

File ID: 2026-00739

4/28/2026

[Grant Applications] Sacramento Area Council of Governments (SACOG) Regional Federal Funding Programs, California Transportation Commission (CTC) Active Transportation Program, and the California Natural Resource Agency (CNRA) Urban Greening Program

File ID: 2026-00739

Location: Citywide

Recommendation: Adopt 1) a **Resolution** authorizing the City Manager or designee to submit grant applications to the Sacramento Area Council of Governments (SACOG) for federal and state funding in the 2026 Regional Federal Funding Programs; 2) a **Resolution** authorizing the City Manager or designee to submit grant applications to the 2026 Active Transportation Program (ATP) Cycle 8 State and Regional grant programs; and 3) a **Resolution** authorizing the City Manager or designee to submit grant applications to the California Natural Resources Agency 2026 Urban Greening Grant program for the Two Rivers Trail Project.

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Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution - SACOG 2026 Federal Funding Applications
- 3-Resolution - CTC/SACOG ATP Cycle 8 Applications
- 4-Resolution - Two Rivers Trail: Urban Greening Grant Application

Description/Analysis

Issue Detail: The City has a considerable demand for better transportation facilities, and most major projects rely on state and federal grants for funding. Key funding sources include SACOG's triennial funding rounds, the California Transportation Commission's Active Transportation Program (ATP), and the California Natural Resources Agency's Urban Greening Program.

SACOG's Regional Federal Funding consists of three federally-backed programs: the Next Generation Solutions and Clean Air Program, and the System Performance and System Preservation

Programs. In March 2026, the SACOG Board allocated \$202,740,000 for these programs in the 2026 funding round, which will be distributed across six counties.

The ATP merges with previous programs to promote active transportation. The California Transportation Commission (CTC) has authorized an estimated \$619 million in funding for the statewide Active Transportation Program (ATP). Statewide project applications are due June 22, 2026, while regional applications are anticipated in Fall 2026. Applicants must show community engagement, safety benefits, barrier removal, and readiness for construction, limiting eligibility for some planned projects.

On November 5, 2024, voters passed Proposition 4, the Climate Bond Act, authorizing \$10 billion to support climate resilience, including urban greening grants via the CNRA. The Urban Greening Grant application concept proposals are due in May 2026.

Staff are currently identifying and evaluating projects for upcoming grants based on program criteria, City priorities, and readiness. All grant applications require a City Council resolution.

Policy Considerations: The selection of projects for potential grant funding is consistent with the City General Plan goals of promoting safety and enhancing livability, sustainability, and economic vitality. Potential grant projects were selected based on consistency with the General Plan, Community and Specific Plans, Transportation Priorities Plan, Active Transportation Plan, Vision Zero Action Plan, and other transportation planning documents. The recommendations in this report are in accordance with the following specific policies from the Sacramento 2040 General Plan:

M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.

M-1.2 User Prioritization. The City shall prioritize mobility, comfort, health, safety, and convenience for those walking, followed by those bicycling and riding transit, ahead of design and operations for those driving.

M-1.3 Healthy Transportation System Options. The City shall plan and make investments to foster a transportation system that improves the health of Sacramento residents through actions that make active transportation, nonmotorized modes, high-occupancy, and zero emission vehicles (ZEVs) viable, attractive alternatives to automobiles that use internal combustion engines.

M-1.4 Designing to Move People. In planning, designing, and managing the transportation system, the City shall prioritize person throughput to shift trips to more efficient travel modes and upgrade the performance of limited street space.

M-1.9 Equitable Processes and Outcomes. The City shall ensure that the transportation system is

planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

M-1.10 Community Engagement. The City shall continue to engage the community in decisions that affect mobility, including planning, design outcomes and implementation, with a particular focus on planning with, and not for, historically marginalized, disadvantaged communities and environmental justice communities.

M-1.11 Increase Bicycling and Walking. The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

M-1.16 Barrier Removal. The City shall remove barriers to walking, where feasible, and work with utility companies to remove barriers to allow people of all abilities to move with comfort and convenience throughout the city, including through the following:

- Provision of curb ramps, crosswalks, and overpasses;
- Relocation of infrastructure or street furniture that impedes travel pathways;
- Reducing or consolidating driveways and curb cuts;
- Providing long and short-term bicycle and scooter parking to minimize sidewalk obstructions; and
- Creation of additional walking entrances to important destinations like schools, parks, and commercial areas.

M-1.17 Improve Bicycling Connectivity. The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

M-1.18 Bicycling Safety. When designing projects, the City shall prioritize designs that strengthen the protection of people bicycling such as improvements that increase visibility of bicyclists, increase bikeway widths, raise bikeways, design safer intersection crossings and turns, and separate bikeways from driving traffic wherever feasible.

M-1.19 Walking Safety. When designing projects, the City shall prioritize designs that encourage walking and improve walking safety best practice designs and considerations for efficiencies in walking.

M-3.2 Street Design. The City shall ensure street design and potential redesign opportunities for existing streets minimize driver speed as appropriate within residential neighborhoods and incorporate street trees wherever possible without compromising connectivity for emergency access or people bicycling, walking, and using mobility devices.

M-3.3 Traffic. The City shall support planning and managing traffic from the perspective of the adjacent uses, using traffic management and traffic calming techniques.

M-4.2 Safer Driving Speeds. The City shall work to maximize the safety of the transportation network by designing streets for lower driving speeds and enforcing speed limits in an unbiased manner as well as promoting safer driving behavior.

Economic Impacts: None.

Environmental Considerations:

California Environmental Quality Act (CEQA): The pursuit of grant funds is not subject to the provisions of CEQA. Under Section 15061(b)(3) of the CEQA Guidelines, CEQA applies only to projects which have the potential for causing a significant effect on the environment. Applying for funding is an administrative action which will have no effect on the environment and is therefore not subject to CEQA review. Appropriate CEQA review for individual projects will take place as part of project development. If the grant is funded with federal funds, actions will need to also comply with the National Environmental Policy Act (NEPA).

Sustainability: The projects are consistent with sustainability goals of promoting walking by developing a universally accessible, safe, convenient, integrated, and well-connected transportation system. Transportation is also responsible for 57% of Sacramento's local greenhouse gas emissions, the single largest sector. Providing safe, walkable, and bikeable transportation alternatives helps to reduce single-occupant vehicle use and contribute towards Sacramento's climate change goals.

Commission/Committee Action: These projects, if funded, will be reviewed by the Active Transportation Commission and the Disabilities Advisory Commission as part of the public engagement during the project delivery.

Rationale for Recommendation: With limited available sources of local funding to meet the City's goals to advance transportation safety and mobility options, grant funding is essential to deliver projects. The funding programs require that the City Council authorize the list of projects with a resolution and that the City Manager or their designee sign the applications. The Active Transportation Program requires a signature from an individual authorized by their governing board with the authority to commit the agency's resources and funds. As the call for projects for each funding program is announced, staff will submit grant applications for the proposed projects that best match the grant program criteria, City policy and programming documents, and project delivery readiness.

Financial Considerations: Competitive federal and state grants are the primary sources of funding for transportation projects. Local funding is required to provide the required match to leverage state

and federal funds and cover costs not eligible for reimbursement. The City must pledge to leverage at least 20% of the total project cost in local funds to be competitive in the state ATP program. For the Regional Funding Program, SACOG requires a minimum 12% local match in addition to other ineligible costs that must be covered by local funds. As a whole, grants usually require at least 25% additional funding to cover project costs that are not eligible and to meet match and leverage requirements.

The table below shows each project, the expected local funds needed to secure and deliver the grant, and the amount leveraged-estimated as 25% of the requested grant amount.

Project	Local Match Leverage (in 1000s)
Bikeway Gap Closures: Jackrabbit Crossings	\$ 750
El Camino Vision Zero Safety	\$ 1,000
Envision Broadway	\$ 1,000
Franklin Complete Street Phase 3	\$ 750
Freeport Boulevard Complete Street	\$ 500
Fruitridge Road Complete Street	\$ 3,500
I Street Bridge Replacement Project ⁽¹⁾	\$ 3,750
Morrison Creek Trail	\$ 500
Northgate Boulevard Complete Street	\$ 1,250
Sacramento River Parkway	\$ 3,750
Stockton Boulevard Safety and Transit Enhancement Project (STEP) ⁽²⁾	\$ 2,500
Truxel Bridge	\$ 900

(1) In partnership with West Sacramento

(2) In partnership with Sacramento County and Sacramento Regional Transit. The Sacramento Transportation Authority may be the sponsor agency for the application if necessary for the City to comply with the SACOG three application limit. In this case, the City would remain the implementing agency and the STA the sponsoring agency.

Unless other funding sources are identified and included in CIPs, future match requirements are anticipated to come from local transportation revenues or other grants to cover match costs. If sufficient local revenues are not available to meet all funding needs of projects that have been awarded grant funding, then projects will be postponed, reduced in scope, or cancelled. Funding for individual projects will be assessed during the creation of new Capital Improvement Projects (CIPs) or upon receipt of grant funds, with schedules contingent upon the availability of resources and designated program years. Staff will provide recommendations to Council for the required budget amendments related to local funding in the event that grants are awarded.

Local Business Enterprise (LBE): Not applicable.

Background:

Regional Funding Program

The SACOG Regional Federal Funding Program grants funding from the federal Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Block Grant (STBG) Program to local government agencies and their partners for projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board of Directors. The Regional Federal Funding Program guidelines include three federal programs that aligned with their federally backed funding source:

- Next Generation Solutions/Clean Air Program - Using available CMAQ funds, estimated at \$91,920,000, the Next Generation Solutions and Clean Air Program is designed to foster the next generation of mobility solutions, including implementation of SACOG initiatives such as the Regional Transit Network Study and Regional Trails Network, as well as funding active transportation projects, zero emission vehicle implementation, Complete Streets projects, other infrastructure for high-capacity transit, streetscape corridors, and other projects that have air quality or multi-modal benefits.
- System Performance Program - Using STBG funds, estimated at \$72,033,000, this program will advance projects that increase the performance of the existing regional transportation network. The flexible nature of the STBG program allows for a wide range of eligibility for roadway improvements and other transportation network infrastructure projects, including transit.
- System Preservation Program - Using STBG funds, estimated at \$38,787,000 the System Preservation Program will address the need for road preventative maintenance to reduce the local agency backlog of road maintenance needs and focus funding on major roadways that heavily contribute to the movement of people and goods in the region.

The call for projects for the first of the three programs was announced on March 19, 2026. Typically, SACOG grants require a minimum local match of 11.47% of total grant costs, although higher levels of local funding often provide advantages for grant success. State and federal grants generally do not cover all funding requirements; typically, these grants account for approximately 75% of the total project cost.

The City is limited to a maximum of three applications per program, and SACOG is requesting a

resolution by the City Council approving the submission of the applications. The table below lists the recommended projects. As final guidelines for the funding programs from SACOG are published, staff will determine which funding programs the projects will be most competitive for, and confirm consistency with the City’s Transportation Priorities Plan approved with Resolution No. 2022-0079.

Project Title (alphabetical listing)	Preliminary Funding Request (in 1000s)	Funding Phase ⁽¹⁾	TPP Rating	Existing Project
El Camino Vision Zero Safety	\$ 4,000	PS&E	High	X
Envision Broadway	\$ 4,000	CON	High	X
Franklin Complete Street Phase 3	\$ 3,000	CON	High	X
Freeport Boulevard Complete Street	\$ 2,000	PA&ED	High	
Fruitridge Road Complete Street	\$ 14,000	CON	High	X
I Street Bridge Replacement ⁽³⁾	\$ 15,000	CON	Regionally Significant	X
Northgate Boulevard Complete Street	\$ 5,000	PS&E	High	X
Sacramento River Parkway	\$ 15,000	ROW, CON	High	X
Stockton Boulevard Safety and Transit Enhancement Project (STEP) ⁽²⁾	\$ 10,000	PS&E	High	X
Truxel Bridge	\$ 3,600	PA&ED	Regionally Significant	

- (1) PA&ED = Project Approval and Environmental Document; PS&E = Plans, Specifications, and Estimate; CON = Construction
- (2) The Sacramento Transportation Authority (STA) may sponsor this project as a SACOG application to keep within the agency application limit, in this case City would be the lead implementing agency and the STA would be the sponsoring agency.
- (3) The City of West Sacramento would be the co-applicant for the I Street Bridge Replacement Project

Active Transportation Program

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. The ATP consolidated previous federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

The purpose of the ATP is to encourage an increased use of active modes of transportation, such as biking and walking by achieving the following goals:

1. Increase the proportion of trips accomplished by biking and walking.
2. Increase the safety and mobility of nonmotorized users.
3. Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
4. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
5. Ensure that disadvantaged communities fully share in the benefits of the program.
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

The program is organized into statewide (50%), regional (40%), and small urban/rural (10%) allocations. The City is eligible to apply for both the statewide and regional programs. The statewide program is administered by the California Transportation Commission (CTC) and Caltrans and the regional program is administered by the Sacramento Area Council of Governments (SACOG). For Cycle 8, funding is programmed for fiscal years 2027-28, 2028-29, 2029-30, and 2030-31.

The Cycle 8 guidelines and Final Fund Estimate of \$619 million were adopted at the March CTC meeting, directly followed by the call for projects. State applications are due by June 22, 2026. Projects not funded in the statewide program can be considered in the regional program, where applications are anticipated to be due by Fall 2026. State funding recommendations are currently scheduled for November 2, 2026. As a statewide program there is more total funding so it may be possible to fund larger projects, however, the program is much more competitive, typically funding fewer than 10 percent of all applications.

Scoring criteria are similar but not identical between the statewide and SACOG-managed programs. With a smaller pot of total funding, estimated at \$16 million, the regional ATP program does not have the capacity to fund larger projects. Criteria are similar but not identical. The State awards points for higher amounts of local leverage funding, while the SACOG program require a minimum local match.

On November 15, 2022, the City Council adopted Resolution 2022-0361 adopting the Transportation Plan Prioritization for Transportation Investments and Funding Opportunities. The Transportation Priorities Plan (TPP) document includes a prioritized list of transportation projects. Given the above considerations, staff is recommending that the following projects be submitted for consideration in the Cycle 8 Active Transportation Program:

Project Title (Alphabetical)	Preliminary Funding Request	Funding Phase ⁽¹⁾	TPP Rating	Potential Funding Program	Existing Project
Bikeway Gap Closures - Jackrabbit Crossings	\$ 3,000	PA&ED, PS&E, ROW	Medium	ATP-Regional	X
Envision Broadway in Oak Park	\$ 15,000	CON	High	ATP-State	X
Franklin Boulevard Complete Street Phase 3	\$ 10,000	CON	High	ATP-State	X
Freeport Boulevard Complete Street	\$ 2,000	PA&ED	High	ATP-Regional	
Morrison Creek Trail	\$ 2,000	PA&ED	High	ATP-State ATP-Regional	X

(1) PA&ED = Project Approval and Environmental Document; PS&E = Plans, Specifications, and Estimate; ROW = Right of Way; CON = Construction

The California Natural Resource Agency’s Urban Greening Program

On November 5, 2024, California voters passed the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024 (Proposition 4), otherwise known as the “Climate Bond1.” The Climate Bond authorizes \$10 billion in general obligation bond sales to fund projects to address climate change, protect communities and nature from its impacts, and improve the lives of Californians. Section 92530 of the Climate Bond directs funding to the California Natural Resources Agency (CNRA) for competitive urban greening grants for projects that mitigate the urban heat island effect, rising temperatures, and extreme heat impacts. The City secured CNRA funds to complete the environmental reviews and pre-construction documentation for the Two Rivers Phase 3 project. Staff recommends applying for Urban Greening Grant funding for Two Rivers Trail construction.

Project Title	Preliminary Funding Request (1,000s)	Funding Phase	TPP Rating	Potential Funding Program	Existing Project

Two Rivers Trail	\$ 5,000	Construction	Medium	CNRA Urban Greening Grant	X
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Project Descriptions

Following are more complete project descriptions in alphabetical order:

Bikeway Gap Closures Jackrabbit Crossings -The bikeway system gap closures along the Jackrabbit Trail is a series of projects that were first identified as a transportation improvement in the City’s Climate Action Plan as presented to the City Council on February 8, 2022 and further studied in the Bikeway Gap Closure Feasibility Report. The Jackrabbit Trail in North Natomas is a north-south Class 1 shared use path that is intersected by several busy east-west roadways including Bridgecross Drive, Arena Boulevard, Club Center Drive, and Del Paso Road. The Jackrabbit Crossings Bikeway Gap Closure Project will improve bicycle and pedestrian safety at these crossings with a combination of improvements that include new pedestrian traffic signals, high visibility crosswalks, and sidewalk improvements. The project proposes to group these three locations into a single project to increase the efficiency of project delivery.

El Camino Avenue Vision Zero Safety - El Camino Avenue, from Del Paso Boulevard to the Steelhead Creek trail crossing, was identified in the City’s Vision Zero Action Plan as one of the top 5 corridors with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motor vehicles in the City of Sacramento. It was further studied in the Vision Zero Top 5 Corridors Study, with proposed improvements that include pedestrian scale lighting, narrowing automobile lanes, signal improvements, and high visibility crosswalks.

Envision Broadway in Oak Park - The Envision Broadway in Oak Park project is intended to transform a critical section of the Broadway corridor into a complete street. This project covers Broadway from State Route 99 to Martin Luther King Jr. Boulevard. It will continue the Broadway Complete Street Phases 1 & 2 Project in the Central City constructed in 2024 and the Phase 3 project east of 24th Street scheduled for construction in 2026, and will also connect with the Broadway Vision Zero project proposed between Martin Luther King Jr. Boulevard and Stockton Boulevard. With traffic lanes reduced to calm traffic and accommodate new bicycling facilities and improved crossings for walking, the project will enhance the transportation choices for residents and visitors to patronize the businesses and move around in their community. The City Council approved the Plan in March 2020. Subsequently, the City applied for and received federal grant funding for preliminary engineering through the regional ATP.

Franklin Boulevard Complete Street Phase 3 - This request is for funding the next segment of the Franklin Boulevard Complete Streets project. Phases 1 and 2 is currently in construction between Sutterville Road and 32nd Avenue; Phase 3 will extend the improvements from 32nd Avenue to 38th

Avenue. The project includes traffic calming, pedestrian, and bicycle facility improvements, designated on street parking where appropriate and feasible, greater street tree canopy, and more landscaping as a buffer between vehicles and pedestrians. To meet these objectives, the project will reduce the number of through travel lanes from five lanes to three lanes. The lane reduction will create the space required to accommodate a corridor configuration that will serve the needs of the community through the development of a Complete Street.

Freeport Boulevard Complete Street - The Freeport Boulevard Complete Street Project is intended to transform a critical section of Freeport Boulevard between Sutterville Road to Blair Avenue. This 1.7-mile section of Freeport Boulevard includes a variety of markets, restaurants, and shops, supported mostly by the nearby neighborhoods. It is a former State highway with four to five travel lanes, narrow bike lanes, attached sidewalks, 22 bus stops, and little tree canopy. The corridor serves several schools, parks, and civic uses. The Freeport Boulevard Transportation Plan was approved by the City Council on February 21, 2023. The project design includes enhancing transportation safety, improving mobility, and supporting economic development. The project is on the Vision Zero High Injury Network and is a high priority in the Transportation Priorities Plan.

Fruitridge Road Complete Street - The Fruitridge Road Complete Street Project will improve safety and connectivity for bicyclists and pedestrians, as well as a rehabilitated pavement surface for drivers, on Fruitridge Road between 65th Street Expressway and Power Inn Road. Proposed improvements include roadway rehabilitation, signing and striping, reconstructing curb ramps, upgrading signal equipment, and other improvements along the corridor.

I Street Bridge Replacement - The I Street Bridge Replacement Project will construct a new iconic basket-handle network tied-arch, 860-foot long bridge with a 330-foot long vertical lift span over the Sacramento River. The project will extend from Railyards Boulevard in Sacramento to C Street in West Sacramento. The project will include one vehicle lane, Class 2 buffered bike lane, and wide sidewalks in each direction. The project will transform the Sacramento Riverfront while connecting to significant regional infill redevelopment areas. As a key regional priority eligible for all SACOG funding programs and identified as SACOG's highest priority for federal discretionary bridge funding, staff continues to collaborate with SACOG and West Sacramento to determine the most effective funding strategy, which may include available SACOG funding. West Sacramento will be a co-applicant to the SACOG applications.

Morrison Creek Trail - The Morrison Creek Trail Project was initiated by the community surrounding the creek between 63rd Street and Power Inn Road near George Sim Park. The community's year-long process resulted in a vision for the creek that includes shared-use trails and signalized crossings of local streets and arterials. An engineering evaluation develop a trail plan, explore funding opportunities, and identify phasing options for a 1.2-mile trail along Morrison Creek between Power Inn Road and 63rd Street. The trail would provide connectivity between schools, a neighborhood park, community center, and community-serving organizations. The trail is listed in the City's Active

Transportation Plan.

Northgate Boulevard Complete Street - The Northgate Boulevard Complete Street Project will transform Northgate Boulevard between Interstate 80 and Garden Highway with improvements addressing transportation, safety, and equitable mobility for users of all ages and abilities, with an emphasis on active transportation. This project will significantly improve bicycle and pedestrian facilities and calm traffic along Northgate Boulevard with new Class IV separated bikeways, new and improved sidewalks, new and improved crosswalks (including ADA enhancements), and updates and upgrades to existing signals and intersections.

Sacramento River Parkway - The Sacramento River Parkway project will create a bicycle and pedestrian trail atop the levee through the Greenhaven-Pocket neighborhood. This will advance the implementation of the American and Sacramento River Parkway Plans Implementation Program, which envisions an interconnected trail system adjacent to the region's defining rivers. Like the American River Parkway, construction of this parkway trail would support regional use and tourism and will provide equitable access to Sacramento's river and open space resources to residents of the Pocket and to nearby South Sacramento neighborhoods.

Stockton Boulevard Safety and Transit Enhancement Project (STEP) - The City is leading a multi-jurisdictional partnership with Sacramento County, Sacramento Regional Transit (SacRT), and Sacramento Transportation Authority (STA) to implement elements of the Stockton Boulevard Corridor Planning Study (2021), which identified a comprehensive vision of pedestrian and bicycle safety, as well as transit amenity investments from Florin Road to Alhambra Boulevard. The project includes multi-modal and safety improvements, including bus lanes and/or other transit enhancements, bicycle lanes, and pedestrian upgrades. Both SacRT and the County will be co-applicants and the Sacramento Transportation Authority may sponsor the application, while the City would remain the lead implementing agency.

Truxel Bridge - The Truxel Bridge Project proposes to construct a multimodal bridge spanning the American River. The new bridge will significantly improve connectivity between Natomas and Downtown Sacramento, providing a more reliable and efficient route for local commuters. Connecting from Truxel Road at Garden Highway to Sequoia Pacific Boulevard at Richards Boulevard, the bridge will accommodate vehicles, providing an alternative to the heavily congested I-5 corridor for local trips. In addition to vehicular traffic, the bridge will feature dedicated pathways for pedestrians and cyclists, promoting active transportation and healthier, more sustainable commuting options.

Two Rivers Trail (Phase 3) - The Two Rivers Trail Project will provide the final link in the Two Rivers Trail system within Sutter's Landing Park. The project will include a trail gap closure at the Union Pacific Railroad Crossing on the eastern boundary of Sutter's Landing Park. It will also extend the trail within Sutter's Landing Park at 28th Street west, approximately one mile to join the Sacramento Northern Trail. In addition, the project will explore alternatives to cross State Route 160 to connect

with the Two Rivers Trail Phase I project.

RESOLUTION NO.

Adopted by the Sacramento City Council

AUTHORIZING APPLICATIONS FOR GRANT FUNDING FROM THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS 2026 FEDERAL FUNDING PROGRAMS

BACKGROUND

- A. The Sacramento Area Council of Governments (SACOG) has announced three 2026 Federal Funding Cycle Programs (Funding Programs), which are open to sponsoring agencies within the six-county SACOG region: the System Preservation Program, the System Performance Program, and the Next Generation Solutions and Clean Air Program.

- B. SACOG has emphasized that grant proposals for construction work must obligate Funding Program dollars for construction activities no later than the end of federal fiscal year 2028-29. Project sponsors must commit to providing minimum non-federal match of 11.47 percent of the total project cost, as is required for federal aid funding projects.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

SECTION 1. The City Manager or designee is authorized to execute all documents necessary to committing the City to federal, state and regional funding and project delivery requirements, including but not limited to abiding by Funding Program guidelines.

SECTION 2. The City Manager or designee acknowledges that in the event of receiving an award, that the City will be required to abide by multiple timely use of funding requirements described in Funding Program guidelines and SACOG's Regional Delivery Policies, including but not limited to, obligating federal funding no later than the end of federal fiscal year 2028-2029 for construction activities, committing to securing required local match dollars, acknowledge that SACOG does not cover cost overruns, and commits staff to attend delivery meetings until project closeout.

SECTION 3. The City Manager or designee is authorized to submit the following applications for 2026 Six-County Federal Funding Cycle Programs. Staff may revise grant requests as estimates are updated.

Project Title (alphabetical)	Preliminary Funding Request (in 1000s)	Funding Phase⁽¹⁾	TPP Rating
El Camino Vision Zero Safety	\$ 4,000	PS&E	High
Envision Broadway	\$ 4,000	CON	High
Franklin Boulevard Complete Street Phase 3	\$ 3,000	CON	High
Freeport Boulevard Complete Street	\$ 2,000	PA&ED	High
Fruitridge Road Complete Street	\$ 14,000	CON	High
I Street Bridge Replacement Project ⁽²⁾	\$ 15,000	CON	Regionally Significant
Northgate Boulevard Complete Street	\$ 5,000	PS&E	High
Sacramento River Parkway	\$ 15,000	ROW, CON	High
Stockton Boulevard Safety and Transit Enhancement Project (STEP) ⁽³⁾	\$ 10,000	PS&E	High
Truxel Bridge	\$ 3,600	PA&ED	Regionally Significant

(1) PA&ED = Project Approval and Environmental Document; PS&E = Plans, Specifications, and Estimate; ROW = Right of Way; CON = Construction

(2) Co-application with West Sacramento

(3) Co-application with Sacramento County and Sacramento Regional Transit. Sacramento Transportation Authority may be the sponsoring agency submitting the application to SACOG, City would remain as the implementing agency.

RESOLUTION NO.

Adopted by the Sacramento City Council

AUTHORIZING APPLICATIONS FOR GRANT FUNDING FROM THE CALIFORNIA TRANSPORTATION COMMISSION CYCLE 8 ACTIVE TRANSPORTATION PROGRAM AND THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG) ATP REGIONAL FUNDING ROUND

BACKGROUND

- A. The purpose of Active Transportation Program (ATP) is to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking, increasing safety for non-motorized users, ensuring disadvantaged communities fully share in benefits, and to enhance public health.

- B. The California Transportation Commission (CTC) has announced the call for projects for Cycle 8 of the Active Transportation Program (ATP) in March 2026. The ATP has a sequential selection process split between a statewide competition followed by regional competitions, each with its own funds. Projects may compete for statewide funding from the CTC or for regional ATP funding through the Sacramento Area Council of Governments (SACOG).

- C. Staff has reviewed the guidelines for these grant programs, reviewed City priorities, and identified a recommended list of projects that would be most competitive for these grants.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Manager or designee is authorized to submit applications for the following list of projects to the ATP Cycle 8 grant program for CTC and/or SACOG ATP regional funding and to execute all documents necessary to committing the City to federal, state and regional funding and project delivery requirements. Staff may revise grant requests as estimates are updated.

Project Title (Alphabetical)	Preliminary Funding Request (in 1000s)	Funding Phase⁽¹⁾
Bikeway Gap Closures: Jackrabbit Crossings ⁽²⁾	\$ 3,000	PA&ED, PS&E, ROW
Envision Broadway in Oak Park	\$ 15,000	CON
Franklin Boulevard Complete Street Phase 3	\$ 10,000	CON
Freeport Boulevard Complete Street ⁽²⁾	\$ 2,000	PA&ED
Morrison Creek Trail ⁽²⁾	\$ 2,000	PA&ED

(1) PA&ED = Project Approval and Environmental Document; PS&E = Plans, Specifications, and Estimate;
ROW = Right of Way; CON = Construction

(2) SACOG Regional ATP Program

RESOLUTION NO.

Adopted by the Sacramento City Council

AUTHORIZING THE APPLICATION FOR CLIMATE BOND GRANT FUNDS FROM THE URBAN GREENING PROGRAM FOR THE TWO RIVERS TRAIL PROJECT

BACKGROUND

- A. The Legislature and Governor of the State of California have provided Climate Bond funds for the Two Rivers Trail project to complete pre-construction documentation. The California Natural Resources Agency has been delegated the responsibility for the administration of this grant program.
- B. The procedures established by the California Natural Resources Agency require a resolution certifying the approval of application(s) by the City Council before submission.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Manager or designee is authorized to submit applications for the Two Rivers Trail project; and certifies that the City understands the assurances and certification in the application; and that the City has sufficient funds to develop, operate and maintain the project consistent with the land tenure requirements; or will secure the resources to do so; and
- Section 2. The City Manager or designee certifies to comply with the prevailing wage provisions of the California Labor Code, if applicable; and certifies the project will comply with any applicable laws and regulation including, but not limited to, the California Environmental Quality Act (CEQA), legal requirements for building codes, health and safety codes, disabled access laws, environmental laws and, that prior to commencement of construction, all applicable licenses and permits will have been obtained; and that the City will work towards the Governor's State Planning Priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety as included in Government Code Section 65041.1.
- Section 3. The City Manager or designee, will conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project.