01/01/2026	01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	01/01/2027	09/30/2026
Begin Construction Phase (Contract Award Milestone)	03/01/2027	03/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	09/01/2028	09/01/2028
Begin Closeout Phase	09/01/2028	09/01/2028
End Closeout Phase (Closeout Report)	12/31/2028	12/31/2028

Date 10/24/2025 10:16:07

Purpose and Need

The primary purpose of the project is to maintain a state of good repair along approximately two miles of heavily trafficked roadway. The project will include updating signage, replacing curb ramps with ADA compliant ramps, upgrading signal controllers/detectors, installing/updating loop detectors, adding buffer bicycle lanes to delineate from vehicle lanes, and painting bicycle and pedestrian transition areas.

NHS Improvements	☐ YES ☒ NO	Roadway Class 2	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☒ YES ☐ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	2

Date 10/24/2025 10:16:07

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	90	25	65
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
03	Sutter County				9876
Project Title					
Garden Highway Improvement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	73							73	
PS&E	414							414	
R/W SUP (CT)									
CON SUP (CT)		673						673	
R/W									
CON		3,737						3,737	
TOTAL	487	4,410						4,897	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	73							73	
PS&E	414							414	
R/W SUP (CT)									
CON SUP (CT)		673						673	
R/W									
CON		3,737						3,737	
TOTAL	487	4,410						4,897	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	64							64	Sacramento Area Council of Governm \$64 PAED voted 05/15/25
PS&E	365							365	
R/W SUP (CT)									
CON SUP (CT)		595						595	
R/W									
CON		3,308						3,308	
TOTAL	429	3,903						4,332	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	64							64	
PS&E	365							365	
R/W SUP (CT)									
CON SUP (CT)		595						595	
R/W									
CON		3,308						3,308	
TOTAL	429	3,903						4,332	

Fund #2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	9							9	City of Yuba City
PS&E	49							49	
R/W SUP (CT)									
CON SUP (CT)		78						78	
R/W									
CON		429						429	
TOTAL	58	507						565	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	9							9	
PS&E	49							49	
R/W SUP (CT)									
CON SUP (CT)		78						78	
R/W									
CON		429						429	
TOTAL	58	507						565	

Complete this page for amendments only					Date 10/24/2025 10:16:07
District	County	Route	EA	Project ID	PPNO
03	Yuba County				9876

SECTION 1 - All Projects

Project Background

Carryover from 2024 STIP.

Programming Change Requested

Reason for Proposed Change

Carryover from 2024 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Carryover from 2024 STIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO					Date	10/27/2025 16:23:10
Programs ☐ LPP-C ☐ LPP-F ☐ SCCC ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		0325000195	5328	City of Davis		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Yolo County				Sacramento Area Council of Governments		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Ryan Chapman			530-747-5848	rchapman@cityofdavis.org		

Project Title

Cowell Boulevard Improvements

Location (Project Limits), Description (Scope of Work)

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 traveled lanes, improved buffered and separated bikeways, enhanced bus stops, and improved intersection control and pedestrian crossings.

Component	Implementing Agency
PA&ED	City of Davis
PS&E	City of Davis
Right of Way	City of Davis
Construction	City of Davis

Legislative Districts

Assembly:	4	Senate:	3	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/01/2024	06/01/2024
Circulate Draft Environmental Document	03/01/2025	03/01/2025
Draft Project Report	03/01/2025	03/01/2025
End Environmental Phase (PA&ED Milestone)	06/01/2025	06/01/2025
Begin Design (PS&E) Phase	07/01/2025	07/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2026	01/01/2026
Begin Right of Way Phase	01/01/2026	01/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	01/01/2027	01/01/2027
Begin Construction Phase (Contract Award Milestone)	03/01/2027	03/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	09/01/2028	09/01/2028
Begin Closeout Phase	09/01/2028	09/01/2028
End Closeout Phase (Closeout Report)	12/31/2028	12/31/2028

Date 10/27/2025 16:23:10

Purpose and Need

The project will improve the Pole Line Rd/Lillard Dr/Cowell Blvd intersection with safety enhancements, potential turn lane modifications, and bicycle and pedestrian enhancements. The project will repave and restripe three-quarters of a mile of Cowell Boulevard between the interchange at I-80 and Research Park Drive to include narrower lanes and buffered bicycle lanes.

NHS Improvements

☐ YES ☒ NO

Roadway Class

2

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.75

Date 10/27/2025 16:23:10

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	90	50	40
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
03	Yolo County			0325000195	5328
Project Title					
Cowell Boulevard Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)	86							86	
PS&E	430							430	
R/W SUP (CT)									
CON SUP (CT)		19	13					32	
R/W									
CON		528	4,684					5,212	
TOTAL	516	547	4,697					5,760	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	86							86	
PS&E	430							430	
R/W SUP (CT)									
CON SUP (CT)		19	13					32	
R/W									
CON		528	4,684					5,212	
TOTAL	516	547	4,697					5,760	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	75							75	City of Davis
PS&E	373							373	\$75 PAED voted 06/26/25
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,552					4,552	
TOTAL	448		4,552					5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	75							75	
PS&E	373							373	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,552					4,552	
TOTAL	448		4,552					5,000	

Fund #2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)	11							11	City of Davis
PS&E	57							57	
R/W SUP (CT)									
CON SUP (CT)		19	13					32	
R/W									
CON		528	132					660	
TOTAL	68	547	145					760	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	11							11	
PS&E	57							57	
R/W SUP (CT)									
CON SUP (CT)		19	13					32	
R/W									
CON		528	132					660	
TOTAL	68	547	145					760	

Complete this page for amendments only				Date 10/27/2025 16:23:10	
District	County	Route	EA	Project ID	PPNO
03	Yolo County			0325000195	5328

SECTION 1 - All Projects

Project Background

Carryover from 2024 STIP.

Programming Change Requested

Reason for Proposed Change

Carryover from 2024 STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Carryover from 2024 STIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) ☐ YES ☒ NO				Date	12/04/2025 08:14:07
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
09		924000001	6941	Inyo County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo County				Sacramento Area Council of Governments	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Hasib "Russ" Rasooli			760-878-2702	hrasooli@inyocounty.us	

Project Title

Emigrant Pass & Slate Range Signage & Striping

Location (Project Limits), Description (Scope of Work)

Install 26 Chevron signs at curves and 2 Curve Advance Warning Signs (Flashing Beacons) for westbound & eastbound traffic prior to the first curves on 1.2 miles of Old Spanish Trail Highway in Emigrant Pass Area.
Install 28 Chevron signs at curves and 2 Curve Advance Warning Signs (Flashing Beacons) for westbound & eastbound traffic prior to the first curves on 2.5 miles of Trona Wildrose Road in the Slate Range area.
Add high visibility striping along pavement edges at both project locations.

Component	Implementing Agency
PA&ED	Inyo County
PS&E	Inyo County
Right of Way	Inyo County
Construction	Inyo County

Legislative Districts

Assembly:	4	Senate:	8	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/02/2022	
Begin Environmental (PA&ED) Phase		03/14/2023
Circulate Draft Environmental Document	Document Type (ND/MND)/CE	02/01/2026
Draft Project Report		03/01/2026
End Environmental Phase (PA&ED Milestone)		03/01/2026
Begin Design (PS&E) Phase		06/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		03/31/2026
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		09/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		11/30/2026
Begin Closeout Phase		12/01/2026
End Closeout Phase (Closeout Report)		12/31/2026

Date 12/04/2025 08:14:07

Purpose and Need

The Emigrant Pass portion of Old Spanish Trail Highway in Inyo County had the second-highest overall crash rate per million vehicle-miles (5.51 per MVM) in 2018. This rate is 530 percent of the statewide rural crash rate for all crashes for that year. The Old Spanish Trail Highway provides a secondary east-west roadway across southern Inyo County. It provides the primary access between Tecopa and the Las Vegas area, which is the closest location for shopping, medical services and other urban amenities. Average average daily traffic volume is 250. The majority of the subject roadway consists of a single lane (11 to 12 foot width) in each direction without edge line striping or paved shoulder, with a 55 mph posted speed limit and many successive horizontal curves. Over five years, 3 crashes were reported, consisting of 2 resulting in serious injuries and 1 resulting in property damage only.

Trona Wildrose Rd provides one of three north-south through roadways across southern Inyo County. It provides the most direct access between portions of southern California and the northerh portion of Death Valley National Park. A concentration of crashes occurs in the Slate Pass area. Average daily traffic volume is 450. The majority of the subject roadway segment consists of a single lane (1 1 lo 12 foot width) in each direction with no paved shoulder, with a 55 mph p-osted speed limit and many successive horizontal curves. Over 5 years, 10 crashes were reported, consisting of 2 resulting in severe injuries, 4 resulting in otner visible injuries, 2 resulting in complaint of pain, and 2 PDO. 6 of the crashes were "overturned", 2 were "sideswipe" and 2 were "hit object"

NHS Improvements	☐ YES ☒ NO	Roadway Class 3	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☐ YES ☒ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	54

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	5.51	-5.51

District	County	Route	EA	Project ID	PPNO
09	Inyo County			924000001	6941
Project Title					
Emigrant Pass & Slate Range Signage & Striping					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Inyo County
PS&E									Inyo County
R/W SUP (CT)									Inyo County
CON SUP (CT)									Inyo County
R/W									Inyo County
CON									Inyo County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1							1	
PS&E	2							2	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		136						136	
TOTAL	3	136						139	

Fund #1:	Other Fed - Highway Safety Improvement Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Inyo County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1							1	
PS&E	2							2	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3							3	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									HIP loan repayment
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		136						136	
TOTAL		136						136	



RESOLUTION NO. 47-2025

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) ADOPTING THE 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, SACOG, as the Regional Transportation Planning Agency for the Sacramento region, is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP) for Sacramento, Sutter, Yolo, and Yuba counties; and

WHEREAS, state statutes Chapter 622 of 1997, enacted by Senate Bill 45, granted SACOG greater responsibilities in State Transportation Improvement Program (STIP) project selection, and included in these responsibilities are the planning, programming, and monitoring of state-funded transportation projects; and

WHEREAS, the California Transportation Commission (CTC) has developed programming policies, instructions, and criteria for the 2026 STIP and has asked regions to help implement them through their preparations of their RTIPs; and

WHEREAS, SACOG has passed a resolution (Resolution 1-2008) in 2008 to pool all 2008 STIP county shares and all subsequent county shares in Sacramento, Sutter, Yolo and Yuba counties in accordance with the authority granted it by state statutes, Chapter 622 of 1997 enacted by Senate Bill 45, for maximum programming impact; and

WHEREAS, the CTC State Transportation Improvement Program (STIP) Guidelines require that a regional agency seeking additional STIP funding for a previously programmed project must declare that the increase in STIP funding is not for the purpose of “back-filling” non-STIP funding previously committed to the project being redirected for non-capital purposes.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF SACOG HEREBY:

1. That SACOG hereby adopts the attached project nominations for Sacramento, Sutter, Yolo and Yuba counties for inclusion in the 2026 SACOG RTIP; and
2. That SACOG will forward the 2026 RTIP to the CTC and recommend that the projects included be programmed and funded as presented by SACOG; and

3. That SACOG staff is authorized to make technical modifications to the projects, to amend project descriptions, costs, and program years as needed to reflect changes requested by project sponsors, to provide clarification, or to achieve a balance of program funding between programming years which may be requested by the CTC.

PASSED AND ADOPTED, this 21st day of August 2025, by the following vote of the Board of Directors:

AYES: Directors Andreatta, Bains, Boomgaarden, Bradford, Branscum, Bulahan, Chapdelaine, Clark-Crets, Clerici, Dowdin Calvillo, Early, Houdesheldt, Hume, Jennings, Jones, Rodriguez (for Kennedy), Kozlowski, Loren, Talamantes (for Maple), McCully, Sander, Schaefer, Teter, Veerkamp, Vega, Villegas, Vice Chair Gayaldo

NOES: None

ABSTAIN: None

ABSENT: Director Chapman, Desmond, Rodriguez and Chair Suen

Darren Suen

Darren Suen

Board Chair



James Corless

Executive Director

Signature: 
Darren Suen (Nov 20, 2025 22:35:00 PST)

Email: dsuen@elkgrovecity.org



Executive Summary

This executive summary provides a comprehensive overview of the 2026 Regional Transportation Improvement Program (RTIP) for the Sacramento region, adopted by the Sacramento Area Council of Governments (SACOG). Aligned with the 2023 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the 2026 RTIP program of projects incorporates \$40.3 million in new funding for highway, local road, transit, and active transportation projects,. The adopted program includes 11 new capital projects and four Planning, Programming, and Monitoring (PPM) projects across Sacramento, Sutter, Yolo, and Yuba counties, emphasizing “fix-it-first” investments and multi-modal improvements,. The total cost of these projects equals \$63 million.

2026 RTIP Summary

County	Number of Capital Projects
Sacramento	10
Sutter	2
Yolo	3
Yuba	1
Other	2
Total	18

Alignment with Regional Goals

The suite of projects outlined in the 2026 RTIP strategically advances the goals and objectives of the 2023 MTP/SCS. In alignment with the plan, the RTIP projects were selected through a competitive, performance-driven process that prioritizes investments capable of meeting seven regional evaluation criteria, including reductions in VMT per capita and improvements in safety and security.

The program reflects values of "fix-it-first," ensuring pavement conditions improve and the transportation system serves existing communities efficiently. The RTIP also aligns with the goal to build a safe, reliable, and multimodal transportation system by funding

projects that fill network gaps, such as the Highway 50 Class I Undercrossing and Trail Improvements, and supporting high-capacity transit infrastructure,.

Complete Streets and Safety

Projects contribute to building a complete street network, emphasizing bicycle and pedestrian safety. Specific investments like the Marysville Vision Zero project and the Arden Way Complete Streets (Phase 2) demonstrate a commitment to resolving significant safety issues and providing traffic calming strategies,,. These projects make walking, biking, and riding transit safer, protecting the most vulnerable users of the system.

State-Level Alignment and Equity

The 2026 RTIP mirrors the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI) by aligning with state policy goals for state of good repair, modal choice, climate, and equity. SACOG incorporates socio-economic and racial equity as a cross-cutting objective, requiring project sponsors to describe community engagement processes and how projects benefit identified communities,

Performance and Benefits

The transportation investments outlined in the 2026 RTIP offer significant benefits across various sectors. The program anticipates that pavement conditions will improve and the transit system will become more reliable as older vehicles are replaced.

The 2026 RTIP represents a cost-effective package of investments that achieves performance outcomes by prioritizing operational improvements and strategic expansion to address critical bottlenecks, helping the region achieve its long-range goals.

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