
File ID: 2026-00994

6/9/2026

**Road Maintenance and Rehabilitation Account (RMRA) Fund in Fiscal Year 2026/27
Programming**

File ID: 2026-00994

Location: District 2, 4, 5, 6, and 8

Recommendation: Adopt a **Resolution** identifying projects to be funded with Road Maintenance and Rehabilitation Account (RMRA) in Fiscal Year 2026/27.

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Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution RMRA FY2026/27
- 3-Exhibit A - RMRA List of Projects FY2026/27

Description/Analysis

Issue Detail: Pursuant to Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, the California Transportation Commission (CTC) requires that before receiving an apportionment of formula-based Road Maintenance and Rehabilitation Act (RMRA) revenue from the State Controller, the City must annually submit to the CTC a list of projects proposed to be funded in whole or part with these funds by July 1. In Fiscal Year (FY) 2026/27, the City is estimated to receive approximately \$14.8 million in RMRA funds, which is programmed annually in the Capital Improvement Program.

Since available funding covers less than 20 percent of what is identified as needed, resurfacing activities have been prioritized based on criteria related to the Transportation Priorities Plan. The list also focuses on projects that achieve multiple objectives, including those that support improvements to address safety, support bicycle and pedestrian mobility, serve under-resourced areas, leverage or support external funding, and improve streets with higher traffic volumes and transit service. Additional details on this analysis is provided in the Background section.

The roadways listed below and described more fully in Exhibit A are proposed to be funded in whole or in part using the balance of prior year RMRA funding and anticipated FY2026/27 revenue. The plan may be amended by the City, if necessary, at any time without state action.

- Fruitridge Road Improvements, Phase 2 (T15033600)
- Florin Road Vision Zero Safety Project, Phase 2 (T15215800)
- Central City Mobility Project (under construction) (T15195000)
- Broadway Vision Zero Safety Project (R15210000)
- Florin-Perkins Roadway Rehabilitation (R15200000)
- Folsom Boulevard Safety Improvement Project (T15235500)
- T Street Safety Improvements: 34th Street to Stockton Blvd (R15210000)
- Broadway Complete Streets Project, Phase 3 (T15245000)
- Lampasas Avenue and Rio Linda Boulevard Safety Project (T1520550)
- Franklin Boulevard Gap Closure Project (R15200000)
- Franklin Boulevard Complete Streets Project Phases 1 and 2 (under construction) (T15165500)
- Pedestrian Crossings Enhancements (Main Avenue and Marysville Boulevard) (S15125500)
- Floodgate Modernization and Resilience Project (T15255200)
- Carlson Drive Post-Construction Resurfacing (R15200000)
- Marysville Boulevard Quick Build Safety Project (T15255300)
- Pedestrian Crossing at R Street and 29th/30th Streets (T15225100)

The following projects will use this funding for preliminary design only; this effort is intended to position these larger projects for future grant applications:

- Marysville Boulevard Vision Zero Safety Project (T15216300)
- Central City Mobility Project Phase 2 (R15200000)
- Elvas Avenue Cycle Track and Roadway Rehabilitation Project (R15200000)

The following project is a shared project with Sacramento County, as the roadway segment crosses from the city limits into the unincorporated county area. Funding will be proportionately shared between agencies. This project will be delivered by Sacramento County.

- Fair Oaks Boulevard, Howe Avenue to east of University Avenue
- Ethan Way, Arden Way to El Camino Ave
- Auburn Way, Winding Way to Myrtle Ave

Most projects require more than one fiscal year to complete, and complex projects-particularly those that include safety improvements, road diets, new buffered bikeways, or leveraged grant funding-may take multiple years from initial planning through delivery. Many projects included in last year's

programming are being carried forward into FY 2026/27, including those that will be under construction or nearing completion this year.

Policy Considerations: The recommendations meet the eligibility and outcomes specified in the State legislation governing the use of these funds. Recommended projects are consistent with the General Plan, Community and Specific Plans, Active Transportation Plan, Vision Zero Action Plan, and other transportation planning documents, as well as those included the Metropolitan Transportation Plan/Sustainable Communities Strategy. Potential new projects are evaluated based on the criteria in the Transportation Priorities Plan (TPP).

Economic Impacts: These will be analyzed when construction contracts are awarded.

Environmental Considerations:

California Environmental Quality Act (CEQA): Programming funding is an administrative activity and is not considered a project under CEQA Guidelines (Title 14 Cal. Code Reg. §15000 et seq.) § 15378 (b)(4). All projects using this funding will undergo appropriate environmental review prior to construction.

Sustainability: The City uses sustainable pavement mixes, incorporating a mix of recycled materials when possible. In connection with pavement rehabilitation, the City will incorporate improved accessibility, active transportation improvements, and other complete streets components wherever feasible. Restoring roads before they fail reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: The CTC requires a resolution identifying annual plans for anticipated RMRA funds in order for the City to receive its ongoing monthly apportionment of funds. With the current conditions of the city's roadway network, the annual funding apportionment is about 17% the funding that is needed to maintain the average citywide pavement quality at its current level (fair), and only about 10% of what is needed to bring the City's pavement into a state of good repair.

Given the scarcity of funding relative to the need, these recommendations focus on major arterials and collectors that carry higher volumes of traffic and projects that also advance other City priorities, including improvements to corridors on the High Injury Network identified in the Vision Zero Action Plan, other safety efforts, traffic calming, or active transportation improvements. Many of these projects use this funding to leverage state and federal grants. Given the complexity of these projects, most take multiple years to complete. Projects that were included in previous years' plans but are not yet completed are carried over to the proposed FY2026/27 plan.

Financial Considerations: Based on available projections, the City is estimated to receive \$14.8

million in RMRA funds (Fund 2036) in FY2026/27. This is budgeted as part of the proposed FY2026/27 Capital Improvement Program, primarily in the Transportation Corridor Program (R15200000).

Total costs for the projects listed in Exhibit A are estimated at approximately \$90 million; approximately \$35 million in RMRA funds will be needed for these projects, including past expenditures and anticipated needs in future years. Most of the other funding will come from state and federal grants. No contracts will be awarded unless funding is available to cover contract and staff costs.

Local Business Enterprise (LBE): Not applicable.

Background: State Requirements: Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. Beginning on November 1, 2017, the State Controller began depositing revenues from the increased fuel taxes into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this additional RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

RMRA funds must be used for expenditures on basic road maintenance and rehabilitation projects, and on critical safety projects. Eligible uses include the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete streets components (including active transportation improvements, pedestrian and bicycle safety projects, transit facilities, and drainage or stormwater capture projects conducted in conjunction with other eligible work)
- Traffic control devices
- Funds may also be used to satisfy a match requirement to obtain state or federal funds for projects.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs.

Prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a City or County must submit to the CTC, before the stated deadline, a list of projects proposed to be funded with these funds. The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC § 2034(a)(1)].

The project list does not limit the flexibility of an eligible City or County to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC section 2030(b) [SHC § 2034(a)(1)].

The CTC will report to the State Controller the Cities and Counties that have submitted a list of projects as described in SHC section 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC § 2034(a)(2)]. The deadline for submission to the CTC for fiscal year FY25/26 is June 30, 2025. The State Controller, upon receipt of the report from the CTC, shall apportion RMRA funds to eligible Cities and Counties pursuant to SHC section 2032(h) [SHC § 2034(a)(2)].

For each fiscal year in which RMRA funds are received and expended, Cities and Counties must submit documentation to the CTC that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC § 2034(b)].

Roadway Conditions

The City prepares a report every two years that assesses its overall pavement conditions and estimates funding needs. The most recent published report is from July 2025. The City is in the process of updating its Pavement Conditions Report and is expected to be available later this Summer.

The City's current Pavement Condition Index (PCI), which measures pavement conditions on a scale of 1 to 100 reports a citywide average PCI of 60, which is considered "fair." In 2025, the citywide deferred maintenance backlog was estimated at approximately \$419 million, an increase of 41% since 2023. With only 15% to 20% of the annual funding needed for adequate rehabilitation, the unfunded backlog is expected to continue to increase exponentially. It is estimated to reach about \$1.2 billion in ten years with a projected average citywide PCI of 42.

The primary mechanism to address street maintenance has been the state gas tax. In 2017, the State increased the statewide gas tax for the first time in nearly 25 years in response to a statewide crisis in poor pavement conditions on state highways and local streets throughout the state. With the gas tax formerly set at a flat rate that was not indexed to inflation, by 2017 the amount of gas tax generated statewide had about half the spending power it had decades earlier, resulting in gradual disinvestment in pavement maintenance. Many counties and jurisdictions implemented local funding measures to support pavement maintenance to help offset some of the loss in spending power. Sacramento County voters approved a countywide transportation sales tax measure (Measure A), which provides additional funding for street maintenance among other transportation expenditures.

The City of Sacramento has some of the oldest roads in the state, with a roadway network developed over the last 150-plus years. Decades of inadequate investment have resulted in thousands of miles of needed roadway rehabilitation and overall pavement conditions that are in a continued decline.

The additional funding from the 2017 gas tax increase may have been sufficient for communities with newer streets or those that were able to devote sufficient local or federal funding for pavement rehabilitation to offset reduced gas tax availability. For those communities, the new revenue helped alter the trajectory of deteriorating PCI and allow for gradual improvement. Unfortunately, for many of those communities with older infrastructure that did not have sufficient street maintenance funding in the decades before 2017, pavement conditions have declined to a level that requires more annual funding than is currently available from the increased gas tax revenues or is foreseeable from other local, state, and federal sources in order to alleviate the ongoing decline in pavement conditions.

The amount needed annually by the City to arrest the steep decline is five times the amount it currently receives. The City dedicates an estimated \$14 to \$15 million annually to roadway rehabilitation, so it would require an additional \$136.5 million annually over the next 10 years to bring the roadways into a state of good repair (average PCI of 75).

Roadway Selection

With limited funding compared to the need, it is necessary to prioritize where the funding will be spent. Other than those recently constructed, nearly every roadway in the City would benefit from some kind of pavement treatment. To identify which roadways should be selected for treatment, City staff use the criteria in the Transportation Priorities Plan (TPP) with the intent to combine pavement rehabilitation with other needed corridor improvements, including safety and active transportation improvements. Wherever possible, funding is used to leverage or support grant funds or other efforts or to complete preliminary design efforts to make projects more attractive for future grant funding efforts.

To apply funding to reach the highest number of users, roadways were selected that carry the highest traffic volumes, particularly where safety or active transportation improvements are key elements. As a result, arterials and collectors were prioritized over residential streets. Roadways with the highest costs in frequent emergency repairs may be selected as rehabilitation can reduce local costs associated with having to frequently fill potholes or make other repairs.

In order to maximize the benefit to those roadways with higher volumes and those that support grant efforts, no new residential neighborhood streets are included in this fiscal year's plan. Based on adopted criteria, it is expected that this trend will continue.

Residential streets comprise over 60% of the city's total lane miles, and other than new development, almost all of the residential streets in the City warrant some kind of pavement treatment, from

preventative maintenance in newer areas to many older neighborhoods with very aged pavement, as well as many neighborhoods with impacts from a variety of underground utility work (i.e., gas, electric, water, sewer, and telecommunication agencies and companies installing or repairing underground infrastructure). While there is clearly community demand and an identified need for repairs on residential roadways, there is just not adequate funding to address residential road repair. The estimated need to bring just the city's residential streets into a state of good repair is over \$83 million annually for the next ten years. Even if the city were to alter its criteria and choose to focus pavement rehabilitation only on residential streets and ignore pavement rehabilitation on its more heavily travelled corridors, it could still only address one to three residential neighborhoods per year with available funding.

RESOLUTION NO.

Adopted by the Sacramento City Council

ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2026-27 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

BACKGROUND:

- A. Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017), was passed by the Legislature and signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide.
- B. SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Sacramento are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year.
- C. The City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement.
- D. The City will receive an estimated \$14.8 million in RMRA funding in Fiscal Year (FY) 2026-27 from SB1. This is the ninth year in which the City is receiving SB1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB1.
- E. The City has undergone a robust public process to ensure public input into our community's transportation priorities that informed the project list. The project list is primarily based on the outcomes of the City's Transportation Priorities Plan (TPP), which developed a list of priorities based on community engagement to establish community-driven values and determine priorities.
- F. The City used a Pavement Management System to inform the SB1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment.

- G. The funding from SB1 will help the City maintain and rehabilitate its over 3,100 lane miles of streets/roads and 209 bridges, add safety improvements and active transportation infrastructure throughout the City, and support similar projects into the future. Projects funded by SB1 include complete streets projects that incorporate active transportation and safety elements, focusing on improvements in disinvested communities, and using SB1 revenue to help leverage larger grant programs.
- H. The 2025 Pavement Condition Report found that the City's streets and roads are in "fair" condition with an average Pavement Condition Index of 60 on a scale of 1 to 100, with a \$300+ million backlog in deferred maintenance. SB1 revenues will help slow the deterioration in the overall quality of the City's road system.
- I. The SB1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide. This funding will allow the City to support critical improvements for better roadway conditions, support active transportation, and implement critical safety improvements.

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

- Section 1. The projects identified in Exhibit A will be funded in-part or solely with FY2026-27 Road Maintenance and Rehabilitation Account revenues. Exhibit A includes new projects and projects carried over from the previous fiscal year. With the relisting of projects begun in previous fiscal years, the City is reaffirming to the public and the State the intent to fund these projects in part or whole with RMRA revenue.
- Section 2. Exhibit A is incorporated as part of this Resolution
- Section 3. The City commits to using and reporting on its apportionments of Road Maintenance and Rehabilitation Account funds as required by statute and the California Transportation Commission's adopted program guidelines.

Table of Contents

Exhibit A - RMRA List of Projects FY2026/27

EXHIBIT A

RMRA LIST OF PROJECTS FY2026/27

| Project Title | Project Description | Project Location | Council District | Useful Life | Estimated Schedule | Status |
|--|---|--|------------------|----------------|--|---|
| Fruitridge Road Improvements Phase 2 | To support environmental clearance and design for a complete streets and road rehabilitation project on Fruitridge Road from Stockton Boulevard to 65th Street Expressway, expanding the planned road rehabilitation and complete streets project for the entire extent from Stockton to Power Inn Road. | Fruitridge Road from Stockton Blvd to 65th Street Expressway | 6 | 15 to 30 years | March 2024 to August 2026 (pre-construction) | Environmental and design clearance to support future grant application - carried over from past submittal. |
| Florin Road Vision Zero Safety Project Phase 2 | Phase 2 of roadway rehabilitation on Florin Road to bring the pavement conditions to a state of good repair and support grant-funded project. The project will also include continuous bike lane coverage, sidewalk improvements, additional visible marked crossings, upgrading existing unsignalized crossings to controlled crossings, modifying signals to provide protected left turns, and installing advanced dilemma zone detection at intersections. The intent of these improvements is to address the collision history of the corridor by slowing traffic, modernizing signal equipment, and improving bicycle and pedestrian facilities. | Florin Road from 24th Street to Franklin Boulevard | 5, 8 | 15 to 30 years | April 2026 to December 2027 (construction) | Complete construction in two segments: Phase 1, supporting State Local Partnership Program (LPP) is completing construction. Phase 2, supporting federal grant, planned for construction in 2026. Carried over from past submittal. |
| Central City Mobility Project | Preliminary design for application of a microsurfacing or overlay treatment to existing asphalt roadway on some corridors and an overlay over the existing pavement structure on other corridors in connection with the state funded project in the Central City: Class IV Bikeways on P Street (15th to 21st), Q Street (14th to 21st), 10th Street (Q to Broadway), 9th Street (L to Q Street); 19th Street (H to Broadway), 21st Street (H to Broadway); lane reduction and Class IV bikeways on I Street (12th to 21st Streets); two-way conversions of 5th Street (from H Street to Broadway). | Bikeways P Street (15th to 21st), Q Street (15th to 21st), 10th (Q Street to Broadway), 9th (L Street to Q Street); Two-Way Conversions 5th Street (H Street to Broadway), I Street (16th Street to 21st Street) and I Street road diet (12th to 16th) | 4 | 15 to 30 years | March 2023 to December 2028 (pre-construction) | Partially funded through State Local Partnership Program (LPP): majority of project completed construction. I Street portion at railroad crossing to be completed next year after approval from railroad. Carried over from past submittal. |
| Broadway Vision Zero Safety Project | Preliminary design for project on the Vision Zero High Injury Network that includes pavement rehabilitation, lane reduction, separated bikeway, sidewalk improvements, additional visible marked crossings, upgrading existing unsignalized crossings to controlled crossings, modifying signals to provide protected left turns, and installing advanced dilemma zone detection at intersections. The intent of these improvements is to address the collision history of the corridor by slowing traffic, modernizing signal equipment, and improving bicycle and pedestrian facilities. | Broadway and Stockton Boulevard from Martin Luther King Jr Boulevard to Stockton Boulevard | 5 | 15 to 30 years | August 2022 to December 2026 (pre-construction) | Complete design work and analysis. Construction to begin in FY25/26. Carried over from past submittal. |
| Florin Perkins Roadway Rehabilitation | Design of corridor pavement rehabilitation of Florin Perkins Road between Belvedere Avenue and city limits to improve pavement condition, incorporate or expand active transportation elements, address safety concerns, and implement upgraded technology solutions as needed. | Florin Perkins Road from Belvedere Avenue to county boundary | 6 | 15 years | March 2022 to December 2026 (pre-construction); January 2027 to December 2028 (construction) | Complete design to rehabilitate heavily used roadway and construct first phase of roadway rehabilitation through 2028. Carried over from past submittal. |
| Folsom Boulevard Safety Improvement | Preliminary design an environmental clearance for pavement rehabilitation and lane reduction on Folsom Blvd between 59th Street and 65th Street; includes installation of bikeways. Intent is to slow traffic and provide safety improvements. | Folsom Blvd between 48th Street and 65th Street | 4 | 15 years | March 2023 to June 2026 (pre-construction) | Complete planning and design and right of way. Construction planned in FY25/26. Supporting \$5 million in state funding. Carried over from past submittal. |

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|--|--|--|------|----------------|--|--|
| T Street Safety Improvements | Preliminary design and environmental clearance of pavement rehabilitation on section of T Street from 34th Street to Stockton Boulevard with installation of safety improvements and addition of bike lane at Stockton Boulevard intersection. | 34th Street to Stockton Boulevard | 5 | 15 years | July 2021 to December 2028 (pre-construction) | Complete preliminary engineering and design in FY25/26 in preparation of construction in FY26/27. Carried over from past submittal. |
| Broadway Complete Streets Phase 3 | Road Rehabilitation and reduce from four to two lanes, with two-way left turn lane and install bicycle facilities, pedestrian improvements, signal modifications, and streetscape enhancements. | Broadway from 19th to 21st Street and 24th Street to Franklin Blvd | 4, 7 | 15 to 30 years | April 2026 to December 2028 (construction) | Completing final design and railroad approvals for federally funded grant. Plan for construction in FY26/27. Carried over from past submittal. |
| Lampasas Avenue and Rio Linda Boulevard Safety Project | Roadway rehabilitation on Rio Linda Boulevard adjacent to Lampasas Avenue and Rio Linda Boulevard intersection to support planned safety improvements at that intersection. | Lampasas Avenue (Oakmont Street to Del Paso Blvd) and Rio Linda Blvd (El Camino Ave to Eleanor Ave) | 2 | 15 years | April 2026 to June 2027 (construction) | Begin construction in FY25/26. Supports federally funded safety project. Carried over from past submittal. |
| Franklin Boulevard Gap Closure Project | Pavement rehabilitation and safety/mobility benefits by adding buffers to the bike lanes to close gap between County and other City projects. | Franklin Boulevard between Mack Road and Florin Road | 5, 8 | 15 years | July 2025 to December 2027 (construction) | Commencing construction to support Local Partnership Program funds. Carried over from past submittal. |
| Franklin Boulevard Complete Streets Phase 1 and 2 | Complete streets project, including road rehabilitation, road diet, new signals and crossings, separated bikeways, trees, and pavement rehabilitation. | Franklin Boulevard between Sutterville Road/12th Avenue and 38th Avenue | 5 | 15 to 30 years | April 2025 to December 2027 (construction) | Federal and state funded grant project currently under construction. Newly listed project. Carried over from past submittal. |
| Pedestrian Crossings Enhancements | Pavement rehabilitation to support installation of pedestrian crossings . | Main Avenue and Marysville Boulevard | 2 | 15 years | July 2025 to December 2026 (construction) | Pavement work to support adequate crossing striping. Carried over from past submittal. |
| Floodgate Modernization and Resilience Project | Design and environmental clearance of improvements and repairs of floodgates at 16 locations in the city. | Secondary floodgates at 16 locations | 4 | 15 to 30 years | October 2024 to December 2026 (pre-construction) | To provide match funding for Local Climate Transportation Adaptation Prgram grant. Carried over from past submittal. |
| Carlson Drive post construction resurfacing | Pavement rehabilitation to address roadway damage from significant construction activities by US Army Corps of Engineers from work on American River levees, from Caltrans from work on Capital City Freeway bridge, and from City of Sacramento from work on Two Rivers Trail. | Carlson Drive from H Street to Glenn Hall Park | 4 | 15 years | May 2026 to June 2027 (construction) | To be completed to support mitigation funding from U.S. Army Corps of Engineers following completion of major construction projects. Carried over from past submittal. |
| Marysville Boulevard Quick Build | Install lower cost quick-build improvements to address critical safety issues while seeking funding for larger planned corridor improvements. | Marysville Blvd from North Ave to Del Paso Boulevard. | 2 | 15 years | September 2025 to March 2027 (construction) | In Construction, substantially complete. Carried over from past submittal. |
| Pedestrian Crossing at R Street and 29th/30th Streets | Pavement rehabilitation to support installation of pedestrian crossings. | R Street at 29th and 30th Streets | 4 | 30 years | July 2026 - December 2027 (construction) | Completing design to begin work this Summer. |
| Marysville Boulevard Vision Zero Safety Project | Preliminary design for project on the Vision Zero High Injury Network that includes pavement rehabilitation, lane reduction, separated bikeway, sidewalk improvements, additional visible marked crossings, upgrading existing unsignalized crossings to controlled crossings, modifying signals to provide protected left turns, and installing advanced dilemma zone detection at intersections. The intent of these improvements is to address the collision history of the corridor by slowing traffic, modernizing signal equipment, and improving bicycle and pedestrian facilities. | Marysville Blvd from North Ave to Del Paso Boulevard. | 2 | 15 to 30 years | August 2021 to December 2027 (pre-construction) | Complete design work, analysis, and public outreach in FY24/25. Seeking grant funding for construction. Carried over from past submittal. |
| Central City Mobility Phase 2 | Design of additional improvements for protected bikeways and roadway rehabilitation for additional streets in the Central City to implement the Central City Specific Plan. | 15th Street (L Street to Broadway); 16th Street (G Street to Broadway); L Street (5th Street to 16th Street); N Street (5th Street to 16th Street) | 4 | 15 years | August 2023 to December 2026 (pre-construction) | Project initiation for preliminary design and environmental to support future Affordable Housing & Sustainable Communities program grants. Carried over from past submittal. |

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| Elvas Avenue Cycle Track and Roadway Rehabilitation Preliminary Design | Preliminary Design and environmental clearance for pavement rehabilitation and mobility improvements to Sacramento State University and to St. Francis; assumes 2-way cycle track and unknown improvements on J Street. | Elvas Avenue between J Street and 65th St | 4 | 15 years | April 2023 to December 2027 (pre-construction) | Conduct preliminary design and analysis to support future grant applications for Affordable Housing and Sustainable Communities program grant. Carried over from past submittal. |
| Fair Oaks Boulevard Overlay Project | Overlay pavement. Project partially located within unincorporated county. Sacramento County will deliver and City RMRA funds will cover costs for the portion in incorporated city. | Fair Oaks Boulevard from Howe Avenue to approximately 225 feet east of University Avenue | 6 | 30 years | March 2026 to December 2027 (construction) | Project to be designed and constructed by Sacramento County with City of Sacramento review. City will reimburse County. Carried over from past submittal. |
| Ethan Way Rehabilitation | Overlay pavement. Project partially located within unincorporated county. Sacramento County will deliver and City RMRA funds will cover costs for the portion in incorporated city. | Ethan way between Arden Way and El Camino Ave | 2 | 30 years | July 2026 - December 2027 (construction) | Project to be designed and constructed by Sacramento County with City of Sacramento review. City will reimburse County. |
| Auburn Way | Overlay pavement. Project partially located within unincorporated county. Sacramento County will deliver and City RMRA funds will cover costs for the portion in incorporated city. | Auburn Way between Winding Way and Myrtle Ave | 2 | 30 years | July 2026 - December 2027 (construction) | Project to be designed and constructed by Sacramento County with City of Sacramento review. City will reimburse County. |