APPENDIX B Metropolitan Transportation System

Portions of Alameda County's roadway and transit network have been included in the CMA's Congestion Management Program-designated system and the Metropolitan Transportation Commission's (MTC) Metropolitan Transportation System (MTS)—those streets and roads, highways, mass transit routes, bikeways, transfer points, airports and seaports considered essential for regional mobility. Figures I-1 and I-2 show the MTS/CMP roadway and transit networks (see Introduction).

MTS routes are comprised of facilities and services that are crucial to the freight and passenger mobility needs of the Bay Area. The criteria used in defining the MTS Roadway System are qualitative and are intended to provide a framework for defining a connected system to be managed within each county. The Roadway MTS along with the Transit MTS is intended to define a multimodal transportation system of regional significance. MTS arterial street and highway system criteria are listed below:

- Provides access to the major central business districts, major activity centers or major employment destinations;
- Provides mobility and accessibility within and around major central business districts or other major areas of high density;
- Is important for interregional and/or intraregional connectivity;
- Provides key alternative for local trips parallel to a freeway;
- Provides access to major freight transfer facilities;
- Provides critical access for transit services or hubs of regional or corridor importance;
- Provides important connectivity for the MTS;
- Provides essential access to disadvantaged neighborhoods.

The designated CMP roadway and transit systems are a subset of the MTS. This assures regional consistency among the various CMP-designated systems, particularly for facilities that cross borders. CMP arterial street and highway system criteria are listed below:

- All state highways.
- Must carry 30,000 vehicles per day for at least one mile.
- Must be a four or more lane roadway.
- Must be a major cross-town connector, traversing from one side of town to the opposite.
- Must connect at both ends to another CMP route, unless route terminates at a major activity center.