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SACRAMENTO REGIONAL TRANSIT

STAFF REPORT

DATE:	August 24, 2026
TO:	Sacramento Regional Transit Board of Directors
FROM:	Laura Ham, Senior VP, Planning, Grants and Procurement
SUBJ:	BUS RAPID TRANSIT EFFORTS - ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR STOCKTON BOULEVARD & RETENTION STRAGETY FOR GREEN LINE IRREVOCABLE OFFERS OF DEDICATION

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

Approval of the recommended action will result in SacRT adopting the Locally Preferred Alternative (LPA) for the Stockton Boulevard Safety and Transit Enhancement Project (STEP). The LPA establishes corridor-based, side-running bus rapid transit (BRT) operating on the existing SacRT Route 51 alignment between the Sacramento Valley Station (SVS) in Downtown Sacramento and a new off-street bus terminal at the Florin Towne Centre. Adoption of the LPA concludes the Alternatives Analysis (Stage 1) and directs staff to advance the STEP into environmental review and preliminary design (Stage 2).

No formal action is required for the discussion of the retention strategy for the Green Line irrevocable offers of dedication (IODs), but Staff is requesting general direction from the Board regarding the overall Green Line strategy.

FISCAL IMPACT

No fiscal impact to the SacRT operating budget, and no new appropriation from the SacRT capital budget is required by this action. Funding in the amount of $200,000 for SacRT staff costs for Stage 2 of the STEP: Project Approval & Environmental Document (PA&ED) was allocated to SacRT in the STEP Project Agreement (as defined below). The Alternatives Analysis estimates total capital cost of the recommended alternative at approximately $108 million, and the transition from local bus service to BRT on the Route 51 alignment is projected to result in little to no net increase in annual operating and maintenance (O&M) cost. Future funding agreements, grant applications, and construction authorizations associated with Stages 3 and 4 will be brought to the Board for separate action.

There is no fiscal impact at this time to any non-binding discussion of the retention and overall strategy for the Green Line IODs.

DISCUSSION

SacRT staff will provide 2 separate presentations regarding SacRT's current BRT efforts: Stockton Blvd BRT & Green Line BRT. Information about the Stockton BRT is detailed below. Information concerning the Green Line will be presented at the Board meeting.

Stockton Blvd BRT

The Stockton Boulevard STEP is a collaborative effort of SacRT, the City of Sacramento, and Sacramento County to improve safety, transit service, and multimodal mobility along the Stockton Boulevard and Broadway corridors. The corridor extends approximately 11 miles from the Florin Towne Centre to the SVS in Downtown Sacramento and is served by SacRT Route 51 – Stockton/Broadway, the District's highest-ridership bus route.

The STEP builds on nearly a decade of corridor planning, including the Stockton Boulevard Special Planning Areas study (2017), the SacRT Stockton Boulevard Conceptual Plan (2020), the City of Sacramento Stockton Boulevard Corridor Plan (2021), the SacRT Stockton Boulevard Implementation Plan, and the Stockton Boulevard Specific Plan and Neighborhood Action Plan (2023).

On April 15, 2025, SacRT, the City of Sacramento, and the County of Sacramento entered into the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit Project Agreement Among the City of Sacramento, the County of Sacramento, and the Sacramento Regional Transit District (City Project No. T15245100) (approved by Resolution No. 2024-04-025) for the delivery of the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit Project (Project Agreement).

The Project Agreement defined three stages of project development. Stage 1: Alternatives Analysis, consisted of project development, including advancing the technical evaluation and conceptual design needed to define the BRT mode, alignment, and running way, and identifying a preferred Complete Streets configuration for the corridor. The Alternatives Analysis was completed in June 2026 and the Executive Summary can be found as Attachment A. Its findings form the basis of the recommendation in this staff report. At this juncture, the Board action is requested to advance STEP to Stage 2 as defined in the Project Agreement.

Corridor Conditions and Project Need

The study area contains approximately 92,000 residents and 149,000 jobs, making it one of the most densely populated and economically significant transportation corridors in the region. Conditions in the corridor demonstrate a clear and long-standing need for investment:

- **Safety.** Over a recent 5-year period, the corridor experienced 890 reported crashes, including 9 fatalities and 67 severe injury collisions. Fatal and severe-injury crash rates exceed those of comparable streets in the City and County, and two of the City's top five Vision Zero Priority Corridors lie within the study area.

- **Transit dependence.** Median household income in the corridor is $62,730, compared with $83,753 citywide and $88,724 countywide. Eighteen (18) percent of corridor households are below the poverty level and 8 percent have no access to a vehicle — twice the countywide rate. Approximately 61 percent of surveyed riders reported household incomes below the Federal Poverty Level.
- **Travel demand.** More than half of surveyed riders are traveling to work or school. Boardings concentrate at the Florin Towne Centre, Stockton Boulevard/Fruitridge Road, Stockton Boulevard/Broadway in Oak Park, Broadway (Blue Line) Station, and Downtown Sacramento.

Despite this demand, Route 51 buses operate in mixed-flow traffic and experience recurring delays that reduces travel speed and degrades schedule reliability.

Community Outreach and Stakeholder Engagement

Between September 2025 and June 2026, the STEP team conducted a multi-faceted engagement effort to inform the Alternatives Analysis and the selection of the LPA. Activities included three workshops with an External Advisory Committee composed of agency partners, business associations, advocacy groups, and community representatives; an in-person community workshop on April 15, 2026, at the Oak Park Community Center; and pop-up events including the City's Earth Day clean-up and beautification event on April 11, 2026. An online survey of corridor users produced four consistent themes:

- Widespread safety concerns, particularly for pedestrians and cyclists;
- Strong, underserved demand for walking and biking;
- Shade, trees, and streetscape quality as key determinants of comfort; and
- Moderate-to-strong support for BRT, centered on reliability and accessibility.

Alternatives Evaluated

Two BRT alignments between the Florin Towne Centre and SVS were advanced for detailed evaluation:

- **Route 51 Alignment.** Follows the existing Route 51 alignment along Stockton Boulevard and Broadway, with modifications at both ends of the route: elimination of the loop around the Florin Towne Centre in favor of a new off-street terminal at the south end, and a direct connection to SVS at the north end.
- **Route 51/38 Hybrid Alignment.** Follows the Route 51 alignment from the Florin Towne Centre to the Stockton Boulevard/Broadway intersection, then continues north on Stockton Boulevard along the existing Route 38

alignment through Midtown Sacramento to SVS. This alternative requires retention of local bus service on Broadway between Stockton Boulevard and 8th Street.

A data-driven evaluation assessed both alternatives against quantitative measures of mobility improvement, cost, economic development potential, and community benefit. Results are summarized in Table 1.

Table 1: BRT Alignment Alternatives Evaluation

Evaluation Measure	Route 51 Alignment (Recommended)	Route 51/38 Hybrid Alignment
Daily Ridership Forecast (2030)	≈ 4,700	≈ 3,900
End-to-End Travel Time (Peak – Off Peak)	37 – 45 min.	37 – 45 min.
Potential Dedicated Bus Lanes	3.8 mi. (35%)	7.3 mi. (66%)
Total Capital Cost	$108M	$113M
Increase in Annual O&M Cost	≈ $0	≈ $2.7M
Cost Effectiveness (Passengers per Revenue Hour)	31.64	26.55
Population within ¼ Mile of Stations	33,974	35,531
Employment within ¼ Mile of Stations	67,123	84,856
Disadvantaged Communities (DACs) Served	15	13

Basis for the Recommended Locally Preferred Alternative

The ability to construct and operate the most cost-efficient project was the driving consideration for the recommended LPA. The Route 51 Alignment outperforms the Hybrid Alignment on the measures most directly tied to the STEP's purpose and other key evaluation criteria.

Ridership

The Route 51 Alignment is forecast to carry approximately 4,700 daily riders in 2030, roughly 21 percent more than the Hybrid Alignment. Relative to existing Route 51 service, the investment is expected to attract an approximately 67 percent increase in ridership, driven by: faster and more reliable running times; reduced delays at signals; consolidated stops; and improved station amenities. The Hybrid Alignment would divert BRT service away from Broadway stops that carry high existing and forecasted ridership.

Operating Cost

The Route 51 Alignment produces essentially little to no increase in annual O&M cost, because BRT service substitutes directly for existing Route 51 service. The Hybrid Alignment would require SacRT to continue operating local service on Broadway in addition to the new BRT, adding approximately $2.7 million in annual O&M cost — a recurring commitment against an Operating Budget with no identified new revenue

source. The Route 51 Alignment also carries a lower estimated total capital cost, $108 million versus $113 million.

Operational Efficiency

The Route 51 Alignment is projected to carry 31.64 passengers per revenue hour, compared with 26.55 for the Hybrid Alignment — an efficiency advantage of approximately 19 percent. It therefore delivers more riders per dollar of service operated, which strengthens STEP's competitiveness for discretionary federal and state funding programs that weight cost effectiveness.

Equity and Access

The Route 51 Alignment serves 15 State-designated disadvantaged communities compared with 13 under the Hybrid Alignment and preserves high-ridership stops along Broadway that serve transit-dependent riders in Oak Park.

The Hybrid Alignment's advantages — greater dedicated-lane potential (66 percent versus 35 percent of route length) and higher employment within one-quarter mile of stations — do not offset its lower ridership, materially-higher operating cost, and weaker cost effectiveness. On balance, the Route 51 Alignment delivers more riders, at lower capital and operating cost, to more disadvantaged communities.

Recommended Locally Preferred Alternative

Staff recommends that the Board adopt the following as the LPA for the Stockton Boulevard STEP:

- **Mode:** Corridor-based bus rapid transit operating in a side-running configuration. Side-running lanes preserve left-turn movements and business access, avoid the perception of underutilized center lanes, and can be implemented at substantially lower cost than a center-running configuration.
- **Alignment:** The existing SacRT Route 51 alignment along Broadway and Stockton Boulevard.
- **Northern terminus:** SVS, providing connections to Amtrak, light rail, and local and commuter bus service.
- **Southern terminus:** A new off-street bus terminal at the Florin Towne Centre, replacing the existing on-street loop and providing a mobility hub for route-to-route transfers and an operator comfort station.
- **Running way:** The Alternatives Analysis identified up to 3.8 miles (35 percent) of the route as having dedicated-lane potential; final limits will be established during preliminary engineering based on factors such as traffic volumes and buses per hour. Remaining segments that don’t meet these criteria may operate in mixed flow, with the ability to convert to dedicated lanes in the future as ridership and service frequency grow.

- **Supporting elements:**
    - Transit signal priority at signalized intersections;
    - Enhanced stations with canopies;
    - Real-time passenger information;
    - Security cameras, enhanced lighting;
    - 9- to-11-inch platforms for faster boarding;
    - Consolidation of approximately 25 percent of existing stops to an average spacing of 0.3 miles;
    - A dedicated, distinctly branded fleet accommodating 40-foot or 60-foot vehicles; and
    - 12- to 15-minute weekday headways consistent with Federal Transit Administration (FTA) Capital Investment Grant (CIG) frequency eligibility requirements.

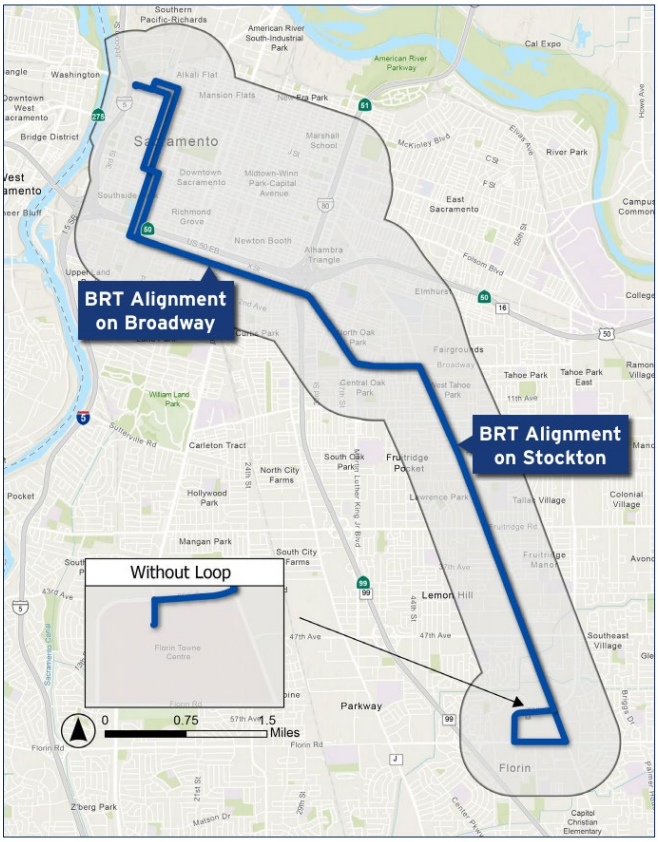

Figure 1: Recommended Locally Preferred Alternative – Route 51 BRT Alignment

Complete Streets Companion Recommendation

The Alternatives Analysis also evaluated Quick Build and Full Buildout multimodal alternatives for each segment of Stockton Boulevard between Florin Road and Alhambra Boulevard against five criteria: multimodal safety, pedestrian comfort and accessibility,

bicycle comfort and connectivity, user experience and placemaking, and feasibility and constructability. The Full Buildout alternative with curb-protected (Class IV) bike lanes at street level scored highest overall and is recommended as the preferred Complete Streets configuration for the corridor. Roadway improvements are led by the City of Sacramento and Sacramento County; the Board's action on the LPA pertains to the transit investment and does not commit SacRT to funding or delivering the roadway elements.

Next Steps

Pending Board adoption of the LPA, STEP will advance to Stage 2, PA&ED, which includes preliminary engineering and evaluation of environmental impacts under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of Sacramento will lead the procurement and third-party contracting for Stage 2, with technical support from SacRT. SACOG has allocated $3.4 million for third-party contracts for Stage 2, along with $200,000 for SacRT staff time Stage 2 is anticipated to begin in late 2026 and require approximately 18 months to complete.

SacRT, the City and County are currently pursuing funding through the Sacramento Area Council of Governments (SACOG) Next Generation Solutions and Clean Air Program to advance the design to the 65 percent level. As the STEP advances toward Final Design (Stage 3, 2028–2030) and Construction (Stage 4, 2030–2032), SacRT, the City and County will pursue funding through Caltrans, FTA, the Federal Highway Administration, the California State Transportation Agency, the California Transportation Commission, and other sources. Adoption of an LPA is also a prerequisite to entering the FTA CIG program if SacRTs elect to pursue federal discretionary funding for the STEP.

RESOLUTION NO. 2026-08-111

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

August 24, 2026

ADOPTING THE LOCALLY PREFERRED ALTERNATIVE FOR THE STOCKTON BOULEVARD SAFETY AND TRANSIT ENHANCEMENT PROJECT

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Board of Directors hereby adopts the Route 51 Alignment as the Locally Preferred Alternative for the Stockton Boulevard Safety and Transit Enhancement Project (STEP), consisting of corridor-based, side-running bus rapid transit operating between the Sacramento Valley Station in Downtown Sacramento and a new off-street bus terminal at the Florin Towne Centre, with dedicated side-running bus lanes on up to approximately 30 percent of the alignment where feasible.

THAT, the General Manager/CEO or his designee is authorized to provide support for Stage 2 of the STEP under the terms and conditions set out in the existing Board-approved Project Agreement.

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BOBBIE SINGH-ALLEN, Chair

A T T E S T:

HENRY LI, Secretary

By:_____
Tabetha Smith, Assistant Secretary