ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

I Street Bridge Replacement Project

Resolution LPP-P-2526-06B
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☑ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on December 4, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of Sacramento, and the Implementing Agency, City of Sacramento, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/27/2025 meeting the Commission approved the Local Partnership Program and included in this program of projects the I Street Bridge Replacement Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ■ Resolution G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated 6/27/2025
- ☐ Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 The City of Sacramento agrees to secure funds for any additional costs of the project.

4.6 The City of Sacramento agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 The City of Sacramento agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 The City of Sacramento agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: I Street Bridge Replacement Project

Resolution: LPP-P-2526-06B

(to be completed by CTC)

9/16/2025
Date

Assistant City Manager

City of Sacramento

Project Applicant

9/16/2025
Date

Assistant City Manager

City of Sacramento

Implementing Agency

Sergio Aceves (Oct 13, 2025 15:56:25 PDT)

10/13/2025
Date

District 3 Director

District Director

California Department of Transportation

11/20/2025
Date

Director

California Department of Transportation

01/09/2026
Date

Tanisha Taylor

Executive Director

California Transportation Commission

Approved as to Form:

Michael Fry (Aug 25, 2025 10:49:18 PDT)

City Attorney

Attested by:

Kamie Southward (Sep 19, 2025 16:35:16 PDT)

City Clerk

I STREET BRIDGE REPLACEMENT

Nominating/Implementing Agency: City of Sacramento

SCOPE

In Sacramento and West Sacramento, I Street Bridge, from 3rd St. in Sacramento to 5th St. in West Sacramento: Replace existing 2 lane bridge over the Sacramento River and approach structures with a 2 lane bridge on a new alignment. New bridge is a 860-foot long bridge with a 330-foot long vertical lift movable bridge center span, Class II buffered bike lanes, and sidewalks along both sides. Project includes partial or full removal of bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.

PROJECT BENEFITS

There are limited bridge crossings of the Sacramento River connecting the cities of Sacramento and West Sacramento. One of the few crossings, the I Street Bridge, was constructed in 1911 and is well past its useful life. The bridge, and the network of five approach structures connecting to the vehicle bridge deck, have significant rehabilitation and maintenance concerns. The bridge has two narrow lanes, narrow sidewalks, and lacks bike lanes. This restricts walking, biking, and transit for the community, including underserved residents. Through an extensive planning process, the agencies identified replacing the I Street Bridge on a new alignment has an opportunity to increase mobility over the river.

The Project will significantly improve transportation mobility and connectivity in the region. The Project will provide standard vehicle lanes, Class II buffered bike lanes, and wide sidewalks. The Project will reduce regional vehicle miles traveled and reduce greenhouse gas emissions. The Project provides critical model needs for major new infill development in both cities and providing better access to disadvantaged and low-income communities. The bridge design came from a robust multilingual public engagement process that chose a cost-effective and functional design that will be an instant architectural icon in the State Capitol.

I STREET BRIDGE REPLACEMENT *(continued)*

COST

PA&ED	$4,751,000
PS&E	$17,372,000
Right of Way	$6,500,000
Construction	$307,251,000
Total	$335,874,000

SCHEDULE

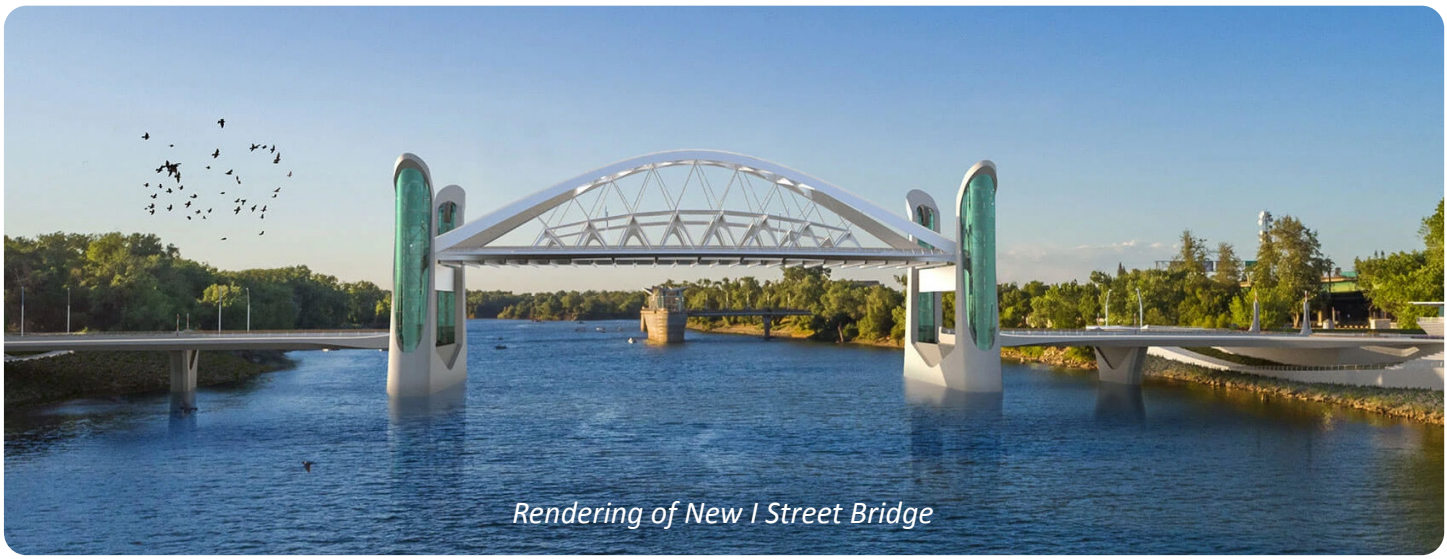
CEQA/NEPA Clearance	3/2023
Final Design Complete	12/2025
Construction Begin	3/2026
Construction Complete	11/2031

OUTPUTS

- 85,000 Square Feet of Bridges
- 1.68 Miles of Bike Lanes
- 0.80 Miles of Sidewalk
- 3 Signalized Intersections

OUTCOMES

- Congestion Reduction
- Safety Enhancements
- Emissions Reduction
- Economic Redevelopment Support
- Multimodal Connectivity



Rendering of New I Street Bridge

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2024-0001 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 10/08/2025 07:10:51

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
03			1809	City of Sacramento	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Yolo County					
Sacramento County				**MPO**	**Element**
				SACOG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Jesse Gothan			916-808-6897	jgothan@cityofsacramento.org	

Project Title

I Street Bridge Replacement

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

In Sacramento and West Sacramento, I Street Bridge, from 3rd St. in Sacramento to 5th St. in West Sacramento: Replace existing 2 lane bridge over the Sacramento River and approach structures with a 2 lane bridge on a new alignment. New bridge is a 860-foot long bridge with a 330-foot long vertical lift movable bridge center span, Class II buffered bike lanes, and sidewalks along both sides. Project includes partial or full removal of bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.

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:	4,6	Senate:	8	Congressional:	7

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/05/2014	06/05/2014
Circulate Draft Environmental Document — Document Type EIR/FONSI	09/25/2017	09/25/2017
Draft Project Report	06/25/2017	06/25/2017
End Environmental Phase (PA&ED Milestone)	03/15/2023	03/15/2023
Begin Design (PS&E) Phase	06/25/2019	06/25/2019
End Design Phase (Ready to List for Advertisement Milestone)	12/17/2025	12/17/2025
Begin Right of Way Phase	04/19/2021	04/19/2021
End Right of Way Phase (Right of Way Certification Milestone)	08/15/2025	08/15/2025
Begin Construction Phase (Contract Award Milestone)	03/31/2026	03/31/2026
End Construction Phase (Construction Contract Acceptance Milestone)	11/21/2031	11/21/2031
Begin Closeout Phase	12/01/2031	12/01/2031
End Closeout Phase (Closeout Report)	11/01/2032	11/01/2032

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2024-0001 v1

Date 10/08/2025 07:10:51

Purpose and Need

Purpose: The project will construct a new public crossing of the Sacramento River north of the Union Pacific Railroad (UPRR) owned I Street Bridge from C Street in the City of West Sacramento to Railyards Boulevard in the City of Sacramento, consistent with the adopted findings of the Sacramento River Crossings Alternatives Study for Bridge Location 2 in the North Market Area. The project will include pedestrian and bicycle facilities in the new public crossing that meet Americans with Disabilities Act (ADA) requirements and facilitate connections to and from the new crossing and the Sacramento River Parkway and Riverfront Park trails. The project will facilitate vehicular transportation, goods movement, bus and rail transit, and bicycle/pedestrian connectivity over the river to reduce traffic congestion, improve safety, facilitate economic development objectives, and remove a number of structurally deficient or functionally obsolete bridges that have reached the limit of their design life. The proposed structure will be a movable bridge (vertical lift) that satisfies the vertical clearance and river navigation requirements of the United State Coast Guard (USCG). The project design will accommodate future high-quality transit including the addition of a new bus transit route connecting the cities' existing transit centers. The new bridge also is intended to improve the connectivity to, and accessibility of local and regional businesses, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento, including the Railyards and the River District in Sacramento and the historic Washington District in West Sacramento.

Need: I Street Bridge limits or restricts traffic capacity, goods movement, and multimodal use. The current bridge width is not sufficient to provide adequate traffic operations, bicycle lanes, or the ability for freight transport and transit service, including buses, across the bridge. The I Street Bridge and the four associated approach structures are on the eligible bridge list for federal funds for replacement and/or rehabilitation through the Highway Bridge Program (HBP). The I Street Bridge has been classified as functionally obsolete, and the existing approach structures have been classified as structurally deficient. The Cities of Sacramento and West Sacramento have decided to pursue replacement through the HBP. The bridge is necessary to provide access to and between two planned transit-oriented infill development districts on opposite sides of the Sacramento River, Washington District and the Railyards. To realize the full potential of each of these transit-oriented development (TOD) neighborhoods, a pedestrian and transit-ready, multimodal connection across the river is necessary; which cannot be accommodated by the current I Street Bridge. The I Street Bridge does not comply with ADA standards. Standard and continuous sidewalks, and bicycle facilities that encourage walking and bicycling are needed to comply with the ADA and promote the use of alternative modes of travel necessary to meet regional air quality attainment goals.

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	Sidewalk miles	Miles	0.8
Operational Improvement	Intersection / Signal improvements	EA	3
Active Transportation	Bicycle lane-miles	Miles	1.68
Bridge / Tunnel	New bridges/tunnels	SQFT	85,000

Additional Information

SACOG RTP/SCS Goals
1. Build vibrant places for today's and tomorrow's residents
4. Build and maintain a safe, reliable, and multimodal transportation system

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	27,597	20,848	6,749
			VMT per Capita	3.25	2.45	0.8
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-1,905	0	-1,905
			Hours per Capita	0.22	0	0.22
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1.56	0	1.56
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.2	0	-0.2
			PM 10 Tons	-0.19	0	-0.19
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	2,917	0	2,917
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	4	0	4
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.03	0	0.03
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	89	0	89
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	3	0	3
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	2	6	-4
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	15	53	-38
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	343,610	0	343,610
	Optional	Number of Destinations Accessible by Mode	Number	895	0	895
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	2.7	2.7	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	3,542	0	3,542
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.56	0	2.56
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	60	40
			Rating	Good	Fair	

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
System Preservation Bridges	Optional	Bridge Deck Rating	Rating	Good	Fair	
	Optional	Bridge Superstructure Rating	Rating	Good	Fair	
	Optional	Bridge Substructure Rating	Rating	Good	Fair	
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	10,586,077	0	10,586,077
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	22,330,167	0	22,330,167

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2024-0001 v1

District	County	Route	EA	Project ID	PPNO
03	Yolo County, Sacramento County				1809

Project Title

I Street Bridge Replacement

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	4,751							4,751	City of Sacramento
PS&E	17,372							17,372	City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W	6,500							6,500	City of Sacramento
CON				306,115				306,115	City of Sacramento
TOTAL	28,623			306,115				334,738	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	4,751							4,751	
PS&E	17,372							17,372	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,500							6,500	
CON				307,251				307,251	
TOTAL	28,623			307,251				335,874	

Fund #1:	Local HBRR - Highway Bridge Program (Committed)								Program Code
Existing Funding ($1,000s)									LOCAL HBRR
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	4,109							4,109	Caltrans HQ
PS&E	4,477							4,477	
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,445							5,445	
CON				250,000				250,000	
TOTAL	14,031			250,000				264,031	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	4,109							4,109	
PS&E	4,477							4,477	
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,445							5,445	
CON				250,000				250,000	
TOTAL	14,031			250,000				264,031	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	321							321	City of Sacramento
PS&E	948							948	
R/W SUP (CT)									
CON SUP (CT)									
R/W	528							528	
CON				15,558				15,558	
TOTAL	1,797			15,558				17,355	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	321							321	
PS&E	948							948	
R/W SUP (CT)									
CON SUP (CT)									
R/W	528							528	
CON				16,126				16,126	
TOTAL	1,797			16,126				17,923	

Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	321							321	City of West Sacramento
PS&E	947							947	
R/W SUP (CT)									
CON SUP (CT)									
R/W	527							527	
CON				15,557				15,557	
TOTAL	1,795			15,557				17,352	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	321							321	
PS&E	947							947	
R/W SUP (CT)									
CON SUP (CT)									
R/W	527							527	
CON				16,125				16,125	
TOTAL	1,795			16,125				17,920	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2024-0001 v1

Fund #4:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.210
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Project awarded funding at the June 2025 CTC meeting
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	

Fund #5:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E	11,000							11,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,000							11,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E	11,000							11,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	11,000							11,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2024-0001 v1

Complete this page for amendments only Date 10/08/2025 07:10:51

District	County	Route	EA	Project ID	PPNO
03	Yolo County, Sacramento County				1809

SECTION 1 - All Projects

Project Background

The I Street Bridge Replacement was awarded Local Partnership Program-Competitive (LPP-C) funds at the June 2025 California Transportation Commission meeting. LPP-C will be leverage federal Highway Bridge Program (HBP) and local funds to construct a new bridge across the Sacramento River.

Programming Change Requested

The programming change is requested to create consistency between the HBP and LPP-C funding documentation and approvals.

Reason for Proposed Change

Project programming amounts were changed to match the approved Local Assistance Procedures Manual (LAPM) Exhibit 3-A Project Authorization Request for the HBP. There was a slight unit cost increases occurred between submitting the ePPR and the LAPM Exhibit 3-A as well as keeping HBP funds for Construction at $250,000,000.

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)

The project amendment is requested to capture the cost change. The slight increase in construction costs will be covered by local funds from the City of Sacramento and City of West Sacramento. Additional funds will not be sought from the LPP-C.

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

City of SACRAMENTO
Department of Public Works

Engineering Services Division
915 I Street, RM 2000
Sacramento, CA 95814

TO: Keri Elsberry-Vidad
SB1 Program Engineer
Caltrans
Office of State Programs
HQ – Division of Local Assistance

FROM: Jesse Gothan
Supervising Engineer
City of Sacramento
Public Works Department

Subject: Supplemental Project Report to Update Schedule and Funding for SB-1 Baseline of I Street Bridge Replacement - Federal Project Number: 5002(164) and PPNO 1809

The purpose of this memorandum is to document the change in funding and schedule since the electronic Project Programming Request (ePPR) was submitted on August 25, 2025. There has been an increase in project cost estimates.

The project description remains unchanged. The project description is as follows:

In Sacramento and West Sacramento, I Street Bridge, from 3rd St. in Sacramento to 5th St. in West Sacramento: Replace existing 2 lane bridge over the Sacramento River and approach structures with a 2 lane bridge on a new alignment. New bridge is a 860-foot long bridge with a 330-foot long vertical lift movable bridge center span, Class II buffered bike lanes, and sidewalks along both sides. Project includes partial or full removal of bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.

Cost Estimate:
The project cost estimates have increased when the Local Assistance Procedures Manual (LAPM) Exhibit 3-A Project Authorization Request was submitted September 15, 2025. Slight unit cost increases occurred as well as keeping Highway Bridge Program (HBP) funds for Construction under $250,000,000. The Construction phase is $307,251,000, of which

$24,000,000 is for Construction Management. The updated project costs approved by Caltrans in September 2025 are shown in the funding/programming section below.

The City will require financing to cash flow the project. The amount of financing charges shown in the Project Report are $7,423,000. This amount has not been shown in the ePPR as it's not project costs for which the City can seek reimbursement.

Project Schedule Update:
There are slight project milestone differences between the project schedule in the City's Project Report and the ePPR. The project's joint California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document was approved in June 2019. A CEQA/NEPA Addendum was prepared in January 2023 and a NEPA Revalidation was completed on February 2023 to document proposed scope changes in West Sacramento. The proposed revisions to the project are bounded by C Street to the south, B Street to the north, 3rd Street to the west, and the landward toe of the west bank Sacramento River levee to the east. No changes to the project outside of this area are proposed.

The revised design has a smaller overall footprint in West Sacramento than the original and provides access to 2nd Street by the creation of a cul-de-sac and residential turning circle. The need for housing relocations and acquisition of developed residential properties would be eliminated and fewer trees would need to be removed. Vacant properties adjacent to the Sacramento River levee, a portion of the vacant property located on the corner of 2nd and C Street, and previously identified property south of C Street would remain impacted. No new properties are affected by the design change.

A new intersection of 2nd and C Street would be created 500 feet east of the intersection of 3rd and C Street, an increased intersection separation of about 100 feet from existing conditions to provide sufficient distance to offset potential traffic impacts associated with turning movements and merging. The new intersection is a new location for the access to 2nd Street from C Street, 200 feet to the east of the originally proposed location and with the same turning movements. The new access would descend on a fill slope roughly northward from the bridge approach at a grade consistent with the Americans with Disabilities Act to connect to the existing elevation of 2nd Street.

Engineering Services Division
915 I Street, RM 2000
Sacramento, CA 95814

The cul-de-sac design would be consistent with city standards and would allow fire department access and turn-around space for fire apparatus. In addition, the distance from the new cul-de-sac to the new terminus of 2nd Street would be approximately 150 feet, acceptable by fire department standards.

The cul-de-sac would have a residential turning circle with minimum width of 20 feet encircling an approximately 22-foot landscaped median. The turning circle would provide sufficient turning space for motor vehicles and solid waste/recycling trucks, allowing for continued curbside service and vehicle access. No-parking signs would be installed within the turning circle to ensure unrestricted turning movement.

The lanes on the western bridge approach would be reconfigured to allow for left turns into and from the realigned 2nd Street and a westbound right turn taper into 2nd Street.

The project revisions were determined to not result in additional environmental impacts beyond what was determined in EIR/FONSI in June 2019.

The project 100% Plans Specifications and Estimates (PS&E) package was submitted in August 2025, as shown in the Project Report. The PS&E phase is scheduled to be completed in December 2025 when the project construction is advertised. This follows when the City is anticipated to receive the E-76 for the federal HBP funds and approval of the Local Partnership Program allocation.

Construction is anticipated to begin in March 2026 with contract award by City Council. This is shown in the ePPR. Construction activities are anticipated to begin in April 2026 as shown in the Project Report.

The project schedule milestones are shown on the following page.

City of SACRAMENTO
Department of Public Works

Engineering Services Division
915 I Street, RM 2000
Sacramento, CA 95814

Project Milestones	Existing	Proposed
Project Study Report Approved	07/01/2014	
Begin Environmental (PA&ED) Phase	06/05/2014	
Circulate Draft Environmental Document Document Type EIR/FONSI	09/25/2017	
Draft Project Report	06/25/2017	
End Environmental Phase (PA&ED Milestone)	03/15/2023	
Begin Design (PS&E) Phase	06/25/2019	
End Design Phase (Ready to List for Advertisement Milestone)		12/17/2025
Begin Right of Way Phase	04/19/2021	
End Right of Way Phase	08/15/2025	
Begin Construction Phase (Contract Award Milestone)		03/31/2026
End Construction Phase (Construction Contract Acceptance Milestone)		11/21/2031
Begin Closeout Phase		12/01/2031
End Closeout Phase (Closeout Report)		11/01/2032

City of SACRAMENTO
Department of Public Works

Engineering Services Division
915 I Street, RM 2000
Sacramento, CA 95814

Funding/Programming:

As described above, project costs have increased slightly. Project programming has also changed to limit HBP funds to under $250,000,000 and increase local funds to cover the difference. The increase is due to unit price increases based on review of recent bid data. The updated funding plan is shown below:

Phase	HBP	RSTP	LPP	City of Sacramento Local Funds	City of West Sacramento Local Funds	Total
PA&ED	$4,109			$321	$321	$4,751
PS&E	$4,477	$11,000		$948	$947	$17,372
Right of Way	$5,445			$528	$527	$6,500
Construction Support	$9,115			$7,443	$7,442	$24,000
Construction	$240,885		$25,000	$8,683	$8,683	$283,251
Total	$264,031	$11,000	$25,000	$17,923	$17,920	$335,874

Approval

Jesse Gothan, PE, TE
Supervising Engineer

Project Report Detailed Attachments

Performance Metrics Form

	Metric	Build Conditions				
Measure	**Metric**	**Project Type**	**No Build**	**Build**	**Change**	**Increase/ Decrease**
Congestion Reduction (Freight)	Change in Daily Vehicle Miles Travelled (2058)	All	20,848	27,597	6,749	Increase
	Person Hours of Travel Time Saved (2058)	All	-	-	(1,905)	Decrease
System Reliability (Freight)	Peak Period Truck Travel Time Reliability Index ("No Build" Only) (Optional Metric)	National and State Highway System Only	--	1.56	1.56	N/A
Air Quality (tons)	Particulate Matter (PM 10)	All	-	-	(0.19)	Decrease
	Particulate Matter (PM 2.5)		-	-	(0.20)	Decrease
	Carbon Dioxide (CO2)		-	-	2,917	Increase
	Volatile Organic Compounds (VOC)		-	-	4	Increase
	Sulphur Dioxides (SOx)		-	-	0.03	Increase
	Carbon Monoxide (CO)		-	-	89	Increase
	Nitrogen Oxides (NOx)		-	-	3	Increase
Safety	Number of Fatalities (2058)	Road and Land Port	0.00	0.00	0.00	Equivalent
	Number of Fatalities per 100 Million VMT		0.00	0.00	0.00	Equivalent
	Number of Serious Injuries (2058)		6	2	(4)	Decrease
	Number of Serious Injuries per 100 Million VMT		53	15	(38)	Decrease
Cost Effectiveness	Cost Benefit Ratio	All	N/A	2.56	2.56	N/A
Accessibility	Number of Jobs Accessible by Mode		-	-	343,610	Increase
	Access to Key Destinations by Mode		-	-	895	Increase
	Percent of the Poplulation Defined as Low Income or Disadvantaged within 1/2 mile of rail station, ferry terminal, or high-frequency bus stop			County = 0.9% City = 2.7%	County = 0.9% City = 2.7%	N/A
Economic Development	Jobs Created	All	0	3,542	3,542	Increase
System Preservation	Pavement Condition Index	Local Road and Hwy	60	100	40	Increase
	Bridge Condition Rating for Bridge Deck, Superstructure, Substructure	Bridge	Deck = 6 Superstructure = 6 Substructure = 4	Deck = 9 Superstructure = 9 Substructure = 9	Deck = 3 Superstructure = 3 Substructure = 5	Increase

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Daily Vehicle Miles Travelled*
Source Data:	*List source(s) of information used in calculations* BCA Calculations

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- VMT tab cell G54: 7,609,429
- 7,609,429/365 = 20,848

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- VMT tab cell K54: 10,072,723
- 10,072,723/365 = 27,597

Change

Include the subtraction used to get to the change number here.

27,597 (2058 Build VMT) minus 20,848 (2058 No Build VMT) = 6,749 (increase in VMT)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	Person Hours of Travel Time Saved
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- Person Hours of Travel Time Saved = Change in Vehicle Hours of Delay * Average Vehicle Occupancy
- Person Hours of Travel Time Saved = (-1,245.27) * 1.53
- Person Hours of Travel Time Saved = -1,905

Change

Include the subtraction used to get to the change number here.

-1,905 (per-hours/yr saved)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Air Quality Particulate Matter (PM 10)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

-0.19 (reduction in PM10 emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Air Quality Particulate Matter (PM 2.5)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

-0.20 (reduction in PM 2.5 Emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Carbon Dioxide (CO2)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

2,917 (increase in CO2 Emission)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Air Quality Volatile Organic Compounds (VOC)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

4 (increase in VOC emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Air Quality Sulphur Oxides (SOx)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

0.03 (increase in SOx Emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Carbon Dioxide (CO)*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

89 (increase in CO emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Air Quality; Air Quality Nitrogen Oxides (NOx))*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

2.69 (increase in NOx Emissions)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Number of Fatalities*
Source Data:	*List source(s) of information used in calculations* BCA Model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- 0 fatal collision 2019
- 0 fatal collision 2020
- 0 fatal collision 2021
- 0 fatal collision 2022
- 0 fatal collision 2023

(0 plus 0 plus 0 plus 0 plus 0) divided by 5 = 0 fatalities

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- Safety tab cell F55: 0 fatalities

Change

Include the subtraction used to get to the change number here.

0.146 (Build) minus 0.4 (No Build) = -0.254 (decrease in fatalities)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Number of Fatalities per 100 Million VMT*
Source Data:	*List source(s) of information used in calculations* BCA Model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- N/A

Change

Include the subtraction used to get to the change number here.

No change in fatalities per 100 Million VMT

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Number of Serious Injuries*
Source Data:	*List source(s) of information used in calculations* BCA Model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- 1) Accident Costs tab cell G62: 5.8 (serious injuries in 2058)

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- 2) Accident Costs tab cell H62: 2.2 (serious injuries in 2058)

Change

Include the subtraction used to get to the change number here.

2.2 (Build) minus 5.8 (No Build) = -3.6 (reduction in serious injuries)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Number of Serious Injuries per 100 Million VMT*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- 2) Model Inputs tab cell BC33: Injury Crashes No Build = 0.53 (serious injury crash rate per MVM)

- 0.53 = 0.53 (serious injuries per Million VMT)
- 0.53 multiply by 100 (VMT) = 53 (serious injuries per 100 Million VMT)

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- 2) Model Inputs tab cell BC43: Injury Crashes Build = 0.15 (serious injury crash rate per MVM)

- 0.15 = 0.15 (serious injuries per Million VMT)
- 0.15 multiply by 100 (VMT) = 15 (serious injuries per 100 Million VMT)

Change

Include the subtraction used to get to the change number here.

15 (Build) minus 53 (No Build) = -38 (reduction in serious injuries per 100 Million VMT))

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Benefit / Cost Ratio*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- 3) Results tab cell H13: Life-Cycle Costs (mil. $): $697.8
- 3) Results tab cell H14: Life-Cycle Benefits (mil. $): $272.5

Change

Include the subtraction used to get to the change number here.

$272.5 (Life-Cycle Benefits) divide by $697.8 (Life-Cycle Costs) = 2.56 *(Cost Benefit Ratio)*

Number of Jobs/Key Destinations	No Build	Build	Improvement
Jobs Accessible by Auto	319,105	480,020	160,915
Jobs Accessible by Bike	0	177,101	177,101
Jobs Accessible by Walking	0	5,594	5,594
Key Destinations Accessible by Auto	814	1,438	624
Key Destinations Accessible by Bike	0	266	266
Key Destinations Accessible by Walking	0	5	5

No Build Speed: 17.2 mph
Build Speed: 29 mph
Walk half mile
Bike 3 miles
Auto 20 min: No Build: 5.7 mi, Build: 9.7 mi

Auto No Build Schools: 16,537/68.6 = 241.1
Auto No Build Medical: 52,487/473.3 = 110.9
Auto No Build Retail: 20,313/44 = 461.7
Auto No Build Total: 814 destinations
Auto No Build Jobs: 319,105

Auto Build Schools: 30,612/68.6 = 446.2
Auto Build Medical: 85,883/473.3 = 181.5
Auto Build Retail: 35,636/44 = 809.9
Auto Build Total: 1,438 destinations
Auto Build Jobs: 480,020

Walk No Build Schools: 0/68.6 = 0
Walk No Build Medical: 0/473.3 = 0
Walk No Build Retail: 0/44 = 0
Walk No Build Total: 0 destinations
Walk No Build Jobs: 0

Walk Build Schools: 25/68.6 = 0.4
Walk Build Medical: 371/473.3 = 0.8
Walk Build Retail: 155/44 = 3.5
Walk Build Total: 5 destinations
Walk Build Jobs: 5,594

Bicycle No Build Schools: 0/68.6 = 0
Bicycle No Build Medical: 0/473.3 = 0
Bicycle No Build Retail: 0/44 = 0
Bicycle No Build Total: 0 destinations
Bicycle No Build Jobs: 0

Bicycle Build Schools: 3,689/68.6 = 53.8
Bicycle Build Medical: 18,243/473.3 = 38.5
Bicycle Build Retail: 7,623/44 = 173.3
Bicycle Build Total: 266 destinations
Bicycle Build Jobs: 177,101

DISADVANTAGED COMMUNITY PERCENTAGE INFORMATION

Population	Sacramento County, California	Sacramento city, California
Population estimates, July 1, 2023, (V2023)	**1,584,288**	**526,384**
PEOPLE		
Population		
Population estimates, July 1, 2023, (V2023)	**1,584,288**	**526,384**
Population estimates base, April 1, 2020, (V2023)	1,585,045	524,925
Population, percent change - April 1, 2020 (estimates base) to July 1, 2023, (V2023)	0.0%	0.3%
Population, Census, April 1, 2020	1,585,055	524,943
Population, Census, April 1, 2010	1,418,788	466,488

Sacramento County Population (2020) = 1,585, 055
Sacramento Population (2020) = 524,943
[above values are from the census bureau]

Below total populations are based on census tract data collected from the DAC Mapping Tool. Only totaled Census Tracts that were identified as Disadvantaged by this site and were within the 0.5-mile radius of the destination.

(1 Bus Stop)
Total Population (w/in 0.5 mi) = 10,252
(Census Tract) = 700, 10104, 10105
% of County = 0.65%
% of City (Sacramento) =

(Amtrak Station)
Total Population (w/in 0.5 mi) = 14,280
(Census Tract) = 600, 700, 1103, 5301, 10104, 10105
% of County = 0.9%
% of City (Sacramento) = 1.95%

(All Locations Together)
Total Population = 14,280
(Census Tracts) = 600, 700, 1103, 5301, 10104, 10105
% of County = 0.9%
% of City (Sacramento) = 2.7%

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	*Jobs Created*
Source Data:	*List source(s) of information used in calculations* BCA model

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- 1) Project Information tab cell AE44: TOTAL COSTS (in dollars), Present Value: $272,509,328 = Project Cost

- $1 billion dollars = 13,000 jobs (FHWA Employment Impacts of Highway Infrastructure Investment)
- 13,000 (jobs) dived by $1,000,000,000 = 0.000013 (jobs per $1)

- $272,509,328 *(Project Cost) multiply by 0.000013 (jobs per $1) = 3,542 (jobs)*

Change

Include the subtraction used to get to the change number here.

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	Person Hours of Travel Time Saved
Source Data:	*List source(s) of information used in calculations*

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- PCI = 60

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- PCI = 100

Change

Include the subtraction used to get to the change number here.

100 (Build) minus 60 (No-Build) = 40 (increase in PCI)

Required Back-Up Information

Please fill out this information, using this template if desired, for each metric. Even if this template is not used, this back-up information is required for all required metrics.

Metric Name:	Person Hours of Travel Time Saved
Source Data:	*List source(s) of information used in calculations*

Base Numbers & Calculation for "No Build" Estimate

Include the starting numbers used, and the calculation used to develop the "No Build" number. If "No Build" is not required for metric, put "N/A" for "Not Applicable."

- Deck = 6
- Superstructure = 6
- Substructure = 4

Base Numbers, Trends or Assumptions, and Calculation for "Build" Number

Include the starting numbers used, and the calculation used to develop the "No Build" number. Include any trends or assumptions used. Explain how the impact of the "Build" number was estimated. If "Build" is not required for metric, put "N/A" for "Not Applicable."

- Deck = 9
- Superstructure = 9
- Substructure = 9

Change

Include the subtraction used to get to the change number here.

- Deck = 9 – 6 = 3 (Increase in Deck condition)
- Superstructure = 9 – 6 = 3 (Increase in superstructure condition)
- Substructure = 9 – 4 = 5 (Increase in substructure condition)

State Transportation Improvement Program

Yolo County Sacramento County
Document Year 2024, Version Number 7
PPNO: 1809
(Dollars in Thousands)

DIST:	PPNO:	EA:	CTIPS ID:	TCRP NO.:
03	1809		107-0000-1241	

CT PROJECT ID:

COUNTY: Yolo County, Sacramento County

ROUTE:

PM:

TITLE (DESCRIPTION): I Street Bridge Replacement (In Sacramento and West Sacramento, I Street Bridge, from 3rd St. in Sacramento to 5th St. in West Sacramento: Replace existing 2 lane bridge over the Sacramento River and approach structures with a 2 lane bridge on a new alignment. New bridge is a 860-foot long bridge with a 330-foot long vertical lift movable bridge center span, Class II buffered bike lanes, and sidewalks along both sides. Project includes partial or full removal of bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.)

ELEMENT: Local Assistance

MPO ID: 7 LAW: 25

SPONSOR: Sacramento, City of

MPO: Sacramento Area Council of Governments

CORRIDOR:

PRJ MGR: Jesse Gothan

PHONE: (916) 808-6897

EMAIL: jgothan@cityofsacramento.org

ASSEMBLY: 4,6
SENATE: 8
CONGRESS: 7

IMPLEMENTING AGENCIES:

PAED Sacramento, City of

PSE Sacramento, City of

RW Sacramento, City of

CON Sacramento, City of

Categories	Outputs/Outcomes	Unit	Total
Active Transportation	Sidewalk mile(s)	Miles	0.8
Active Transportation	Bicycle lane mile(s)	Miles	1.68
Operational Improvements	Intersection/Signal improvement(s)	Each	3
Bridge/Tunnel	New bridge(s)/tunnel(s)	SQFT	85000

PROJECT VERSION HISTORY *(Printed Version is Shaded)* (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7	Active	10/12/2025	CPARTOVI	Amendment - Cost/Scope/Sch. Change				307,251	6,500	4,751	17,372		
6	Official	06/27/2025	SBERTOZZ	Adoption - New Project	G-25-43			306,115	6,500	4,751	17,372		
5	Official	10/18/2024	SBERTOZZ	Amendment - Cost/Scope/Sch. Change	LPP-P-2425-03			187,778	6,870	5,600	13,000		
4	Official	06/29/2023	CPARTOVI	Time Extension - Project Allocation	23-98			202,778	6,870	5,600	13,000		
3	Official	06/23/2021	SREPAKA1	Baseline Approval	LPP-P-2021-14B			202,778	6,870	5,600	13,000		
2	Official	12/02/2020	SDHILLON	Amendment - Cost/Scope/Sch. Change	G-20-79			202,778	6,870	5,600	13,000		
1	Official	03/25/2020	JLEUNG	Adoption - New Project	G-20-29			200,000	8,001	9,159	5,842		

Fund Source 1 of 5 Local HBRR

Extension

VOTE DATE AMOUNT

LOCAL HBRR - Local FHWA - HBRR

Fund Type
Highway Bridge Program

Funding Agency
Caltrans

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED	4,109								4,109
PS&E	4,477								4,477
R/W SUP									
CON SUP									
R/W	5,445								5,445
CON			250,000						250,000
Total:	14,031		250,000						264,031

Fund Source 2 of 5 Local Funds

Extension

VOTE DATE AMOUNT

20.10.400.100 - Locally Generated Funds

Fund Type
Local Transportation Funds

Funding Agency
Sacramento, City of

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED	321								321
PS&E	948								948
R/W SUP									
CON SUP									
R/W	528								528
CON			16,126						16,126
Total:	1,797		16,126						17,923

State Transportation Improvement Program

Yolo County Sacramento County
Document Year 2024, Version Number 7
PPNO: 1809
(Dollars in Thousands)

Fund Source 3 of 5 Local Funds

Extension

VOTE	DATE	AMOUNT

20.10.400.100 - Locally Generated Funds
Fund Type
Local Transportation Funds
Funding Agency
West Sacramento, City of

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED	321								321
PS&E	947								947
R/W SUP									
CON SUP									
R/W	527								527
CON			16,125						16,125
Total:	1,795		16,125						17,920

Fund Source 4 of 5 State SB1 LPP

Extension

VOTE	DATE	AMOUNT

20.30.210.210 - Local Partnership Program (LPP - Competitive)
Fund Type
Local Partnership Program - Competitive program
Funding Agency

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED									
PS&E									
R/W SUP									
CON SUP									
R/W									
CON			25,000						25,000
Total:			25,000						25,000

Fund Source 5 of 5 RSTP

Extension

VOTE	DATE	AMOUNT

20.30.010.810 - Surface Transportation Program (STP)
Fund Type
STP Local
Funding Agency
Sacramento Area Council of Governments

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED									
PS&E	11,000								11,000
R/W SUP									
CON SUP									
R/W									
CON									
Total:	11,000								11,000

Project Total:

VOTE	TOTAL AMOUNT
PAED	
PSE	
RW	
CON	
R/W SUP	
CON SUP	

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	FUTURE	TOTAL
PA&ED	4,751								4,751
PS&E	17,372								17,372
R/W SUP									
CON SUP									
R/W	6,500								6,500
CON			307,251						307,251
Total:	28,623		307,251						335,874

HQ Comments:
******** VERSION 7 - 10/10/2025 ********
******** RTIP Version 1 - 10/10/2025 ********
******** VERSION 6 - 08/26/2025 ********
******** Version 6 - 08/25/2025 ********
CTC Approved Program Adoption ; Programming $25,000K CON FY 25/26 LPP-C Cycle 4 Funds; June 2025 Resolution G-25-43 - SB

https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2025/2025-06/22-4-7-a11y.pdf

******** Version 5 - 11/06/2024 ********
Remove all $15M LPP-C funds and fund line Ref 3.14 Oct 2024 mtg. Project was deleted from the program.

https://dot.ca.gov/-/media/dot-media/programs/sb1/documents/progress-reports/jan1-jun30-2024/lpp-c-attachment-2-corrective-action-plan-a11y.pdf

SB

The RIP funds were deleted in 2022 STIP, backdoor entry to correct the data. CP 7/29/24

https://caltrans-my.sharepoint.com/:u:/g/personal/cody_partovi_dot_ca_gov/EWfZKmNwICBNkTQZzHRLBc8BL4QRLF44MC4DlGsc5l92fw?e=D274Jt

******** Version 4 - 07/05/2023 ********
CTC approved a 12-month TE to 06/30/2024 to allocate for CON - af

******** VERSION 3 - 06/28/2021 ********