



### Countywide Participation

The CMA Board includes representatives from Alameda County, its 14 cities, AC Transit and BART. CMA relies on the technical expertise and partnership of:

- Alameda County Transportation Improvement Authority (ACTIA)
- California Department of Transportation (Caltrans)
- Metropolitan Transportation Commission (MTC)
- California Transportation Commission (CTC)
- Bay Area Air Quality Management District (BAAQMD)
- Other CMAs in the region
- Every local jurisdiction and transit provider in Alameda County

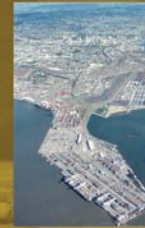
### Staff Commitment

Dedicated to serving Alameda County, CMA staff manage planning studies, funding allocations, design and construction consultant contracts, fiscal affairs, and serve as liaisons to project sponsors and other planning and funding agencies, with legislative representatives in Sacramento and Washington, D.C.

### For further information

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Join CMA's Vendor Registry:  
[www.accma.ca.gov](http://www.accma.ca.gov)



## Improving Mobility, the Economy and the Environment

### Created by California Voters

In 1990, California voters passed Proposition 111 to address growing traffic congestion that resulted from the state's tremendous growth in jobs and population. The Proposition increased the statewide fuel tax to fund transportation projects and required urban counties to designate an agency to plan and implement congestion management projects and programs with these new funds. In 1991, Alameda County, its 14 cities and local transit operators created the Alameda County Congestion Management Agency (CMA).



### Improving Transportation Countywide

CMA works to improve how residents, workers, visitors and goods move in and through Alameda County. The directive is clear: manage congestion. By properly channeling information, expertise and scarce transportation dollars, CMA ensures that tax dollars are spent wisely to improve transportation countywide. CMA's goals, duties and composition make it easier for local governments to tackle the increasingly complex problem of congestion.

### Goals include:

- Strengthen local jurisdictions' ability to compete for transportation funds
- Give Alameda County a stronger voice in state and regional transportation decisions
- Coordinate planning and development that crosses jurisdictional lines
- Generate and support legislation to coordinate local and regional policies on transportation investment
- CMA delivers quality transportation projects and programs to Alameda County through:
- Solid plans, incorporating technical expertise and community input
- Well-defined, achievable goals and supporting strategies
- Collaboration with and cooperation of partner agencies
- The leadership and vision of the CMA Board
- The commitment and dedication of CMA staff



ALAMEDA  
COUNTY  
CONGESTION  
MANAGEMENT  
AGENCY

[www.accma.ca.gov](http://www.accma.ca.gov)

## Our Work

Alameda County is one of the most diverse counties in California—socially, economically, environmentally and culturally. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources. The nature of the CMA requires that it, too, reflect and respond to such diversity by collaborating and seeking consensus with many jurisdictions and agencies with significantly different interests and concerns. CMA undertakes three main activities:

- Planning
- Programming funds
- Implementing the projects and programs



## Planning for Tomorrow's Transportation Needs

One of CMA's principal directives is planning for long-range transportation in the county, including developing documents that guide transportation development and funding decisions. Programs and projects found in these documents are aimed at reducing congestion and improving mobility and air quality.

## SBE, LBE and DBE Programs

CMA has adopted Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Policies and a Disadvantaged Business Enterprise (DBE) Program to encourage prime contractors to use these vendors. CMA's DBE Program applies only to federally funded projects.

List of Upcoming Contracting Opportunities is available through the CMA website at [www.accma.ca.gov](http://www.accma.ca.gov) for additional information contact Liz Brazil, Contracts Administrator/DBE Liaison Officer at (510) 836-2560.

**The Vision Plan.** CMA develops and updates the Alameda Countywide Transportation Plan, a long-range policy document that articulates the vision for Alameda County's transportation system and guides transportation funding and service decisions. It lays the groundwork for an investment program tailored to the diverse needs of the county's residents, visitors and workers.

**The Implementation Plan.** Required by California Law for all urban counties, the Congestion Management Program sets forth the fundamentals for implementing the Countywide Transportation Plan. Undated every two years, it deals with the day-to-day problems congestion causes and ensures that gas-tax funds produce the greatest benefit by coordinating planning, funding and other activities that affect the transportation system. This document provides the short-term response to congestion, reflecting the goals and policies of the long-range plan. Projects competing for state funds must be included in the CMP.

**Other Studies.** CMA conducts special studies of programs, which, if proven feasible, are folded into the CMA's two guiding plans. Examples include:

- I-680 Smart Carpool Lane
- I-880 Value Pricing Feasibility Study
- I-880 North County Operations and Safety Study
- Countywide Bicycle Plan
- Community Based Transportation Plans

## Programming the Funds

CMA also programs funds for other agencies to help manage congestion. Every two years, in cooperation with the Metropolitan Transportation Commission, CMA prepares a list of recommended congestion-reduction projects and programs to fund. Funding for these improvements is primarily through five programs:

- Federal Surface Transportation Program
- Federal Congestion Mitigation & Air Quality Program
- State Transportation Improvement Program
- Regional Transportation Fund for Clean Air Program
- Local Exchange Program/CMA Transportation Improvement Program

*(Additional transportation funding programs are available to Alameda County. However, CMA does not have a direct role in programming these funds.)*

## Implementing the Projects and Programs

CMA implements projects and programs and provides technical assistance to project sponsors. CMA also oversees project implementation to ensure the projects meet "timely use of funds" requirements and that no programmed funds are lost to Alameda County. Over the years, the CMA took the lead in advancing a number of implementation efforts, such as:

- **I-680 Corridor:** Addressing the worsening commute over the Sunol grade, including auxiliary and carpool lanes.
- **I-238 Corridor:** Interim and long-term improvements to reduce congestion.
- **I-880 Corridor:** Improving access to Downtown Oakland and the City of Alameda.
- **I-580 Corridor:** Project development and construction of carpool lanes.
- **ACE Passenger Rail:** Providing service from Stockton to downtown San Jose.
- **East Bay SMART Corridors Program:** Better manage traffic along San Pablo Avenue and I-880 parallel arterials.
- **Rapid Bus Corridor:** Priority and signal upgrades between Bay Fair Mall in San Leandro and UC Berkeley.
- **Guaranteed Ride Home Program.**
- **Project Monitoring Program.**
- **Highway Monitoring Program.**



## Ongoing Activities

Alameda County's freeways and highways remain the most congested in the nine-county Bay Area, due in large part to traffic from surrounding counties. Maintaining the existing system and expanding its capacity and efficiency requires creative transportation strategies. Building off past successes, the CMA looks forward to initiating a number of innovative projects and programs.

**Regional Measure 2 Projects.** Bridge toll revenues dedicated for specific capital projects and operating funds for selected transit operators. RM2 includes a number of projects where the CMA is the sponsor or co-sponsor.

**I-880 North Safety Improvements.** Provide operational and safety improvements to northbound I-880 at 29th Avenue by reconfiguring the on- and off-ramps, as well as mitigating noise impacts.

**I-580 Tri-Valley Rapid Transit Corridor Improvements.** A cooperative effort between partner agencies to improve mobility, traffic safety and operations in the I-580 Tri-Valley Corridor.

**I-580 HOV Lane Project, Phase 1.** Construction of an interim eastbound HOV lane on I-580 from Tassajara Road to Greenville Road (including auxiliary lanes between key interchanges).

**I-580/I-680 HOV Direct Connector.** Work with Caltrans to prepare a Project Study Report for modifications to the I-580/I-680 interchange, preparing for subsequent phases of corridor improvements.

**Regional Express Bus Improvements.** Explore ways to improve transit mobility along key locations in the Bay Area.

**SR-84 HOV Lane Extension and Direct Connector.** In coordination with Caltrans, HOV improvements on SR-84, in the Dumbarton Corridor.

**Ardenwood Park & Ride.** Develop 100 additional stalls in park-and-ride commuter lot, which will be joined to the existing park-and-ride lot currently operated by Caltrans.

**West Grand Avenue Transit Enhancements.** With AC Transit, design and construct traffic signal modifications along the West Grand Avenue corridor for the Regional Express Bus Program.

**East Bay SMART Corridors Program.** Apply Intelligent Transportation System (ITS) and traffic engineering to improve transportation safety, efficiency and regional mobility along San Pablo Avenue and selected I-880 arterial corridors, while providing real-time information to agencies and the public; initiate an 18-mile rapid bus corridor from Bay Fair (San Leandro) to UC Berkeley.