

MEASURE A

DECENNIAL REPORT

Sacramento County's **Transportation Success Story**
2009-2019



November 14, 2019



Measure A

Sacramento County's Transportation Success Story

Over the past 30 years, the citizens of Sacramento County have transformed their transportation system—from Folsom to Elk Grove to Rancho Cordova to Citrus Heights and every community in between. They have:

- **Built** bridges, pedestrian walkways, and bicycle paths
- **Fixed** potholes, built new—and maintained and enhanced existing—highways, streets and roads
- **Improved** and expanded public transit
- **Established** new and expanded services for the elderly and disabled

How were these accomplishments achieved? By citizens exercising their power at the ballot box through the passage and extension of Measure A, action taken in response to declining state and federal funding for transportation improvements.

Timeline

1988

Sacramento County voters approve a half-cent sales tax and establish the Sacramento Transportation Authority (STA).

2004

Measure A was extended through a second ballot initiative with the approval of more than 75% of the electorate; Independent Taxpayer Oversight Committee (ITOC) established.

2009

Revenue begins to be generated for transportation projects.

Measure A – A Record of Achievement

Although the impact of Measure A has been profound, its results have often gone unnoticed by the general public as improvements have been continuously undertaken and completed. Closer analysis shows sound public policy at work: voters expressing their will to improve the county's transportation system and public agencies responding by making investments in projects and programs that, in turn, benefit the community as a whole—promises made, promises kept.

This report covers only the first 10 years—the period of the extension of the original ballot measure, beginning in 2009. It does not include the total sales tax revenue raised, mitigation fees collected, or bond proceeds and expenditures made before 2009.

Since 2009, projects and programs have defined the transportation landscape of Sacramento County. Included among 54 **Capital Projects** are:

- **New** bus and carpool lanes on Hwy 50 and I-80
- Light rail **extension** to Cosumnes River College
- **Renovation** of the Downtown Sacramento Intermodal Rail/Bus Station
- Hwy 99/Central Galt Interchange **improvement**
- Hwy 99/Sheldon Road Interchange **improvement**
- Hwy 99/Grant Line Road Interchange **improvement**
- Hwy 50/Watt Avenue Interchange **improvement**
- New I-5/Cosumnes River Boulevard **Interchange and Roadway Extension**
- New Folsom Lake **Crossing Bridge**
- Hazel Avenue **expansion and bridge improvement** in Fair Oaks
- Greenback Lane and Sunrise Blvd **improvements** in Citrus Heights
- Folsom Boulevard **beautification** in Rancho Cordova

And included among the programs receiving **Ongoing Funding**, allocated to local agencies that meet STA eligibility requirements, are:

- Regionwide neighborhood **road and sidewalk repair**
- **Bike path and trail upgrades** such as those on the American River Parkway and throughout the county and its seven cities
- **Discounted transit fares** for seniors and providing travel training and other services for seniors and the disabled
- Guy West **Bridge rehabilitation**
- City of Folsom **pavement management**
- Sunrise Boulevard **complete streets** in Citrus Heights
- **Financial incentives** for cleaner vehicles
- Hundreds of acres of **open space conservation**
- **New** bus and carpool lanes on I-5 and extension of bus and carpool lanes on Hwy 50

MEASURE A

Building Our Transportation Future

YOUR TRANSPORTATION DOLLARS AT WORK

Major projects and programs are spread across the county. Examples include:



New Folsom Lake Crossing Bridge



Bike path and trail upgrades on the American River Parkway



Hazel Ave expansion and bridge improvement in Fair Oaks



Greenback Ave and Sunrise Blvd improvements in Citrus Heights



Hwy 99/Central Galt Interchange improvement



Folsom Blvd streetscape improvements in Rancho Cordova



Downtown Sacramento Intermodal Station improvements



Extension of bus and carpool lanes on Hwy 50



Hwy 99/Sheldon Road Interchange improvement



Light rail extensions east to Folsom, south to Cosumnes River College, and north to Richards Blvd

Measure A

Total Revenue and Bond Proceeds: 2009-2019

Passed in 2004, the current Measure A began to generate revenue in 2009 following the issuance of revenue bonds in 2006. The results have been dramatic (through June 2019):

\$ 1,058,808,394 direct sales tax revenues	\$ 46,224,159 development mitigation fees	\$ 371,655,000 bond proceeds	TOTAL \$ IMPACT when combined with matching and other leveraged government funds
\$ 1,476,687,553 total revenue over 10 years			\$ 3.54 billion a more than 140% increase

Without Measure A sales tax revenue, these matching funds would have been **unavailable**.

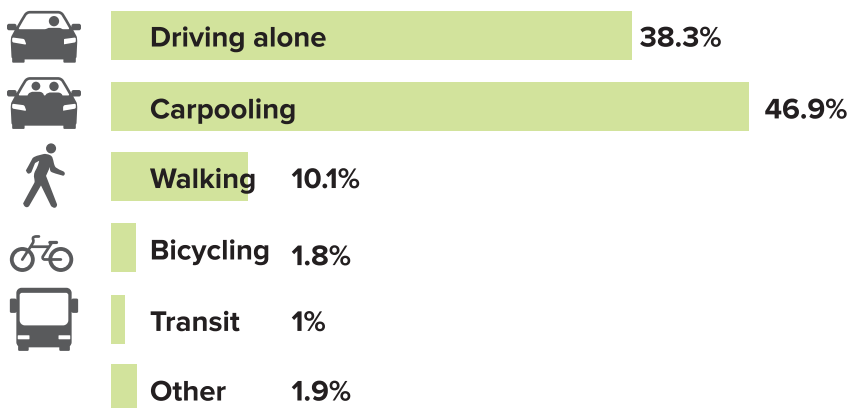
Here are just a few examples of how Measure A funds have been leveraged to create greater impact:

- With \$11.8 million in Measure A dollars, Sacramento County was able, through matching funds, to raise **a total of \$44 million** to build the Hwy 50/Watt Interchange
- For the Sacramento Intermodal Regional Intercity Rail Facility, the City of Sacramento leveraged \$85 million in Measure A funding to secure **\$111 million in total funding** with federal, state, and other agency matching grants
- To construct the Hwy 99/Grant Line Road Interchange, the City of Elk Grove leveraged \$37.25 million in Measure A funds to **more than double its total funding for the project to \$77.4 million**
- The City of Folsom used \$37.6 million in Measure A funding, together with matching funds, **to raise a total of \$140 million** for its Lake Crossing Bridge Project—a more than threefold increase
- In Rancho Cordova, Folsom Streetscape Phases 1, 2 and 3 used **\$4.7 million** in Measure A funding, together with matching funding, to raise a total of **\$24.5 million** for the project
- The City of Citrus Heights used \$1 million **in Measure A funds, along with matching funding, to raise a total of \$7 million** to widen Antelope Road from I-80 to east of Roseville Road
- The Capital SouthEast Connector Expressway Joint Powers Authority increased its project funding nearly **fivefold, from \$29.7 million to \$180 million**, with the help of matching funds
- Caltrans has leveraged **\$53.6 million** in Measure A funds to generate, from matching sources, over **\$1 billion in total funding**

How We Travel Today, Population Pressures, Jobs and Economic Impact

In Sacramento County, driving—either alone or with one or more passengers—accounts for more than 85% of trips taken by county residents on a typical day (including weekends). Walking accounts for 10.1%, followed by 1.8% for biking and 1% for transit travel—mostly Regional Transit (RT) lines including light rail and public buses. All other modes of transportation, from ride-hailing services such as Uber and Lyft to taxis to school buses and motorcycles, together account for just under 2% of travel.

Transportation Modes



Adding to pressure on the transportation system has been the county’s growing population, which has increased at a faster rate than the state as a whole.

Population growth: 9.6%

2009 1,394,438

2019 1,529,502



Measure A projects and programs have created good construction jobs and generated significant economic output. Though overall data for the county is not collected, the City of Sacramento uses a formula to illustrate the economic impact of its infrastructure projects such as those included in Measure A. The City estimated that its \$500 million Measure A investment has resulted in 2,000 direct and indirect jobs and more than \$308 million in additional economic output.*

**The indicated economic impacts are estimates using a calculation tool developed by the Center for Strategic Economic Research (CSER). CSER utilized the IMPLAN input-output model (2009 coefficients) to quantify the economic impacts of a hypothetical \$1 million of spending in various construction categories within the City of Sacramento in an average one-year period. Actual impacts could differ significantly from the estimates and neither the City of Sacramento nor CSER shall be held responsible for consequences resulting from such differences.*

How Measure A Works

Sacramento Transportation Authority (STA)

- **Created** by passage of Measure A
- **Governed** under the California Public Utilities Code
- **Primary role:** administer the sales tax for transportation improvements in Sacramento County
- **16-member Governing Board** – 5 members of the County Board of Supervisors; 5 members of the Sacramento City Council; 2 members of the Elk Grove City Council; and 1 member each of the Citrus Heights, Folsom, Rancho Cordova and Galt City Councils
- **Sales tax revenue bonds** are issued occasionally by the STA to obtain funding for eligible Measure A capital projects and related services. The Authority repays the bondholders over time for principal amount of the bonds plus interest

Independent Taxpayer Oversight Committee (ITOC) created

- **Supervises** fiscal and performance audits
- **Provides** for independent review to ensure funds are spent in accordance with the Expenditure Plan and voter-approved Ordinance

Expenditure Plan and Guiding Principles

The **STA** has created the **Sacramento County Transportation Expenditure Plan 2009–2039** to allocate Measure A revenue in order to improve the quality of life. The Plan adheres to these guiding principles:

- **Reducing** traffic congestion
- **Improving** air quality
- **Maintaining** and **strengthening** the county's road and transportation systems
- **Enhancing** the county's ability to secure state and federal funding for transportation by providing local matching funds
- **Preserving** unique, natural amenities
- **Preserving** agricultural land
- **Serving** all residents of Sacramento County

How Measure A Works

Measure A generates revenue for transportation from two sources: a one-half of 1% sales tax and a transportation impact fee charged to new development known as the Sacramento County Transportation Mitigation Fee Program (SCTMFP). The sales tax program is the larger of the two, generating \$131.75 million in FY 2018/19 compared to only \$6.75 million for the SCTMFP. The proceeds are distributed as follows:

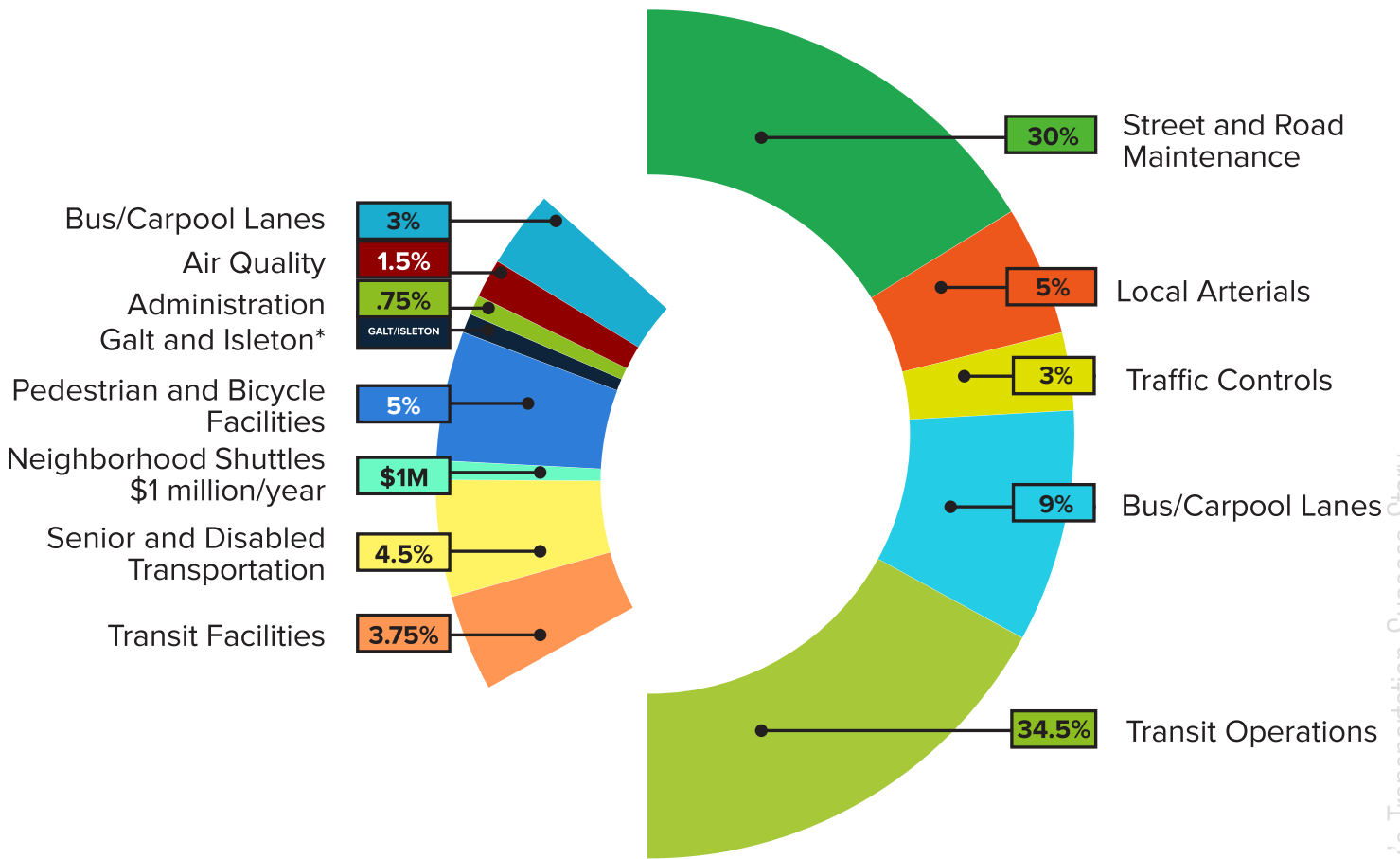
Measure A Sales Tax Program

- **34.5%** allocated directly to the Sacramento Regional Transit District (SacRT) for bus and light rail operations and maintenance
- **30%** to the County of Sacramento for street and road maintenance based on a formula of 75 percent by relative population and 25 percent by relative road lane miles (separately, the cities of Galt and Isleton receive 1.0 percent and 0.04 percent, respectively, of the gross revenues for this same purpose)
- **9%** is allocated for bus and carpool (high-occupancy vehicle or HOV) lanes on State Highway 99, U.S. Highway 50, and Interstate 5; this funding provides the required local matching funds to state and federal funds
- **5%** is allocated for pedestrian and bicycle facilities, such as sidewalks, crosswalks, and bike lanes, often as part of “complete streets” or streetscaping projects; \$1 million per year of this funding is dedicated to the American River Parkway trail and bike network
- **5%** is allocated for arterial road construction or reconstruction
- **4.5%** is allocated directly to Paratransit, Inc., the designated local Consolidated Transportation Services Agency (CTSA) for elderly and persons with disabilities transportation services
- **3.75%** is allocated for transit capital facilities, such as light rail tracks, and bus and light rail stations
- **3%** is allocated for traffic control and safety improvements such as traffic signal, synchronized signal timing, and emergency vehicle signal preemption
- **3%** is allocated for new and improved freeway interchanges on State Highway 99, U.S. Highway 50, and Interstates 5 and 80; this funding provides the required local matching funds to state and federal funds
- **1.5%** is allocated directly to the Sacramento Metropolitan Air Quality Management District (SMAQMD) for programs to mitigate the effects on air quality resulting from Measure A projects
- **\$1 million** per year is used to fund the Neighborhood Shuttle Program, which currently includes a number of microtransit shuttles operated by SacRT

How Measure A Works

- **Only .75%** funds all of STA's administration and operations costs along with all the costs of the Independent Taxpayer Oversight Committee (ITOC) such as the required annual financial audits and periodic performance audits

Measure A Sales Tax Distribution



* Galt and Isleton receive separate allocations of 1.0 percent and 0.04 percent, respectively, from gross revenues.

How Measure A Works

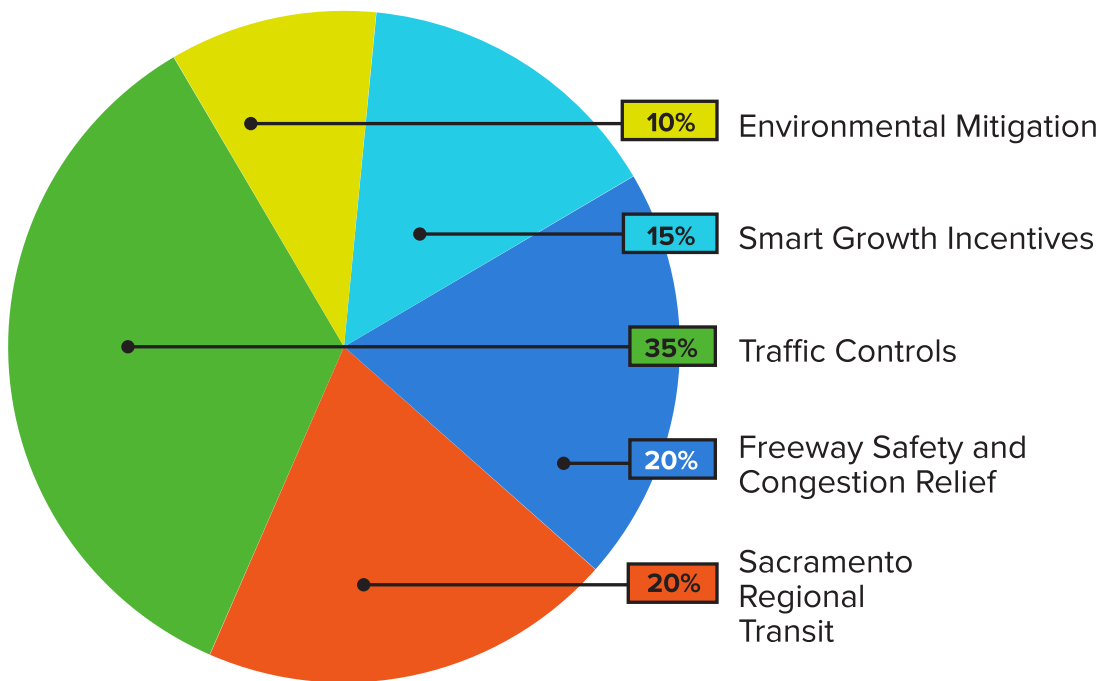
Sacramento County Transportation Mitigation Fee Program

- **35%** is allocated for arterial safety, operational, streetscaping, bicycle and pedestrian improvements, improved accessibility for the disabled, upgrades of arterials to urban standards, traffic control system improvements, and high-priority pedestrian and vehicle safety projects
- **20%** is used to fund transit capital improvements and provide funding for operating and maintaining such improvements as well as transit services
- **20%** is used to fund congestion relief projects on the freeway system in Sacramento County
- **15%** will be used to fund a Smart Growth Incentives Program* that encourages local jurisdictions to meet certain smart growth objectives (\$5 million from this program will be used to purchase South Sacramento Habitat Conservation Plan (SSHCP) mitigation credits to offset potential environmental impacts from the construction of the Capital Southeast Connector Expressway)
- **10%** will be used to fund a Transportation Project Environmental Mitigation Program* for environmental mitigation for transportation projects in the Expenditure Plan (\$5 million from this project will be used to purchase South Sacramento Habitat Conservation Plan (SSHCP) mitigation credits to offset potential environmental impacts from the construction of the Capital Southeast Connector Expressway)

*These programs have not been established but are coming soon

How Measure A Works

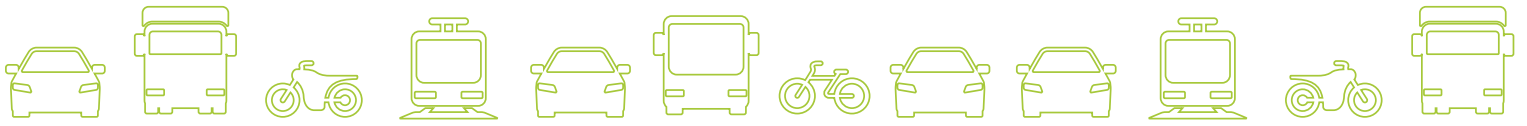
Sacramento County Transportation Mitigation Fee Program (SCTMFP) Distribution



The bus/carpool lanes, arterial road construction/reconstruction, transit capital facilities, and freeway interchanges categories together comprise the Measure A Capital Program, accounting for 20.75% of total allocations. STA issues bonds totaling \$371.65 million to fund the early delivery of certain projects in the Capital Program. The other funding categories (79.25% of total allocations) comprise the Ongoing Programs which receive regular allocations on a monthly basis.

How **Measure A** Funds Are Being Put To Work

(amounts are through June 2019)



Total Measure A Expenditures	\$238,632,781
Regional Parks (American River Parkway/Bikeway)	\$10,166,667
Traffic Control and Safety	\$12,949,627
Safety, Streetscaping, Pedestrian, Bike	\$17,348,245
Maintenance	\$129,496,290
Capital Projects	\$68,672,165

Total with Federal, State and Local Matching Funds **\$349,087,781**

Measure A Successes

Capital Projects:

Bradshaw Road Widening, Calvine to Florin – \$21 million

- Measure A funds: \$7.9 million
- Completed: 2010

Hazel Avenue Widening, Hwy 50 to Madison – \$102 million

- Measure A funds: \$41.9 million
- Phase 1 Opened in 2013 (Crossing the American River)
- Phase 2 Opened in 2018 (Curragh Downs to Sunset)
- Phase 3 Scheduled for 2022 (Sunset to Madison) pre-construction costs (engineering, right-of-way) have been expended

Hwy 50/Watt Interchange – \$44 million

- Measure A funds: \$11.8 million
- Completed: 2016

Ongoing Programs:

American River Parkway Jedediah Smith Memorial Trail

- Measure A funds: \$10 million

Department of Regional Parks

- Measure A funds: \$1 million each year for 30 years

Total Measure A Expenditures	\$211,040,655
Traffic Control and Safety	\$9,881,524
Safety, Streetscaping, Pedestrian, Bike	\$13,237,728
Maintenance	\$98,815,257
Capital Projects	\$89,106,146

Total with Federal, State and Local Matching Funds **\$509,000,000**

Measure A Successes

Capital Projects:

Sacramento Intermodal Regional intercity Rail Facility – \$131 million

- Amtrak Station is the **7th busiest** in the nation
- **Measure A** allowed purchase of property and historic depot
- **Moved and double tracked** freight/passenger rail lines to improve service and remove freight train/passenger train conflicts
- **Renovated** the historic Sacramento Valley Station, including seismic retrofits, installation of fire protection, heating and cooling, restoration of historic features, and providing for full use of the station.
- **Leveraged \$85 million** in Measure A funds for total of \$131 million, including federal, state, and other agency grants

Cosumnes River Boulevard Interchange and Extension

- **Extension** of new roadway connection and new interchange at I-5
- **Provided** new connections, reduced traffic congestion on Mack Road, and opened up area within city limits to new development
- **\$8.6 million in Measure A funds leveraged** \$84 million in state and federal grant funds and other outside funds

Ongoing Programs:

Guy West Bridge Rehabilitation

- **Historic** bicycle and pedestrian **bridge** over American River
- **Key** connection to Sac State
- **Funded** structural repairs and repainting of the bridge to ensure its long-term use in a state of good repair
- **\$2.8 million** in Measure A maintenance funds

Carlson Drive Bicycle and Pedestrian Safety Improvements

- **Bicycle safety** concerns at Carlson Drive and H Street Intersection
- **Installed signal upgrades** to improve visibility, additional signing, new crosswalks, marked green bike lanes to clarify lane channelization, bike boxes for left turns, and innovative new two-stage left turns for bicyclists
- \$100,000 in **Measure A** funds leveraged \$1.3 million in federal funds

Numerous Pedestrian and Bikeway Improvements

- **65th Street** Bike Lane Project
- **Freeport Boulevard** Bike Lanes
- **San Juan Road** Bike Lanes
- **Pedestrian crossings and signals** at locations throughout the city
- In nearly all of these projects, **Measure A** funds were used to leverage state and federal grant funds

ELK GROVE

Total Measure A Expenditures	\$89,923,887
Traffic Control and Safety	\$3,354,750
Safety, Streetscaping, Pedestrian, Bike	\$4,500,598
Maintenance	\$33,547,506
Capital Projects	\$45,521,033

Total With Federal, State And Local Matching Funds **\$312,489,587**

Measure A Successes

Capital Projects:

Hwy 99/Grant Line Road Interchange – \$77.4 Million

- Measure A funds: \$37.25 Million
- Completed in 2009

Highway 99/Sheldon Road Interchange – \$76.8 Million

- Measure A funds: \$8.29 Million
- Completed in 2010

FOLSOM

Total Measure A Expenditures	\$58,324,396
Traffic Control and Safety	\$1,683,780
Safety, Streetscaping, Pedestrian, Bike	\$2,225,705
Maintenance	\$16,837,833
Capital Projects	\$37,577,078

Total with Federal, State and Local Matching Funds **\$188,562,349**

Measure A Successes

Capital Projects:

Folsom Lake Crossing Bridge Project – \$140 million

- Measure A funds: \$37.6 Million
- Completed in 2009

Ongoing Programs

City of Folsom Pavement Management Ongoing Program – \$14 million

- Measure A funds: \$9.7 Million

RANCHO CORDOVA

Total Measure A Expenditures	\$35,208,385
Traffic Control and Safety	\$1,550,917
Safety, Streetscaping, Pedestrian, Bike	\$2,081,409
Maintenance	\$15,509,148
Capital Projects	\$16,066,911
Total with Federal, State and Local Matching Funds	\$55,883,159

Measure A Successes

Capital Projects:

Folsom Boulevard Streetscape, Phases 1, 2, and 3 – \$24.5 million

- Measure A funds: \$4.7 Million
- Completed in 2012

Folsom Boulevard Streetscape Phases, 4 and 5 – \$15 million

- Measure A funds: \$6 million
- Completed in 2020

International Bridge – \$13.8 million

- Measure A funds: \$2.6 Million
- Completed in 2011

Stone Creek Bike and Pedestrian Signals – \$737,000

- Measure A funds: \$78,000
- Completed in 2018

CITRUS HEIGHTS

Total Measure A Expenditures	\$28,805,800
Traffic Control and Safety	\$1,698,948
Safety, Streetscaping, Pedestrian, Bike	\$2,275,634
Maintenance	\$16,989,474
Capital Projects	\$7,841,744

Total with Federal, State and Local Matching Funds **\$54,614,438**

Measure A Successes

Capital Projects:

Antelope Road Widening, I-80 to east of Roseville Road – \$7 million

- Measure A funds: \$1 Million
- Completed in 2009

Greenback Lane Widening, San Juan to Dewey and Dewey to Auburn Boulevard – \$18 million

- Measure A funds: \$2.25 Million

Ongoing Programs

Sunrise Boulevard Complete Streets, Phases 1, 2, and 3 – \$12.5 million

- Measure A funds: \$4.5 million
- Completed in 2018

Total Measure A Expenditures	\$20,550,935
Eligible Transportation Purposes	\$10,584,935
Capital Projects	\$9,966,000
Total with Federal, State and Local Matching Funds	\$53,000,000

Measure A Successes

- Twin Cities Roundabouts:**
Measure A funds: \$1.7 Million
 Local Impact Fee Funds: \$5.6 million
 Federal Funds: \$1.5million
- Complete Streets: A Street Rehabilitation**
Measure A funds: \$250,000
- Central Galt Interchange:**
Measure A funds: \$14 million
 Local Transportation Funds: \$1.3 million
 Federal Funds: \$11.8 million
 Local Impact Fees: \$12 million
- Railroad Quiet Zone:**
Measure A funds: \$65,000
 Regional Block Grant Funding: \$426,000
- Bike Lane Improvements:**
Measure A funds: \$61,460.49
 Local Impact Fee Funds: \$600
- Annual Pavement Rehabilitation:**
Measure A funds: \$1.7 million
 Local Transportation Funds: \$471,000
 Grant Funds: \$878,479.
- ADA Compliant Sidewalks:**
Measure A funds: \$226,000
 Grant Funds \$300,000
- Pedestrian Safety Improvements:**
Measure A funds: \$126,000
 Grant Funds: \$394,000

ISLETON

Total Measure A Expenditures	\$423,406
Eligible Transportation Purposes	\$423,406

Measure A Successes

- **Union Street paving project** from F Street to H Street – \$72,000
- **New sidewalks and landscaping:** city’s parking lot at E Street and Main Street – \$15,000 (estimate)
- **Disabled parking** – \$20,000
- **Painted center stripes:** A Street to Andrus Circle; A Street to 2nd Street – \$5,000

Sacramento Regional Transit District

Total Measure A Expenditures	\$413,166,759
SmaRT Ride Shuttles (Neighborhood Shuttle Program)	\$1,239,996
Operations, Maintenance, Capital Improvements	\$357,874,833
Capital Projects	\$54,051,930

Total with Federal, State and Local Matching Funds **\$555,600,000**

Measure A Successes

Capital Projects:

- Green Line to River District
- Blue Line to Cosumnes River College
- Contracting ADA Paratransit Services
- Operating and Maintenance Improvements: 20% decline in crime rate over three years; first lowering of fares in 47 years; extended service hours
- SmaRT Ride On-Demand Microtransit Services
- New Service Zones

PARATRANSIT, Inc. (CTSA)

Total Measure A Expenditures	\$36,688,023
Moving Youth to Jobs Program (Neighborhood Shuttle Program)	\$166,666
Elderly and Handicapped Transportation	\$36,521,357
Total with Federal, State and Local Matching Funds	\$71,852,354

Measure A Successes

- Has **demonstrated** support for elderly and persons with disabilities
- **Funds** portion of Americans with Disabilities Act services as well as other services such as fixed bus routes and light rail stations and extended hours
- **Supports** travel training for seniors and persons with disabilities—more than 12,000 have receive training to date
- **Over 4 million** Consolidated Transportation Services Agency (CTSA) partners' trips and 3 million ADA trips
- Youth to Jobs **outreach** program

Capital Southeast Connector Expressway District

Joint Powers Authority

Total Measure A Expenditures

\$28,135,334

Total with federal, state and local matching funds 

\$180,000,000

Measure A Successes

Capital Projects:

On the Connector Expressway alignment approximately \$180 million in transportation infrastructure improvements have occurred, including construction of two new highway interchanges, a railroad grade separation improvement, and reconstruction and widening of the roadway at high priority locations.

Total Measure A Expenditures

\$53,568,448

Total with Federal, State and Local Matching Funds

\$1,015,000,000

Measure A Successes

- I-80/I-5 Interchange Upgrade – \$1,500,000
- I-5 Bus and Carpool Lanes – \$3,185,454
- I-80 Bus and Carpool Lanes – \$722,688
- Hwy 50 Bus and Carpool Lanes (Phases 1 and 2) – \$48,160,306

Sacramento Metropolitan **Air Quality Management District**

Total Measure A Expenditures

\$15,559,775

Total with Federal, State and Local Matching Funds

\$150,000,000

Measure A Successes

- **Protecting public health** through air monitoring
- **Providing financial incentives** for cleaner vehicles, equipment, and mobility solutions
- **Promoting sustainability** and enlightened land use by reducing vehicle miles traveled and construction emissions
- **Promoting and educating** about Air District rules, programs, and opportunities – **Spare the Air**

Building Our Transportation Future



As evidenced by the work undertaken and completed in all areas of transportation across the county, and by multiple jurisdictions and agencies, **Measure A** has lived up to the voters’ mandate. Countywide through June 2019, over \$1.4 billion dollars has been raised; with leveraging of federal, state and local funds, this has resulted in more than \$3.5 billion in funding for transportation projects and ongoing programs over the last 10 years.

Much has been achieved to maintain and enhance our transportation infrastructure, and much remains to be done.

Priorities include:

- **Repairing** and **maintaining** local streets and roads to keep or bring the system to a state of good repair
- **Encouraging transit ridership** by providing operations and maintenance funding and funding for new bus and light rail vehicles and service extensions
- **Relieving traffic congestion** in the region through bus and carpool lanes on freeways, alternative routes and other new facilities
- **Increase safety** for motorists, bicyclists and pedestrians through the construction of “complete streets” with sidewalks, crosswalks, dedicated bike lanes, defined curbs, coordinated traffic signals and additional street lighting
- **Enhancing** active transportation opportunities such as biking and walking

The challenge going forward is to build on the successes of the last 10 years. The County needs additional transportation funding to continue to make progress in maintaining and improving its transportation system. This is the key to realizing the vision of a transportation system that serves all of Sacramento County—drivers, transit riders, pedestrians, cyclists. It is a system that benefits everyone: young people, families, professionals, seniors, disabled persons and the disadvantaged alike.

Acknowledgements

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County of Sacramento

The cities of:

- Sacramento*
- Elk Grove*
- Folsom*
- Rancho Cordova*
- Citrus Heights*
- Galt*
- Isleton*

Sacramento Regional Transit District

Paratransit

Capital SouthEast Connector

Sacramento Air Quality Management District

Caltrans

Sacramento Area Council of Governments (SACOG)

and dozens of community groups, transportation and transit advocates, and concerned individuals.