



2009  
Joint  
Legislative  
PROGRAM



ALAMEDA COUNTY TRANSPORTATION

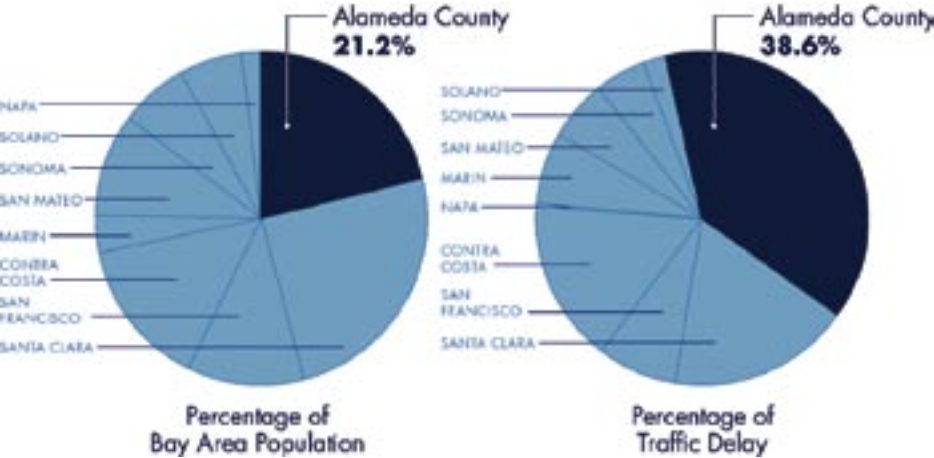
# ALAMEDA COUNTY TRANSPORTATION SYSTEM

*HIGHWAYS, MAJOR RAIL AND PASSENGER RAIL*



**While twenty percent of the Bay Area's population lives in Alameda County, nearly forty percent of the region's freeway congestion occurs here.**

**Alameda County bears the largest share of Northern California's congestion.**



# FOREWORD TO OUR LEGISLATORS:

**A** *lameda County sits at the heart of the Bay Area.* The extensive network of roads, rails, buses, trails and pathways carry millions of people each day to jobs, education, services and recreation, supporting the economic engine of California, the US and beyond. As the geographic and demographic core of the Bay Area and the transportation hub of Northern California, more than half of all San Francisco Bay Region through-county commuters traverse Alameda County each workday.

**Mobility in Alameda County reaches far beyond our borders, affecting the economic well being of millions of Americans** from San Francisco to Chicago and beyond. Alameda County is also home to the Port of Oakland, the nation's fourth largest container port, the #1 Port for exporting U.S. fresh produce, and the freight hub for much of Northern California and beyond.

**Two-thirds of truck trips and nearly all freight rail trips in Northern California traverse the freeways and rail lines of Alameda County.** More than one third of products imported through the Port of Oakland are consumed by American families and businesses outside of California.

## **We in Alameda County are investing record levels in our transportation systems.**

**Alameda County bears the largest share of Northern California's congestion.** Along with serving as the region's transportation hub, Alameda County has the burden of having the worst traffic congestion in Northern California. While twenty percent of Bay Area residents live in Alameda County, nearly forty percent of the region's freeway congestion occurs here, due to our position as the region's transportation hub.

**We in Alameda County are investing record levels in our transportation systems.** Alameda County voters have voted to raise \$4.5 billion in local sales taxes through 2022, supported bridge toll increases, and extensions to transit parcel taxes to combat congestion and expand mobility. California voters supported \$20 billion in transportation bond funds, with congestion reduction as its centerpiece.

**Mobility partnerships result in delivery.** In Alameda County, we have forged strong local, regional and statewide partnerships to develop strategic funding packages, established legislation to pilot innovative delivery mechanisms, and prioritized transportation investments resulting in advanced project delivery. We need to continue and strengthen the partnership with the federal government as part of the reauthorization of the federal transportation program to complete these historic investments.

In the following pages, you will find a set of statewide principles crafted by partners across California, as well as Alameda County's unique set of "Principles Plus" supporting essential transportation investments to improve access, mobility and the flow of people and goods through Alameda County. Our partnership aims to improve the lives and livelihoods of millions of Americans living in communities throughout the United States, including those closest to home.

**Sincerely,**

Supervisor Alice Lai-Bitker  
ACTA, ACTIA Chair

Mayor Mark Green,  
ACCMA Chair, ACTA/ACTIA Vice-Chair

**We need to continue and strengthen the partnership with the federal government.**





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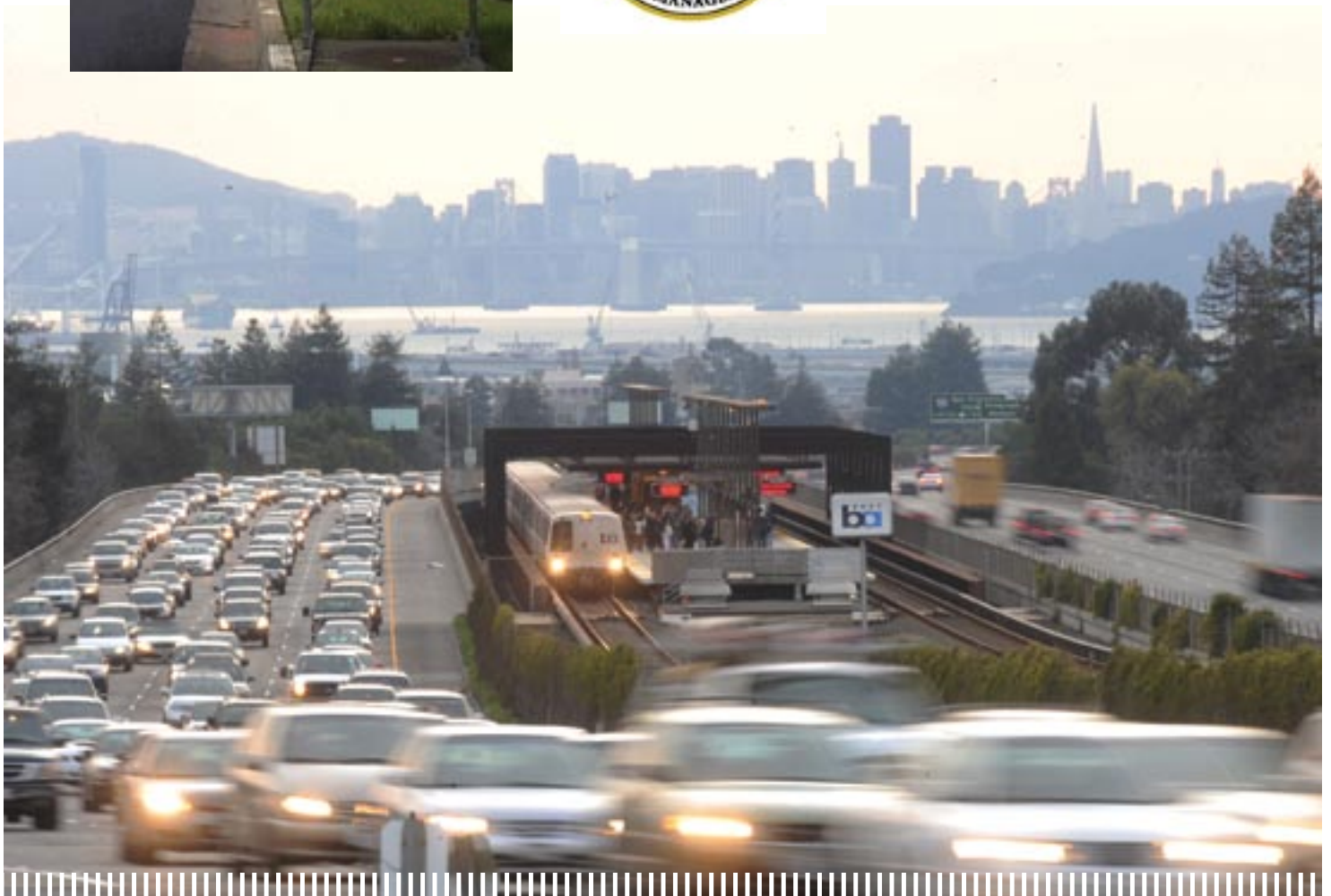
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# Alameda County Overview

*The following pages describe Alameda County's support for federal transportation authorization principles to continue essential investments in our transportation infrastructure. Promoting innovative mobility solutions offers effective economic growth balanced by transportation options that support a clean environment, accessible services and safety for the traveling public.*

**Location:** San Francisco Bay Area - East Bay

**Population:** 1.5 Million  
(7 M Bay Area)

**Square miles:** 825

**County Seat:** Oakland

## Cities:

- Alameda
- Albany
- Berkeley
- Dublin
- Emeryville
- Fremont
- Hayward
- Livermore
- Oakland
- Newark
- Piedmont
- Pleasanton
- San Leandro
- Union City

From its beginnings over 150 years ago as a collection of booming agricultural communities, **Alameda County was shaped by transportation.** It was one of the first “trolley car” suburbs where trolleys replaced horse cars and mixed residential and commercial areas were built along the trolley lines, allowing people more choices for where to live and work. **Located in the heart of the East Bay, the county has grown into the economic cultural and education center it is today** with a distinct character and lifestyle. Alameda County is home to more than 1.5 million residents, drawing people everyday from across the region – and much of the world – to live, work and recreate. The County is ideally situated within easy access of some of Northern California’s most striking natural environments and open spaces, making it one of the State’s most desirable places.



The County’s major universities, scientific, industrial and commercial industries, thriving multimedia and technology sectors, strong manufacturing and food service industries and internationally recognized laboratories and hospitals support its socially and ethnically diverse communities. These industries and services are advanced by a network of roadways, transit and pathways supporting local commuters and those that enter, leave or pass through the County. **As a central hub between San Francisco, San Jose and the Central Valley, Alameda County fulfills a special role in regional, statewide and international transportation** with the six interstate freeways that transect the County,

eight distinct transit operators, hundreds of local lane miles and an international gateway with the Port of Oakland and the Oakland International Airport.

**As a result, Alameda County bears a disproportionately large share of traffic congestion in Northern California.** While twenty percent of the Bay Area’s population lives in Alameda County, nearly forty percent of the region’s freeway congestion occurs here. And five of the top ten congestion hot spots in the nine-county Bay Area are located in Alameda County.

Traffic congestion in Alameda County significantly affects the lives and economic well being

of millions of Americans living in communities from San Francisco to Walnut Creek, Stockton to Fresno, Chicago to New Orleans. Congestion in Alameda County affects American workers and families in Minneapolis, Chicago and Detroit as manufactured goods from the Midwest and East destined for markets in California and Asia are delayed due to overcrowding on both rails and highways. This congestion increases costs and reduces the reliability of imports through the Port of Oakland destined for businesses and families throughout the United States.

The following pages describe Alameda County’s support for federal transportation authorization principles to continue essential investments in our transportation infrastructure. Promoting innovative mobility solutions offers effective economic growth balanced by transportation options that support a clean environment, accessible services and safety for the traveling public.

# California Consensus Principles

California Consensus Principles were developed over the summer of 2008 with a broad array of transportation stakeholders throughout California, which included many transportation agencies, Caltrans, the Business Transportation and Housing Agency, and the Governor providing a uniform approach to the 2009 Transportation Bill Authorization. ACTIA and ACCMA also support "Principles Plus." (page 10)

Voter approved funding demonstrates the public's will to fund essential, innovative infrastructure and operations, underscoring the need for improving our transportation systems. In Alameda County's half-cent transportation measure approved in 2000, voters supported funding express lanes on I-680.



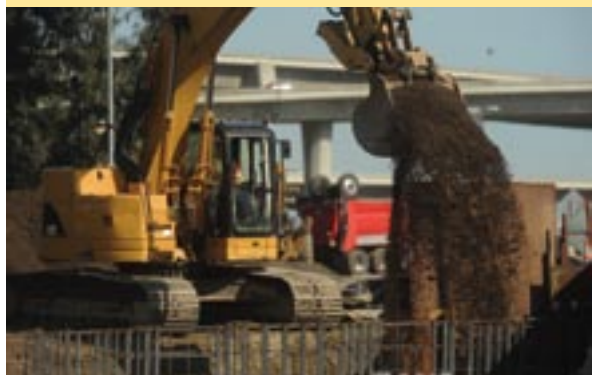
Also known as High Occupancy Toll lanes, special legislation was passed allowing the use of HOT lanes in two corridors in Alameda County. The first of its kind in Northern California, implementation of the I-680 HOV/HOT lanes are underway. The promise of this investment has led to regional policies supporting an HOV/HOT network throughout the Bay Area.

California is a major contributor to the nation's economic engine through innovation and advancement in science, technology and trade. A statewide effort to share common ground and provide a uniform statewide position on surface transportation policies to congress and the president on transportation reauthorization led to a set of principles — **California Consensus Principles** — adopted by cities, counties and Metropolitan Planning Organizations across the state. ACTIA and ACCMA endorse these Principles, in addition to a set of "Principles Plus" which focus on additional key transportation areas of importance in Alameda County.

## 1. Ensure the financial integrity of the Highway Trust Fund

The financial integrity of the transportation trust fund is at a crossroads. Current user fees are not keeping pace with needs or even the authorized levels in current law. In the long-term, the per-gallon fees now charged on current fuels will not provide the revenue or stability needed, especially as new fuels enter the marketplace. This authorization will need to stabilize the existing revenue system and prepare the way for the transition to new methods of funding our nation's transportation infrastructure.

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- To diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms such as tolling, variable pricing, carbon offset banks, freight user fees, and alternatives to the per-gallon gasoline tax that are accepted by the public, and fully dedicated to transportation.
- Minimize the number and the dollar amount of earmarks, reserving them only for those projects in approved transportation plans and programs.



Local investments from voter approved sales tax measures, transit parcel and property taxes and bridge tolls provide almost a billion dollars each year into the local, state and interstate systems. Statewide approval of transportation bonds in 2006 for almost \$20 billion carried these investments further. Mobility partnerships with the state and federal governments are essential in completing the funding packages to transform our plans into project delivery and jobs.

## 2. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on California's surface transportation systems are deteriorating while demand is increasing. This is adversely affecting the operational efficiency of our key transportation assets, hindering mobility, commerce, quality of life and the environment.

- Give top priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.
- Continue the historic needs-based nature of the federal transit capital replacement programs.

## 3. Establish goods movement as a national economic priority.

Interstate commerce is the historic cornerstone defining the federal role in transportation. The efficient movement of goods, across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs.

- Create a new federal program and funding sources dedicated to relieving growing congestion at America's global gateways that are now acting as trade barriers and creating environmental hot spots.
- Ensure state and local flexibility in project selection.
- Recognize that some states have made a substantial investment of their own funds in nationally significant goods movement projects and support their investments by granting them priority for federal funding to bridge the gap between need and local resources.
- Include adequate funding to mitigate the environmental and community impacts associated with goods movement.

**In order to ensure that California and the United States remain competitive in the global economy, Alameda County and the State of California are investing more than \$1 billion in the highways and rail lines that link our nation's agricultural and manufacturing heartland to international markets through the Port of Oakland.**

### *Port of Oakland & Economic Vitality*

The Port of Oakland lies at the convergence of the interstate trucking, rail and international shipping routes of the Northern California Trade Corridor. Shipments through the Port of Oakland have grown steadily over the past decade, and international trade is expected to double by 2020. In order to ensure that California and the United States remain competitive in the global economy, Alameda County and the State of California are investing more than \$1 billion in the highways and rail lines that link our nation's agricultural and manufacturing heartland to international markets through the Port of Oakland. The Northern



California Trade Corridor benefits California and the nation. Centered in Alameda County, the Corridor contains some of America's most vital trade routes—ocean shipping, truck and rail lines that connect California to the rest of the nation and create a gateway for trade with Asia. The Northern California Trade Corridor program will improve the region's transportation infrastructure and integrate road and rail systems to allow people and goods to move throughout the state and across the nation quickly, reliably and safely, with less highway congestion and pollution.

Major metropolitan areas such as the Bay Area have multi-modal needs. Projected 40% increases in population in Alameda County by 2050 require transportation solutions that accommodate more people on transit, walking, biking, efficient freeways, and living in places that offer mode choices. Alameda County has seen voters support dramatic investments in transit, smart growth, walking and biking facilities.



## 4. Enhance mobility through congestion relief within and between metropolitan areas.

California is home to six of the 25 most congested metropolitan areas in the nation. These mega-regions represent a large majority of the population affected by travel delay and exposure to air pollutants.

- Increase funding for enhanced capacity for ALL modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships, including interstate tolling and innovative finance programs.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

## 5. Strengthen the federal commitment to safety and security, particularly with respect to rural roads and access.

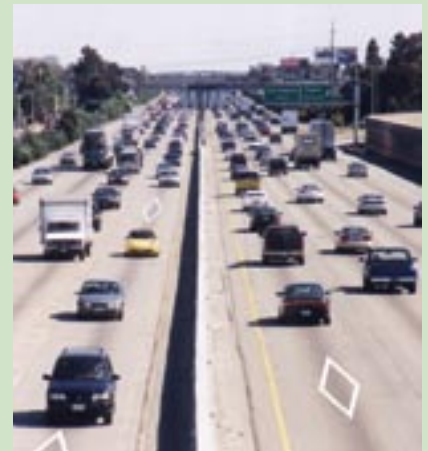
California recognizes that traffic safety involves saving lives, reducing injuries and optimizing the uninterrupted flow of traffic on the state's roadways. California has completed a comprehensive Strategic Highway Safety Plan.

- Increase funding for safety projects aimed at reducing fatalities, especially on the secondary highway system where fatality rates are the highest.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

### TECHNOLOGY ADVANCES SAFETY AND EFFICIENCY

Historically, the I-80 Corridor is the most congested highway in the Bay Area: drivers endure over 20,000 hours of delay every day during the peak-hour morning commute. The most congested segment of this corridor is located in Alameda County.

This innovative project is using new technologies and strategies to encourage commuters to switch to public transit and to keep traffic flowing more smoothly. The I-80 Integrated Corridor Mobility (ICM) project was ranked as one of the most important in California for voter-approved statewide bond funds, in terms of benefits/costs. It will provide a combination of improvements to major roads near I-80.





## 6. Strengthen comprehensive environmental stewardship.

Environmental mitigation is part of every transportation project and program. The federal role is to provide the tools that will help mitigate future impacts and to cope with changes to our environment.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.

## 7. Streamline Project Delivery

Extended processing time for environmental clearances, federal permits and reviews, etc. add to the cost of projects. Given constrained resources, it is all the more critical that these clearances and reviews be kept to the minimum possible consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.

The cost of project delays for large infrastructure projects can add millions to the final project cost. Expediting project delivery increases the effectiveness of hard-earned transportation dollars and delivers transportation solutions and congestion relief.



### UNION CITY BUILDS WORLD-CLASS INTERMODAL STATION

The Union City Intermodal Station project, under construction since last year, is transforming the existing Union City BART Station into a spectacular, world class, solar-powered, intermodal transit hub. *Union City Mayor Mark Green noted, "The enhancements will provide an inviting access to mass transit for the thousands of residents who will be living within a short distance of the Intermodal Station, as they will be able to easily walk or cycle to the station."* Years in the planning, the station is the centerpiece of a major redevelopment project that will transform 100 acres of industrial and

underutilized land into an exciting and vibrant community with new housing, commercial and office space. The station will become a key connection point for commuters and other travelers— they will be able to board and transfer between BART, passenger rail (Capitol Corridor, Dumbarton Rail, ACE-Altamont Commuter Express) and bus (AC Transit and Union City Transit) services. MTC and ABAG have designated the area around the Union City BART Station as a planned Priority Development Area. As part of the redevelopment effort, up to 1,800 new residential units, up to 100,000 square feet of neighborhood-serving retail space and up to one million square feet of office space will be built near the BART station. Hundreds of housing units have been completed and more are in process. The office space will be constructed more gradually over the next several years.

# Alameda County's "Principles PLUS"

Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline.

Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.

In addition to the Statewide Consensus Principles, ACTIA and the CMA support Alameda County's unique set of "Principles Plus" supporting essential transportation investments to improve access, mobility and the flow of people and goods through Alameda County.

## 1. Support methods to increase the gas tax and alternative methods of financing.

Support methods to increase the gas tax and alternative methods of financing. As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private

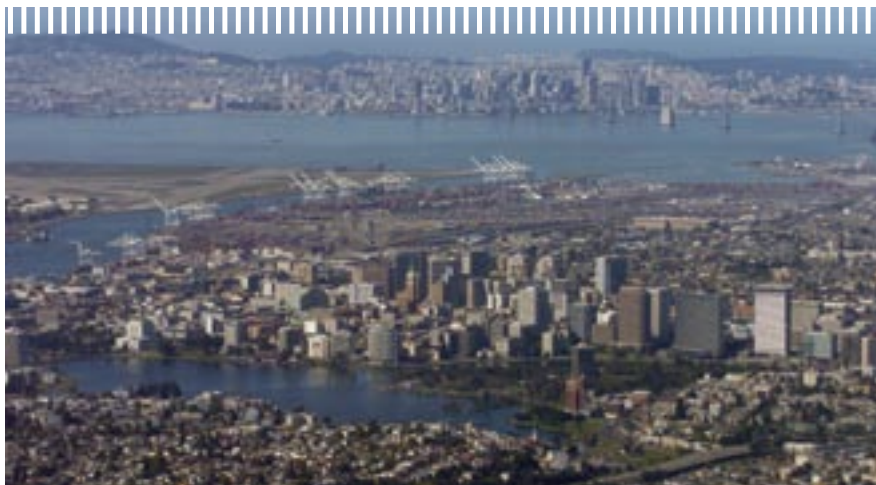


partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.



Source: Metropolitan Transportation Commission





The Bay Area contributes about a billion dollars each year in local funds to support transportation, and statewide over \$4.5 billion in local sales tax funds for transportation each year.

**Half-Cent Sales Tax Measures**

<i>07/08 Revenue</i>	<i>(in Millions)</i>
Alameda	\$116.3
Contra Costa	\$74.7
Marin	\$22.4
San Francisco	\$79.6
San Mateo	\$68.7
Santa Clara	\$323.5
Sonoma	\$19.0
<b>Total.....</b>	<b>\$704.2</b>

**Other Local Sources FY2007**

Bridge Tolls ( <i>voter-approved</i> )	\$253.0
AC Transit and BART Property Taxes	\$89.0
AC Transit Parcel Tax	\$14.0
BART Seismic Tax	\$72.0
<b>Total.....</b>	<b>\$428.0</b>

**Total Bay Area Sales Tax Measures.....\$704.2**

**Total Local Bay Area Funding.....\$1,132.2**

**Half-Cent Sales Taxes Measures Statewide (FY 07/08).....\$4,543.0**  
*(in Millions)*

Sources: Self-Help Counties Coalition, MTC

**2. Support rewarding states that provide significant funding into the transportation systems.**

Support rewarding states that provide significant funding into the transportation systems. California is considered a “Self-Help” state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, Bay Area taxpayers alone

Each year, Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world.

provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount.

This effort must be acknowledged and rewarded by providing priority funding for California’s projects, bonus federal matching funds or simple increases in overall funding commensurate with the state’s investment.





In Alameda County, 39% of people live within one mile of BART, and even higher numbers are located within a mile

of an AC Transit bus line. This proximity creates opportunity to transition trips to transit if there are safe, direct and efficient pathways and equipment to allow for this type of transportation. Other transit operators in the County such as Union

City Transit, Wheels in East County and the Oakland/Alameda Ferry also contribute to this opportunity to shift trips.



### 3. Increase funding and flexibility of transit investments.

Increase funding and flexibility of transit investments. This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With increasing population projections and future improvements in the economy, it becomes ever more important to protect, enhance and make our transportation systems more efficient, providing effective choices for commuters.



- Support federal funding to assist in completion of large transit projects: BART Oakland Airport Connector and AC Transit's Bus Rapid Transit Project. In addition funding for the BART to San Jose project supports expenditure of Measure B funds on the BART to Warm Springs project – the largest project in our current expenditure Plan. Further, project development for the Dumbarton Rail Corridor and BART to Livermore are essential in moving these projects forward. We support these efforts as they relate to actions taken with our project sponsors on these projects.
- Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
- Support transit safety and security programs through homeland security that are not at the expense of existing transit funding, but rather augment transit funding.
- Support clarification of current laws that would allow transit to provide school related services as well as services supporting senior transit mobility.
- Support climate change legislation that expands transit services and connections to transit services. To achieve necessary increases in public transit ridership to address CO2 emissions from the transportation field, legislation should support funding that augments transit funding and does not replace it.

## 4. Increase funding for non-motorized transportation.

Increase funding for non-motorized transportation. This effort recognizes the tremendous capacity of walking and biking, particularly for access to transit and specialized educational programs that shift uses in transportation modes, reducing vehicle miles traveled and emissions from cold starts of autos for short trips.

- Recognize non-motorized transportation, also known as active transportation, as a viable mode for reducing VMT, increasing transit use, supporting effective climate change, and increasing the health of communities.
- Support increased funding for active transportation in the federal bill, and in particular, fund ACTIA's Active Transportation Program – Active Alameda: Kids, Commuters and Community.

*This program is focused on walking and biking access to transit, connecting communities through urban greenways, and inspiring people to walk and bike through programs such as Safe Routes to Schools and Safe Routes for Seniors*

*The program is broadly supported throughout Alameda County by a wide array of support for the program, including the Alameda County Board of Supervisors, the Alameda County Mayor's Conference, and cities throughout the County.*

- Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services. Walking and biking are the most energy efficient and non-polluting methods to get people to transit.
- Support efforts to negotiate with and purchase right of way from railroad operators where it makes sense for Alameda County Projects.



# Active Alameda



## PROJECTS & PROGRAMS:

### **ADVANCE** Pedestrian & Bicycle Access to Transit

Seamless walking and bicycling connections to major transit stations and stops will decrease congestion, increase transit ridership and increase opportunities for physical activity.

Build upon existing plans and investments for the greatest potential to increase bicycle and pedestrian access.

### **CONNECT** Urban Greenways and Communities

A network of urban greenways will connect the community to schools, transit, jobs, and parks, building continuous urban greenways by eliminating gaps and building new trails (Bay Trail, Iron Horse Trail, East Bay Greenway Trail)

### **INSPIRE** People to Walk and Bike

Safe Routes to Schools and Transit capture all ages within our communities, particularly those most vulnerable. Expand a countywide Safe Routes to Schools program, and create new Safe Routes for Seniors campaign.

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Keith Carson  
Supervisor, District 5

Scott Haggerty  
Supervisor, District 1

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Beverly Johnson,  
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# About ACTA/ACTIA

ACTA administers a half-cent transportation sales tax measure approved by voters in 1986. In November 2000, 81.5% of the voters authorized continuation of the sales tax. ACTIA administers the half-cent sales tax from 2002-2022. Over this 20-year period, more than \$3 billion in investments will fund essential transportation improvements and services, including mass transit projects and programs, transit villages, bicycle and pedestrian corridors, key highway projects to eliminate bottlenecks, improvements to local connectivity, and essential services for seniors and people with disabilities.

**Governing Board...** ACTIA is governed by an 11-member board of elected officials: five members of the Alameda County Board of Supervisors, five representatives appointed by the Alameda County Mayor's Conference, and one representative designated by the Mayor of Oakland. A staff of 9 supports project and program implementation and administration. By law, administrative staff costs are limited to 1% of net revenues and total administrative costs to 4.5%.

**Funding...** Sales tax collections began in 2002 and will expire in 2022. Sixty percent of the funds in the 2000 Measure B are called Program funds for operations, maintenance and improvements for mass transit, including express buses and transit center development funds, local streets and roads improvements, bicycle and pedestrian safety improvements, and special transportation for seniors and people with disabilities. Forty percent of the funds support twenty-six capital project investments.

**Contracting...** ACTIA works closely with project sponsors to ensure timely environmental clearance and full funding packages to complete projects promised to the voters. ACTIA manages consultant design contracts for Caltrans, and administers construction projects as needed, focusing on revolving funds into the local community with an aggressive Local Business Contract Equity Program.

## ACTA/ACTIA Projects and Programs

**Mass Transit**BART

- South Fremont Extension to Warm Springs
- Oakland Airport Connector
- Fruitvale BART Transit Village
- I-580 Corridor/BART to Livermore Studies
- Union City Intermodal Transit Station

Rail

- Altamont Commuter Express (ACE) Rail
- Dumbarton Corridor Improvements

Countywide Express, Local and Feeder Bus Service

- A.C. Transit Services
- Countywide Express Bus Service
- Livermore/Amador Valley Transit Authority (LAVTA) Services (Wheels)
- Union City Transit
- **Other Mass Transit Programs**
- Alameda/Oakland Transbay Ferry Service
- Transit Center Development Fund

**Highway Infrastructure**I-680 Corridor

- I-680 Express Lane Improvements
- I-680/I-880 Cross Connector Studies

I-880 Corridor

- I-880/Jackson/Broadway Interchange
- Washington Avenue Interchange/San Leandro

I-580 Corridor

- I-580 Eastbound Auxiliary Lane
- I-580 Interchange Improvements/Castro Valley

I-238 Corridor

- I-238 Widening

State Route 92 Corridor

- I-880/SR92 Reliever-Clawiter/Whitesell Interchange

State Route 84 Corridor

- Isabel Route 84/I-580 Interchange
- Route 84 Expressway

Congestion Relief Emergency Fund

- Countywide funds to address future congestion

**Local Streets and Roads**

- Programmatic discretionary transportation funds for all cities and the County
- Specific transportation capital improvements for surface streets/arterial roads

**Bike and Pedestrian Safety**

- Downtown Oakland Streetscape Improvement Project
- Iron Horse Bicycle, Pedestrian, and Transit Route
- Countywide bicycle and pedestrian improvements

**Special Transit for Seniors and People with Disabilities**

- Countywide special transportation services for seniors and people with disabilities



# About ACCMA

Passed by California voters in 1990, Proposition 111 added nine cents per gallon to the state fuel tax to fund local, regional and state transportation projects and services. It also required urban counties to designate a congestion management agency, whose primary responsibility is to coordinate transportation planning, funding and other activities in a congestion management program.

The Alameda County Congestion Management Agency (CMA) was created in 1991 by a joint-powers agreement between Alameda County and all its cities. The CMA has a board of directors composed of 18 elected officials. Serving this Board is a staff of 22 professionals.

## CMA Projects, Programming and Planning Activities

### Projects

#### I-580 Tri-Valley Corridor

- I-580 Eastbound HOV/HOT Lane Project
- I-580 Westbound HOV/HOT Lane Project
- I-580/Route 84/Isabel Interchange
- I-580 Traffic Management Plan Project
- I-580 Corridor ROW Preservation

#### I-880 Corridor

- I-880 Southbound HOV Lane Extension (Hegenberger to Marina)
- I-880 North Safety and Operational Improvements at 23rd/29th Avenues
- I-880 Corridor System Management Plan

#### I-680 Corridor

- I-680 HOV/HOT Lane Project
- I-680/I-880 Cross Connector Project

#### I-80 Corridor

- I-80 Integrated Corridor Mobility (ICM) Project

#### Other Projects

- Ardenwood Park & Ride Lot Project
- Grand/MacArthur Corridor Transit Enhancements
- State Route 84 HOV Extension
- I-580 Sound Wall Oakland and San Leandro
- SMART Corridors Program
- San Pablo Avenue Rapid Bus Stop Improvements

### Planning Activities

led by CMA

- Countywide Transportation Plan
- Countywide Bicycle Plan
- Congestion Management Program
- Land Use Analysis Program
- Biennial LOS Monitoring Study
- Annual Performance Report/Mobility Monitor
- Countywide Transportation Model, including updating databases developing improvements to model trucks
- Central Alameda County Freeway System Study
- Community Based Transportation Plans (Alameda, Oakland, Berkeley, Central County)
- Truck Parking Facility Feasibility and Location Study
- Climate Action Activities (SB 375 and AB 32)
- Central I-80 Rail Corridor Study

### Other Activities and Studies

for which the CMA is a Partner, but is not the lead

- I-580 Corridor System Management Plan
- SR 24 Corridor System Management Plan
- I-880 Corridor System Management Plan
- BART to Warm Springs
- Caldecott Tunnel 4th Bore
- Dumbarton Rail Corridor
- East Bay BRT
- High Speed Rail Altamont Partnership
- BART to Livermore
- BART Oakland Airport Connector
- Tri-Valley Transportation Council
- Countywide Pedestrian Plan

### Programming and Programming Activities

- MTC's Lifeline Transportation Program
- Transportation and Land Use Work Program/Transit Oriented Development
- Guaranteed Ride Home Program
- State Transportation Improvement Program
- Transportation Fund for Clean Air
- Federal STP/CMAQ Programs



### Key Staff

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### ACCMA Board Members

*As of January 20, 2009*

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Supervisor Nate Miley

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Director Greg Harper

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