Attachment A

City of SACRAMENTO

Stockton Boulevard Safety and Transit Enhancement Project (STEP)

Alternative Analysis Executive Summary

Project Background

The **Stockton Boulevard Safety and Transit Enhancement Project (STEP)** is a collaborative effort being advanced by the **City of Sacramento (City), Sacramento County (County), and Sacramento Regional Transit (SacRT)**. The Stockton Boulevard STEP aims to improve safety, transit service, and multimodal mobility within the project corridor area, defined as the half-mile surrounding Stockton Boulevard and Broadway (SacRT Route 51 alignment) extending from the Florin Towne Centre into Downtown Sacramento and connecting with the Sacramento Valley Station. An alternative alignment following the path of SacRT Route 38 into downtown is also being evaluated. The project limits for multimodal street improvements also extend along Stockton Boulevard north to Alhambra Boulevard. **Figure 1** presents the project study area and existing transit service.

Stockton Boulevard originally was the primary highway connecting Sacramento to the City of Stockton. In 1961, Highway 99 was completed to the west of Stockton Boulevard. The new highway replaced Stockton Boulevard as the primary north-south route between the cities of Sacramento and Stockton, and the function and character of Stockton Boulevard shifted dramatically. Today the corridor is primed for revitalization and investment. However, most of the Stockton Boulevard right-of-way is allocated to automobiles, to the detriment of other modes of transportation.

Route 51 – Stockton/Broadway, which is SacRT's highest bus ridership route, runs along the Stockton Boulevard corridor. The primary goals of this project are to enhance transit services to continue to build ridership, improve safety for vulnerable road users, and support alternative transportation modes including transit, pedestrian, and bicycle travel. This project would provide more reliable and accessible transit service to improve mobility for residents and improve safety for vulnerable road users while creating an enhanced sense of place in the communities along the corridor.

Figure 1: Stockton STEP Project Study Area

Several prior planning efforts preceded and set the stage for this alternatives analysis (AA) of bus rapid transit (BRT) and multimodal improvements in the Stockton Boulevard corridor. These prior planning efforts include:

2017

Stockton Blvd Special Planning Areas – this plan encourages community revitalization, character retention of the multi-cultural commercial district, mixed-use developments, aesthetics, and bicycle and pedestrian improvements.

2020

SacRT Stockton Blvd Conceptual Plan – this plan evaluates and analyzes the Stockton Boulevard corridor for future enhancements that support BRT/high-frequency bus service.

2021

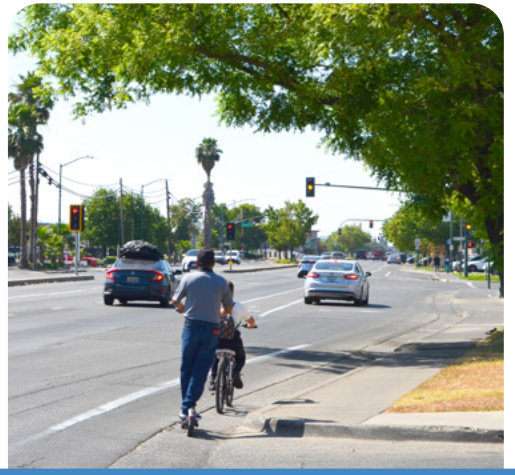
City of Sacramento Stockton Boulevard Corridor Plan – this plan documents community transportation needs and how safety can be improved, particularly for vulnerable road users, and presents road design concepts, priorities for the corridor, and steps towards implementation.

2023

SacRT Stockton Blvd Implementation Plan – this plan outlines a series of bus stop improvements along the corridor to provide safety and comfort for passengers and identifies potential transit speed and reliability improvements.

Stockton Blvd Specific Plan and Neighborhood Action Plan – the purpose of this plan is to encourage and attract infill development in the Specific Plan Area.

Existing Conditions along Stockton Boulevard



SacRT Route 51 running along Broadway in Oak Park

In addition, there are several recently implemented or active projects in the project corridor geared towards improving safety and enhancing multimodal facilities including:

9th Street Separated Bikeway Project (scheduled for construction in 2027)

Envision Broadway in Oak Park Project from Franklin Boulevard to Martin Luther King Jr (MLK) Boulevard (currently in the design phase)

Broadway Complete Streets Project from 3rd Street to Franklin Boulevard (construction anticipated to be completed in 2026)

Broadway Vision Zero Project from MLK Boulevard to Stockton Boulevard (currently in the design phase)

The AA phase of the Stockton Boulevard STEP will advance the technical evaluation and conceptual design to define the attributes and alignment for a BRT route and a preferred street layout for integrating multimodal features in the project corridor. The outcome of this phase will be advancing the Project into the subsequent phase of environmental review and preliminary engineering.

Existing Conditions

The Stockton Boulevard STEP corridor extends approximately 11 miles from the Florin Towne Centre to the Sacramento Valley Station in downtown. 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. Existing and planned growth patterns indicate continued increases in travel demand that could support high-capacity transit investments such as BRT.

92,000
Residents

149,000
Jobs

Safety

Safety deficiencies in the project corridor have been a long-standing issue. Over a recent five-year period, Stockton Boulevard experienced 890 reported crashes, including 9 fatalities and 67 severe injury collisions. See **Figure 2** for a map of injury crashes over the 5-year period. Fatal and severe-injury crash rates exceed those for similar streets in the City and County and imply systemic safety concerns. Stockton Boulevard is considered one of the most dangerous roads in the City; two of the City's Top 5 Vision Zero Priority Corridors, exhibiting the highest number of fatal and serious injury crashes, are in the study area. Multiple intersections in the study area are priority locations for safety improvements due to concentrations of collisions involving motorists, pedestrians, and bicyclists. These findings demonstrate the need for roadway design changes, enhanced pedestrian crossings, and multimodal safety improvements.

Stockton Blvd is one of the most unfriendly roads in the City.

890 Crashes

9 Fatalities

67 Severe Injuries

Transit

The project corridor exhibits some of the best transit propensity in the Sacramento region, as SacRT Route 51 – Stockton/Broadway is the region's highest-ridership bus route. However, buses frequently experience delays in traffic, reducing travel speed and negatively impacting schedule reliability. BRT improvements, such as dedicated bus lanes, transit signal priority (TSP), and enhanced stations with faster boarding, could improve travel times and service reliability.

The existing transit ridership derives from high residential and employment densities, major medical and educational destinations, and populations that are transit dependent. **Figure 3** shows the current weekday boardings for the two primary SacRT bus routes in the study area, Routes 51 and 38, demonstrating high concentrations of boardings at the Florin Towne Centre, Stockton Boulevard/Fruitridge Road, Stockton Boulevard/Broadway (Oak Park), Broadway (Blue Line) Station, and Downtown Sacramento. **Figure 4** presents survey data of SacRT riders providing a breakdown of trip purposes, which indicates that over half the riders were going to work or school. **Figure 5** presents household income level percentage for riders, demonstrating approximately 61 percent of respondents reported living below the Federal Poverty Level (FPL).

Figure 2: Crashes in the Study Corridor

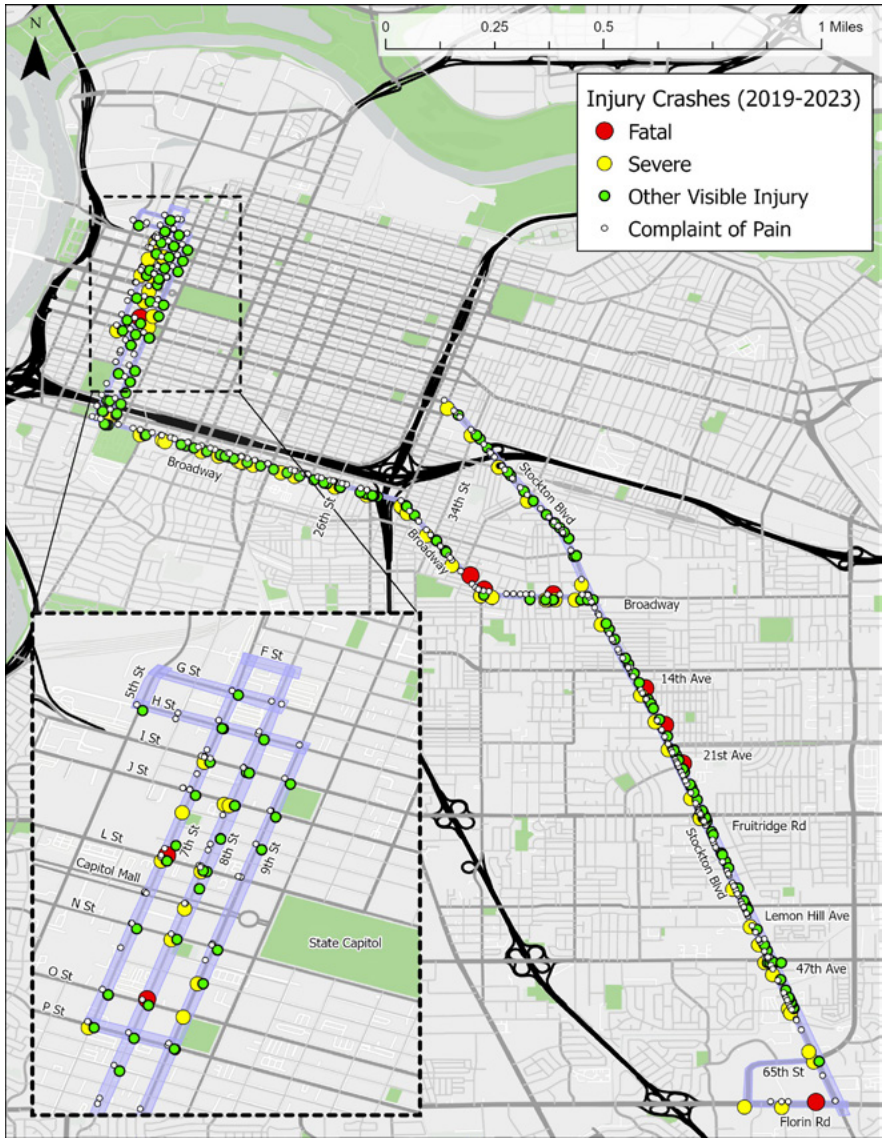


Figure 3: Route 51 and 38 Existing Weekday Boarding Activity

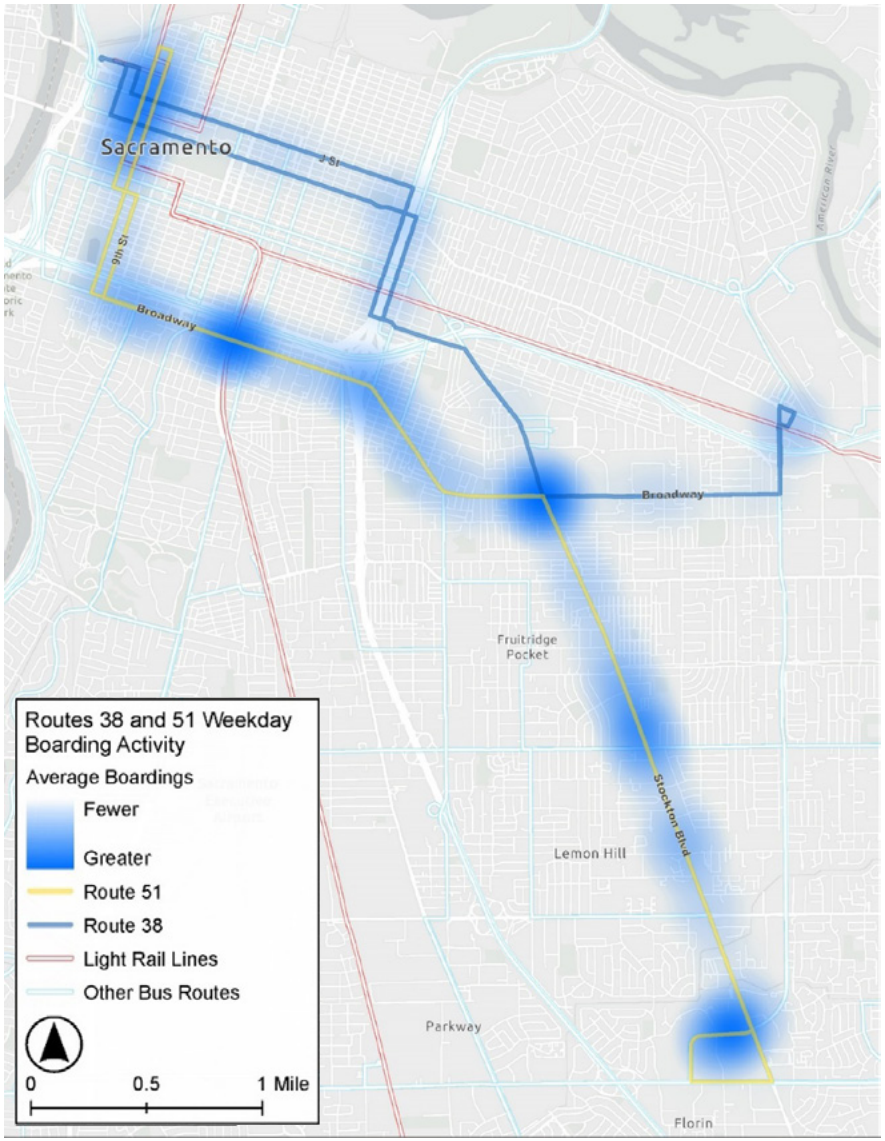


Figure 4: SacRT Rider Trip Purpose Percentage

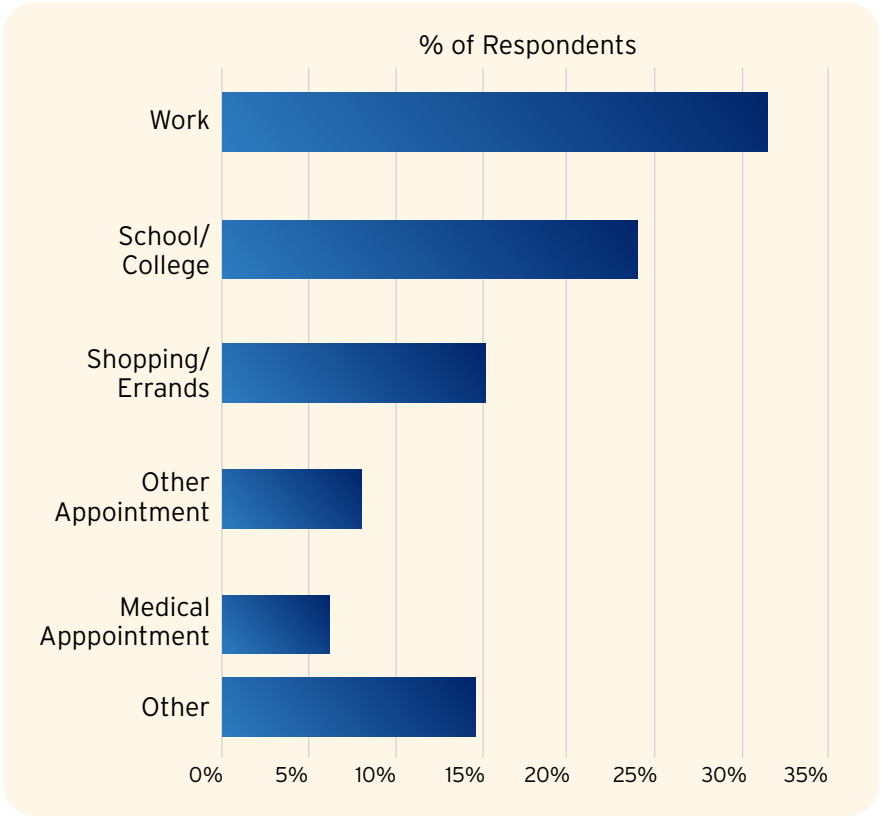
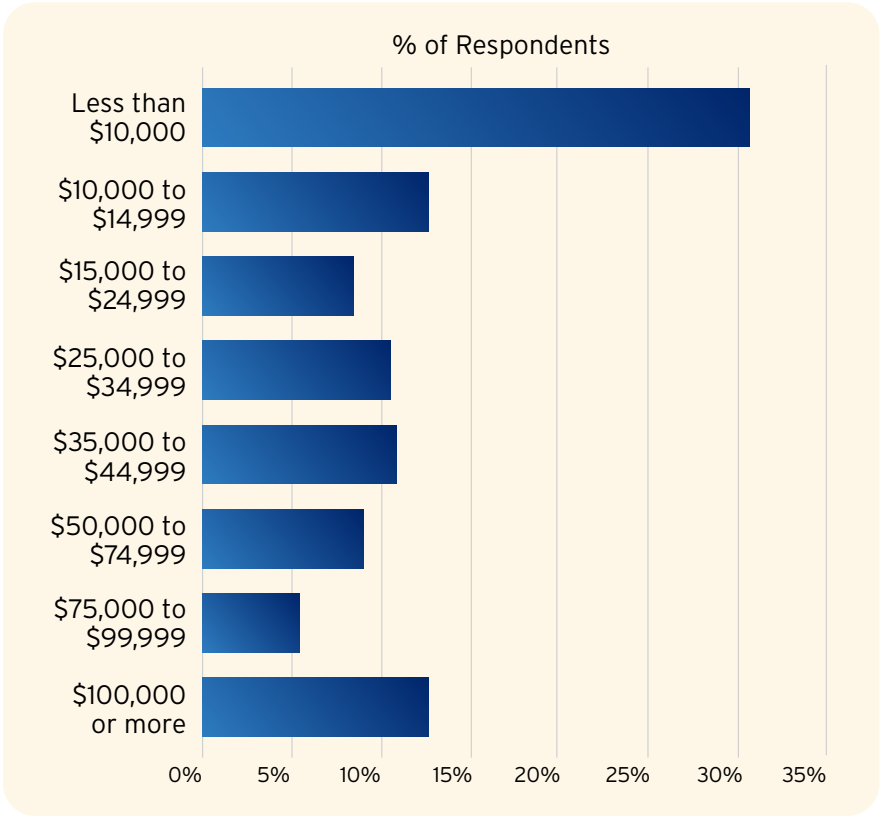
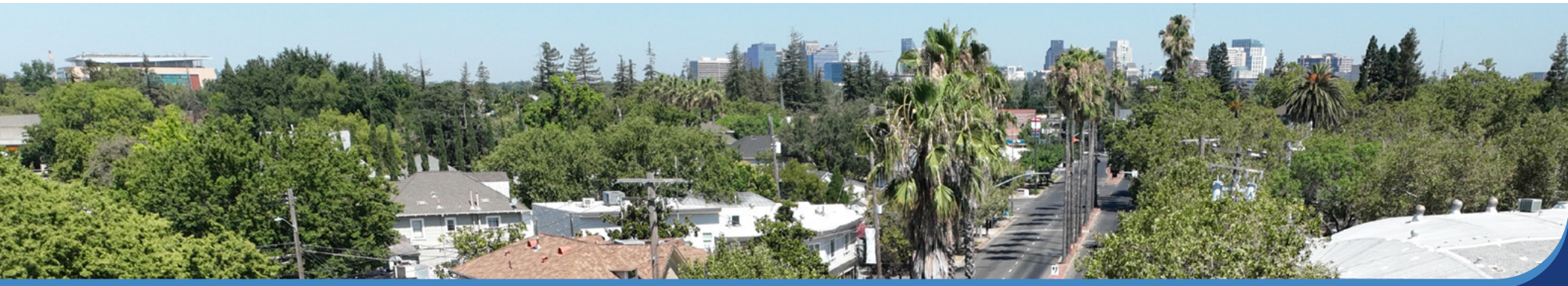


Figure 5: SacRT Rider Household Income Percentage





Demographics

The Stockton Boulevard corridor is bounded by multiple State of California designated disadvantaged communications (DACs), which are concentrated mostly in the southern portion of the project corridor along Stockton Boulevard from Fruitridge Road to Florin Road and in Downtown Sacramento. Compared with citywide and countywide averages, corridor residents are more likely to be low-income, minority, transit-dependent, elderly, or without access to a private vehicle. Many households rely on transit to access employment, healthcare, education, and essential services. As a result, transportation investments along the corridor and in the project area have the potential to provide significant mobility, economic, health, and equity benefits.

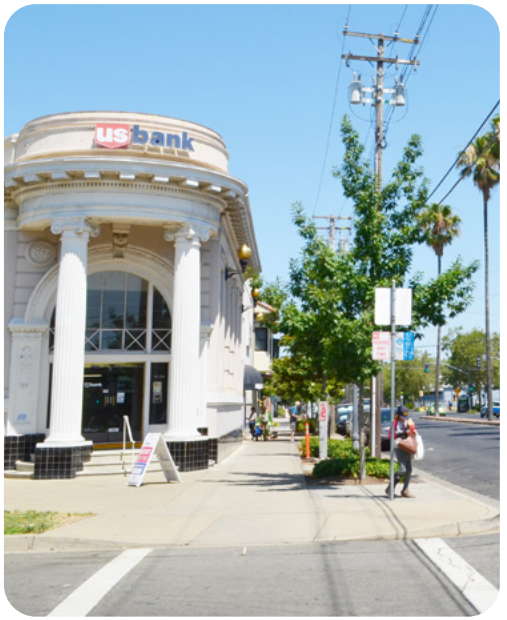
Table 1 displays the income levels for residents in the project corridor compared to that of the City and County. **Table 2** shows the households with zero vehicles in the project corridor.

Table 1: Household Income and Poverty Level Percentage

	Median Household Income	Percentage of Households Below Poverty Level
Project Corridor	$62,730	18%
City of Sacramento	$83,753	14%
Sacramento County	$88,724	12%

Table 2: Zero Vehicle Households

Zero Vehicle Households	
Project Corridor	8%
City of Sacramento	5%
Sacramento County	4%



Existing Conditions along Stockton Boulevard and Broadway

Project Purpose and Objectives

The primary purposes of the Stockton Boulevard STEP are:

To **improve transportation safety** within the project corridor.

Improve multimodal infrastructure on Stockton Boulevard between Florin Road and Alhambra Boulevard.

Enhance transit service and customer experience between Florin Towne Centre and the Sacramento Valley Station in Downtown Sacramento.

Support the adopted local land use and economic development goals for the project corridor.

Deliver a fiscally responsible project.

Specific objectives of the project to achieve these purposes are presented in **Table 3**.

Table 3: Project Purposes and Objectives

Purpose	Objective
Improve Safety	Reduce fatal and serious injury crashes and incorporate proven safety countermeasures.
Improve Multimodal Infrastructure	Provide safe corridors to walk, bicycle, and access transit.
Enhance Transit Service and Customer Experience	Increase transit ridership.
Support Economic Development	Increase access to homes, jobs, education, and services, considering both existing conditions and future plans for land use and economic development.
Deliver a Fiscally Responsible Project	Develop a cost-effective project that can be funded and implemented in a reasonable timeframe

Workshop at the Oak Park Community Center

Community Outreach and Stakeholder Engagement

Between September 2025 and June 2026, the Stockton Boulevard STEP project team conducted a multi-faceted community engagement effort to inform the AA and selection of a locally preferred alternative (LPA). Engagement activities included three workshops with an External Advisory Committee (EAC) composed of agency partners, business associations, advocacy groups, and community representatives. Additional outreach activities included 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 community survey collected responses from corridor users, and four themes emerged from the results:

1. **Widespread safety concerns, especially for pedestrians and cyclists.**
2. **Strong, underserved demand for walking and biking.**
3. **Shade, trees, and streetscape quality are closely tied to comfort.**
4. **Moderate-to-strong support for BRT, centered on reliability and accessibility.**

BRT Service Design and Alternatives Evaluation

Service Design

BRT is defined as a high-quality bus system designed to mimic the speed and reliability of light rail. Key features of a BRT system may include:

Dedicated Bus Lanes

Dedicated bus lanes provide faster service and consistent travel times. Side-running and center-running bus lanes configurations were evaluated for the Project.

Center-running bus lanes may offer faster, more reliable service, as lanes are used exclusively for transit and not shared with turning vehicles. A key constraint of center-running bus lanes is their impact on vehicular traffic including left-turn and business access restrictions. In addition, center-running bus lanes may elicit a negative public response, since the bus lanes may appear underutilized due to a relatively low number of buses using the lanes.

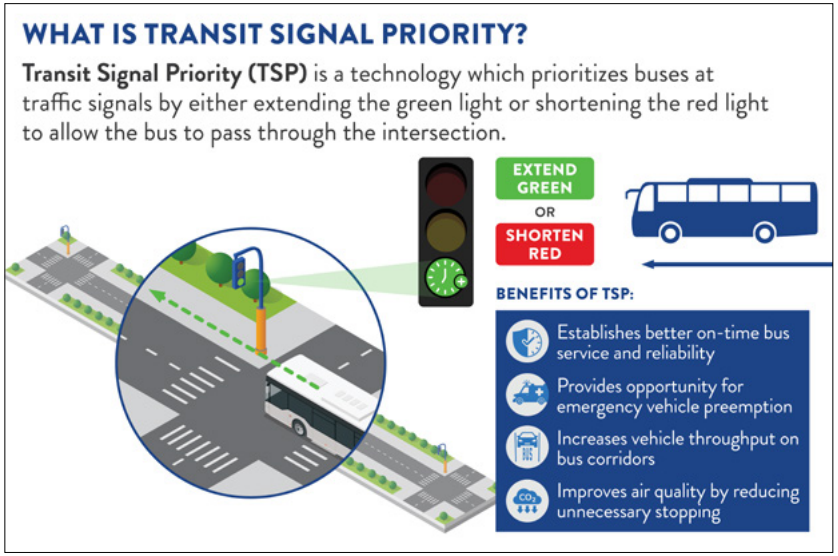
Left turns and business access would not be affected by **side-running bus lanes**. Side-running bus lanes are shared with right-turning vehicles, as a result there is less negative perception of underutilized lanes. Side-running bus lanes can also be implemented at a much lower cost.

The side-running bus lanes configuration was identified for this Project. There is the potential to transition from mixed-flow bus operations to dedicated side-running bus lanes in the future as ridership grows and bus service frequency increases.

Traffic Signal Priority (TSP)

TSP is a technology that prioritizes transit vehicles at an intersection. As a transit vehicle approaches an intersection, it communicates with the traffic signal controller (see **Figure 6**). If the vehicle is approaching while the light is green, the controller can execute a green extension to allow the transit vehicle to pass through the intersection safely before the light turns red. If the light is red as the vehicle is approaching, the controller can execute an early return to green (ERTG) to reduce waiting time for the transit vehicle.

Figure 6: Traffic Signal Priority



Enhanced Stations

Enhanced stations providing amenities and facilitating faster boarding (see **Figure 7**).

BRT stations offer light rail amenities including an enhanced canopy for weather protection, real-time passenger information indicating when the next bus is arriving, security cameras and enhanced lighting, and higher platforms for faster boarding. Station platform heights of approximately 9 to 11 inches allow for faster docking and customer boarding while providing flexibility for any bus in the fleet to serve the station.

Figure 7: BRT Station Prototype

Frequent Service

Federal Transit Administration (FTA) Capital Investment Grant (CIG) funding eligibility requires BRT to operate every 15 minutes or better for at least 14 hours per weekday, or every 10 minutes or better during peak periods and every 20 minutes or better the rest of the day. The time between buses is called headway. The service assumption for this Project is 12 to 15 minutes headway throughout the weekdays and transitioning to 30 minutes headway in the evenings. During weekends, the service would operate with 15-minute headways throughout the middle of the day and with 30-minute headways in the early morning and evenings.

Branding

Branding of the BRT system as a differentiated premium service, which may include unique vehicles, distinct colors and logos, and stations that convey a permanent level of investment in the service.

A dedicated fleet of buses is anticipated for the Project, and the stations are being designed with flexibility to accommodate 40-foot or 60-foot buses.

Conceptual Branding for the BRT System

BRT Alternatives Evaluation

Two primary BRT route alignments between the Florin Towne Centre and the Sacramento Valley Station were advanced in the service design analysis. The Route 51 alignment follows the current alignment of SacRT Route 51 along Stockton Boulevard and Broadway, with slight modifications at either end of the route (1) eliminating the loop around the Florin Towne Centre on the south end and connecting with a new off-street terminal and (2) accessing the Sacramento Valley Station on the north end of the route (see **Figure 8**).

The Route 51/38 Hybrid Alignment follows the same alignment as the Route 51 Alternative between the Florin Towne Centre and the Stockton Boulevard / Broadway intersection. Past this intersection, this alternative continues to the north on Stockton Boulevard following the current alignment of SacRT Route 38 through Midtown Sacramento and connecting with the Sacramento Valley Station (see **Figure 9**). A key consideration with this alternative is the need to maintain local bus service along Broadway, which results in higher operating costs.

For both BRT alternatives, closely spaced existing bus stops were identified for removal equating to a reduction of approximately 25 percent of the stops in the corridor. With the consolidation of stops, the average spacing between stops is approximately 0.3 miles, still providing convenient access while providing several minutes of time savings along the length of the route.

An off-street transit terminal is proposed at the sound end of the BRT route at the Florin Towne Centre Terminal (see **Figure 10**) to provide a new mobility hub for efficient transfers among bus routes and accommodate breaks for bus operators with a bus operator's comfort station. At the north end of the route, the Project will provide connections with Amtrak, light rail, and local and commuter buses at the Sacramento Valley Station.

A data driven approach was applied in the evaluation of the BRT alternatives assessing quantitative measures of mobility improvements, costs, economic development potential, and community benefits. An evaluation matrix summarizing the results of the BRT alternatives evaluation is presented in **Table 4**. The Route 51 Alignment exhibits higher overall metrics, including higher ridership forecasts and lower costs for operating the service. Based on the evaluation, the Route 51 Alignment is recommended to be advanced as the preferred BRT alternative. The Route 51 Alignment attributes include:

Higher ridership forecast

Serves stops along Broadway with high existing and forecast ridership

Slightly lower capital costs and a more efficient solution based on the expected passengers per hour of service

Presents a nominal change in operating cost for the transition to BRT

The investment in SacRT's highest ridership bus corridor is expected to attract a 67 percent increase in ridership over the existing Route 51 through providing a faster and more reliable service with less stopping at red lights, while enhancing customer comfort with quality stations with improved amenities.

Figure 8: Route 51 BRT Alignment Alternative

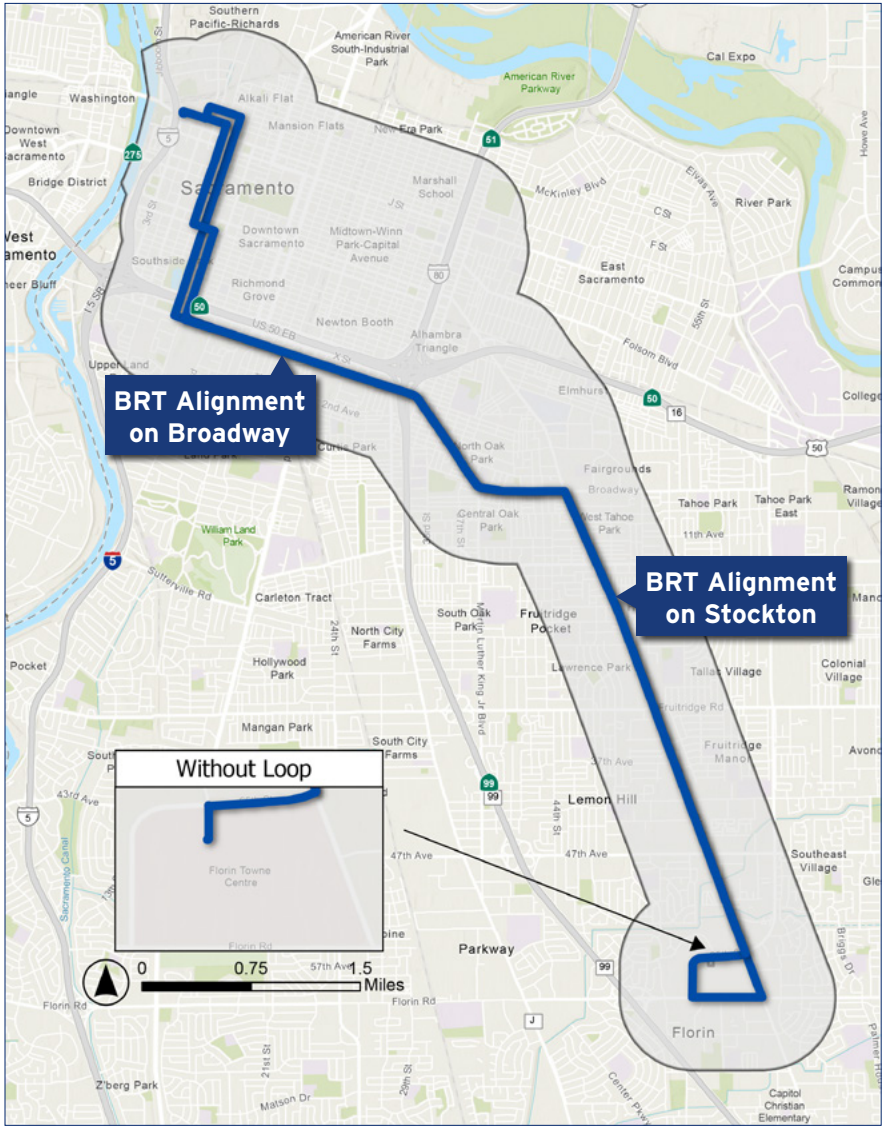


Figure 9: Route 51/38 Hybrid Alignment Alternative

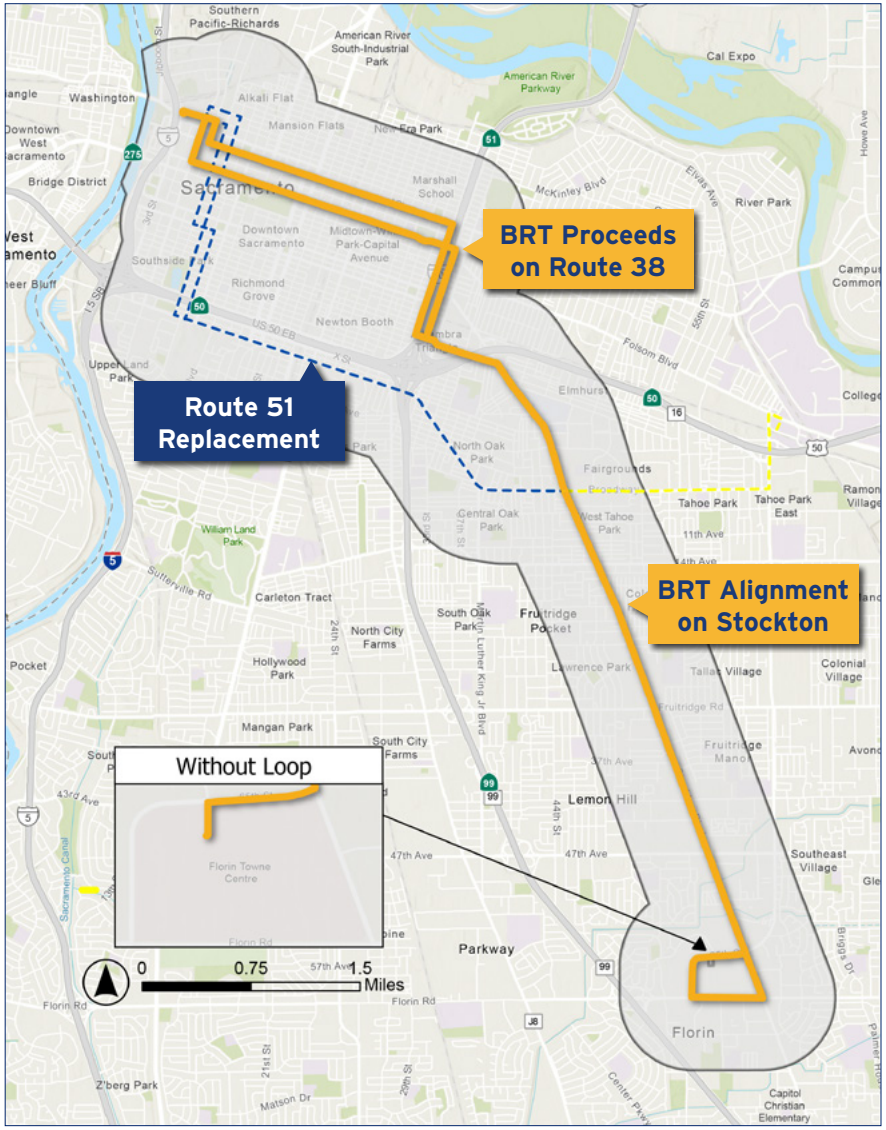


Figure 10: Concept for Florin Towne Centre Terminal

Figure 4: BRT Alignment Alternatives Evaluation

Alternative	Route 51 BRT Alignment	Route 51/38 Hybrid BRT Alignment
Mobility Improvements		
Daily Ridership Forecast (2030)	≈ 4,700 ✓	≈ 3,900
End-to-End Travel Time (Peak-Off Peak)	37 - 45 minutes	37 - 45 minutes
Potential for Dedicated Bus Lanes Length (Percentage of Route)	3.8 Miles (35%)	7.3 Miles (66%) ✓
Costs		
Total Capital Costs	$108M	$113M
Increase in Annual O&M Costs	≈ $0 ✓	≈ $2.7M
Cost Effectiveness (Passengers per Revenue Hour)	31.64 ✓	26.55
Economic Development Potential		
Population (1/4-mile stations)	33,974	35,531
Employment (1/4-mile stations)	67,123	84,856 ✓
Community Benefits		
Disadvantaged Communities (DAC) Served	15 ✓	13

Stockton Boulevard Complete Streets (Multimodal) Alternatives and Evaluation

Complete Streets are defined as roads designed to be safe and comfortable for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Multimodal infrastructure in Complete Streets often includes bike lanes, wider sidewalks, improved pedestrian crossings, and an enhanced public realm with pedestrian-level lighting, transit shelters, street furniture, and landscape. Complete Streets prioritize safety through slowing down automobile traffic to reduce serious injury and fatal crashes. **Figure 11** presents the travel mode hierarchy applied to develop multimodal / Complete Streets improvement alternatives for this project, with the most vulnerable road users placed at the top of the hierarchy.

The Stockton Boulevard portion of the project corridor was divided into segments based on the existing street configuration, right-of-way width, and urban context. For each segment, a **"Quick Build"** alternative was developed consisting of relatively minor improvements within the existing curb-to-curb street width, such as pavement markings and the installation of flexible delineator posts. **"Full Buildout"** alternatives were also developed for each segment consisting of more intensive civil improvements extending across the full width of the right-of-way. In several of the segments, the street right-of-way extends beyond the back of the existing sidewalks; however, this area frequently accommodates utilities and drainage infrastructure as well as encroachments by adjacent commercial uses.

Alternatives for the segments of Stockton Boulevard between 65th Street and Broadway include dedicated side-running bus lanes through the designation of the outside lane for buses and right-turning vehicles. The limits of dedicated bus lanes are anticipated to be determined in the subsequent phase of the project considering factors such as the frequency of bus service and anticipated ridership.

The evaluation of the Complete Streets alternatives considers five key criteria:

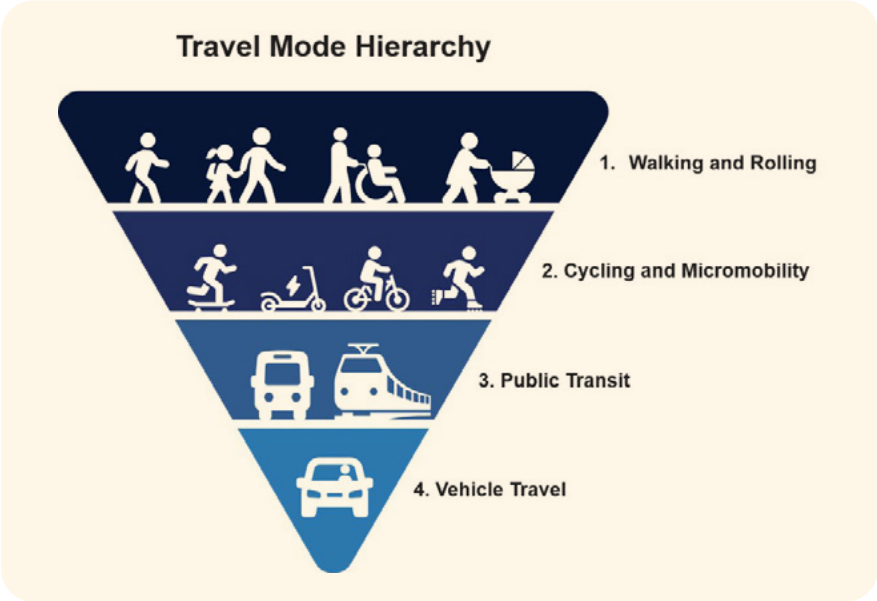
1. **Multimodal safety**
2. **Pedestrian comfort and accessibility**
3. **Bicycle comfort and connectivity**
4. **User experience and placemaking**
5. **Feasibility and constructability**

These criteria measure both the functional performance of each alternative and their ability to contribute to broader community goals for the Stockton Boulevard STEP. Each alternative was assessed using a four-point qualitative scale: Strong, Moderate, Limited, and Poor. This scale provides clear differentiation in performance and avoids a neutral "middle" rating, allowing for meaningful comparison across alternatives. The definitions for each rating level are summarized in the Complete Streets Evaluation Criteria matrix in **Table 5**. Application of this framework to the Complete Streets alternatives reveals clear trends in how different design approaches perform.

Table 6 summarizes the relative performance of each Complete Streets alternative across the evaluation criteria. In general, **Full Buildout** alternatives tend to achieve higher scores for multimodal safety and bicycle comfort and connectivity, reflecting their inclusion of more substantial infrastructure improvements such as protected bikeways, raised medians, and enhanced intersection treatments. **Quick Build** alternatives consistently scored strong in feasibility and constructability, reflecting their ability to be implemented within existing roadway footprints with minimal right-of-way impacts, utility conflicts, or construction complexity. Overall, the evaluation highlights a consistent tradeoff between multimodal performance and constructability. Alternatives that provide the greatest safety and connectivity benefits often require more substantial design changes, including curb relocations and other civil work, right-of-way acquisition, or utility relocation, resulting in lower feasibility scores. Conversely, alternatives that are easier to implement tend to provide more limited improvements to safety, comfort, and connectivity.

Based on the evaluation of alternatives and input received from the community, the Full Buildout alternative with curb-protected (Class IV) bike lanes at street level is recommended as the preferred Complete Streets application. **Figure 11** presents the cross section of the preferred Complete Streets alternative. The recommended street configuration includes a vertical barrier (raised curb) separating cyclists from vehicles. This street configuration also enhances pedestrian comfort by providing both a vertical barrier and additional space between the vehicular travel lanes and the sidewalks. Based on input received from the community regarding potential conflicts between faster moving cyclists and other forms of rolling (electric bikes, electric scooters) and slower moving pedestrians, the bike lanes are proposed to be placed at street level, rather than being raised to sidewalk level.

Figure 11: Complete Streets Travel Mode Hierarchy



Conceptual Rendering of the Stockton Blvd / R Street / 34th St intersection

Table 5: Complete Streets Evaluation Criteria

Criterion	Strong	Moderate	Limited	Poor
Multimodal Safety	Strong reduction in crash risk; clear separation between modes; minimal conflict points	Moderate safety improvements; some separation provided; conflicts reduced but still present	Limited safety improvements; frequent conflicts remain; minimal separation	Does not address existing safety risks; frequent and complex conflicts; little separation; confusing right-of-way
Pedestrian Comfort and Accessibility	Wide, continuous, Americans with Disabilities Act (ADA) compliant facilities with strong buffering; frequent, protected, and short crossings; high walkability	Adequate width and continuity; some buffering; crossings present but less frequent or less protected; moderate walkability	Narrow or constrained facilities; limited buffering; infrequent or long crossings; low walkability	Substandard or discontinuous facilities; little to no buffering; very infrequent crossings; poor walkability
Bicycle Comfort and Connectivity	Low-stress, well-separated facilities; continuous alignment with no gaps or shifts; high-quality intersection treatments; strong network connectivity	Moderate-stress conditions; some gaps, merges, or alignment shifts; basic intersection treatments; partial connectivity	High-stress conditions; minimal separation; frequent gaps, merges, or alignment changes; weak connectivity	Very high-stress conditions; no meaningful separation; major discontinuities; poor or no connectivity to network
User Experience, and Placemaking	Highly attractive and comfortable environment; strong streetscape elements; enhances public realm and supports activity	Functional environment with some enhancements; moderate comfort and visual quality; generally compatible with surroundings	Limited amenities or design features; low comfort; minimal contribution to public realm	Detracts from user experience; poor comfort and aesthetics; negatively impacts surrounding context
Feasibility and Constructability	Readily implementable with minimal constraints; limited conflicts; feasible as near-term or phased project	Moderate constraints requiring design refinement, coordination, or phasing	Notable constraints (ROW, utilities, cost) requiring significant effort to resolve	Significant constraints; major ROW, utility, or construction challenges; very difficult to implement

Table 6: Complete Street Alternatives Evaluation

Stockton Boulevard Segment	Alternative Description	Multimodal Safety	Pedestrian Comfort and Accessibility	Bicycle Comfort and Connectivity	User Experience and Placemaking	Feasibility and Constructability	Total Score
Stockton Boulevard (Florin Road to 65th Street)	Quick Build: Flexible Delineator Post-Protected Bike Lanes	Moderate (3)	Limited (2)	Moderate (3)	Limited (2)	Strong (4)	14
	Full Buildout: Curb-Protected Bike Lanes	Strong (4)	Moderate (3)	Strong (4)	Limited (2)	Limited (2)	15
Stockton Blvd (65th Street to Elder Creek Road)	Quick Build: Flexible Delineator Post-Protected Bike Lanes	Moderate (3)	Limited (2)	Moderate (3)	Limited (2)	Strong (4)	14
	Full Buildout: Curb-Protected Bike Lanes	Strong (4)	Moderate (3)	Strong (4)	Limited (2)	Limited (2)	15
Stockton Blvd (Elder Creek Road to 20th Avenue)	Quick Build: Striped Bike Lanes	Limited (2)	Limited (2)	Limited (2)	Limited (2)	Strong (4)	12
	Full Buildout: Shared-Use Path (west side of street only)	Moderate (3)	Moderate (3)	Strong (4)	Limited (2)	Limited (2)	14
	Full Buildout: Barrier Curb-Protected Bike Lanes	Strong (4)	Moderate (3)	Strong (4)	Limited (2)	Poor (1)	14
Stockton Blvd (20th Avenue to Broadway)	Quick Build: Striped Bike Lanes	Limited (2)	Limited (2)	Limited (2)	Limited (2)	Strong (4)	12
	Full Buildout: Barrier Curb-Protected Bike Lanes	Strong (4)	Moderate (3)	Strong (4)	Poor (1)	Limited (2)	13
	Full Buildout: Street Level Cycle Track	Strong (4)	Moderate (3)	Strong (4)	Poor (1)	Limited (2)	13
	Full Buildout: Raised (Sidewalk Level) Cycle Track	Strong (4)	Moderate (3)	Strong (4)	Limited (2)	Limited (2)	14
Stockton Blvd (Broadway to Alhambra Boulevard)	Full Buildout: Curb-Protected Bike Lanes	Strong (4)	Moderate (3)	Strong (4)	Moderate (3)	Moderate (3)	17
	Full Buildout: Raised (Sidewalk Level) Cycle Track	Strong (4)	Moderate (3)	Strong (4)	Strong (4)	Limited (2)	17

Next Steps

This AA phase (Stage 1) of the Stockton Boulevard STEP recommends (1) the Route 51 Alignment for the BRT and (2) the Full Buildout alternative with curb-protected (Class IV) bike lanes at street level as the Complete Streets configuration for the project corridor.

Pending confirmation of the recommended BRT alignment and Complete Streets configuration, the Project will initiate environmental review and preliminary design, also known as Project Approval and Environmental Document (PA&ED), in Stage 2. Funding for Stage 2 has already been allocated for the Project. During this phase of the project development process, preliminary engineering design will be advanced, and environmental impacts will be evaluated to fulfill the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Stage 2 is anticipated to begin in late 2026 and require approximately 18 months to complete.

An overall project implementation timeline is presented in **Figure 13**. As the Project proceeds through Stage 2, funding opportunities will be pursued for the subsequent stages including Final Design (Stage 3) and Construction (Stage 4). The Project Partnership is currently seeking funding from the Sacramento Area Council of Governments (SACOG) Next Generation Solutions and Clean Air Program to develop the project to the 65 percent level of design. As the Project advances, funding opportunities through Caltrans, the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and others will be investigated and pursued.

Figure 12: Complete Streets Curb Protected (Class IV) Bike Lane Recommended Alternative

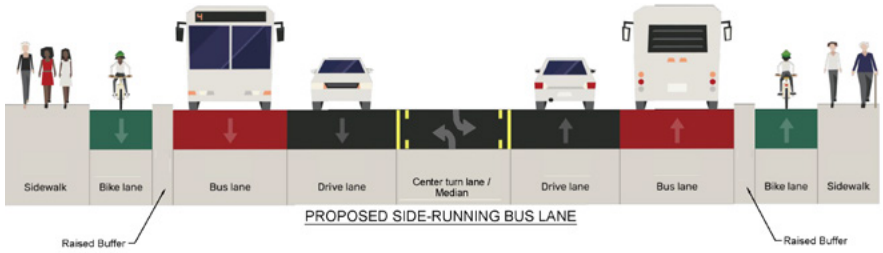


Figure 13: Project Implementation Timeline

Stage 1 — **Alterantive Analysis (2025-2026) -** *Preferred Alterantive by late Summer 2026*

Stage 2 — **Environmental Review and Preliminary Design (Funded)** *(Late 2026-2028)*

Stage 3 — **Final Design (Seeking funding now)*** *(2028-2030)*

Stage 4 — **Construction*** *(2030-2032)*