Memorandum

To: Sacramento Transportation Authority

From: Russ Powell and Nate Jakobs, Economic & Planning Systems

Subject: Benefits of Measure A; EPS #252138

Date: October 28, 2026

Overview

The Sacramento Transportation Authority (STA) administers Measure A—Sacramento County's voter-approved one-half of one percent sales tax for transportation—as well as the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP) and the Sacramento Metropolitan chapter of the Statewide Freeway Service Patrol (FSP) program, covering Sacramento and Yolo Counties. Measure A funds capital projects, local street and road maintenance, transit operations, safety and active transportation improvements.

This memorandum summarizes the economic benefits of Measure A, including its role in leveraging state and federal grant funding, the jobs and economic output it supports, the development it has helped unlock. It then reviews the returns of the ongoing programs that STA administers, and concludes with examples of Measure A-funded around the County.

The Economic Case for Measure A

Sacramento County voters approved Measure A in 1988 and renewed it in 2004, extending a one-half of one percent sales tax for thirty years beginning April 1, 2009. Over the life of the current measure, that decision will put roughly $5.2 billion into the County's transportation network and support tens of thousands of construction jobs[1].

What has the County received in return? Measure A is an important source of local matching funds that helps Sacramento County agencies compete for state and federal grants, a dependable source of construction employment, and a key funding source for infrastructure supporting infill, redevelopment, and planned development. The dollars are local; the projects they deliver leverage outside funding including state, federal, developer, and other partner contributions. That leverage is one of the most important facts about the program.

Leveraging and Multiplying Local Revenue

Competitive state and federal grants require a local match and favor applicants with committed, predictable funding. Working with the Sacramento Area Council of Governments (SACOG) and

[1] Based on 11,700 jobs created by Fix50, FixSac5, and Blue Line Extension to CRC. Does not include jobs from most projects (not quantified).

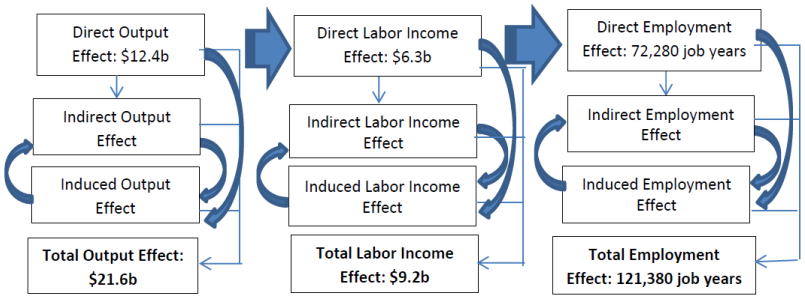
other regional partners, Measure A provides a dependable source of local funding that helps Sacramento County projects compete for these grants. Across the completed Measure A capital program, $251.8 million in Measure A expenditures has been paired with $634.0 million in grant expenditures and other funds to deliver over $1.5 billion in total project value. Every local dollar has attracted over $2.50 in outside grant funding, on average, for infrastructure. These investments reflect partnerships among STA, SACOG, local governments, Caltrans, transit agencies, and other project sponsors.

The leverage tends to be strongest where projects are largest. For example, the South Sacramento (Blue Line) light rail extension cost $270.0 million and drew $240.3 million in grants against $25.3 of Measure A spending; the Cosumnes Boulevard interchange and extension at Interstate 5 cost $85.3 million and required only $8.6 million in local Measure A funds.

Jobs, Wages, and Output

Transportation money does not sit in an account. It is paid to contractors, who pay crews, who spend their wages in Sacramento County. The Center for Business and Policy Research at the University of the Pacific found sustaining the Measure A sales tax over a 40-year time period would support over 121,000 jobs (over 3,000 per year) generating $9.2 billion in labor income ($76,000 per job in 2020$) and $21.6 billion in total economic output. Construction accounts for the largest share at 48,500 job-years and $11.1 billion in output, followed by service sectors at 33,300 job-years and government at 24,400, the latter driven principally by Measure-A-supported road maintenance positions and expanded transit operations.

Measure A Spending Economic Impact on Sacramento County, 2021-2061. (2020$)



Source: Center for Business and Policy Research, University of the Pacific

Public agencies across the region report that at least 828 ongoing FTEs are funded by Measure A: transit operators and supervisors, road maintenance workers, traffic safety staff, and air quality specialists.

Three Projects That Unlocked Local Growth

The clearest economic development case for Measure A is that specific, large, well-planned developments depended on transportation investments such as roads, interchanges, and rail connections—and that Measure A is an important factor why the projects exist and were funded.

The Sacramento Valley Station, Railyards, and River District



Source: ARUP.

North of downtown lie nearly 1,300 combined acres of opportunity area—the Downtown Railyards and the River District—with substantial redevelopment potential and too little infrastructure to realize it. Measure A's response was among its largest commitments: $87 million of the $198 million required to purchase Sacramento Valley Station, separate and upgrade passenger and freight rail operations, and retrofit the historic 1926 depot. The station is now among the busiest in the nation. The City, working with regional transportation partners, has since used Measure A funds to secure and match a further $33 million in state grants for a regional bus mobility hub.

Interstate 5 Corridor Improvements



Source: Teichert Construction.

Measure A funds were key to closing the local funding gap to kickstart corridor improvements to the 15-mile stretch of Interstate 5 between Discovery Park and Elk Grove Boulevard. The project—funded by $27.2 million Measure A dollars and $343 million in grants—repaved 67 lane miles and added 23 miles of new HOV lanes to add capacity for carpools and buses. The project brought operational improvements including new ramp meters and extended on-/off-ramps as well as new sound walls and fiber optic lines to benefit residents along the corridor. It also replaced the pedestrian overcrossing at Casilada Way with a new ADA-compliant pedestrian bridge to connect South Land Park to the Little Pocket. The project brought 4,400 construction jobs and supports significant congestion relief on one of the busiest commuter and commercial corridors in the region.

Hazel Avenue Improvements



Source: Sacramento Transportation Authority.

Measure A funded major improvements to Hazel Avenue, expanding capacity from four to six lanes between Madison Avenue and Gold Country Boulevard. As part of this $86.5 million project ($50.7 million of which came from Measure A) completed in 2022, the American River Bridge was widened, intersections were signalized and modified to improve turning movements and traffic, and new bicycle lanes, sidewalks, and improved connections to the American River Parkway were installed.

The project also added new landscaped, tree-lined medians. This work increased capacity and relieved traffic congestion along one of the region's key commuting and commercial corridors, improved traffic flow between Highway 50 and the surrounding communities, and improved safety for active transportation users.

Ongoing Transportation Investment

While major capital projects are among the most visible investments made possible by Measure A, they represent only approximately 20 percent of the current sales tax program. The remaining 80 percent provides ongoing reinvestment in Sacramento County communities, supporting the transportation infrastructure and services residents and businesses rely on every day.

Measure A dedicates 30 percent of sales tax revenues to local street and road maintenance, providing cities and Sacramento County with a predictable funding source to preserve existing infrastructure and avoid more costly reconstruction. Measure A also funds approximately 25 percent of Sacramento Regional Transit's operations, supporting reliable transit service and maintaining access to jobs, schools, healthcare, and other essential destinations.

Smaller Measure A programs provide funding for traffic control and safety improvements, pedestrian and bicycle facilities, and streetscape enhancements. Cities and Sacramento County leverage these local investments to compete for additional state and federal funding through programs such as the Active Transportation Program (ATP), Safe Streets and Roads for All (SS4A), and Highway Safety Improvement Program (HSIP).

These ongoing investments may not attract the same attention as major capital projects, but their cumulative economic benefits are substantial. They preserve public infrastructure, improve safety and mobility, support local businesses, and provide a dependable source of funding that local governments can use to address community priorities and pursue outside grants.

A Return Every Single Day: Freeway Service Patrol

The Sacramento Metropolitan Freeway Service Patrol (FSP) is one of the Authority's lowest-cost programs relative to the benefits it produces. Unlike capital projects, which take years to deliver, the FSP operates every weekday during the morning and evening peak commute periods.

Fifteen tow trucks patrol seven zones covering 143 centerline miles of freeway in Sacramento and Yolo counties. A stalled vehicle reduces freeway throughput for traffic behind it, and the delay grows the longer the vehicle stays in the lane. In fiscal year 2024-25, the FSP provided more than 24,000 free assists, averaging 10.5 minutes each. Of the motorists surveyed, 99.1 percent rated the service excellent.

The UC Berkeley Institute of Transportation Studies estimates that the region's FSP saved motorists more than 388,000 vehicle-hours of delay in fiscal year 2024-25. It puts the program's benefit-cost ratio at 6:1, or about $16 million in net public benefits on roughly $3.2 million in annual funding. That ratio makes the Sacramento-Yolo FSP the second-highest performer among the dozens of FSP programs in California.



Source: Sacramento Transportation Authority.

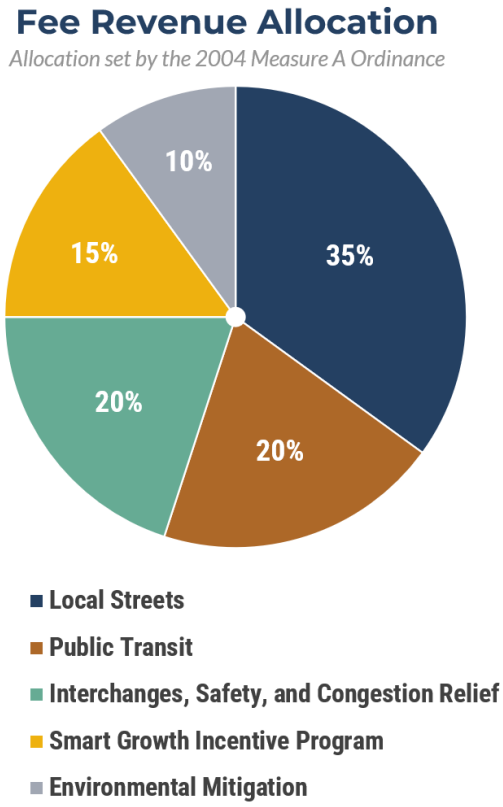
Growth Pays its Own Way: The Regional Impact Fee

The 2004 renewal of Measure A paired the sales tax with a second funding mechanism: the Sacramento Countywide Transportation Mitigation Fee Program, under which new development contributes toward the transportation capacity it will consume. Through June 2025 the program had collected $103.4 million. Fiscal year 2024-25 was its strongest on record at $11.9 million, driven by activity in the Railyards District—a feedback loop in which transportation investment enables development, and development then funds further transportation investment.

The program has underperformed its original forecast, for reasons outside of STA's control. The 2006 nexus study assumed a pre-recession development pace; the fee took effect in 2009, at the bottom of the deepest construction downturn in modern memory. The current lifetime forecast stands at roughly $253.4 million against the original 2004 estimate of $488 million. Impact fees are procyclical and cannot substitute for a stable sales tax, which is precisely the argument for the sales tax.

Why Does This Matter?

Job counts and grant ratios capture the immediate effects of transportation spending; they understate the durable ones. By helping implement local transportation priorities and SACOG's regional transportation plan, Measure A contributes to a better-connected region. The largest returns come not just from construction, but from what a region can subsequently do. The Southern California Association of Governments found that over twenty-five years, employment effects from enhanced regional competitiveness were roughly double those of the spending itself, arriving through better matching of workers and employers, improved firm attraction, and wider market access for local businesses.



There is also a distributional dimension. The corridors receiving complete-streets treatment—such as Arden Way, Fair Oaks Boulevard, Madison Avenue, Watt Avenue, Sunrise Boulevard—are older arterials serving established, often lower-income neighborhoods where many households do not own a car. Sidewalk continuity, curb ramps, lighting, and safe crossings are not amenities; they determine whether a resident can safely reach a job, a clinic, or a grocery store.

Measure A receipts have grown with the regional economy, from $110.7 million in fiscal year 2016 to $174.9 million in fiscal year 2025—a revenue source that can be planned against, borrowed against, and matched against through 2039. What it has already returned is documented: $1.54 billion in completed projects built on $328.1 million of local money, the county's largest redevelopment sites unlocked, a freeway patrol returning six to one, and thousands of construction jobs sustained year after year. No other county in the region has this mechanism.

Other Regional Measure A Projects

Incorporated Cities

Folsom: Folsom Dam Bridge Crossing

Measure A contributions funded $37.6 million of the $146 million, 1,030-foot Folsom Dam Bridge Crossing (alongside $100.2 million in grants), bringing four travel lanes over the American River to ease regional traffic flow in Sacramento, Placer, and El Dorado Counties by bypassing the heavily congested roadways in Historic Folsom. The project replaced the two-lane road across Folsom Dam, which was closed in the wake of 9-11 due to security concerns.





Source: Sacramento Transportation Authority.

The project was built on an expedited two-year schedule before opening in March 2009. At opening, the bridge carried more than 22,000 vehicles a day for commuters from Sacramento, Placer, and El Dorado counties. The project's Class II bike lanes restored the link to the American River Parkway Trail network

Citrus Heights: Greenback Lane Improvement Project & Sunrise Blvd. Complete Streets

Measure A helped fund improvements to Greenback Lane between Auburn Boulevard and Dewey Drive, including widening the roadway from four to six lanes, adding bicycle and pedestrian facilities, improving drainage, and enhancing the corridor's visual appearance consistent with previous Greenback Lane improvements to improve intra-city connectivity and regional mobility. Measure A contributed $2.23 million to the project which was completed in 2009 for a total of $19.18 million. Of the remaining $16.9 million, over 95% was funded by grants.



Source: Bennett Engineering.

Measure A also closed funding gaps on Sunrise Boulevard's Complete Streets treatment, which included a "road diet" along two miles of Sunrise Boulevard and reconstructed curb and gutters, new ADA-compliant sidewalks and access points, separated bike paths, streetlights, traffic signal modifications, median enhancements, street resurfacing, utility relocation, and stormwater enhancements. This $17-million project was funded with $5.1 million from Measure A.

Rancho Cordova: Folsom Boulevard Streetscape Enhancements

Folsom Boulevard received a $37-million enhancement ($9.6 million from Measure A) between Bradshaw Road and Sunrise Boulevard with key placemaking improvements, completed in 2020. The streetscape project included revamped sidewalks and bike facilities; landscaped medians and tree-lined streets; improvements to safety at light rail crossings; upgraded traffic signals, bus stops, and storm drainage infrastructure; and rehabilitation and reconstruction of the roadway. Overall, these improvements help build City identity and enhance development opportunities in one of the State's fastest-growing municipalities.



Source: Mark Thomas Co.

SacRT Blue Line Extension & SacRT Gold Line Enhancements (Sacramento & Rancho Cordova)

Alongside work on the Cosumnes Boulevard interchange, Measure A funds provided vital support for a 4.3-mile extension of the SacRT blue line from its prior terminus at Meadowview Road to Cosumnes River College (CRC) to bring light rail to southern Sacramento and improve connectivity for students and commuters. The project was opened in 2015 and brought four new light rail stations at Morrison Creek, Franklin Blvd., Center Parkway, and CRC. It also delivered two new light rail bridges. The project as a whole created 1,700 construction jobs and is expected to serve 11,270 daily trips by 2030.



Source: Sacramento Transportation Authority.

Additionally, STA helped secure $10 million in state grant funds for SacRT to help convert all 29 Gold Line station platforms to low-floor boarding for 3- and 4-car trains, supporting a modernized fleet and easier access for paratransit users along US-50. STA also used Measure A to fund the operation of 15-minute Gold Line service during the Fix Sac 50 project work.

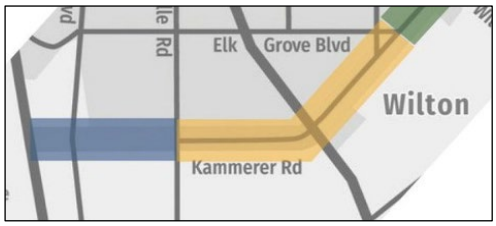
Elk Grove: The Grant Line Road Highway 99 Interchange Upgrade & Kammerer Road Extension

The City of Elk Grove's Grant Line Road/State Route 99 interchange was built in 1956 and stood as one of Hwy 99's older interchanges. By the 2000s it no longer had the capacity for current traffic, and operations were expected to get worse as volumes grew. In 2006 the City awarded a construction contract to rebuild the interchange to modern operations and safety standards. Measure A provided $37.2 million to close a local funding gap, which helped the City finish the project in 2009, much earlier than originally planned.



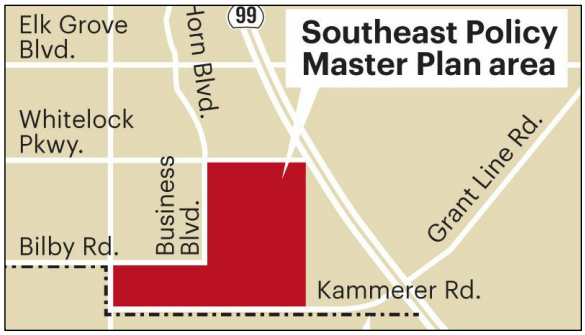
Source: Sacramento Transportation Authority.

The project replaced a two-lane interchange that had no bicycle or pedestrian facilities with a six-lane facility, removed the outdated hook on- and off-ramps and built longer ramps to SR 99, and added Class II bike lanes, sidewalks, a landscaped median, decorative lighting and entry monumentation.



Source: SouthEast Connector JPA

Extending west from Grantline is Kammerer Road, the local arterial that Measure A funds helped extend between Bruceville Road and Lotz Parkway (SouthEast Connector Segment A2; yellow strip in image shown to the right) and from I-5 to Bruceville (Segment A1; in progress; blue strip in image shown to the right). These improvements delivered the connectivity needed for development in Elk Grove's Southeast Policy Area (SEPA), which will eventually bring about 5,000 homes and new commercial and employment spaces and regional recreation amenities.



Source: Sacramento Business Journal.

For the reconstruction of Kammerer Road from Bruceville Road to Lotz Parkway, Measure A provided $500,000 in environmental mitigation funding to the South Sacramento Habitat Conservation Plan (SSHCP) Mitigation Bank, supporting the preservation of 30.55 acres of agricultural land. STA also helped secure $3.7 million in SB 1 funding through the Local Partnership Program, serving as the applicant for the grant. The total project cost was approximately $22.7 million. For the Kammerer Road segment from I-5 to Bruceville Road, Measure A is anticipated to contribute an additional $2.8 million toward environmental mitigation through the SSHCP Mitigation Bank.

These investments illustrate how Measure A supports the delivery of major transportation infrastructure by funding necessary environmental mitigation and helping leverage competitive state funding. In turn, these improvements support planned development in SEPA by providing transportation and drainage infrastructure needed to accommodate planned growth and economic activity.

Sacramento: The Cosumnes Boulevard Extension from Fraklin to Freeport Blvd, I-5 Interchange & Delta Shores



Source: Mark Thomas Co.

Delta Shores is an 800-acre mixed-use master-planned development in South Sacramento that was infeasible without an extension of Cosumnes River Boulevard and a new interchange at Interstate 5. That $85 million interchange and road extension project was completed in 2016, leveraging $8.6 million in Measure A funds alongside state and federal grants and developer contributions. It relieved congestion on Meadowview and Mack Roads and allowed the first phase of retail development to proceed. Measure A funding for new interchange made the development financially feasible, bringing about 6,000 homes and a million square feet of commercial uses to the southern portion of the City. The project built 3.5 miles of new roadway by extending Cosumnes River Boulevard from its prior western terminus at Franklin Boulevard to Freeport Boulevard, and in addition to the new I-5 interchange included the construction of a new bridge crossing over Morrison Creek and Union Pacific Railroad.

Unincorporated County

Measure A provides critical funding for transportation improvements throughout unincorporated Sacramento County, supporting communities ranging from established suburban neighborhoods to rural and agricultural areas. In addition to major corridor improvements, Measure A's ongoing road maintenance allocations help Sacramento County preserve its extensive roadway network, improve safety, and maintain connections between residential communities, employment centers, agricultural areas, and regional transportation facilities. The following projects illustrate some of these investments across unincorporated communities.

Carmichael

Measure A has helped fund improvements along Fair Oaks Boulevard and Madison Avenue, two of the area's most important transportation corridors. These projects enhance safety, improve bicycle and pedestrian facilities, support local businesses, and preserve the community's main street character.

Arden-Arcade

Complete Streets investments along Arden Way with Measure A funding are helping modernize aging roads, improving design and aesthetics, and improve traffic operations along a busy commercial corridor. Measure A funds will fund bikeways, sidewalks, landscaped buffers, and medians on Arden Way between Ethan Way and Watt Avenue, and will improve signalized crossings with new curb ramps, expanded bus turnouts, and enlarged loading areas, as well as improving detection for bicycles, adding audible and countdown pedestrian signals and crosswalk striping, and undergrounding of overhead utilities. The revitalization effort aims to transform Arden Way from an automobile-oriented commercial corridor to a walkable, mixed-use, economically and environmentally sustainable community and create redevelopment opportunities.

Antelope

Measure A is supporting major improvements to Antelope Road, Watt Avenue, and Sunrise Boulevard, including improved sidewalk continuity, buffered bike lanes, pedestrian safety lighting, functional landscaping and streetscape enhancements, pedestrian signal upgrades, and ADA improvements such as curb ramps and bus stops. Investments in Antelope Road between Watt Avenue and Auburn Boulevard in the late 2000s totaled $12.4 million, $1.1 million of which was funded by Measure A.