

Transportation and Accountability

Providing Transparency and Best Value for Public Funds



Alameda CTC spends tax dollars and delivers programs and projects wisely and efficiently.

Decisions about transportation expenditures are all made in public meetings based on strategic planning efforts. In many cases, decisions are based on recommendations from community-based advisory committees.

Alameda CTC leverages local funding to attract external (state and federal) funding into the county to build and deliver transportation projects and services.

Alameda's County's half-cent sales tax has funded \$756 million of the total estimated cost of \$3.8 billion for 27 transportation improvement projects.¹ The remainder has come from various local, state, and federal sources.

Alameda CTC's operations and maintenance funding is ongoing and reliable.

It provides local dollars to support local improvements to our streets, roads, sidewalks, and trails. In the long run, it generally costs less to maintain and repair transportation infrastructure than it does to replace it.

Alameda CTC actively engages and coordinates with its transportation partners to promote efficiency and effectiveness.

Great things happen through collaboration! Projects are built that otherwise wouldn't be possible and implementation is streamlined through partnerships.

TAXPAYERS DESERVE BEST VALUE

In 1986, 56.5 percent of Alameda County voters said "yes" to authorize Measure B, a half-cent sales tax for transportation projects in Alameda County. In 2000, local voters reconfirmed their support — by a resounding 81.5 percent — for a fresh set of essential transportation improvements and services, authorizing the continuation of the half-cent transportation sales tax.

For both initiatives, efficiency, accountability, and transparency were important to the voters. Those same values continue to remain extremely important to the Alameda County Transportation Commission (CTC). A rigorous system of checks and balances are in-place to ensure that the county's sales tax dollars are spent wisely.

Annual independent audits are performed to ensure accountability and transparency. These audits help demonstrate that financial statements are accurate, and that they conform to generally accepted accounting principles. Since the beginning of the county's transportation sales tax program, 100 percent of all audits have been unqualified, or "clean" and verified by an independent Citizen's Watchdog Committee (CWC).

The CWC makes sure that the half-cent sales tax funds are improving transportation in Alameda County, as promised to voters. The CWC scrutinizes all expenditures and audits and reports directly to the public each year on these expenditures.

Alameda CTC's administration costs of the sales tax measure are only 4.5 percent of the total. The remainder goes directly to transportation improvements in Alameda County.

In 2010, the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) merged to form the Alameda CTC. The merger has resulted in a net savings to taxpayers of over \$3 million. These savings go directly into transportation projects and operations, and to support jobs and mobility.

EFFICIENT PROJECT DELIVERY MEANS COST SAVINGS

Over the past 10 years alone, the county's half-cent sales tax has generated over a billion dollars in revenue to improve our transportation system throughout Alameda County.² With these monies, transportation bottlenecks have been removed, sidewalks and bike paths have been built, roads and bridges are better maintained.

Transit and paratransit services have continued. In just 10 years, the Alameda CTC has delivered nearly all of the projects designated in the 20-year plan of transportation improvements approved in 2000. It has been a wise investment.

By delivering the projects more quickly, taxpayers have "bought" transportation improvements at today (and yesterday's) prices rather than paying higher prices in the future. Furthermore, because of the economic downturn of the past few years, construction bids on Alameda County's transportation projects have typically been below original estimates.



Transportation Watchdogs

James Paxson, general manager of Hacienda in Pleasanton, is infusing his longstanding interest in transportation into a vital role for the residents and businesses of Alameda County: chairperson of the Citizen's Watchdog Committee (CWC).

The CWC makes sure that the half-cent sales funds are used wisely and efficiently. The CWC audits the work of the Alameda CTC along with the work of all cities and agencies that receive funding from Alameda County.

"The CWC has always attracted really sharp, knowledgeable people who are willing to ask the hard questions and probe deeper into the workings of each project or program," says James. "Many of them have public sector backgrounds – and all of them are passionate about transportation that serves everyone and that has long-term sustainability."

Alameda County is one of 19 local "self-help" county transportation agencies in California that create transportation funding from their own tax bases.

"Self-help counties are able to accomplish so much more," says James. "We've made many improvements in Alameda County's transportation systems, but there's more to do."

HALF-CENT SALES TAX ATTRACTS STATE AND FEDERAL FUNDS

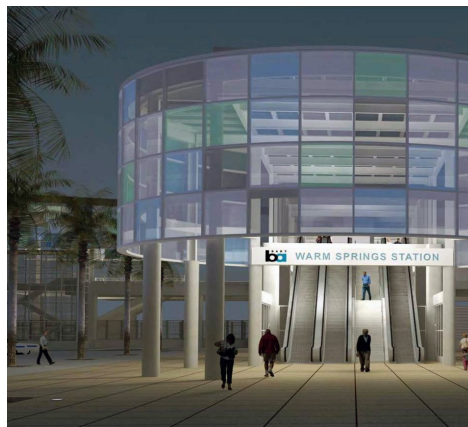
Many of the smaller projects or programs funded by the half-cent transportation sales tax are stand-alone, with no other sources of funding. Larger projects, however, are done in partnership with other agencies – or receive funding from other sources.

In fact, most state and federal funding sources require that local funds also be contributed to the project. Alameda County simply would not receive certain state and federal funding unless the half-cent sales tax funding was available. Here are a few notable examples:

I-238 Widening: Before widening from four to six lanes, I-238 between I-580 and I-880 in Hayward was one of the most congested highways in the Bay Area. Of the total project cost of \$130 million, the half-cent sales tax paid for \$88 million, with the remainder obtained from other state and federal sources.³ Since the project was completed in October 2009, traffic has greatly improved along this stretch.



BART Warm Springs Extension: Over five miles of new BART tracks will be built from the existing Fremont Station south to a new station in the Warm Springs district of Fremont. Of the total cost of \$890 million, Alameda County's half-cent transportation sales tax is funding about \$224 million.⁴ Nine other local and state funding sources are covering the remainder of this important transportation link for Alameda County.⁵ This project is currently under construction and expected to be complete by 2014, with full-service operations in 2015.



San Leandro Slough Bridge:

Alameda County's half-cent sales tax funded \$150,000 of the total \$2.5-million construction cost of a new 300-foot pedestrian/bicycle bridge over the San Leandro Slough

at the Oyster Bay Regional Park in Oakland.⁶ The project, which opened in May 2010, was a cooperative effort between the City of San Leandro and multiple agencies, and helped to fill a large gap in the Bay Trail.

None of these beneficial projects would have been possible without the half-cent sales tax, or other sources of funding. With collaboration, many important projects have been built to improve transportation in Alameda County.



VALUABLE TRANSPORTATION INFRASTRUCTURE MAINTAINED

Much of Alameda County's transportation infrastructure — such as roads, bridges, and pavement — was built many years ago. It is now old, and reaching a critical time for upgrades. Without proper maintenance, infrastructure deteriorates beyond the point of repair, and has to be replaced.

In 2010 alone, the poor condition of the highways, railroads, bridges, and transit systems in the United States cost \$130 billion. This sum includes the higher costs of running vehicles on poor facilities, the costs of damages to vehicles, \$32 billion worth of time wasted by travelers, \$1.2 billion in safety costs, and the added cost of repairing or replacing facilities after they have deteriorated or collapsed, rather than maintaining them in good condition.⁷

Alameda County's half-cent transportation sales tax has provided the funding for cities and unincorporated areas to maintain and repair our transportation infrastructure. Proper repair and maintenance, if done regularly, can extend a road's or bridge's service life.

In the long run, it's cheaper to take good care of our infrastructure rather than having to rebuild it. In addition to making good sense, fixing potholes or repairing guardrails makes it safer and more enjoyable to travel through Alameda County.

The Alameda CTC supports a Fix-It-First strategy that funds maintenance and operation of our roads, transit systems, and other vital transportation links.

COLLABORATION WITH TRANSPORTATION PARTNERS

Alameda CTC routinely works with other transportation agencies to provide a comprehensive and seamless transportation network to all Alameda County residents and businesses. Through these close collaborations, innovative solutions can be developed and funding sources leveraged for best value.

Alameda CTC works closely with federal and state agencies, such as the Federal Highway Administration and Caltrans, and regional agencies, such as the Metropolitan Transportation Commission and BART.

Alameda CTC also works closely with local agencies. In fact, almost 60 percent of the half-cent transportation sales tax revenue is passed through to local agencies, such as AC Transit and the Livermore Amador Valley Transit Authority, and to each city in the County — and agencies that serve unincorporated Alameda County — for local transportation improvements, transit operations, local street maintenance, and safety improvements.

Local cities and agencies manage and administer the pass-through funds, with oversight from the Alameda CTC. Grant recipients are required to rigorously document the status and progress of their projects, submit bi-annual progress reports, and give a presentation to the Alameda CTC near end of project.



Seniors in Motion

Small, local grants often make a huge difference to the people who use the funded transportation services. Many important programs would simply not be possible without the half-cent transportation sales tax funding.

In a project similar to several throughout Alameda County, Alameda CTC has provided approximately \$192,500 since July 2008 to the Albany Senior Center Community Shuttle. The monies are used for a 22-passenger bus, expanded services, and back-up drivers. The bus provides door-to-door transportation for grocery shopping, walking groups, and other recreational group trips offered to City of Albany nonprofit organizations.

During fiscal year 2010/2011, the shuttle provided nearly 1,500 shopping trips, 1,350 recreational day trips, over 150 community-based organization field trips, and nearly 1,250 walking club trips.⁸

For the 1,800 senior citizens living in Albany,⁹ the shuttle is a lifeline.

About the Half-Cent Sales Tax

In 1986, Alameda County became one of the first counties in California to authorize a voter-approved sales tax, Measure B, for transportation improvements. In 2000, 81.5 percent of Alameda County voters supported transportation again, authorizing a second half-cent transportation sales tax. Through Measure B, Alameda CTC delivers a specific set of voter-approved transportation projects to improve mobility and enrich the lives of Alameda County residents.

About Alameda CTC

Alameda County Transportation Commission was formed in 2010, the result of a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The resulting agency serves as the county's transportation planning, funding, and sales tax authority, providing streamlined methods for project and program delivery. As a result of the merger, taxpayers saved over \$3 million in the agency's first year.

Our mission is to plan, fund, and deliver a broad spectrum of transportation projects and programs that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC is governed by a 22-member commission of elected officials: five members of the Alameda County Board of Supervisors, representatives from the 14 cities within Alameda County (including two from Oakland), as well as an AC Transit director, and a BART director.

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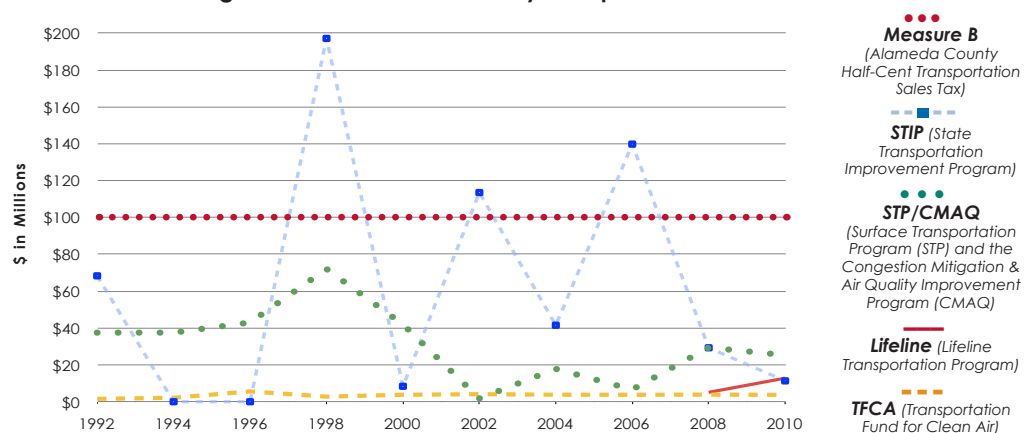
TRANSPORTATION FUNDING OFFERS BEST VALUE

The nation's recent economic downturn has cut deeply into federal, state, and local resources to improve and maintain Alameda County's core transportation infrastructure: roads, bridges, transit, bike trails, and sidewalks. External sources of transportation funding are volatile and unreliable. The county's half-cent sales tax is a reliable and consistent way the county continues to maintain and improve its transportation network, but it sunsets in 2022.

A new measure to fund a Transportation Expenditure Plan will be on the November 6, 2012 ballot to infuse an additional \$7.8 billion to support jobs, expand mobility, and foster safe and healthy communities in Alameda County. We cannot lose sight of the critical importance of continuing to improve, maintain, and support our vital transportation networks.

While the Alameda CTC has delivered almost all of the voter-approved capital improvement projects in half the time, more transportation investments are needed throughout the county. These investments will support a growing population and continued economic growth.

Historical Funding Levels for Alameda County Transportation ¹⁰



Alameda CTC has demonstrated that transportation can be improved – with efficiency, transparency, and accountability. In improving transportation, we improve mobility. In improving mobility, we improve our quality of life.

Endnotes

- 1 Alameda CTC, Financials webpage, www.alamedactc.org/app_pages/view/3469.
- 2 Alameda CTC, Financials webpage, www.alamedactc.org/app_pages/view/3469.
- 3 Alameda CTC, "Capital Projects Program, Project Fact Sheet: Interstate 238 Widening, Project Number: 621.0," June 2012.
- 4 Alameda CTC, "Capital Projects Program, Project Fact Sheet: BART Warm Springs Extension, Project Number: 602.0," July 2012.
- 5 BART Warm Springs Extension Project Overview website, www.bart.gov/about/projects/wsx/index.aspx, accessed 1/9/12.
- 6 John O'Driscoll/City of San Leandro, personal communication, July 25, 2012.
- 7 American Society of Civil Engineers, "Failure to Act: the Economic Impact of Current Investment Trends in Surface Transportation Infrastructure," 2011.
- 8 Naomi Armenta, E-mail correspondence, May 4, 2012.
- 9 U.S. Census Bureau, State & County QuickFacts, Albany California, quickfacts.census.gov/qfd/states/06/0600674.html, accessed January 10, 2012.
- 10 Alameda CTC, Spreadsheet: "ACCMA Historical Programming Levels," CMA Programming History-update-Apr'11.xlsx.