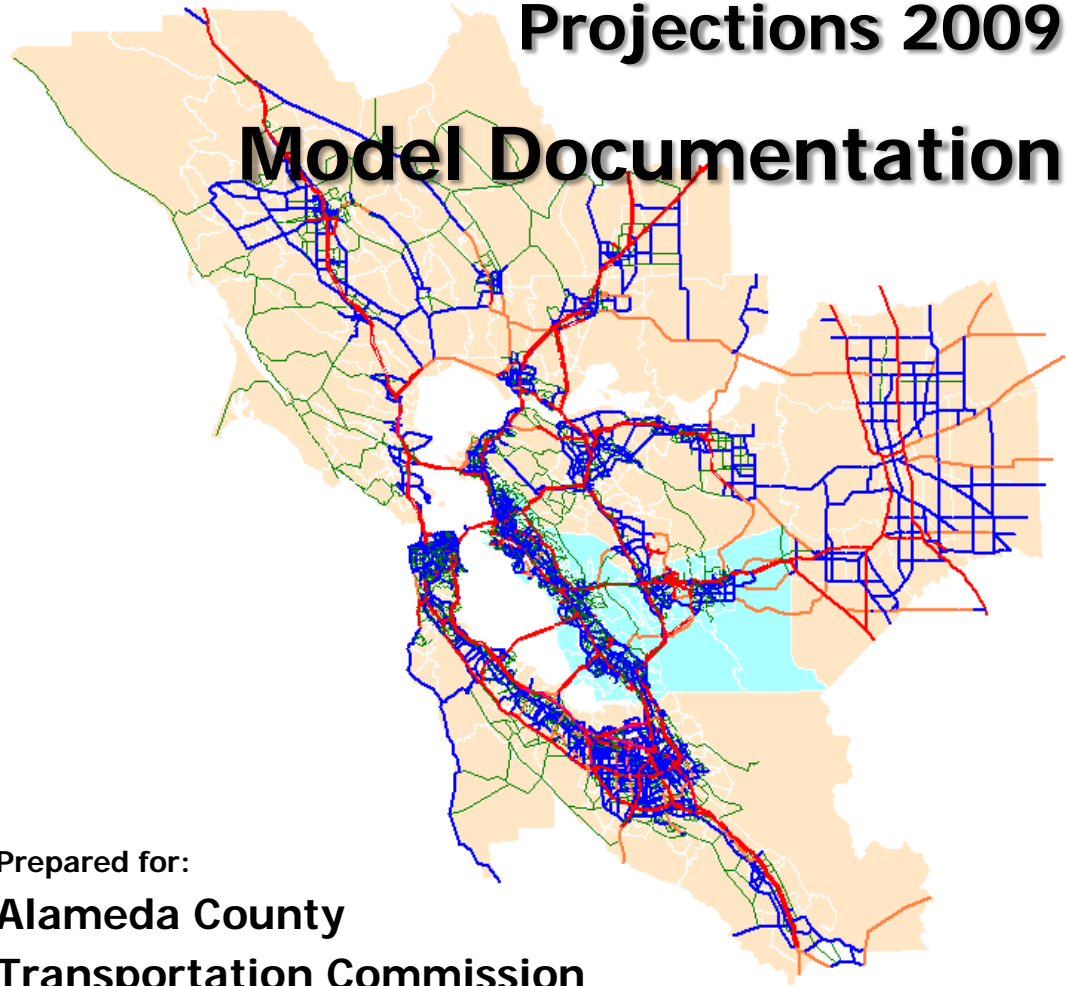


# Alameda Countywide Transportation Model Update Projections 2009 Model Documentation



Prepared for:  
**Alameda County  
Transportation Commission**

Submitted by:  
**Dowling Associates, Inc.**

Transportation Engineering • Planning • Research • Education



180 Grand Avenue, Suite 250  
Oakland, CA 94612  
(510) 839.1742

August 9, 2011  
(Chapter 6, July 19, 2012)





August 9, 2011

Ms. Saravana Suthanthira  
Alameda County Transportation Commission  
1333 Broadway, Suite 200  
Oakland, CA 94612

**Subject:** Alameda Countywide Travel Demand Model

P10016

ABAG Projections 2009 Update  
Model Documentation

Dear Ms. Suthanthira:

Dowling Associates is submitting the documentation of the Alameda Countywide Travel Demand Model ABAG Projections 2009 Update.

The key features of the Projections 2009 update are:

- ◆ Jurisdiction totals for housing and employment were updated from ABAG Projections 2007 to Projections 2009
- ◆ The mid-term forecast year was changed from 2015 to 2020
- ◆ Several cities provided a thorough review and geographic reallocation of future (mainly 2035) and in some cases base year housing and employment
- ◆ Land use forecasts for San Joaquin County have been updated, which reflects current economic conditions
- ◆ Several revisions were made in the model process to improve flexibility of analysis years and more accurate peak hour traffic forecasts
- ◆ A more detailed truck forecast model has been incorporated within the travel model
- ◆ Future capacity-constrained peak hour traffic forecasts are now provided in addition to peak hour traffic forecasts based on unconstrained demand
- ◆ A greenhouse gas calculation tool has been added to the travel model

We would like to acknowledge the Dowling Associates staff who participated in the Projections 2009 update. Mr. Michael Aronson was principal-in-charge and project manager for the model update. Mr. Damian Stefanakis assisted with supervision of the road and transit network updates. Mr. Antonios Garefalakis set up the land use allocations and updated the road network and transit line coding. Mr. Pratyush Bhatia and Mr. Kevin Chen completed the final updates to the road and transit networks. Mr. Joe Holland programmed the greenhouse gas calculation tool.

Ms. Saravana Suthanthira  
Page 2  
April 15, 2011

Please contact me at 510-839-1742 extension 119 if you have any questions or comments.

Sincerely,

**Dowling Associates, Inc.**

A handwritten signature in blue ink, appearing to read "Michael N. Aronson". The signature is fluid and cursive, with a prominent initial "M" and "A".

Michael N. Aronson, P.E.

Principal

c:\users\mike\projects\2010\p10016\_alameda\_county\_model\_p09\documents\accma\_model\_p09\_110831.docx

## Table of Contents

---

1	Introduction .....	1
2	Model Description .....	5
3	Model Validation .....	35
4	Model Forecasts.....	59
5	Performance Measures .....	69
6	MTC Model Consistency .....	75
7	Appendix A: Prior Land Use Allocations .....	95
8	Appendix B: Detailed Validation Tables.....	97
9	Appendix C: Detailed Forecast Tables.....	99
10	Appendix D: Detailed TAZ Correspondence .....	101
11	Appendix E: Ramp Metering .....	103
12	Appendix F: Transportation Project List .....	105
13	Appendix G: User Guide .....	107

## List of Tables

---

Table 2-1. TAZ Number Ranges by Subarea.....	5
Table 2-2. TAZ Ranges by Jurisdiction .....	6
Table 2-2-3. ABAG Projections of Alameda County Households .....	8
Table 2-2-4. ABAG Projections of Alameda County Jobs .....	9
Table 2-2-5. Comparison of ABAG Projections 2007 and 2009 .....	10
Table 2-6. Land Use Review by Local Jurisdictions .....	13
Table 2-7. 2000 Land Use Allocation Summary .....	14
Table 2-8. 2005 Land Use Allocation Summary .....	15
Table 2-9. 2020 Land Use Allocation Summary .....	15
Table 2-10. 2035 Land Use Allocation Summary .....	16
Table 2-11. San Joaquin County Land Use Summary .....	18
Table 2-12. MTC Functional Classification .....	22
Table 2-13. Trip Purposes .....	24
Table 2-14. San Joaquin County Trip Generation Rates .....	25
Table 2-15. Regional Peaking (Time of Day) Factors .....	29
Table 2-16. Metered Ramp Delays .....	31
Table 3-1. Missing Traffic Count Locations .....	42
Table 3-2. 2000 Daily Screenline Volumes.....	46
Table 3-3. 2000 AM Peak 1 Hour Screenline Volumes.....	47
Table 3-4. 2000 PM Peak 1 Hour Screenline Volumes .....	48
Table 3-5. 2000 PM Peak 2 Hour Screenline Volumes .....	49
Table 3-6. 2000 PM Peak 4 Hour Screenline Volumes .....	50
Table 3-7. Daily Validation Comparison by VMT.....	51
Table 3-8: Facility Type Validation Criteria.....	53

Table 3-9. Daily Validation by Facility Type .....	53
Table 3-10. AM Peak 1 Hour Validation by Facility Type .....	53
Table 3-11. PM Peak 1 Hour Validation by Facility Type .....	53
Table 3-12. PM Peak 2 Hour Validation by Facility Type .....	54
Table 3-13. PM Peak 4 Hour Validation by Facility Type .....	54
Table 3-14. Daily Validation by Volume Range .....	55
Table 3-15. Comparison of 2000 Daily Ridership by Transit Operator .....	56
Table 3-16. Comparison of 2000 Volumes at BART Stations in Alameda County .....	58
Table 4-1. Screenline Forecast Volumes, Daily .....	60
Table 4-2. Screenline Forecast Volumes, AM Peak 1 Hour .....	61
Table 4-3. Screenline Forecast Volumes, PM Peak 1-Hour .....	62
Table 4-4. Screenline Forecast Volumes, PM Peak 2 Hour.....	63
Table 4-5. Screenline Forecast Volumes, PM Peak 4 Hour.....	64
Table 4-6. Transit Ridership Forecasts by Transit Operator.....	65
Table 4-7. Transit Ridership Forecasts for BART at Alameda County Stations .....	66
Table 4-8. Comparison of 2035 Transit Ridership Forecasts with MTC .....	67
Table 5-1. Performance Measure Results .....	71
Table 5-2. Travel Times for Selected Origin-Destination Pairs.....	72
Table 13-1. Model Output Files .....	113

## List of Figures

---

Figure 2-1. Alameda County Model Mode Choice Model Structure .....	27
Figure 2-2: Example GHG Report .....	34
Figure 3-1. Alameda County Cordon Line .....	37
Figure 3-2. Screenlines for Planning Area 1 - Albany, Berkeley, Emeryville, Oakland, Piedmont and San Leandro .....	38
Figure 3-3. Screenlines for Planning Area 2- Hayward, Union City and Castro Valley .....	39
Figure 3-4. Screenlines for Planning Area 3 &4 - Fremont, Newark and County.....	40
Figure 3-5. Screenlines for Planning Area 4 - Dublin, Pleasanton and Livermore .....	41
Figure 3-6. Maximum Desirable Error for Links and Screenlines .....	44
Figure 13-1. Alameda County Model Directory Structure .....	108



# 1 Introduction

---

The Alameda Countywide Travel Demand Model has been updated based on the Association of Bay Area Governments (ABAG) *Projections 2009*.

The Cube software version of the Alameda Countywide Travel Demand Model (Alameda County Model) was originally completed in June, 2007 based on the Metropolitan Transportation Commission (MTC) BAYCAST travel model. The June, 2007 update was based on land use assumptions from ABAG *Projections 2005*. A second update completed in February, 2009 revised the land use assumptions to be consistent with ABAG *Projections 2007*, extended the forecast year from 2030 to 2035 and added ramp metering analysis. A related truck forecast model was completed in 2010. This model update revised the land use forecasts based on ABAG *Projections 2009* and incorporates additional features including the truck forecast model.

This report documents the Alameda Countywide Model Update, incorporating the following elements:

- Model description
- Calibration and validation results
- Forecast results
- Performance measures
- MTC model consistency findings
- Appendices

The model description describes the road and transit networks, TAZ system, model processes, and any deviations from the MTC model processes.

The calibration and validation results compare the updated model's traffic and transit estimates for the year 2000 against traffic and transit ridership counts.

The forecast results summarize the model traffic and transit results for 2005, 2020 and 2035.

The MTC consistency findings compare the results of the updated model with the MTC model.

The seven technical appendices provide additional detail on:

- A. Prior land use/socio-demographic data development
- B. Traffic validation

- C. Traffic forecasts
- D. TAZ correspondence
- E. Ramp metering assumptions
- F. Transportation projects
- G. User guide

The following section describes changes made in the Alameda Countywide Travel Demand Model since the P07 version completed in February, 2009.

## 1.1 Summary of Model Changes Since February, 2009

The following revisions were included as part of the update to *ABAG Projections 2009*:

### 1.1.1 Land Use

- Jurisdiction totals for housing and employment were updated from ABAG Projections 2007 to Projections 2009.
- Initial land use allocations within each jurisdiction were based directly on ABAG allocations by census tract/MTC regional transportation analysis zone (RTAZ) rather than starting with allocations from prior versions of the Alameda County model.
- The mid-range forecast year was changed from 2015 to 2020.
- Most cities provided a thorough review and reallocation of future and, in some cases, base year housing and employment to Alameda County Model transportation analysis zones (TAZs).
- Base year (2000 and in some cases 2005) land uses were reallocated in several jurisdictions to be consistent with reallocated future land uses, in particular in Dublin, Fremont, Hayward, Livermore, Newark and Pleasanton.
- San Joaquin County land uses were updated to be consistent with the most current version of the San Joaquin County travel forecast model as of February, 2010.
- TAZ 1405 was added to represent the portion of the Oakland International Airport connecting to Ron Cowan Parkway (Federal Express, etc...) and land uses were split from TAZ 453.

## 1.1.2 Road Network

- The master road network coding system was revised to identify specific years for road improvements and provide for creation of a road network for any interim year, not just the discrete forecast years (2000, 2005, 2020, 2035).
- The network coding was revised to allow direct input of speed assumptions rather than relying on a lookup based on MTC area type and facility type.
- Local street assumptions were updated based on detailed review by several of the jurisdictions.
- Turn prohibitors at freeway interchanges were reviewed and updated.
- Freeway capacities were increased to be based on passenger car equivalents (PCE) where medium trucks count as 1.5 cars and large trucks count as 2.0 cars, in order to provide more direct calculation of congestion and speed with the updated truck forecast model. The prior versions of the model used freeway capacities based on total number of vehicles (autos plus trucks) assuming average truck percentages rather than specific truck assignments.

## 1.1.3 Transit Network

- The BART extension to Santa Clara was added to the 2035 network and coding was updated to ensure correct walk, drive and local transit access to the Santa Clara County BART stations.
- Transit lines were reorganized to clearly identify ranges of years for each service level.
- AC Transit bus lines were updated to correctly reflect service changes associated with the San Pablo and Telegraph Rapid Bus services as well as the planned Bus Rapid Transit (BRT) corridor.

## 1.1.4 Model Process

- The model process was reorganized so that all inputs to the model run are located in one single subdirectory rather than spread among many data directories. This allows for much more compact archiving and easier creation of new model scenarios.
- All model scripts were revised to standardize file name conventions and script formats.
- Model scripts were revised to generate distinct tables of person trips and vehicle trips by trip purpose and travel mode.
- An error in calculation of peak period non-home based trips was corrected and overall peak spreading factors were correspondingly adjusted.

### 1.1.5 Traffic Assignment

- Traffic assignments were revised to directly account for medium (equivalent to 1.5 passenger cars) and large combination (equivalent to 2.0 passenger cars) truck volumes during the calculation of link volume/capacity ratio and congested speeds.

## 2 Model Description

---

The Alameda Countywide Transportation Demand Model generally follows the processes of the MTC trip-based model as used for the current Regional Transportation Plan (2009 RTP). A new activity-based travel model is currently being implemented at MTC, and the Alameda County Model has not incorporated processes from that newer model.

The Alameda County Model directly uses MTC formulas for trip generation, trip distribution, transit travel time analysis, peak period factors by trip purpose and traffic assignment. The mode choice model has been revised to provide further detail on types of transit and recalibrated, although it generally produces similar results as the MTC model when aggregated to the MTC level of detail.

The MTC model includes the nine Bay Area counties. The Alameda County Model includes the nine Bay Area counties plus San Joaquin County and the external gateways to and from San Joaquin County. The Alameda County Model includes adjusted peak spreading factors to represent more detailed traffic conditions within Alameda County.

The following sections describe the components of the Alameda County Model.

### 2.1 Transportation Analysis Zones

The Alameda County Model contains a total of 2,692 TAZs including gateway zones. There are 2,662 internal TAZ's, of which there are 1,405 zones in Alameda County. The TAZs in Bay Area counties outside of Alameda County are generally consistent with the MTC regional TAZs (RTAZ) except for additional TAZ detail in three "buffer" areas adjacent to Alameda County. There are 26 TAZs within San Joaquin County and 31 external gateway TAZs surrounding the nine Bay Area counties and San Joaquin County.

Table 2-1 gives an overview of the TAZ number ranges by subarea; Table 2-2 shows the TAZ number ranges by jurisdiction. A detailed correspondence between Alameda County Model TAZs and MTC RTAZs is shown in Appendix D.

**Table 2-1. TAZ Number Ranges by Subarea**

TAZ Number Range		Location
1	– 3597	Internal zones:
	1 – 1405	Alameda County
	2001 – 2299	Buffer areas (West Contra Costa County, San Ramon, Milpitas)
	2301 -- 2326	San Joaquin County
	2501 – 3597	Remainder of Bay Area (MTC zones)
4455	– 4485	Gateway zones

**Table 2-2. TAZ Ranges by Jurisdiction**

<b>Jurisdiction</b>	<b>Zone Number Range</b>			<b>Number of Zones</b>
Alameda	461	—	530	70
Albany	1	—	13	13
Ashland	637	—	649	13
Berkeley	14	—	114	101
Castro Valley	602	—	624	23
Cherryland	650	—	654	5
Dublin	941	—	1052	112
Emeryville	115	—	126	12
Fremont	802	—	917	116
Hayward	655	—	768	114
Livermore	1192	—	1375	184
Newark	918	—	940	23
Oakland	127	—	454	328
	1401	—	1405	5
Piedmont	455	—	460	6
Pleasanton	1053	—	1191	139
San Leandro	531	—	601	71
San Lorenzo	625	—	636	12
Union City	769	—	801	33
Remainder of Alameda County	1376	—	1400	25
West Contra Costa buffer zones	2001	—	2052	52
South Contra Costa buffer zones	2101	—	2148	48
Santa Clara buffer zones	2201	—	2233	33
San Joaquin buffer zones	2301	—	2326	26
Remainder of Bay Area Counties	2501	—	3597	1097
Gateway zones	4455	—	4485	31
<b>Total Zones</b>				<b>2,692</b>

## 2.2 Land Use/Socioeconomic Data

The land use and socio-economic data were updated to be consistent with ABAG *Projections 2009*. The initial allocations to Alameda County model TAZs were based directly on the ABAG allocations to MTC RTAZs, subdivided according to the prior allocations to Alameda County TAZs based on *Projections 2007*. The initial allocations were later revised based on input from many of the jurisdictions.

ABAG does not generate all of the demographic input data required by the MTC model, so the ABAG data was supplemented with MTC developed demographic data for each forecast year.

## 2.2.1 ABAG Projections

The Association of Bay Area Governments provides forecasts of demographics for the nine-county Bay Area. The forecasts are generally updated every two years and are referred to as a certain projections series, such as Projections 2007 (P07) or Projections 2009 (P09).

The published version of the ABAG forecast contains quantities of population, households and various types of employment for five-year increments, starting with the most recent United States Census year at the time of the ABAG forecast (currently 2000). The Projections 2009 series includes forecasts for years from 2000 up to 2035. The quantities are provided for the Bay Area region, for the individual nine counties, and for jurisdictions and spheres of influence within each of the nine counties.

The following tables compare the Projections 2007 and Projections 2009 forecasts for Alameda County. Table 2-2-3 compares households, Table 2-2-4 compares jobs (employment) and Table 2-2-5 lists the differences between the two sets of projections.

For the year 2035, P09 assumes increases in households in Oakland, Castro Valley, Hayward, Emeryville and Berkeley compared to P07. Household growth forecasts were reduced in Pleasanton, Alameda and Livermore. The total 2035 household forecast for all of Alameda County is one percent higher in P09 than in P07.

Job forecasts were reduced significantly in most Alameda County jurisdictions in P09 compared to P07. The total 2035 job forecast for all of Alameda County is 5.4 percent lower in P09 than in P07.

**Table 2-2-3. ABAG Projections of Alameda County Households**  
**ABAG Projections 2007**

HOUSEHOLDS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	30,226	30,980	31,900	32,970	34,040	35,160	36,400	37,520
ALBANY*	7,011	7,130	7,310	7,490	7,630	7,790	7,950	8,110
BERKELEY*	44,955	45,530	46,320	47,050	47,960	48,960	49,980	50,980
DUBLIN**	9,335	13,440	16,600	19,070	21,310	23,770	26,250	28,720
EMERYVILLE*	3,975	4,830	5,510	6,100	6,700	7,320	7,940	8,360
FREMONT**	68,237	70,130	72,140	74,470	77,050	79,820	82,520	85,500
HAYWARD***	44,979	46,690	48,150	49,790	51,310	53,120	54,960	56,780
LIVERMORE**	26,315	28,550	31,160	33,360	35,750	38,090	40,470	42,820
NEWARK**	12,992	13,250	13,620	14,090	14,620	15,190	15,970	16,740
OAKLAND*	150,790	154,580	159,610	168,910	177,440	187,420	197,390	207,250
PIEDMONT*	3,804	3,810	3,820	3,830	3,840	3,850	3,860	3,870
PLEASANTON**	23,831	25,260	26,700	28,120	29,570	31,170	32,790	34,400
SAN LEANDRO*	30,642	31,250	31,750	32,300	33,020	33,890	34,780	35,660
UNION CITY**	18,647	19,660	20,730	21,740	22,870	24,330	25,810	27,280
ASHLAND***	7,223	7,360	7,560	7,750	7,950	8,180	8,410	8,640
CASTRO VALLEY***	21,606	22,170	22,520	22,890	23,410	24,070	24,740	25,400
CHERRYLAND-FAIRVIEW***	9,022	9,230	9,340	9,580	9,840	10,150	10,460	10,770
SAN LORENZO***	7,500	7,540	7,550	7,570	7,660	7,790	7,920	8,050
REMAINDER	2,276	2,400	2,590	2,700	2,820	2,960	3,100	3,240
<b>ALAMEDA COUNTY</b>	<b>523,366</b>	<b>543,790</b>	<b>564,880</b>	<b>589,780</b>	<b>614,790</b>	<b>643,030</b>	<b>671,700</b>	<b>700,090</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

**ABAG Projections 2009**

HOUSEHOLDS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	30,226	30,980	31,770	32,740	33,410	34,080	34,750	35,620
ALBANY*	7,011	7,130	7,150	7,340	7,520	7,710	7,890	8,080
BERKELEY*	44,955	45,530	46,150	47,330	48,510	49,690	50,870	52,050
DUBLIN**	9,335	13,440	16,230	18,560	20,930	23,310	25,690	28,000
EMERYVILLE*	3,975	4,830	5,770	6,470	7,280	8,100	8,920	9,750
FREMONT**	68,237	70,130	71,120	73,660	76,790	79,730	82,870	86,000
HAYWARD***	44,979	46,690	47,480	49,460	51,580	53,810	56,130	58,500
LIVERMORE**	26,315	28,550	29,820	31,820	34,210	36,610	39,060	41,500
NEWARK**	12,992	13,250	13,300	13,900	14,490	15,090	15,680	16,280
OAKLAND*	150,790	154,580	157,840	167,940	178,730	189,630	200,530	212,000
PIEDMONT*	3,804	3,810	3,810	3,810	3,810	3,820	3,820	3,820
PLEASANTON**	23,831	25,260	25,850	27,070	28,290	29,510	30,760	32,000
SAN LEANDRO*	30,642	31,250	31,270	31,960	32,950	33,990	35,090	36,500
UNION CITY**	18,647	19,660	20,430	21,950	23,480	25,000	26,530	28,050
ASHLAND***	7,223	7,360	7,520	7,670	7,810	7,960	8,110	8,250
CASTRO VALLEY***	21,606	22,170	22,380	23,660	24,940	26,220	27,500	28,790
CHERRYLAND-FAIRVIEW***	9,022	9,230	9,310	9,670	10,040	10,400	10,760	11,130
SAN LORENZO***	7,500	7,540	7,560	7,590	7,620	7,650	7,670	7,700
REMAINDER	2,276	2,400	2,510	2,800	3,080	3,370	3,650	3,940
<b>ALAMEDA COUNTY</b>	<b>523,366</b>	<b>543,790</b>	<b>557,270</b>	<b>585,400</b>	<b>615,470</b>	<b>645,680</b>	<b>676,280</b>	<b>707,960</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA



**Table 2-2-4. ABAG Projections of Alameda County Jobs**  
**ABAG Projections 2007**

TOTAL JOBS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	27,380	27,400	29,870	34,330	38,230	43,120	48,520	50,550
ALBANY*	5,190	4,840	5,430	5,540	5,660	5,740	5,780	5,880
BERKELEY*	78,320	75,430	78,380	80,740	82,150	83,660	85,410	87,150
DUBLIN**	16,540	19,520	22,910	26,730	31,790	36,590	42,900	49,810
EMERYVILLE*	19,860	19,670	21,140	22,440	23,800	25,220	26,690	28,210
FREMONT**	104,830	93,950	97,530	103,200	114,130	125,720	137,240	148,840
HAYWARD***	77,660	72,950	75,880	81,370	87,160	93,260	99,630	106,260
LIVERMORE**	48,250	48,110	53,650	60,410	65,840	71,240	76,960	82,990
NEWARK**	21,420	20,590	21,930	23,000	23,720	24,290	24,900	25,750
OAKLAND*	199,470	202,570	218,350	231,250	243,100	258,390	273,600	285,600
PIEDMONT*	2,120	2,090	2,100	2,110	2,120	2,120	2,130	2,140
PLEASANTON**	59,480	58,110	64,260	70,260	73,180	76,020	78,720	81,270
SAN LEANDRO*	44,370	41,650	43,540	46,190	49,770	53,480	57,080	60,630
UNION CITY**	19,310	19,370	21,880	26,010	31,900	37,350	43,130	46,500
ASHLAND***	2,960	2,720	2,770	4,280	5,870	7,540	9,280	11,090
CASTRO VALLEY***	13,280	12,180	12,400	13,190	13,980	14,910	15,830	16,790
CHERRYLAND-FAIRVIEW***	2,630	2,470	2,510	2,610	2,710	2,820	2,780	2,890
SAN LORENZO***	3,530	3,240	3,410	3,460	3,510	3,540	3,550	3,580
REMAINDER	3,560	3,410	3,580	3,540	3,560	3,580	3,600	3,620
<b>ALAMEDA COUNTY</b>	<b>750,160</b>	<b>730,270</b>	<b>781,520</b>	<b>840,660</b>	<b>902,180</b>	<b>968,590</b>	<b>1,037,730</b>	<b>1,099,550</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

**ABAG Projections 2009**

TOTAL JOBS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	27,380	27,400	26,970	29,650	32,850	36,160	39,470	42,730
ALBANY*	5,190	4,840	5,030	5,240	5,440	5,500	5,540	5,580
BERKELEY*	78,320	75,430	76,170	77,040	79,610	82,540	84,350	86,200
DUBLIN**	16,540	19,520	19,650	22,900	26,610	32,970	37,020	42,620
EMERYVILLE*	19,860	19,670	18,610	20,460	22,340	24,150	26,110	28,010
FREMONT**	104,830	93,950	94,440	96,410	101,050	112,920	127,800	140,440
HAYWARD***	77,660	72,950	72,400	73,670	79,750	86,060	92,740	99,100
LIVERMORE**	48,250	48,110	46,600	51,260	57,000	62,950	67,960	73,170
NEWARK**	21,420	20,590	20,350	21,490	22,810	23,570	24,180	24,830
OAKLAND*	199,470	202,570	188,590	209,340	229,720	246,780	264,390	281,900
PIEDMONT*	2,120	2,090	2,090	2,100	2,110	2,120	2,130	2,140
PLEASANTON**	59,480	58,110	56,700	62,320	67,790	71,320	75,450	79,130
SAN LEANDRO*	44,370	41,650	40,940	42,300	45,680	49,390	53,770	57,760
UNION CITY**	19,310	19,370	20,230	22,170	24,860	31,540	37,270	41,110
ASHLAND***	2,960	2,720	3,250	3,370	4,510	5,520	6,580	8,000
CASTRO VALLEY***	13,280	12,180	11,650	12,230	13,050	13,930	14,860	15,690
CHERRYLAND-FAIRVIEW***	2,630	2,470	2,500	2,580	2,900	3,260	3,500	3,750
SAN LORENZO***	3,530	3,240	3,260	3,300	3,430	3,490	3,590	3,680
REMAINDER	3,560	3,410	3,420	3,440	3,560	3,640	3,780	3,840
<b>ALAMEDA COUNTY</b>	<b>750,160</b>	<b>730,270</b>	<b>712,850</b>	<b>761,270</b>	<b>825,070</b>	<b>897,810</b>	<b>970,490</b>	<b>1,039,680</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

**Table 2-2-5. Comparison of ABAG Projections 2007 and 2009  
Difference in Households, P2007 to P2009**

HOUSEHOLDS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	0	0	-130	-230	-630	-1,080	-1,650	-1,900
ALBANY*	0	0	-160	-150	-110	-80	-60	-30
BERKELEY*	0	0	-170	280	550	730	890	1,070
DUBLIN**	0	0	-370	-510	-380	-460	-560	-720
EMERYVILLE*	0	0	260	370	580	780	980	1,390
FREMONT**	0	0	-1,020	-810	-260	-90	350	500
HAYWARD***	0	0	-670	-330	270	690	1,170	1,720
LIVERMORE**	0	0	-1,340	-1,540	-1,540	-1,480	-1,410	-1,320
NEWARK**	0	0	-320	-190	-130	-100	-290	-460
OAKLAND*	0	0	-1,770	-970	1,290	2,210	3,140	4,750
PIEDMONT*	0	0	-10	-20	-30	-30	-40	-50
PLEASANTON**	0	0	-850	-1,050	-1,280	-1,660	-2,030	-2,400
SAN LEANDRO*	0	0	-480	-340	-70	100	310	840
UNION CITY**	0	0	-300	210	610	670	720	770
ASHLAND***	0	0	-40	-80	-140	-220	-300	-390
CASTRO VALLEY***	0	0	-140	770	1,530	2,150	2,760	3,390
CHERRYLAND-FAIRVIEW***	0	0	-30	90	200	250	300	360
SAN LORENZO***	0	0	10	20	-40	-140	-250	-350
REMAINDER	0	0	-80	100	260	410	550	700
<b>ALAMEDA COUNTY</b>	<b>0</b>	<b>0</b>	<b>-7,610</b>	<b>-4,380</b>	<b>680</b>	<b>2,650</b>	<b>4,580</b>	<b>7,870</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

**Difference in Jobs, P2007 to P2009**

TOTAL JOBS								
SUBREGIONAL STUDY AREA	2000	2005	2010	2015	2020	2025	2030	2035
ALAMEDA*	0	0	-2,900	-4,680	-5,380	-6,960	-9,050	-7,820
ALBANY*	0	0	-400	-300	-220	-240	-240	-300
BERKELEY*	0	0	-2,210	-3,700	-2,540	-1,120	-1,060	-950
DUBLIN**	0	0	-3,260	-3,830	-5,180	-3,620	-5,880	-7,190
EMERYVILLE*	0	0	-2,530	-1,980	-1,460	-1,070	-580	-200
FREMONT**	0	0	-3,090	-6,790	-13,080	-12,800	-9,440	-8,400
HAYWARD***	0	0	-3,480	-7,700	-7,410	-7,200	-6,890	-7,160
LIVERMORE**	0	0	-7,050	-9,150	-8,840	-8,290	-9,000	-9,820
NEWARK**	0	0	-1,580	-1,510	-910	-720	-720	-920
OAKLAND*	0	0	-29,760	-21,910	-13,380	-11,610	-9,210	-3,700
PIEDMONT*	0	0	-10	-10	-10	0	0	0
PLEASANTON**	0	0	-7,560	-7,940	-5,390	-4,700	-3,270	-2,140
SAN LEANDRO*	0	0	-2,600	-3,890	-4,090	-4,090	-3,310	-2,870
UNION CITY**	0	0	-1,650	-3,840	-7,040	-5,810	-5,860	-5,390
ASHLAND***	0	0	480	-910	-1,360	-2,020	-2,700	-3,090
CASTRO VALLEY***	0	0	-750	-960	-930	-980	-970	-1,100
CHERRYLAND-FAIRVIEW***	0	0	-10	-30	190	440	720	860
SAN LORENZO***	0	0	-150	-160	-80	-50	40	100
REMAINDER	0	0	-160	-100	0	60	180	220
<b>ALAMEDA COUNTY</b>	<b>0</b>	<b>0</b>	<b>-68,670</b>	<b>-79,390</b>	<b>-77,110</b>	<b>-70,780</b>	<b>-67,240</b>	<b>-59,870</b>

\*CITY    \*\*CITY SPHERE OF INFLUENCE    \*\*\*OTHER SUBREGIONAL AREA

## 2.2.2 ABAG Projections in Travel Models

There are several steps required to translate ABAG projections into a form where they can be used for travel models.

### Geographic Detail

Travel models require more geographic detail than county or city totals. The ABAG Projections are prepared at the census tract level of detail. In order to provide inputs to the regional transportation planning process, ABAG works with MTC to convert the census tract information into the 1,454 RTAZs used in the MTC model. The MTC RTAZs are generally equivalent to one or more census tracts.

The TAZs in Alameda County in the Alameda County Model are smaller and more detailed than the MTC RTAZs. The ABAG Projections must be further disaggregated to be used in the Alameda County Model. This process is described below.

### Employment Categories

The MTC trip-based model calculates trip generation based on six categories of employment. These categories are based on the older SIC classification system. The Alameda County Model is consistent with the MTC employment classifications and trip generation calculations. Starting with *Projections 2005*, ABAG generated employment forecasts based on the newer NAICS employment classifications. In order to use these forecasts with the calibrated trip generation equations, the employment forecasts must be converted back to the previous SIC classification system. ABAG works with MTC to provide this conversion.

### Additional Model Inputs

In addition to total households and employment by six categories, the MTC model process requires many other land use and demographic inputs, such as households by income quartile and population age stratifications. These additional characteristics were derived from the 2000 United States Census and were applied to further disaggregate the ABAG projections.

## 2.2.3 Allocations to Alameda County TAZs

The allocations of ABAG *Projections 2009* land uses to Alameda County TAZs were based on the ABAG allocations to MTC RTAZs. As stated before, the initial allocations to detailed Alameda County Model TAZs within each MTC RTAZ were based on the final results of the P07 allocations. The initial P09 allocations were reviewed by the local jurisdictions. Some jurisdictions shifted land uses within their jurisdiction boundaries and/or provided totals that were more than one percent different from the ABAG allocation to the jurisdiction. Additional work was then done in consultation with the jurisdictions to maintain county control totals and to ensure consistency between study years in each jurisdiction.

For jurisdictions which did not provide detailed review of the allocations, the allocations within MTC RTAZs may still resemble the allocations from previous updates (P05 and/or P07). These processes are summarized in Appendix A for reference.

### **Initial Projections 2009 Allocations**

The initial allocations of Projections 2009 land uses to Alameda County Model TAZs directly used the ABAG allocations to MTC RTAZs. For each MTC RTAZ, the land uses were disaggregated to the corresponding Alameda County Model TAZs based on the allocation splits for that MTC RTAZ from the final P07 allocations. The Projections 2009 allocations for 2020 were based on the final Projections 2007 allocations for 2015.

For example, if a specific Alameda County Model TAZ in Fremont contained 35 percent of the manufacturing jobs in the corresponding MTC RTAZ in 2035 according to the final Projections 2007 allocations, then the initial Projections 2009 allocations would place 35 percent of that MTC RTAZ's 2035 manufacturing jobs according to Projections 2009 in that Alameda County Model TAZ.

### **Local Review**

The initial allocations of Projections 2009 households and employment were distributed to each jurisdiction in Alameda County for review. The local jurisdictions were initially asked to maintain household and employment totals within each MTC RTAZ.

However, during the local review of the initial Projections 2009 allocations, Alameda CTC attempted to use the Countywide Model Update process as a step to assist ABAG in developing the Sustainable Community Strategy (SCS) Base Case for Alameda County. Alameda CTC held meetings with the local jurisdictions in each Planning Area jointly with ABAG staff to discuss the P09 allocations. The local jurisdictions were invited to discuss whether and how far they agree with the ABAG Projections and to provide information on what they anticipated to be developed in their respective jurisdictions, likely based on adopted plans.

As requested at the Planning Area meetings, comments and suggested reallocations were received from the jurisdictions at the census tract/RTAZ level highlighting issues in terms of the differences between their individual General Plan assumptions and Projections 2009. It was intended that, based on the jurisdictions' comments and ABAG's anticipated follow-up response, Alameda CTC would re-allocate the housing and employment to Alameda County Model TAZs and that the revised P09 allocations would be sent to the jurisdictions for another review and re-distribution, if needed. Since it was expected that the updated ABAG allocations to census tracts/RTAZs would respond to the information provided by the jurisdictions, the jurisdictions would be requested to keep their local reallocations within plus or minus one percent of RTAZ totals.

Since ABAG works with all of the nine counties in the Bay Area, ABAG was not able to provide adjusted P09 or SCS Base Case land use allocations for Alameda County on a schedule compatible with the requirements of the model update. Therefore, in order to complete the model update, Alameda CTC approached the jurisdictions where the requested reallocations exceeded the one percent permitted difference from the ABAG jurisdiction control total and suggested further adjustments or reallocation in order to bring them within the plus or minus one percent difference from the ABAG jurisdiction control totals.

The countywide totals were then reviewed to determine if further adjustments would be required as described in the following section.

The types and extent of land use review received are summarized in Table 2-6. No revisions were requested from the cities of Berkeley or San Leandro. Several cities provided full reallocations of land uses for two or more model years, including Emeryville (housing only), Fremont, Livermore, Newark and Piedmont. The cities of Dublin, Oakland and Pleasanton requested revisions to the MTC RTAZ totals within their jurisdictions but did not modify the allocation splits of those land uses to the smaller Alameda County Model TAZs.

The land use totals for each jurisdiction following the incorporation of comments are shown in Tables 2-7 to 2-10.

**Table 2-6. Land Use Review by Local Jurisdictions**

Jurisdiction	Households				Employment			
	2000	2005	2020	2035	2000	2005	2020	2035
Alameda				Minor				Minor
Alameda County				Minor		Minor	Minor	Major
Albany							Minor	Minor
Berkeley								
Dublin		All*	Minor	All*		All*		All*
Emeryville	All	All	All	All				
Fremont		Major	Major	All		Major	Major	All
Hayward		Minor		Minor		Minor		Minor
Livermore		Major	All	All		Major	Major	Major
Newark		Major	All	All		Major	All	All
Oakland				All*				All*
Piedmont			Minor	Major		All	All	All
Pleasanton		Major*		Major*		All*		All*
San Leandro								
Union City			Minor	Minor				

Notes:

**All** = Complete revision of initial land use allocations

**Major** = Revisions to more than half of TAZs in jurisdiction

Minor = Revisions to less than half of TAZs in jurisdiction

\* = Revisions to MTC RTAZ totals only; splits to Alameda County Model TAZs were not adjusted

## Revisions Following Local Review

If a jurisdiction reallocated land uses for some years but not all years, there could be major inconsistencies between the land uses shown in a specific TAZ for 2000 or 2005 and the future estimates shown for 2020 or 2035. Since the Alameda County Model is often used to estimate incremental growth of traffic on specific road segments, it is important to have consistent land use assumptions between the base years and forecast years, unless there is a specific and justifiable reason for a reduction in trips through planned land use changes.

Dowling Associates checked each TAZ for inconsistencies between years and made adjustments to land use quantities for years not addressed by jurisdiction comments. This was particularly necessary for Alameda (2020 housing), Alameda County (2020 employment), Dublin (2000), Fremont (2000), Hayward (2000, 2005 and 2020), Livermore (2000), Newark (2000), Oakland (2020) and Pleasanton (2000 and 2020). The adjustments for 2000 were necessary as 2000 is still the model validation year and is often used as the basis for model forecast adjustments.

**Table 2-7. 2000 Land Use Allocation Summary**

Jurisdiction	ABAG/ MTC Controls		Allocations w/Comments		Percent Difference		Allocations Adjusted		Percent Difference	
	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp
Alameda	30,224	27,384	30,224	27,384	0.0%	0.0%	30,224	27,384	0.0%	0.0%
Alameda County	1,358	197	1,358	197	0.0%	0.0%	1,358	197	0.0%	0.0%
Albany	7,010	5,188	7,010	5,188	0.0%	0.0%	7,010	5,188	0.0%	0.0%
Ashland	7,247	3,342	7,247	3,342	0.0%	0.0%	7,247	3,342	0.0%	0.0%
Berkeley	44,953	78,341	44,953	78,341	0.0%	0.0%	44,953	78,341	0.0%	0.0%
Castro Valley	22,125	13,617	22,125	13,617	0.0%	0.0%	22,125	13,617	0.0%	0.0%
Cherryland	4,605	1,778	4,605	1,778	0.0%	0.0%	4,605	1,778	0.0%	0.0%
Dublin	9,441	17,899	9,601	20,499	1.7%	14.5%	<b>9,441</b>	<b>20,499</b>	0.0%	14.5%
Emeryville	3,975	19,861	<b>3,976</b>	19,861	0.0%	0.0%	3,976	19,861	0.0%	0.0%
Fremont	68,236	104,826	68,234	104,834	0.0%	0.0%	<b>68,235</b>	<b>104,834</b>	0.0%	0.0%
Hayward	47,119	77,986	47,119	77,987	0.0%	0.0%	47,119	<b>77,987</b>	0.0%	0.0%
Livermore	26,880	48,086	26,881	48,079	0.0%	0.0%	<b>26,881</b>	<b>48,079</b>	0.0%	0.0%
Newark	12,993	21,413	12,987	20,222	0.0%	-5.6%	<b>12,987</b>	<b>21,413</b>	0.0%	0.0%
Oakland	150,791	199,424	150,791	199,424	0.0%	0.0%	150,791	199,424	0.0%	0.0%
Piedmont	3,804	2,117	3,804	2,117	0.0%	0.0%	3,804	2,117	0.0%	0.0%
Pleasanton	24,175	60,475	24,175	60,475	0.0%	0.0%	24,175	<b>60,475</b>	0.0%	0.0%
San Leandro	31,116	44,371	31,116	44,371	0.0%	0.0%	31,116	44,371	0.0%	0.0%
San Lorenzo	9,032	4,687	9,032	4,457	0.0%	-4.9%	9,032	<b>4,687</b>	0.0%	0.0%
Union City	18,282	19,157	18,282	19,157	0.0%	0.0%	18,282	19,157	0.0%	0.0%
<b>Total</b>	<b>523,366</b>	<b>750,149</b>	<b>523,520</b>	<b>751,330</b>	<b>0.0%</b>	<b>0.2%</b>	<b>523,361</b>	<b>752,750</b>	<b>0.0%</b>	<b>0.3%</b>

**3,976** Jurisdiction provided comments

**9,441** Additional adjustments for consistency with other years and countywide totals

Note: Jurisdiction boundaries used for tabulation do not precisely correspond to actual city limits or sphere of influence boundaries

**Table 2-8. 2005 Land Use Allocation Summary**

Jurisdiction	ABAG/ MTC Controls		Allocations w/Comments		Percent Difference		Allocations Adjusted		Percent Difference	
	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp
Alameda	30,984	27,400	30,984	27,400	0.0%	0.0%	30,984	27,400	0.0%	0.0%
Alameda County	1,367	188	1,367	188	0.0%	0.0%	1,367	188	0.0%	0.0%
Albany	7,131	4,841	7,131	4,841	0.0%	0.0%	7,131	4,841	0.0%	0.0%
Ashland	7,386	3,083	7,386	3,083	0.0%	0.0%	7,386	3,083	0.0%	0.0%
Berkeley	45,526	75,453	45,526	75,453	0.0%	0.0%	45,526	75,453	0.0%	0.0%
Castro Valley	22,777	12,533	22,777	12,533	0.0%	0.0%	22,777	12,533	0.0%	0.0%
Cherryland	4,684	1,687	4,684	1,687	0.0%	0.0%	4,684	1,687	0.0%	0.0%
Dublin	13,597	20,836	<b>12,852</b>	<b>24,871</b>	-5.5%	19.4%	12,853	<b>20,824</b>	-5.5%	-0.1%
Emeryville	4,830	19,670	<b>4,830</b>	19,670	0.0%	0.0%	4,830	19,670	0.0%	0.0%
Fremont	70,127	93,951	<b>71,561</b>	<b>100,258</b>	2.0%	6.7%	71,460	100,289	1.9%	6.7%
Hayward	48,879	73,249	48,879	73,249	0.0%	0.0%	<b>48,879</b>	<b>73,249</b>	0.0%	0.0%
Livermore	29,157	47,920	<b>29,086</b>	<b>47,932</b>	-0.2%	0.0%	29,077	47,932	-0.3%	0.0%
Newark	13,251	20,588	<b>13,251</b>	<b>19,561</b>	0.0%	-5.0%	13,251	19,561	0.0%	-5.0%
Oakland	154,573	202,522	154,573	202,522	0.0%	0.0%	154,563	202,523	0.0%	0.0%
Piedmont	3,810	2,090	3,810	<b>2,216</b>	0.0%	6.0%	3,810	2,216	0.0%	6.0%
Pleasanton	25,607	59,071	<b>25,842</b>	<b>59,534</b>	0.9%	0.8%	25,842	59,534	0.9%	0.8%
San Leandro	31,738	41,636	31,738	41,636	0.0%	0.0%	31,738	41,636	0.0%	0.0%
San Lorenzo	9,076	4,339	9,076	4,120	0.0%	-5.1%	9,076	<b>4,120</b>	0.0%	-5.1%
Union City	19,276	19,207	19,276	19,207	0.0%	0.0%	19,276	19,207	0.0%	0.0%
<b>Total</b>	<b>543,776</b>	<b>730,264</b>	<b>544,627</b>	<b>739,961</b>	<b>0.2%</b>	<b>1.3%</b>	<b>544,509</b>	<b>735,945</b>	<b>0.1%</b>	<b>0.8%</b>

3,976 Jurisdiction provided comments

9,441 Additional adjustments for consistency with other years and countywide totals

Note: Jurisdiction boundaries used for tabulation do not precisely correspond to actual city limits or sphere of influence boundaries

**Table 2-9. 2020 Land Use Allocation Summary**

Jurisdiction	ABAG/ MTC Controls		Allocations w/Comments		Percent Difference		Allocations Adjusted		Percent Difference	
	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp
Alameda	33,417	32,849	33,417	32,849	0.0%	0.0%	<b>33,417</b>	32,849	0.0%	0.0%
Alameda County	1,367	204	1,367	204	0.0%	0.0%	1,367	204	0.0%	0.0%
Albany	7,520	5,441	7,520	<b>5,521</b>	0.0%	1.5%	7,520	5,521	0.0%	1.5%
Ashland	7,837	5,018	7,837	5,258	0.0%	4.8%	7,837	<b>5,258</b>	0.0%	4.8%
Berkeley	48,508	79,634	48,508	79,634	0.0%	0.0%	48,508	79,634	0.0%	0.0%
Castro Valley	26,049	13,451	26,049	13,387	0.0%	-0.5%	26,049	<b>13,387</b>	0.0%	-0.5%
Cherryland	4,951	1,882	4,951	1,882	0.0%	0.0%	4,951	1,882	0.0%	0.0%
Dublin	21,436	28,161	21,474	30,599	0.2%	8.7%	21,474	30,599	0.2%	8.7%
Emeryville	7,280	22,340	<b>7,281</b>	22,340	0.0%	0.0%	7,281	22,340	0.0%	0.0%
Fremont	76,797	101,053	<b>76,067</b>	<b>115,283</b>	-1.0%	14.1%	76,068	<b>106,966</b>	-0.9%	5.9%
Hayward	53,938	80,191	53,932	80,191	0.0%	0.0%	<b>53,932</b>	<b>80,191</b>	0.0%	0.0%
Livermore	34,865	56,657	<b>35,189</b>	<b>56,607</b>	0.9%	-0.1%	35,189	56,607	0.9%	-0.1%
Newark	14,490	22,813	<b>14,488</b>	<b>21,680</b>	0.0%	-5.0%	14,488	21,680	0.0%	-5.0%
Oakland	178,727	229,673	173,247	227,132	-3.1%	-1.1%	<b>173,775</b>	<b>227,132</b>	-2.8%	-1.1%
Piedmont	3,810	2,110	3,810	<b>2,011</b>	0.0%	-4.7%	3,810	2,011	0.0%	-4.7%
Pleasanton	28,677	68,786	28,820	77,779	0.5%	13.1%	<b>28,820</b>	<b>72,871</b>	0.5%	5.9%
San Leandro	33,441	45,550	33,441	45,550	0.0%	0.0%	33,441	45,550	0.0%	0.0%
San Lorenzo	9,265	4,573	9,265	4,303	0.0%	-5.9%	9,265	<b>4,303</b>	0.0%	-5.9%
Union City	23,096	24,677	<b>22,022</b>	24,677	-4.6%	0.0%	<b>22,126</b>	24,677	-4.2%	0.0%
<b>Total</b>	<b>615,471</b>	<b>825,063</b>	<b>608,685</b>	<b>846,887</b>	<b>-1.1%</b>	<b>2.6%</b>	<b>609,317</b>	<b>833,662</b>	<b>-1.0%</b>	<b>1.0%</b>

3,976 Jurisdiction provided comments

9,441 Additional adjustments for consistency with other years and countywide totals

Note: Jurisdiction boundaries used for tabulation do not precisely correspond to actual city limits or sphere of influence boundaries



**Table 2-10. 2035 Land Use Allocation Summary**

Jurisdiction	ABAG/ MTC Controls		Allocations w/Comments		Percent Difference		Allocations Adjusted		Percent Difference	
	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp	HH	Tot Emp
Alameda	35,631	42,736	<b>35,631</b>	<b>43,213</b>	0.0%	1.1%	35,631	43,213	0.0%	1.1%
Alameda County	1,368	231	1,368	231	0.0%	0.0%	1,368	231	0.0%	0.0%
Albany	8,079	5,578	8,079	<b>5,658</b>	0.0%	1.4%	8,079	5,658	0.0%	1.4%
Ashland	8,276	8,833	8,276	<b>8,201</b>	0.0%	-7.2%	8,276	8,201	0.0%	-7.2%
Berkeley	52,044	86,216	52,044	86,216	0.0%	0.0%	52,044	86,216	0.0%	0.0%
Castro Valley	30,501	16,325	<b>30,401</b>	<b>15,723</b>	-0.3%	-3.7%	30,401	15,725	-0.3%	-3.7%
Cherryland	5,215	2,354	<b>5,139</b>	<b>2,394</b>	-1.5%	1.7%	5,139	2,394	-1.5%	1.7%
Dublin	28,911	44,652	<b>28,667</b>	<b>56,886</b>	-0.8%	27.4%	28,667	<b>47,681</b>	-0.8%	6.8%
Emeryville	9,749	28,010	<b>9,749</b>	28,010	0.0%	0.0%	9,749	28,010	0.0%	0.0%
Fremont	86,009	140,442	<b>86,623</b>	<b>141,508</b>	0.7%	0.8%	86,623	141,508	0.7%	0.8%
Hayward	61,281	99,712	<b>56,762</b>	<b>97,202</b>	-7.4%	-2.5%	<b>60,062</b>	97,202	-2.0%	-2.5%
Livermore	42,281	72,484	<b>42,323</b>	<b>72,353</b>	0.1%	-0.2%	42,323	72,353	0.1%	-0.2%
Newark	16,281	24,832	<b>16,281</b>	<b>24,822</b>	0.0%	0.0%	16,281	24,822	0.0%	0.0%
Oakland	211,992	281,875	<b>193,519</b>	<b>286,043</b>	-8.7%	1.5%	<b>207,009</b>	286,042	-2.4%	1.5%
Piedmont	3,820	2,140	<b>3,821</b>	<b>2,140</b>	0.0%	0.0%	3,821	2,140	0.0%	0.0%
Pleasanton	32,427	80,208	<b>32,264</b>	<b>101,192</b>	-0.5%	26.2%	32,264	<b>85,405</b>	-0.5%	6.5%
San Leandro	36,990	57,329	36,990	57,329	0.0%	0.0%	36,990	57,329	0.0%	0.0%
San Lorenzo	9,448	4,952	9,448	<b>5,178</b>	0.0%	4.6%	9,448	5,179	0.0%	4.6%
Union City	27,667	40,792	<b>24,135</b>	40,792	-12.8%	0.0%	<b>26,714</b>	40,792	-3.4%	0.0%
<b>Total</b>	<b>707,970</b>	<b>1,039,701</b>	<b>681,521</b>	<b>1,075,091</b>	<b>-3.7%</b>	<b>3.4%</b>	<b>700,890</b>	<b>1,050,101</b>	<b>-1.0%</b>	<b>1.0%</b>

3,976 Jurisdiction provided comments

9,441 Additional adjustments for consistency with other years and countywide totals

Note: Jurisdiction boundaries used for tabulation do not precisely correspond to actual city limits or sphere of influence boundaries

### Comparison to Control Totals

After land uses were revised based on comments from the jurisdictions and adjusted for consistency between years, the total housing and employment were compared to the jurisdiction control totals from ABAG *Projections 2009* as well as the totals for Alameda County.

For the year 2000, the countywide totals were within one percent of ABAG totals for Alameda County. The adjusted employment totals for Dublin were 14.5 percent higher than the ABAG control totals, but this is primarily due to MTC's inclusion of the north Livermore employment area near Airway Boulevard in one of Dublin's RTAZs.

For the year 2005, the countywide housing totals were within one percent of ABAG totals, but the countywide employment totals were 1.3 percent higher. The revisions provided by Dublin resulted in citywide totals 19.4 percent higher than the ABAG allocation, again partially due to the inclusion of some Livermore employment within the Dublin totals. In order to maintain countywide totals within one percent of ABAG, the Dublin numbers were factored down to match the ABAG allocation.

For 2020, the countywide housing totals were 1.1 percent lower than the ABAG totals and the employment totals were 2.6 percent higher. In order to be within one percent of the ABAG totals for Alameda County, adjustments were made to both housing and employment. For housing, units were added to the two jurisdictions that were the lowest relative to ABAG, Oakland (about 500 units)



and Union City (about 100 units). For employment, assumed growth was factored down in Fremont and Pleasanton.

For 2035, the countywide housing totals were 3.7 percent lower than the ABAG totals and the employment totals were 3.4 percent higher. For housing, units were added to the three jurisdictions that were the lowest relative to ABAG, Oakland (about 13,500 units), Hayward (3,300 units) and Union City (about 2,600 units). For employment, assumed growth was factored down in Dublin and Pleasanton.

### **Final P09 Land Use Allocations**

Based on the review comments from the local jurisdictions, and the needed follow-up adjustments by Dowling Associates as described above, the final allocations of households and employment were prepared.

Once the revised household and employment totals were established for each Alameda County Model TAZ, the appropriate disaggregations of household type, population, employed residents, households by income quartile, population by age category and other inputs to the MTC (and Alameda County Model) model process were estimated using the MTC RTAZ data from Projections 2009. If one MTC RTAZ contained six Alameda County Model TAZs, similar stratifications of housing and population were assumed for all six Alameda County Model TAZs.

## **2.2.4 Areas Outside Alameda County**

Land use and socioeconomic inputs for areas outside Alameda County were also updated as part of the Projections 2009 update.

### **Bay Area**

The land use inputs for the eight Bay Area Counties outside Alameda County were derived directly from the ABAG P09 allocations to MTC RTAZs. Land uses in Alameda County Model TAZs subdivided from MTC RTAZs in west Contra Costa County, Milpitas, and San Ramon were allocated based on the prior allocations from P07 and P05. These allocations were not distributed to the local jurisdictions for review.

### **San Joaquin County**

Household and employment inputs were obtained from the San Joaquin County travel model maintained by the San Joaquin County Council of Governments (SJCOG). The land use assumptions were current as of February, 2010. The SJCOG land use forecasts went up to the year 2030. The 2035 land uses were estimated by adding the growth increment from 2025 to 2030 to the 2030 land uses. The 2035 estimates were compared to population forecasts from the California Department of Finance to ensure that the extrapolation was consistent with anticipated growth rates. The land uses were aggregated from the San Joaquin model TAZs to the Alameda County Model TAZs.

The updated San Joaquin County land use forecasts are significantly different than those used in prior versions of the Alameda County Model (Table 2-11). In particular, the updated extrapolated forecast of 2035 housing is 29 percent lower, while the extrapolated forecast of 2035 employment is 13 percent lower. This results in less of a jobs-housing imbalance in San Joaquin County in the P09 model compared to prior versions, which significantly changes the travel forecasts across the Altamont Pass.

**Table 2-11. San Joaquin County Land Use Summary**

Land Use	2000	2005	2020	2035
<b>HOUSING</b>				
P07 Model	191,100	209,200	262,400	521,300*
P09 Model	189,700	223,800	269,800	369,400*
Change	-0.7%	+7.0%	+2.8%	-29.1%
<b>EMPLOYMENT</b>				
P07 Model	199,900	206,500	234,900	401,100*
P09 Model	202,300	225,600	258,500	349,800*
Change	+1.2%	+9.3%	+10.1%	-12.8%

\*Extrapolated from 2030 projections from SJCOG

## 2.3 Transportation Networks

The Alameda County Transportation Demand Model requires input networks to define the road and transit systems for each year and analysis scenario. The road and transit networks are based directly on the networks from the MTC travel model.

### 2.3.1 Road Network

The travel model road network has been built with the general rule of roads that carry traffic through an area as opposed to just serving fronting properties. The network includes the following road types:

- Freeways
- Freeway ramps
- Metered ramps
- State routes
- Arterial streets
- Collector streets that carry traffic through neighborhoods to adjacent neighborhoods

Most local streets do not need to be included in the countywide model if they only serve local traffic.

### **Functional Classification**

Functional classification is a hierarchy of street function that is used to designate speed, capacity, access control and other characteristics. The Alameda County Model uses the MTC Functional Classification, as shown in Table 2-12.

### **Capacity**

The travel model uses an estimate of street capacity on each segment. The capacity is a one-hour capacity (vehicles per hour) and is generally derived from the functional classification and the area type (Table 2-12). However, there are other characteristics such as type of traffic control or presence of pedestrians that may be important for the model.

### **Number of Lanes**

The numbers of lanes coded in the model represent the minimum number of through-lanes in each direction on the segment. Turn lanes are not included in the lane total, as the additional capacity provided by turn lanes is assumed in the higher functional classifications such as expressway or major arterial. If a segment has a different number of lanes in one direction than the other, then it should be coded that way.

The Alameda County Model uses coding for auxiliary lanes, which are not actively used in the MTC model. The total number of directional lanes including auxiliary lanes is coded on each segment. If the AUX field is coded, indicating that one of the lanes terminates at a ramp rather than continuing through to the next segment, the model assumes one-half the normal capacity for that auxiliary lane.

### **Speed**

The model requires input uncongested speeds for each segment. The slowing down effects of congestion and interaction with other vehicles are accounted for within the traffic assignment process. Typical input speeds used in the model are shown in Table 2-12.

The speeds used in a travel model do not in general coincide with the posted speed limit or with radar speed surveys, and are not literally "free flow" speeds. The model speed should represent the average speed during off-peak hours and with congestion for vehicles to traverse the segment, including delays at signals or stop signs. The model speeds can be thought of as the "11:00 P.M." speed, when there are few conflicts with other vehicles, but signals are still operating normally at intersections.

The MTC model and prior versions of the Alameda County Model always used the speed values shown in Table 2-12. The P09 version of the Alameda County

Model allows for direct coding of segment speeds that can vary from the values in the table.

### **Ramp Metering**

The MTC model defines network characteristics for metered ramps. However, the network attributes were never coded. The P07 version of the Alameda County Model implemented detailed ramp metering capacities and speed-flow relationships for all existing and proposed metered ramps in Alameda County. The list of ramps with existing and planned metering along with assumed metering rates were based on information provided by Caltrans and are listed in Appendix E.

**Existing and Proposed Ramp Meters.** Caltrans staff from the District 4 Division of Operations, Office of Traffic Systems, Ramp Metering Unit provided information on ramp meters on all state highways in Alameda County, including the dates when meters became or would become operational.

**Ramp Metering Rates in the Travel Model.** Metered ramps in Alameda County operate using sensors which detect the flow rate on the mainline freeway and adjust the metering rate accordingly. Caltrans adjusts the metering strategy at each individual location to balance freeway mainline operations with queues and operations affecting local streets. This process cannot be easily replicated in a travel demand model. Therefore, it was necessary to estimate average hourly rates for each metered on-ramp in Alameda County for the A.M. and P.M. peak periods.

**Existing Metering Rates.** Existing average ramp metering rates for travel modeling purposes were estimated based on several sources:

- Detailed ramp metering operations strategies provided by Caltrans staff
- Traffic counts at specific on-ramps with operational ramp meters
- Freeway speed data measured by loop detectors from the Performance Monitoring System (PeMS)

For the I-580 corridor in the Dublin/Pleasanton area, peak period traffic counts had been collected for every freeway ramp during the spring of 2008. These traffic counts could be used to estimate the average hourly throughput on metered on-ramps.

For the I-880 corridor, Caltrans provided detailed ramp meter operational strategies. The strategies generally specify one to four different metering rates depending on conditions on the adjacent mainline freeway as measured by loop detectors. The freeway speed data from PeMS were evaluated in detail to determine the approximate percent of time during the peak period that each speed category would be in effect, and therefore which metering rate would be

likely for the adjacent on-ramps. A weighted average of the various metering rates was applied for the analysis.

**Future Metering Rates.** Future traffic growth can cause conflicts between the need to increase or decrease ramp metering rates. Increases in congestion on the mainline freeway would tend to decrease the number of vehicles allowed through the on-ramp meters, if current operational strategies were left in place. However, increased traffic demand on on-ramps would tend to indicate a need to increase ramp metering rates to prevent long queues and blockages on local streets.

### 2.3.2 Transit Network

The transit network is represented as a series of transit lines that overlay the road network. Bus lines are coded as a series of points on the road system, with certain points designated as stops. Rail lines are coded on separate segments, with connections coded to the road network at rail stations to represent walk, drive and bus transfer access.

Additional information coded for each transit line includes peak and off-peak headways (service frequencies) and travel time relative to the road network.

**Table 2-12. MTC Functional Classification**

**Speed/Capacity Table (With revised speeds)  
San Francisco Bay Area Regional Highway Networks (MTC)**

Area type	Facility type							Speed class*			
	Frwy to frwy (1)	Freeway (2)	Expwy (3)	Collector (4)	Fwy ramp (5)	Conctrs. (6)	Major arterial (7)	Metered ramp (8)	Special (9)	Special (10)	
Core (0)	1,700 40	1,850 55	1,300 25	550 10	1,300 25	N.A.	800 15	700 20	1,900 55 (A)	1,350 25 (G)	
CBD (1)	1,700 40	1,850 55	12,300 25	600 10	1,300 25	N.A.	850 20	700 20	1,950 60 (B)	1,500 30 (H)	
UBD (2)	1,750 45	1,900 60	1,450 30	650 15	1,400 30	N.A.	900 25	800 25	2,000 65 (C)	1,530 40 (I)	
Urban (3)	1,750 45	1,900 60	1,450 30	650 20	1,400 30	N.A.	900 25	800 25	1,780 50 (D)	900 20 (J)	
Suburb (4)	1,800 50	1,950 65	1,500 35	800 25	1,400 35	N.A.	950 30	900 30	1,800 45 (E)	950 25 (K)	
Rural (5)	1,800 50	1,950 65	1,500 40	850 30	1,400 35	N.A.	950 35	900 30	1,840 50 (F)	980 35 (L)	

Upper entry: Capacity at level of service E in vehicles per hour per lane; i.e., ultimate capacity.

Lower entry: Free-flow speed (mph)

N.A. = Not applicable.

**Notes:**

(A) TOS Fwy (AT = 0,1); (B) TOS Fwy (AT = 2,3); (C) TOS Fwy (AT = 4,5); (D) Golden Gate; (E) TOS Fwy (AT = 0,3);

(F) TOS Fwy (AT = 4,5); (G) Expwy TOS (AT = 0,1); (H) Expwy TOS (AT = 2,3); (I) Expwy TOS (AT = 4,5);

(J) Art Sig Coord. (AT = 0,1); (K) Art Sig Coord. (AT = 2,3); (L) Art Sig Coord. (AT = 4,5).

Speed values are used in MTC speed post-processing routine, now considered the “main processing” routine

Source: Table 11, Appendix B, Travel Forecasting Assumptions, 2001 Regional Transportation Plan

### 2.3.3 Future Year Transportation Networks

The Alameda County Model includes assumptions for road and transit transportation improvements for each forecast year. The improvement assumptions are based on a combination of known programmed improvements and review by participating jurisdictions. Specific major improvements are listed in Appendix A.

The Alameda County Model road and transit networks were originally built from the MTC model networks that were current at the time of the P05 model development. The 2015 road and transit networks were the MTC TIP network and the 2030 road and transit networks were the MTC RTP (Alternative 5) network. The road networks were reviewed by the jurisdictions and Caltrans.

#### Projections 2007 Network Update

For the Projections 2007 model update, the road network assumptions for each year were reviewed to ensure consistency with the Alameda County Transportation Improvement Plan (TIP) dated November 13, 2006 and the Alameda County Project Submittal to the MTC Transportation 2035 Regional Transportation Plan (RTP) dated March 5, 2008. The long range improvement year was extended from 2030 to 2035. Network coding was also updated to be consistent with the most current project descriptions for Express Lane projects on I-580 and I-680 as of August, 2008. The updated road networks were not reviewed by local agencies during the Projections 2007 update.

#### Projections 2009 Network Update

For the P09 update, the road networks were once again distributed to the local jurisdictions for review and comment. Many updates were made based on comments received from the jurisdictions. The P09 update also included revisions to regional road improvement projects based on information provided by Alameda CTC. As a result, the network improvements for 2005, 2020 and 2035 are based on the Countywide Transportation Plan and the Regional Transportation Plan as of 2008, supplemented by review and updates by many of the jurisdictions in 2010.

The major changes to the transit assumptions in the P09 update include the BART extension to San Jose and Santa Clara by 2035 (the P07 model assumed extension of BART only to Warm Springs) and the more current definitions of proposed AC Transit BRT service along International Boulevard and Telegraph Avenue.

The P09 network updates did not include a comprehensive review of the Alameda County TIP or the MTC RTP.

## 2.4 Travel Demand Models

The Alameda County Transportation Demand Model is based on the MTC BAYCAST trip-based model as used in the current Regional Transportation Plan (2009 RTP). This section documents differences between the Alameda County Model and the MTC model. For details on the MTC model, the reader is referred to the MTC model documentation on the MTC web site.<sup>1</sup>

### 2.4.1 Trip Generation

The Alameda County Model uses the same trip purposes and trip generation procedures as the MTC model. The trip purposes in the model are shown in Table 2-13.

**Table 2-13. Trip Purposes**

<b>Trip purpose</b>	<b>Definition</b>
Home-work (4 subtypes):	Commuter trips between residences and places of employment, including both trips from home to work and from work to home. The MTC model stratifies these work trips into four income groups.
<i>Income quartile 1</i>	
<i>Income quartile 2</i>	
<i>Income quartile 3</i>	
<i>Income quartile 4</i>	
Home-shop/other	Trips between residences and places of retail employment or personal errands.
Home-social/recreation	trips between residences and social visits or recreational attractions.
Non-home-based	Trips where neither end is at home, such as trips between work and shopping.
Home-grade school	Trips between home and elementary school.
Home-high school	Trips between home and high school.
Home college	Trips between home and college/university.

### San Joaquin County Trips

The MTC model treats trips from San Joaquin County as external trips. To represent more accurately the interrelation between Alameda County and San Joaquin County, San Joaquin County is included as an internal area in the Alameda County Model. The trip generation equations in the Alameda County Model for San Joaquin County trips are similar to those in the San Joaquin County travel model. Trip production and trip attraction rates used are summarized in Table 2-14.

<sup>1</sup> [http://www.mtc.ca.gov/maps\\_and\\_data/datamart/forecast/baycast1.htm](http://www.mtc.ca.gov/maps_and_data/datamart/forecast/baycast1.htm)



**Table 2-14. San Joaquin County Trip Generation Rates**

	Number of households		Employment			Enrollment	
	Single family	Multi family	Retail	Service	Other	Full-time	Part-time
<b>Trip productions</b>							
Home-work	1.830	1.070	--	--	--	--	--
Home-shop/other	2.230	2.230	--	--	--	--	--
Home-social/recreational	1.010	1.010	--	--	--	--	--
Non-home-based	0.707	0.707	0.798	2.984	0.916	--	--
Home-grade school	1.005	0.571	--	--	--	--	--
Home-high school	0.211	0.120	--	--	--	--	--
Home-college	0.063	0.110	--	--	--	--	--
<b>Trip attractions</b>							
Home-work	--	--	1.270	1.270	1.270	--	--
Home-shop/other	--	--	1.850	1.850	1.850	--	--
Home-social/recreational	--	--	1.260	1.260	1.260	--	--
Non-home-based	0.803	0.803	0.636	3.194	0.730	--	--
Home-grade school	1.005	0.571	--	--	--	--	--
Home-high school	0.183	0.104	--	--	--	--	--
Home-college	--	--	--	--	--	1.470	0.969

### Truck Trips

The Alameda County Model forecasts four types of truck trips:

- ◆ Very Small trucks
- ◆ Small Trucks
- ◆ Medium Trucks
- ◆ Large or “Combo” Trucks

The trip generation rates for Very Small trucks (for example, pickup trucks) are consistent with the MTC model. The Very Small trucks are modeled as passenger autos for the purposes of traffic assignment and capacity calculations. The trip generation rates for the other three types of trucks were updated based on the Alameda County CMA truck modeling study completed in early 2010. These updated truck rates were based on updated research and a series of detailed truck classification counts throughout Alameda County.

### Cordon (“Gateway”) Trips

The Alameda County Model includes two types of external trips at the cordons or “gateways” to the model area:

- Through trips – Also called external-external (X-X), through trips are trips that pass through the model area without stopping

- External-internal trips – These trips, denoted by X-I and I-X, have one trip end in the model area and the other trip end outside the model area.

**Through Trips.** It is assumed that very few trips pass from one gateway to another without interacting with a land use in Bay Area. Hence, through trips are assumed to be minimal. The one exception is trips on I-5 and SR-99 through San Joaquin County. The shares for through vehicle trips on these facilities were estimated from the Caltrans statewide model and applied to the 2000 traffic counts. The external-external trips (X-X) are added to the vehicle trip tables prior to traffic assignment.

**External-Internal Trips.** Base year external trips to and from Alameda County were estimated from 2000 traffic counts at the cordon points. The external-internal trips (I-X and X-I) at each of the gateways are split into the ten trip purposes and further divided into gateway productions (trips produced outside Alameda County and attracted to Alameda County) and attractions. CTPP data were used to determine the share of trips for the home- work trip purpose. The remainder is split amongst the other trip purposes based on information from the Caltrans statewide model at the respective locations. External-internal vehicle trips for each trip purpose are multiplied by the appropriate average auto occupancy rate to convert them to person trips. The initial estimates of productions and attractions at each gateway are added to the internally generated trips. These gateway trips are then distributed to the model zones along with the internal model area trips.

**Future External Trips.** Future total gateway volumes are factored from the 2000 base year gateway traffic counts based on growth rate forecasts from the Caltrans statewide model.

## 2.4.2 Trip Distribution

Trip distribution procedures in the Alameda County Model are consistent with the MTC model.

### Zone-To-Zone Travel Times

The travel time between each pair of zones is calculated by determining the shortest time path along the coded road network between the two zones, and accumulating the travel time along that path. The path building process produces a table (skim matrix) of travel times between each pair of zones in the model. The resulting table of zone-to-zone travel times is then used as an input to the trip distribution analysis.

For this estimation, road travel times are used since the large majority of person-travel is on the road system. Estimated average travel speeds (average of peak and of-peak conditions) are used in the estimates of the trip distribution. The average travel speeds are based on facility type and area type and are somewhat slower than the uncongested speeds shown in Table 2-12.

## Intrazonal Travel Times and Terminal Times

Procedures to compute intrazonal travel times (time for trips within a TAZ) and terminal times (out-of-auto times at each end of a vehicle trip) are consistent with the MTC regional model.

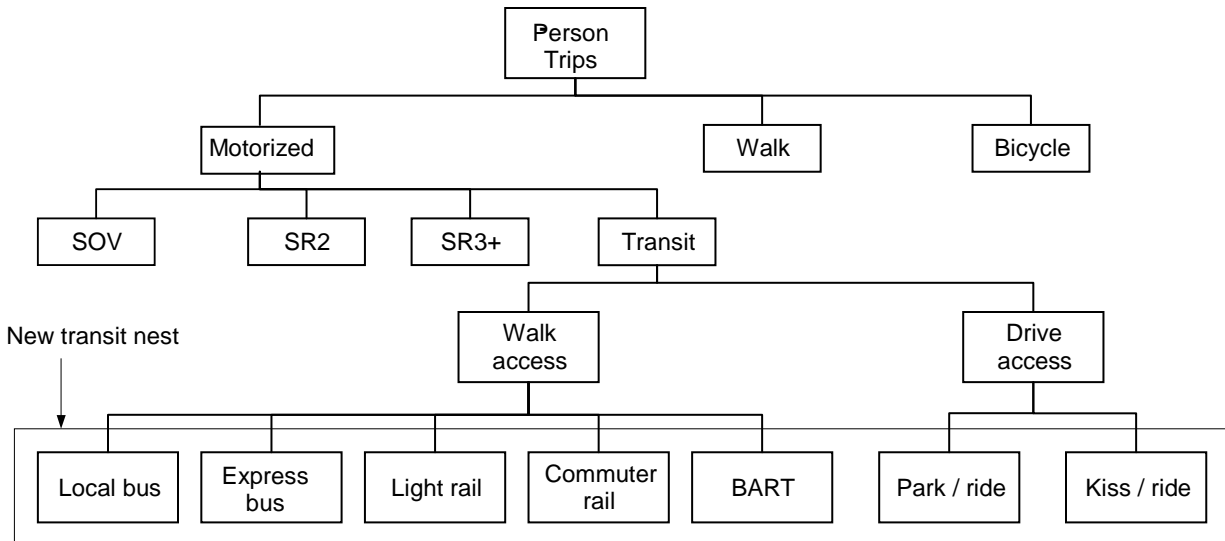
## Distribution Adjustment Factors

A set of further adjustments to the MTC model adjustment factors (*k*-factors) were developed. This allows the Alameda County Model to better replicate the trip distribution from the MTC regional model.

### 2.4.3 Mode Choice

The Alameda County mode choice models are based on the MTC BAYCAST model but add additional detail, particularly for non-work trip purposes. The additional features in the Alameda County mode choice models were derived directly from the mode choice models developed by the Santa Clara Valley Transportation Authority (VTA) for the Santa Clara County travel model. The structure of the Alameda County nested logit mode choice model is shown in Figure 2-1.

Figure 2-1. Alameda County Model Mode Choice Model Structure



The MTC BAYCAST model includes a nested logit mode choice model for home-based work trips. Two nests were added for the Alameda County Model:

- The transit/walk access submode was subdivided into further submodes: local bus, express bus (which includes ferries), light rail, commuter rail, and BART.
- The transit/drive access submode was subdivided further into park/ride and kiss/ride submodes.

The MTC BAYCAST model uses simpler choice structures for mode choice for non-work trip purposes. The Alameda County Model uses the full nested logit mode choice structure with transit submodes for all trip purposes.

The mode choice models were calibrated only for trips with an origin or destination in Alameda County. The mode choice results are only used directly for trips with one or both ends in Alameda or San Joaquin counties. For trips with both ends in one of the other eight Bay Area counties, the mode choice results are factored from the year 2000 MTC model mode choice results.

The mode choice models were calibrated by adjusting the mode-specific constants so that outputs from the mode choice model matched transit mode shares from household travel survey data as well as transit ridership data from the operators.

#### **2.4.4 Time of Day Factors**

The regional peaking factors to convert daily vehicle trips into time-of-day proportions were developed using the 2000 Bay Area Travel Survey (BATS). The factors were extracted by trip purpose from the 2000 BATS Table 2.3.7B for all the Alameda County Model analysis time periods, including AM 1-hour, AM 2-hour, PM 1-hour, PM 2-hour and PM 4-hour.

Truck peaking factors were updated during the P09 update based on the Alameda County CMA truck model study completed in 2010.

Peaking factors by trip purpose, direction of travel, vehicle type (drive-alone, shared-ride) and time period are presented in Table 2-15.

#### **Diurnal Factors**

The average regional time-of-day factors are not accurate for all trip interchanges, particularly those with higher levels of congestion. An additional set of district-to-district “diurnal” factors are applied for each peak period based on traffic counts at county line crossings and other major screenlines. The factors were originally based on those used in the MTC model on a county-to-county basis, with additional detail within Alameda County to provide individual time-of-day adjustment factors for specific city areas.

**Table 2-15. Regional Peaking (Time of Day) Factors**

<b>Direction</b>	<b>From Home</b>		<b>To Home</b>	
<b>Vehicle Type</b>	<b>DA</b>	<b>SR</b>	<b>DA</b>	<b>SR</b>
<b>Purpose</b>				
<b>Home-Based Work</b>				
<b>Period</b>				
AM 1HR	13.14%	24.72%	0.17%	0.06%
AM 2 HR	24.59%	38.56%	0.40%	0.36%
AM 4 HR	34.76%	47.41%	0.82%	0.52%
PM 1 HR	0.52%	0.34%	11.80%	11.65%
PM 2 HR	0.99%	0.78%	20.44%	19.32%
PM 4 HR	1.85%	1.96%	33.14%	27.76%
<b>Purpose</b>				
<b>Home-Based Non-Work</b>				
<b>Period</b>				
AM 1HR	4.44%	6.89%	2.11%	0.89%
AM 2 HR	9.05%	11.04%	3.69%	1.41%
AM 4 HR	17.76%	16.93%	6.86%	2.89%
PM 1 HR	2.68%	3.91%	4.04%	4.08%
PM 2 HR	6.22%	8.31%	8.62%	8.83%
PM 4 HR	18.57%	19.13%	21.93%	20.17%
<b>Purpose</b>				
<b>Home-Based School</b>				
<b>Period</b>				
AM 1HR	14.24%	35.31%	0.77%	0.03%
AM 2 HR	21.20%	47.93%	1.25%	0.12%
AM 4 HR	30.17%	52.36%	3.86%	0.42%
PM 1 HR	2.22%	0.53%	3.34%	5.43%
PM 2 HR	6.02%	1.05%	6.55%	11.31%
PM 4 HR	10.88%	2.94%	14.38%	23.64%
<b>Purpose</b>				
<b>Non Home Based</b>				
<b>Period</b>				
AM 1HR	2.19%	2.46%	0.00%	0.00%
AM 2 HR	4.74%	4.41%	0.00%	0.00%
AM 4 HR	12.69%	9.11%	0.00%	0.00%
PM 1 HR	11.72%	9.15%	0.00%	0.00%
PM 2 HR	24.95%	19.51%	0.00%	0.00%
PM 4 HR	55.10%	42.00%	0.00%	0.00%
<b>Purpose</b>				
<b>Trucks</b>				
<b>Period</b>	<b>Small</b>	<b>Medium</b>	<b>Large Commercial</b>	<b>Very Small</b>
AM 1HR	5.85%	7.03%	5.75%	5.85%
AM 2 HR	11.70%	14.05%	11.50%	11.70%
AM 4 HR	23.40%	28.10%	23.00%	23.40%
PM 1 HR	5.85%	7.03%	5.75%	5.85%
PM 2 HR	11.70%	14.05%	11.50%	11.70%
PM 4 HR	23.40%	28.10%	23.00%	23.40%

## 2.4.5 Trip Assignment

Vehicle and transit trips are assigned to the transportation networks. The road assignment considers the effects of traffic congestion and diverts vehicles to alternative routes to balance out congestion among available routes. The transit assignment assigns all transit passengers between a specific origin and destination to the best available transit path and does not divert passengers to other paths based on congestion.

### Traffic Assignment

The Alameda County Model follows MTC traffic assignment procedures for estimating congested times and finding equilibrium travel times between all available routes. The Alameda County Model produces Daily, AM peak 1-hour, PM peak 1-hour, PM Peak 2-hour, and PM Peak 4-hour assignments of auto and truck traffic volumes. These trips are assigned in origin-destination format (OD). Vehicle types are assigned separately as a multi-class assignment with seven vehicle classes stored on each road segment:

1. Drive Alone
2. Shared Ride 2
3. Shared-ride 3+
4. Very Small Trucks
5. Small Trucks
6. Medium Trucks
7. Large Combo Trucks

The MTC BAYCAST model does not typically include a constrained daily traffic assignment, and instead produces an “all or nothing” single iteration unconstrained daily traffic assignment with a production-attraction (P to A) vehicle trip table. The Alameda County Model assigns a daily origin-destination vehicle trip table using equilibrium assignment procedure to get an approximate constrained daily traffic assignment. A capacity factor of 16 is used (daily capacity = 16 \* hourly capacity) to estimate average daily capacities on links.

### Metered Ramp Delays

The traffic assignment portion of the travel demand model uses a speed-flow curve to estimate the congested speed and time that would result from a certain demand-to-capacity ratio. The standard speed-flow relationships defined for freeways, highways, and local streets do not properly represent metered ramps.

Several speed-flow relationships were investigated to determine an appropriate curve for the Alameda County Model. The curve which was selected was the curve used in the SACMET model maintained by the Sacramento Council of Governments (SACOG). The SACMET curve was based on detailed analysis of observed volumes and delays at metered on-ramps in Santa Clara County. The coefficients from the SACMET model were adjusted slightly to provide better results with the Alameda County Model capacity values:

$$\text{Delay} = -0.03 + \text{SQRT}(324*(1-1.06*V/C)^2 + 1.06) - 17.9*(1-1.06*V/C)$$

A maximum delay of 15 minutes is assumed.

The equation produces the following values (Table 2-16):

**Table 2-16. Metered Ramp Delays**

Demand/Capacity Ratio	Ramp Meter Delay in Seconds	Ramp Meter Delay in Minutes
0.10	6	0.1
0.50	5	0.1
0.70	7	0.1
0.90	28	0.5
0.95	68	1.1
1.00	152	2.5
1.05	256	4.3
1.10	366	6.1
1.15	478	8.0
1.20	591	9.8
1.50	900	15.0
2.00	900	15.0

### Transit Assignment

Transit trips are assigned in production-attraction (P-A) format in order to keep track of the home end of trips where vehicle access to and from transit is possible as opposed to the non-home end where vehicle access is not typically possible.

The transit trips are split into peak period (approximately three hours during the A.M. and three hours during the P.M.) and off-peak period trips. The peak period trips are assumed to be 60 percent of home-work trips and 40 percent of non-work trips.

The transit trips for each period are then assigned to each of the seven transit submodes (park-ride, kiss-ride, walk to BART, walk to rail, walk to LRT, walk to express bus, walk to local bus) according to the results of the mode choice models. Peak period trips are assigned to (A.M.) peak period transit services. Off-peak period trips are assigned to midday transit services. This results in 14 total transit assignments. The final results are obtained by adding together the results of the 14 individual transit assignments.

## 2.5 Greenhouse Gas Estimates

The Projections 2009 update of the Alameda County model has added a procedure to calculate greenhouse gas emissions (GHG) for Alameda County. The GHG estimates use standard procedures established by the California Air Resources Board (ARB). The GHG calculations are based on vehicle miles of travel (VMT) and travel speeds within Alameda County, and therefore will respond to changes in travel demand due to land use development or changes in traffic operations due to network improvements.

### 2.5.1 EMFAC Software

The emissions calculations for the Alameda County travel model use the Emfac software developed for the ARB. Emfac2007 version 2.30 is the latest emission inventory model that calculates emission inventories for motor vehicles operating on roads in California. This model reflects the ARB's current understanding of how vehicles travel and how much they pollute. The Emfac2007 model can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.

The model calculates emission factors and emission inventories for the following primary pollutants:

- ◆ Hydrocarbons (HC). HC can be expressed as TOG (total organic gases), ROG (reactive organic gases), THC (total hydrocarbon), or CH<sub>4</sub> (methane). Carbon monoxide (CO).
- ◆ Nitrogen oxides (NO<sub>x</sub>).
- ◆ Carbon dioxide (CO<sub>2</sub>).
- ◆ Particulate matter (PM). PM estimates are provided for total suspended particulate, particulate matter 10 microns or less in diameter (PM<sub>10</sub>), and particulate matter 2.5 microns or less in diameter (PM<sub>2.5</sub>).
- ◆ Fuel consumption. Although, this is not a pollutant, fuel consumption is calculated based on the emissions of CO, CO<sub>2</sub> and THC using the carbon balance equation.
- ◆ Oxides of sulfur (SO<sub>x</sub>).
- ◆ Lead (Pb). Lead emissions are a function of the lead content in fuel.

The Emfac model uses output from the travel model to establish VMT in different speed categories. There are different emission rates associated with each speed category. Many other inputs come from default values established by ARB. These include splits of vehicle types (autos, trucks), vehicle fleet characteristics for each year (such as fuel mileage), fuel composition (use of



diesel, lead content), weather characteristics, VMT distribution through the 24 hours of the day, and many other parameters that affect emissions.

Many of the Emfac assumptions are specific to different regions of California or specific counties. The input assumptions to be used for Alameda County were verified with ARB as well as MTC who is responsible for emissions estimates for the Bay Area.

## 2.5.2 Alameda County GHG Processor

The Emfac software was not designed to integrate seamlessly with travel models, and generally requires significant pre- and post-processing. An automated GHG processor was developed for the Alameda County model to ensure consistency of application and provide GHG totals that are not provided in the standard Emfac output.

The GHG processor performs the following functions:

- ◆ Reads the formatted output from the travel model that contains VMT by speed category
- ◆ Reformats the VMT data and adds it to inputs required for Bay Area and Alameda County emissions calculations
- ◆ Creates an Emfac input file in the required format
- ◆ Starts and runs the Emfac program
- ◆ Reads the standard detailed output file from Emfac and extracts the specific emissions results required for quantification of greenhouse gases
- ◆ Creates a formatted report summarizing GHG results

An example output from the Alameda County GHG processor is shown in Figure 2-2. The report includes total emissions as well as per capita emissions values for comparison to other regions.

## 2.5.3 GHG Calculation

Greenhouse gas emissions are typically reported in terms of “carbon dioxide equivalent” (CO<sub>2</sub>e) values. The calculation of CO<sub>2</sub>e is based on weighted values of the component pollutants in proportion to their contribution to GHG. The Emfac software does not report CO<sub>2</sub>e, but it provides the required input to the calculation. The Alameda County GHG processor calculates CO<sub>2</sub>e as:

Methane (CH<sub>4</sub>) \* 21 + Nitrous Oxide (NO<sub>x</sub>) \* 310 + Carbon Dioxide (CO<sub>2</sub>)

The weight factors are consistent with the values recommended by the United States Environmental Protection Agency (EPA) (“Emission Facts: Metrics for

Expressing Greenhouse Gas Emissions: Carbon Equivalents and Carbon Dioxide Equivalents,” <http://www.epa.gov/OMS/climate/420f05002.htm>).

**Figure 2-2: Example GHG Report**

Title	Alameda County 2035
Area	Alameda County
Year	2035
Vehs/day	1,678,280
VMT/day	55,219,000
Trips/day	11,137,000
Population	1,966,300
Total GHG pollutants	
CH4 (tons/day) (wt=21)	0.69
NOx (tons/day) (wt=310)	15.76
CO2 (tons/day) (wt=1)	31,910
Total GHG CO2eq (tons/day)	36,810.09 (37.44 lbs/capita)
Run GHG pollutants	
CH4 (tons/day) (wt=21)	0.62
NOx (tons/day) (wt=310)	11.79
CO2 (tons/day) (wt=1)	30,890
Run GHG CO2eq (tons/day)	34,557.92 (35.15 lbs/capita)
Idle GHG pollutants	
CH4 (tons/day) (wt=21)	0.01
NOx (tons/day) (wt=310)	2.34
CO2 (tons/day) (wt=1)	130
Idle GHG CO2eq (tons/day)	855.61 (.87 lbs/capita)
Start GHG pollutants	
CH4 (tons/day) (wt=21)	0.06
NOx (tons/day) (wt=310)	1.63
CO2 (tons/day) (wt=1)	880
Start GHG CO2eq (tons/day)	1,386.56 (1.41 lbs/capita)
Fuel Consumption	
Gasoline (gals/day)	2,697,230
Diesel (gals/day)	510,490

GHG Calculator Ver 1.5 © 2011 Dowling Assoc. 5/13/2011 Page 1

## 3 Model Validation

---

This chapter presents the traffic count information, validation criteria and validation results for the updated Alameda Countywide Transportation Model. The results of the 2000 model validation are presented, including estimated 2000 traffic and transit volumes from the model and a summary of the model's performance relative to the validation criteria. The year 2000 is still used for model validation as it is the most recent year with a complete database of traffic counts by time period for all designated Alameda County validation locations.

### 3.1 Definitions of Calibration and Validation

Model calibration refers to estimating and adjusting the model parameters for each model step (auto ownership, trip generation, trip distribution, mode choice) based on household survey data and other sources. During calibration, adjustments are made to parameters such as auto ownership, trip generation rates and distribution factors to more closely match observed and MTC results.

The Alameda County Model primarily uses input parameters from the MTC model that MTC calibrated from 2000 Census survey and household survey data. Therefore, little additional calibration was required. The exception was the mode choice model which uses a more detailed structure than the MTC model and requires additional parameters for the transit submodes.

Model validation refers to comparing the model outputs (traffic or transit volumes) to observed conditions (traffic or transit ridership counts). During validation, adjustments are primarily made to model inputs, such as the road network and base year land uses, rather than calibrated parameters such as trip generation rates or distribution factors. Once validated, the model can be used to predict future travel patterns with a high degree of confidence.

The validation results are presented in the remaining sections of this chapter.

### 3.2 Validation Data

Validation data included traffic counts and transit ridership counts.

#### 3.2.1 Traffic Data

Traffic data for the year 2000 validation were obtained from a variety of sources, including traffic counts provided by the Alameda County Congestion Management Agency (ACCMA) from its efforts with the jurisdictions for a countywide 24-hour traffic counts collection in 2000, the Caltrans traffic count databases, traffic counts provided by Alameda County, and additional counts

provided by most jurisdictions in Alameda County. Where necessary, the raw traffic counts were processed to derive average mid-week (Tuesday to Thursday) volumes. Finally, the counts were organized by screenlines.

### **3.2.2 Screenlines**

Screenlines are imaginary lines, often along natural or man-made physical barriers (e.g., rivers, railroad tracks) that have a limited number of crossings. The screenlines should “cut” the entire study area, intercepting all travel across them, thereby eliminating issues about individual route choice. Use of a system of screenlines allows systematic comparison of total model estimated versus observed travel in different parts of the model area. However, they do not ensure that traffic is being assigned to the correct routes across each screenline.

The study area includes 15 screenlines and a cordon line which incorporates the entire perimeter of Alameda County (see Figure 3-1 through Figure 3-5). These screenlines were previously developed by the CMA in coordination with the jurisdictions.

### **3.2.3 Traffic Count Database**

The traffic counts were reviewed to ensure that they were reasonable, and to identify the best count to use in locations where multiple counts were provided. There are approximately 300 unique traffic count locations in the database.

The link counts for Daily, A.M. 1-hour, P.M. 1-hour, P.M. 2-hour and P.M. 4-hour peak periods and hours were included in separate spreadsheets delivered to the Model Task Force in electronic format. These spreadsheets are not reproduced here due to their length.

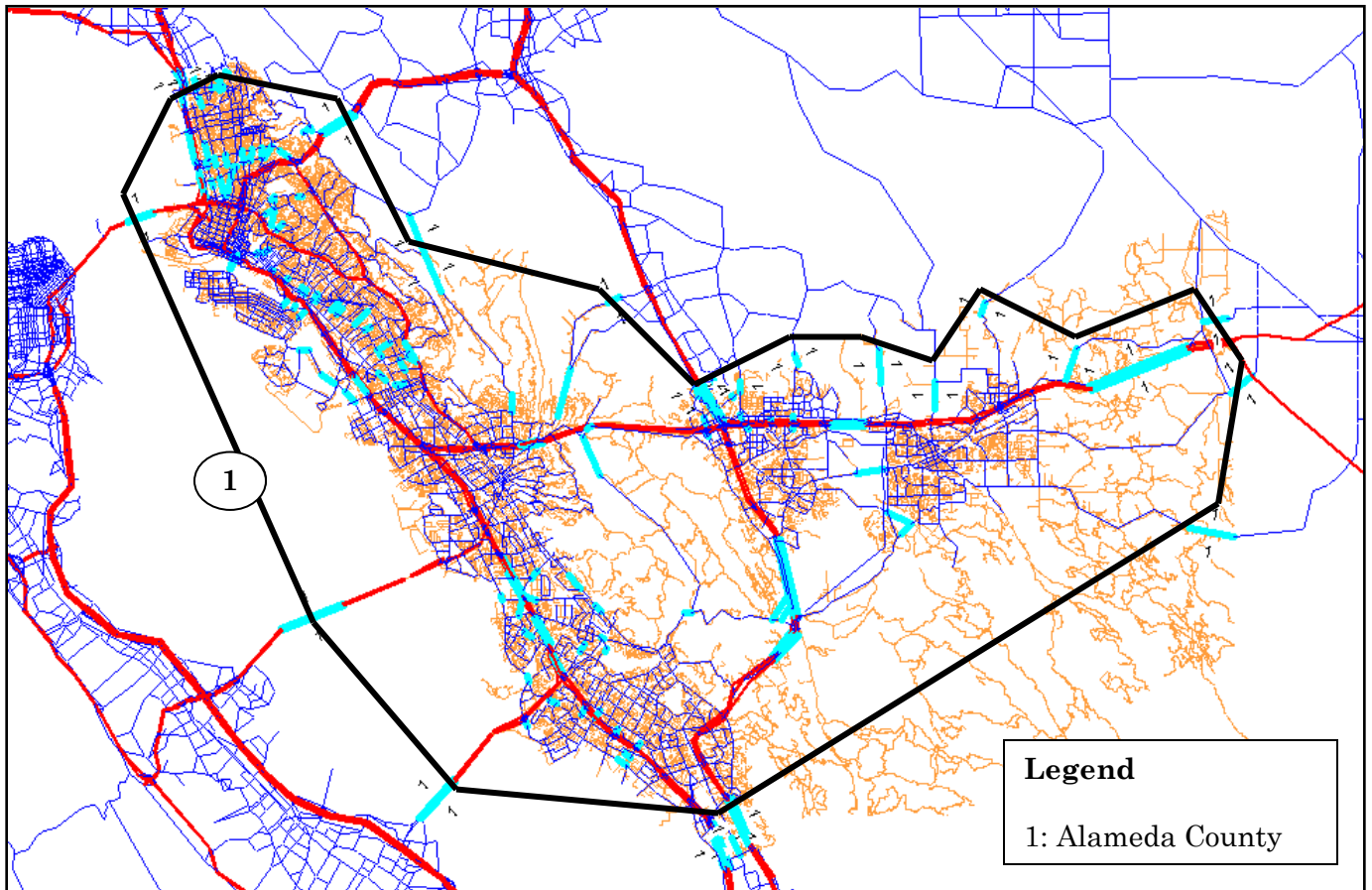
Several attempts were made by ACCMA and local agencies to obtain traffic counts for year 2000 for all roads crossing each screenline. However, ultimately, there were approximately 25 screenline traffic count locations where satisfactory counts could not be found for the desired Year 2000 calibration year. Those locations are listed in Table 3-1.

In five of the missing freeway locations, the traffic counts could be estimated using published daily traffic volumes from Caltrans combined with peak period and direction rates from a nearby location on the same freeway. However, no estimation process is available for local streets.

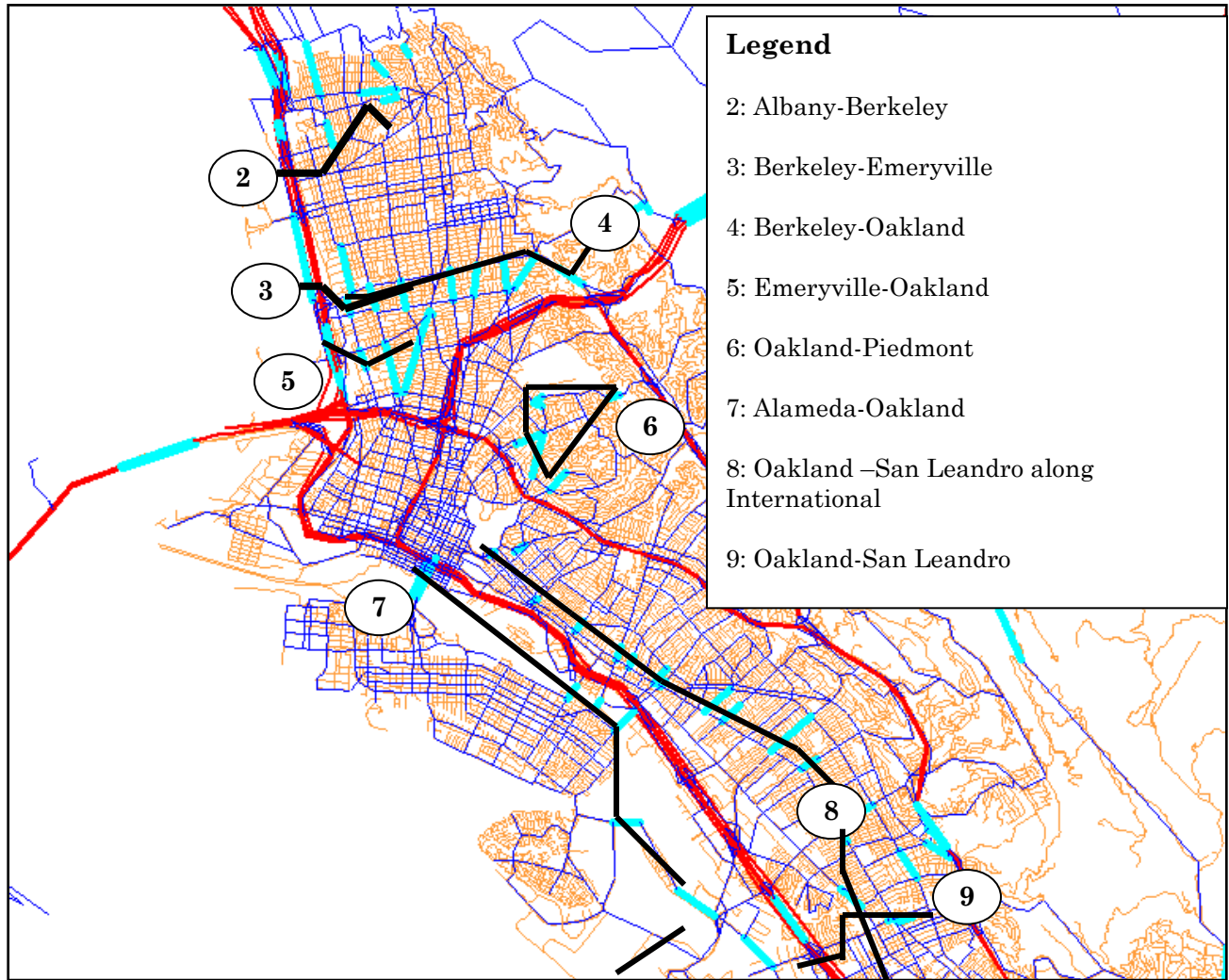
### **3.2.4 Transit Validation Data**

Average weekday transit ridership counts for the year 2000 were obtained from AC Transit for individual bus lines and from BART for individual stations within Alameda County. Total weekday ridership information was also obtained for Union City Transit and LAVTA services.

Figure 3-1. Alameda County Cordon Line

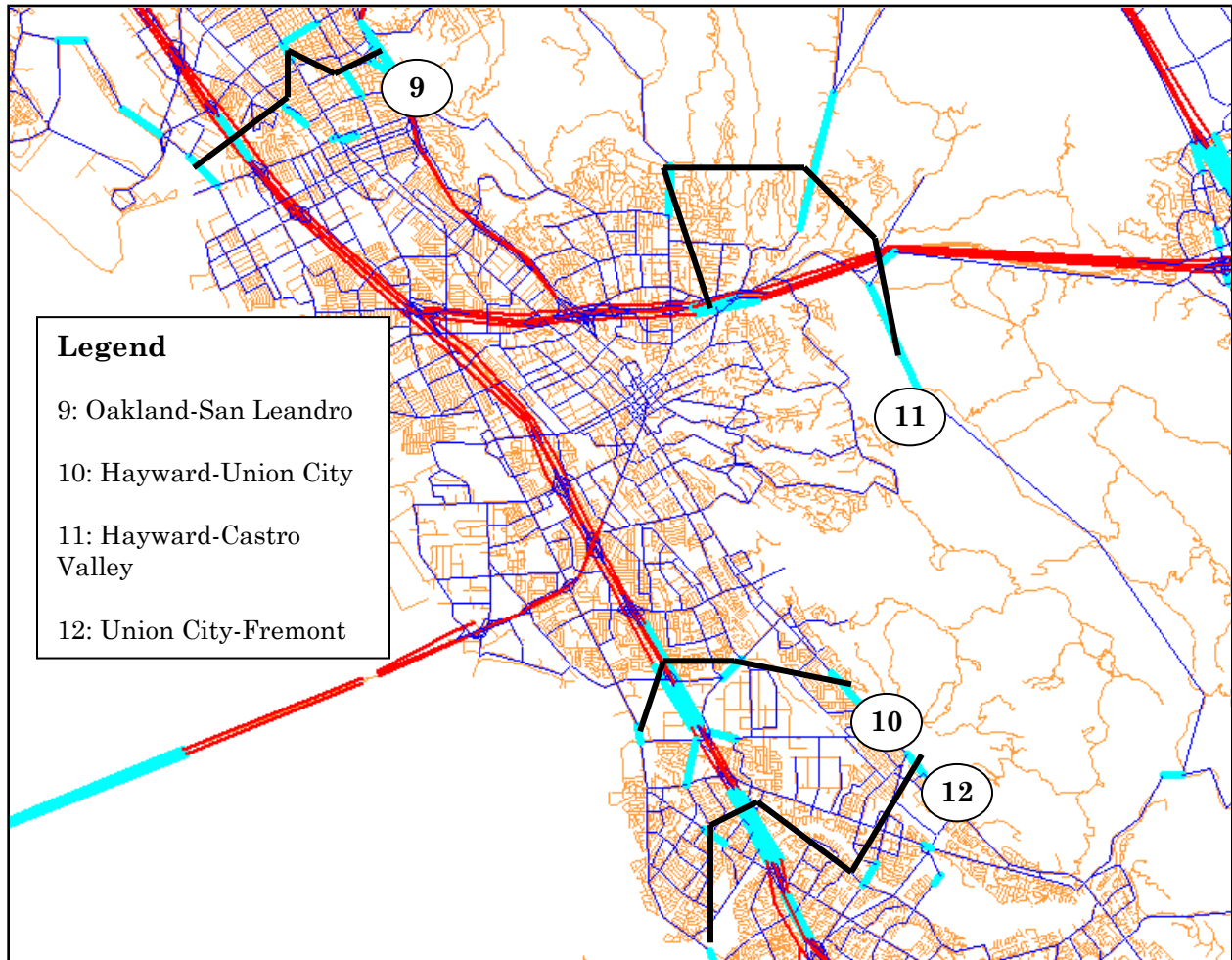


**Figure 3-2. Screenlines for Planning Area 1 - Albany, Berkeley, Emeryville, Oakland, Piedmont and San Leandro**

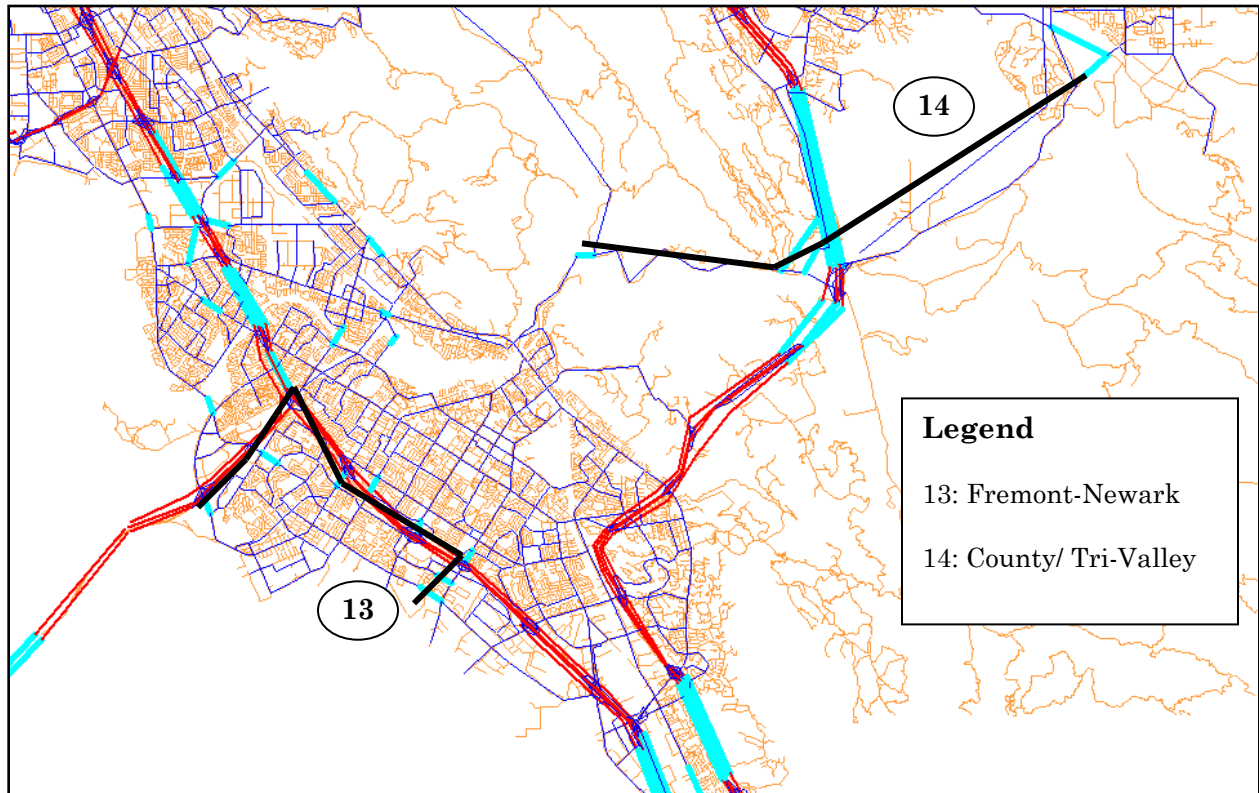




**Figure 3-3. Screenlines for Planning Area 2- Hayward, Union City and Castro Valley**

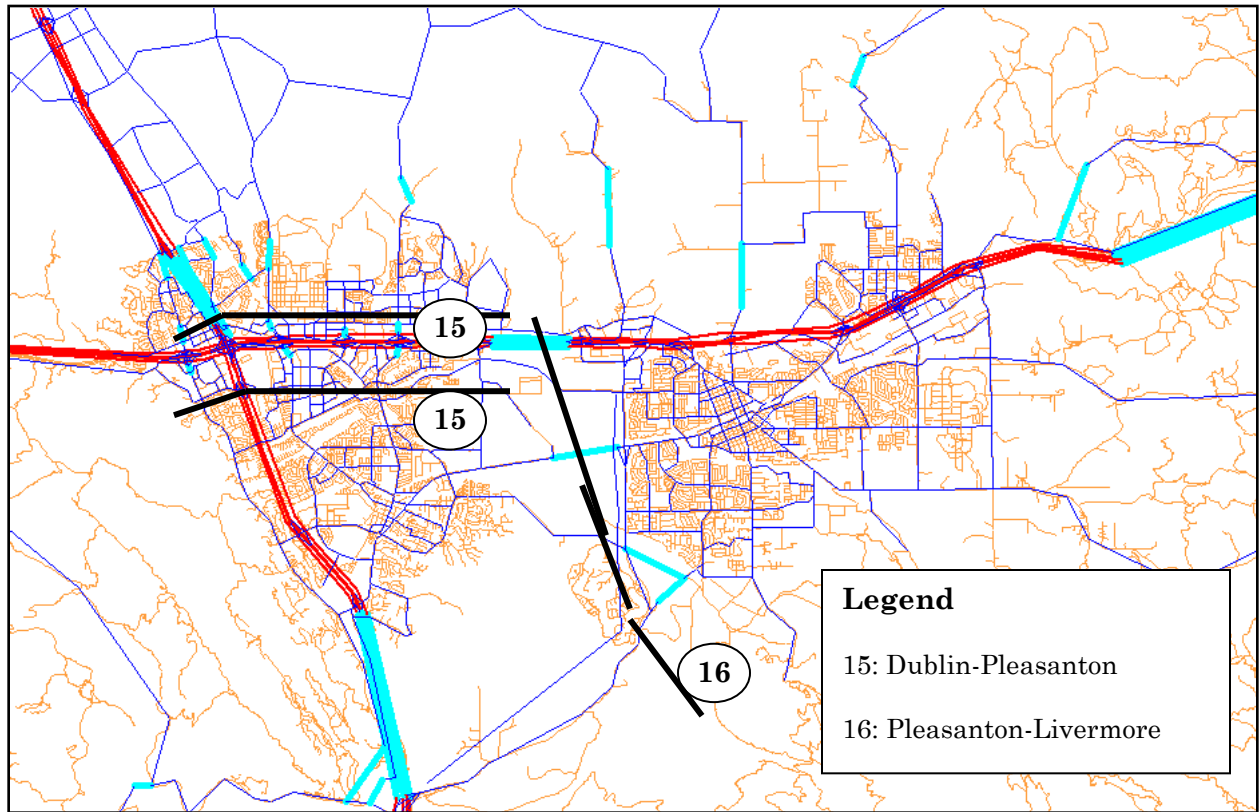


**Figure 3-4. Screenlines for Planning Area 3 &4 - Fremont, Newark and County**





**Figure 3-5. Screenlines for Planning Area 4 - Dublin, Pleasanton and Livermore**



**Table 3-1. Missing Traffic Count Locations**

Main Street	Cross Street	Jurisdiction	Comments
<b>County Screenlines</b>			
Canyon Road	At County Line	Berkeley	
Arlington Avenue	At County Line	Berkeley	
Colusa Avenue	At County Line	Berkeley	
<b>Albany - Berkeley Screenline</b>			
I-80	Between Gilman and Buchanan	Caltrans	Nearest count at University Ave
<b>Berkeley - Emeryville Screenline</b>			
I-80	At Powell (CS #'s 133 and 549)	Caltrans	Nearest count at University Ave
Hollis St.	Near Ashby/City Limit	Emeryville	Only PM Peak Hour counts
<b>Berkeley - Oakland Screenline</b>			
Sacramento Street	Near City Limits	Oakland	
<b>Emeryville - Oakland Screenline</b>			
I-80	At Powell (CS #'s 133 and 549)	Caltrans	Nearest count at University Ave
Shellmound Street	Near 40th/City Limit	Emeryville	
Hollis St.	Near Ashby/City Limit	Emeryville	Only PM Peak Hour counts
<b>Oakland - San Leandro Screenline</b>			
I-580	Between 98th and Estudillo	Caltrans	Nearest count at Edwards Ave
<b>Hayward - Union City Screenline</b>			
Union City Blvd.	Near City Limits	Union City	
<b>Hayward - Castro Valley Screenline</b>			
I-580 WB	At Crow Canyon	Caltrans	At Crow Canyon
<b>Union City - Fremont Screenline</b>			
Decoto Road	South of Alvarado Niles	Union City	
Alvarado-Niles Rd.	Near City Limits	Union City	
<b>Fremont - Newark Screenline</b>			
Thornton Ave.	South of SR 84	Newark	
Newark Blvd.	South of SR 85	Newark	
Thornton Ave.	Near I-880/City Limits (CS# 135 Newark Jct. 880)	Caltrans	
Cedar Blvd.	Near City Limits	Fremont	
Cherry Street	Near City Limits	Newark	
I-880 SB	Near SR 84	Caltrans	

## 3.3 Traffic Validation

This section provides the criteria for the traffic validation to 2000 traffic counts and the validation results.

### 3.3.1 Traffic Validation Criteria

The criteria for acceptance of the Alameda Countywide Transportation Model traffic validation were split into primary and secondary criteria, as follows:

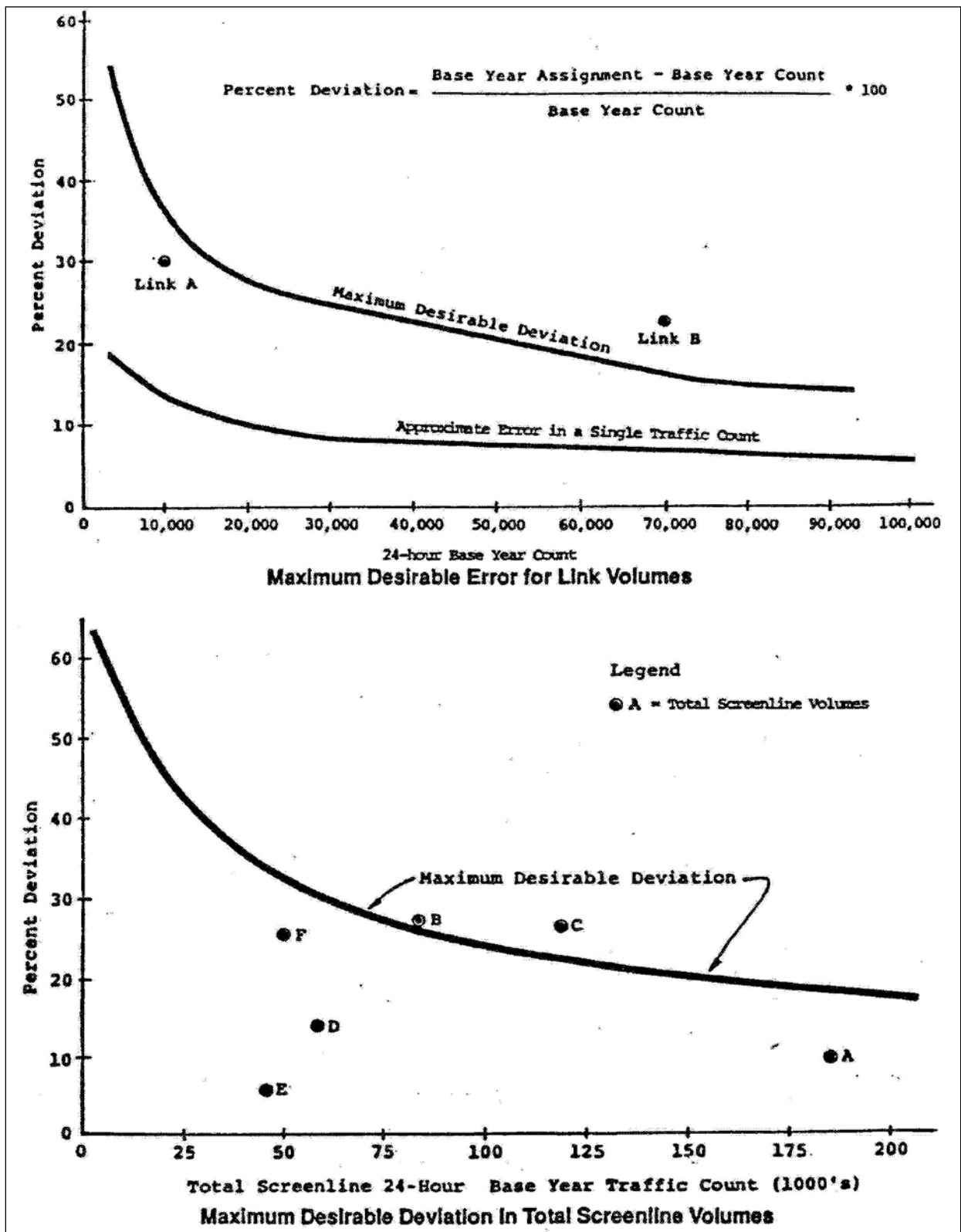
#### Primary Criteria

- Comparison to observed traffic counts across screenlines by percent volume deviation.

#### Secondary Criteria

- Comparison to Vehicle Miles of Travel (VMT) from the Caltrans Highway Performance Monitoring System (HPMS)
- Total volume and percent root mean square error (RMSE) by facility type and volume group
- The percentage of links falling within the FHWA validation curve. The FHWA suggested link-specific validation criteria is that 75 percent of freeway and principal arterials and all screenlines fall below the validation curve shown in Figure 3-6.
- Use the Federal Highway Administration and Caltrans recommended error limits for total error by functional classification (type of road) as a regionwide validation :
  - Freeways less than 7 percent error
  - Principal Arterials less than 10 percent error
  - Minor Arterials less than 15 percent error
  - Collectors less than 25 percent error
  - Frontage Roads less than 25 percent error

Figure 3-6. Maximum Desirable Error for Links and Screenlines



### **3.3.2 Traffic Validation Results**

This section presents the highway volume validation results for the model. First the screenline results are presented, then various supplementary statistics are presented for assessing the quality of the results. Detailed screenline tables are provided in Appendix B.

### **3.3.3 Screenline Validation**

A comparison of year 2000 model volumes to year 2000 traffic counts across screenlines for the daily, A.M. peak 1-hour, P.M. peak 1-hour, P.M. peak 2-hour and P.M. peak 4-hour periods is presented in Table 3-2 through Table 3-6. The tables also list recommended screenline validation criteria based on the FHWA curve shown in Figure 3-6.

#### **Daily Screenline Validation**

The daily validation with the P09 update meets the FHWA criteria on 15 of the 16 screenlines. The model is within 10 percent of traffic counts on 9 screenlines, and within 15 percent of traffic counts on 12 of the 16 screenlines. The daily model volumes are 2 percent higher than traffic counts on the cordon to and from Alameda County, and 1 percent lower than daily traffic counts on all screenlines combined.

#### **AM Peak Hour Screenline Validation**

For the updated A.M. peak hour traffic validation, the model meets the FHWA criteria on all of the 16 screenlines (note that criteria are specifically intended for daily volume comparisons). The model is within 10 percent of traffic counts on 13 out of 16 screenlines, and within 15 percent of traffic counts on all 16 screenlines. The model volumes are 3 percent higher than traffic counts on the cordon to and from Alameda County, and are within 3 percent compared to traffic counts on all screenlines combined.

#### **PM Peak Hour Screenline Validation**

For the updated P.M. peak hour traffic validation, the model meets the FHWA criteria on all of the 16 screenlines (note that criteria are specifically intended for daily volume comparisons). The model is within 10 percent of traffic counts on 12 out of 16 screenlines, and within 15 percent of traffic counts on 14 screenlines. The model volumes are 2 percent higher compared to traffic counts on all screenlines combined.

**Table 3-2. 2000 Daily Screenline Volumes**

Screenline	Description	Criteria	No. of Links	Observed Counts	Model Volumes	Difference (Model - Count)	%RMSE	Percent Difference	Meets Criteria
1	County Screenline	+/- 20%	57	1,707,871	1,747,471	39,600	24%	2%	YES
2	Albany - Berkeley Screenline	+/- 20%	8	323,433	323,579	146	13%	0%	YES
3	Berkeley - Emeryville Screenline	+/- 20%	6	272,468	275,238	2,770	11%	1%	YES
4	Berkeley - Oakland Screenline	+/- 25%	20	175,491	153,893	(21,598)	37%	-12%	YES
5	Emeryville - Oakland Screenline	+/- 20%	2	307,565	299,352	(8,213)	2%	-3%	YES
6	Oakland - Piedmont Screenline	+/- 30%	14	83,838	66,887	(16,951)	35%	-20%	YES
7	Alameda - Oakland Screenline	+/- 20%	12	217,388	214,363	(3,025)	13%	-1%	YES
8	Oakland - San Leandro: E-W along Int/E14th St	+/- 20%	30	220,060	164,780	(55,280)	43%	-25%	NO
9	Oakland - San Leandro Screenline	+/- 20%	16	452,326	514,041	61,715	46%	14%	YES
10	Hayward - Union City Screenline	+/- 20%	10	330,957	354,503	23,546	27%	7%	YES
11	Hayward - Castro Valley Screenline	+/- 20%	10	218,659	230,048	11,389	20%	5%	YES
12	Union City - Fremont Screenline	+/- 20%	14	345,110	363,926	18,816	129%	5%	YES
13	Fremont - Newark Screenline	+/- 20%	16	378,105	317,079	(61,026)	33%	-16%	YES
14	Fremont - Tri-Valley Screenline	+/- 25%	10	170,886	194,642	23,756	47%	14%	YES
15	Dublin - Pleasanton Screenline	+/- 20%	19	396,751	334,285	(62,465)	23%	-16%	YES
16	Pleasanton - Livermore Screenline	+/- 20%	8	251,588	261,067	9,479	19%	4%	YES
<b>Total</b>			<b>252</b>	<b>5,852,497</b>	<b>5,815,156</b>	<b>(37,341)</b>	<b>41%</b>	<b>-1%</b>	

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

Criteria met based on Percent Difference comparison.

Target for overall %RMSE is 40%.

**Table 3-3. 2000 AM Peak 1 Hour Screenline Volumes**

Screenline	Description	Criteria	No. of Links	Observed Counts	Model Volumes	Difference (Model - Count)	%RMSE	Percent Difference	Meets Criteria
1	County Screenline	+/- 25%	57	112,882	116,001	3,119	36%	3%	YES
2	Albany - Berkeley Screenline	+/- 55%	8	19,943	21,630	1,687	21%	8%	YES
3	Berkeley - Emeryville Screenline	+/- 55%	6	17,137	18,730	1,593	53%	9%	YES
4	Berkeley - Oakland Screenline	+/- 55%	20	13,399	13,568	169	60%	1%	YES
5	Emeryville - Oakland Screenline	+/- 55%	2	19,533	20,910	1,377	3%	7%	YES
6	Oakland - Piedmont Screenline	+/- 60%	14	6,405	6,214	(191)	47%	-3%	YES
7	Alameda - Oakland Screenline	+/- 55%	12	16,682	17,211	529	27%	3%	YES
8	Oakland - San Leandro: E-W along Int/E14th St	+/- 55%	30	14,596	13,439	(1,157)	41%	-8%	YES
9	Oakland - San Leandro Screenline	+/- 45%	15	30,815	35,248	4,433	33%	14%	YES
10	Hayward - Union City Screenline	+/- 55%	8	18,839	21,033	2,194	45%	12%	YES
11	Hayward - Castro Valley Screenline	+/- 55%	10	17,513	15,812	(1,701)	61%	-10%	YES
12	Union City - Fremont Screenline	+/- 55%	10	19,563	20,861	1,298	134%	7%	YES
13	Fremont - Newark Screenline	+/- 55%	8	17,448	18,711	1,263	40%	7%	YES
14	Fremont - Tri-Valley Screenline	+/- 55%	9	13,885	14,737	852	41%	6%	YES
15	Dublin - Pleasanton Screenline	+/- 45%	19	30,685	25,964	(4,722)	26%	-15%	YES
16	Pleasanton - Livermore Screenline	+/- 55%	8	17,566	18,582	1,016	15%	6%	YES
<b>Total</b>			<b>236</b>	<b>386,891</b>	<b>398,650</b>	<b>11,759</b>	<b>48%</b>	<b>3%</b>	

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

Criteria met based on Percent Difference comparison.

Target for overall %RMSE is 40%.

**Table 3-4. 2000 PM Peak 1 Hour Screenline Volumes**

Screenline	Description	Criteria	No. of Links	Observed Counts	Model Volumes	Difference (Model - Count)	%RMSE	Percent Difference	Meets Criteria
1	County Screenline	+/- 25%	57	123,467	121,755	(1,712)	28%	-1%	YES
2	Albany - Berkeley Screenline	+/- 50%	8	21,788	24,043	2,255	28%	10%	YES
3	Berkeley - Emeryville Screenline	+/- 55%	6	15,933	19,299	3,366	45%	21%	YES
4	Berkeley - Oakland Screenline	+/- 55%	20	15,329	14,898	(432)	45%	-3%	YES
5	Emeryville - Oakland Screenline	+/- 55%	2	19,606	21,698	2,092	3%	11%	YES
6	Oakland - Piedmont Screenline	+/- 60%	14	8,084	8,132	48	29%	1%	YES
7	Alameda - Oakland Screenline	+/- 55%	12	18,835	18,818	(17)	22%	0%	YES
8	Oakland - San Leandro: E-W along Int/E14th St	+/- 55%	30	18,680	17,133	(1,547)	45%	-8%	YES
9	Oakland - San Leandro Screenline	+/- 40%	16	35,299	39,083	3,784	30%	11%	YES
10	Hayward - Union City Screenline	+/- 55%	8	19,614	22,855	3,241	42%	17%	YES
11	Hayward - Castro Valley Screenline	+/- 55%	10	17,847	17,275	(572)	35%	-3%	YES
12	Union City - Fremont Screenline	+/- 50%	10	21,661	23,275	1,614	120%	7%	YES
13	Fremont - Newark Screenline	+/- 50%	8	20,317	19,346	(971)	27%	-5%	YES
14	Fremont - Tri-Valley Screenline	+/- 55%	8	12,884	13,486	602	20%	5%	YES
15	Dublin - Pleasanton Screenline	+/- 40%	19	36,416	32,935	(3,481)	22%	-10%	YES
16	Pleasanton - Livermore Screenline	+/- 50%	8	20,115	19,907	(208)	15%	-1%	YES
<b>Total</b>			<b>236</b>	<b>425,875</b>	<b>433,938</b>	<b>8,062</b>	<b>40%</b>	<b>2%</b>	

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

Criteria met based on Percent Difference comparison.

Target for overall %RMSE is 40%.



**Table 3-5. 2000 PM Peak 2 Hour Screenline Volumes**

Screenline	Description	Criteria	No. of Links	Observed Counts	Model Volumes	Difference (Model - Count)	%RMSE	Percent Difference	Meets Criteria
1	County Screenline	+/- 20%	55	236,756	226,154	(10,602)	27%	-4%	YES
2	Albany - Berkeley Screenline	+/- 35%	8	42,646	46,993	4,347	28%	10%	YES
3	Berkeley - Emeryville Screenline	+/- 45%	6	32,021	37,580	5,559	36%	17%	YES
4	Berkeley - Oakland Screenline	+/- 45%	20	29,029	28,419	(611)	46%	-2%	YES
5	Emeryville - Oakland Screenline	+/- 40%	2	39,128	41,998	2,870	2%	7%	YES
6	Oakland - Piedmont Screenline	+/- 55%	14	14,370	16,073	1,703	36%	12%	YES
7	Alameda - Oakland Screenline	+/- 45%	12	33,955	37,890	3,935	23%	12%	YES
8	Oakland - San Leandro: E-W along Int/E14th St	+/- 45%	30	34,231	34,642	412	49%	1%	YES
9	Oakland - San Leandro Screenline	+/- 30%	16	67,725	75,829	8,104	32%	12%	YES
10	Hayward - Union City Screenline	+/- 40%	8	39,060	44,713	5,653	38%	14%	YES
11	Hayward - Castro Valley Screenline	+/- 45%	8	28,965	27,989	(976)	26%	-3%	YES
12	Union City - Fremont Screenline	+/- 35%	10	42,331	44,363	2,032	122%	5%	YES
13	Fremont - Newark Screenline	+/- 40%	8	38,890	38,395	(495)	25%	-1%	YES
14	Fremont - Tri-Valley Screenline	+/- 50%	6	23,725	23,497	(228)	17%	-1%	YES
15	Dublin - Pleasanton Screenline	+/- 30%	19	68,071	64,525	(3,547)	22%	-5%	YES
16	Pleasanton - Livermore Screenline	+/- 40%	8	38,745	38,258	(487)	18%	-1%	YES
<b>Total</b>			<b>230</b>	<b>809,648</b>	<b>827,319</b>	<b>17,671</b>	<b>40%</b>	<b>2%</b>	

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

Criteria met based on Percent Difference comparison.

Target for overall %RMSE is 40%.

**Table 3-6. 2000 PM Peak 4 Hour Screenline Volumes**

Screenline	Description	Criteria	No. of Links	Observed Counts	Model Volumes	Difference (Model - Count)	%RMSE	Percent Difference	Meets Criteria
1	County Screenline	+/- 20%	55	478,780	462,361	(16,419)	22%	-3%	YES
2	Albany - Berkeley Screenline	+/- 30%	8	83,108	89,366	6,258	26%	8%	YES
3	Berkeley - Emeryville Screenline	+/- 30%	6	63,700	71,506	7,806	25%	12%	YES
4	Berkeley - Oakland Screenline	+/- 35%	20	53,912	54,828	916	41%	2%	YES
5	Emeryville - Oakland Screenline	+/- 30%	2	75,332	81,303	5,970	4%	8%	YES
6	Oakland - Piedmont Screenline	+/- 45%	14	27,831	26,802	(1,029)	31%	-4%	YES
7	Alameda - Oakland Screenline	+/- 30%	12	62,842	69,132	6,290	21%	10%	YES
8	Oakland - San Leandro: E-W along Int/E14th St	+/- 30%	30	65,224	60,520	(4,704)	46%	-7%	YES
9	Oakland - San Leandro Screenline	+/- 25%	16	126,941	153,235	26,295	42%	21%	YES
10	Hayward - Union City Screenline	+/- 30%	8	79,291	85,365	6,074	22%	8%	YES
11	Hayward - Castro Valley Screenline	+/- 35%	8	54,132	55,735	1,603	27%	3%	YES
12	Union City - Fremont Screenline	+/- 30%	10	81,308	87,092	5,784	122%	7%	YES
13	Fremont - Newark Screenline	+/- 30%	8	76,117	72,929	(3,188)	23%	-4%	YES
14	Fremont - Tri-Valley Screenline	+/- 35%	6	46,649	50,778	4,129	23%	9%	YES
15	Dublin - Pleasanton Screenline	+/- 25%	19	122,332	120,135	(2,198)	24%	-2%	YES
16	Pleasanton - Livermore Screenline	+/- 30%	8	71,336	73,590	2,254	15%	3%	YES
<b>Total</b>			<b>230</b>	<b>1,568,835</b>	<b>1,614,678</b>	<b>45,843</b>	<b>38%</b>	<b>3%</b>	

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

Criteria met based on Percent Difference comparison.

Target for overall %RMSE is 40%.

### PM Peak 2-Hour Screenline Validation

The updated P.M. peak 2-hour traffic validation meets the FHWA criteria on all of the 16 screenlines (note that criteria are specifically intended for daily volume comparisons). The model is within 10 percent of traffic counts on 11 out of 16 screenlines, and within 15 percent of traffic counts on 15 of 16 screenlines. The model volumes are 2 percent higher compared to traffic counts on all screenlines combined.

### PM Peak 4-Hour Screenline Validation

The updated P.M. peak 4-hour traffic validation meets the FHWA criteria on all of the 16 screenlines (note that criteria are specifically intended for daily volume comparisons). The model is within 10 percent of traffic counts on 14 out of 16 screenlines, and within 15 percent of traffic counts on 15 screenlines. The model volumes are 3 percent higher compared to traffic counts on all screenlines combined.

## 3.3.4 Vehicle Miles of Travel Validation

Vehicle Miles of Travel (VMT) is calculated as the number of vehicles on a road segment multiplied by the length of the segment, summed over all road segments in a certain geographic area. The Caltrans Highway Performance Monitoring System (HPMS) estimates daily vehicle miles of travel for each county in California based on a sample of traffic counts on various road types. A comparison of model-estimated VMT with VMT from the HPMS can indicate if the model is generating the correct magnitude of travel, even if there are inaccuracies in the specific road segment traffic volumes.

Vehicle miles of travel are calculated from the Alameda Countywide travel demand model by multiplying link volumes by link distances. The Alameda County model VMT estimates are compared with the HPMS estimates (Table 3-7). The FHWA model validation criterion is that the VMT calculated from the model should be within 5 percent of the HPMS estimate. The VMT from the final validation is 5.8 percent lower than the VMT from HPMS. This indicates that the model is generating a somewhat low amount of total traffic within Alameda County even if regional county-to-county movements are being correctly estimated.

**Table 3-7. Daily Validation Comparison by VMT**

	Links	2000 HPMS	2000 Model	Percent	FHWA Standard	Meets Criteria
All Links	18,812	37,197,500	35,038,554	-5.8%	+/-5%	NO

### 3.3.5 Total Volumes and Root Mean Square Error

The traffic counts and the model volumes are compared by facility type (see Table 3-9 through Table 3-13) and by the volume range in which they are classified (see Table 3-14). The comparison is made in terms of total model volume compared to total traffic counts, and the root mean square error (RMSE) is also used as a validation criterion.

#### Root Mean Square Error

The root mean square error (RMSE) is a statistical estimator that is intended to represent the average percent error between an estimated value (such as a model volume) and an observed value (such as a traffic count). The RMSE is calculated as:

$$RMSE = \sqrt{\frac{\sum_{i=1}^n (C_i - V_i)^2}{n - 1}},$$

Where:

n is the total number of links

C<sub>i</sub> is the observed count for road i

V<sub>i</sub> is the model volume for road i

i represents a road link

The RMSE provides a measure of accuracy based on the statistical standard deviation. The RMSE puts a greater emphasis on larger errors that may cancel each other out in the comparison of total model volumes and traffic counts. The overall target RMSE is 40 percent.

#### Validation by Facility Type

The Federal Highway Administration<sup>1</sup> and Caltrans<sup>2</sup> recommend error limits for total error by functional classification or type of road (Table 3-8). For the Alameda County Model, the “Principal Arterial” criterion is applied to expressways, while the “Minor Arterial” criterion is applied to all local arterial streets.

Table 3-9 through Table 3-13 present the Alameda County Model validation relative to 2000 traffic counts by facility type.

---

<sup>1</sup> Federal Highway Administration, *Calibration and Adjustment of System Planning Models*, 1990

<sup>2</sup> California Department of Transportation, *Travel Forecasting Guidelines*, 1992

**Table 3-8: Facility Type Validation Criteria**

Facility Type	Criterion
Freeways	less than 7 percent error
Principal Arterials	less than 10 percent error
Minor Arterials	less than 15 percent error
Collectors	less than 25 percent error
Frontage Roads	less than 25 percent error

Source: California Department of Transportation, *Travel Forecasting Guidelines*, 1992

**Table 3-9. Daily Validation by Facility Type**

Facility Type	CapClass	Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
Freeways	2	+/- 7%	3,844,474	4,125,047	44	280,573	24%	7.3%	NO
Principal Arterials	3	+/- 10%	268,242	246,473	22	(21,769)	33%	-8.1%	YES
Arterials	7	+/- 15%	1,580,145	1,342,598	138	(237,547)	42%	-15.0%	YES
Collectors	4	+/- 25%	158,173	90,811	48	(67,362)	88%	-42.6%	NO
<b>All</b>			<b>5,851,034</b>	<b>5,804,930</b>	<b>252</b>	<b>(46,104)</b>	<b>41%</b>	<b>-0.8%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

**Table 3-10. AM Peak 1 Hour Validation by Facility Type**

Facility Type	CapClass	Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
Freeways	2	+/- 7%	245,318	273,539	44	28,221	30%	11.5%	NO
Principal Arterials	3	+/- 10%	22,345	20,573	22	(1,772)	28%	-7.9%	YES
Arterials	7	+/- 15%	104,407	95,202	123	(9,205)	48%	-8.8%	YES
Collectors	4	+/- 25%	14,345	8,686	47	(5,659)	93%	-39.5%	NO
<b>All</b>			<b>386,415</b>	<b>398,001</b>	<b>236</b>	<b>11,586</b>	<b>48%</b>	<b>3.0%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

**Table 3-11. PM Peak 1 Hour Validation by Facility Type**

Facility Type	CapClass	Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
Freeways	2	+/- 7%	260,479	284,305	44	23,826	26%	9.1%	NO
Principal Arterials	3	+/- 10%	24,543	22,463	22	(2,080)	26%	-8.5%	YES
Arterials	7	+/- 15%	125,849	116,910	123	(8,939)	39%	-7.1%	YES
Collectors	4	+/- 25%	14,925	10,001	47	(4,924)	81%	-33.0%	NO
<b>All</b>			<b>425,796</b>	<b>433,679</b>	<b>236</b>	<b>7,883</b>	<b>40%</b>	<b>1.9%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

**Table 3-12. PM Peak 2 Hour Validation by Facility Type**

Facility Type	CapClass	Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
Freeways	2	+/- 7%	515,576	548,205	44	32,629	25%	6.3%	YES
Principal Arterials	3	+/- 10%	40,062	39,015	20	(1,047)	24%	-2.6%	YES
Arterials	7	+/- 15%	227,345	221,687	120	(5,658)	41%	-2.5%	YES
Collectors	4	+/- 25%	26,523	17,799	46	(8,724)	83%	-32.9%	NO
<b>All</b>			<b>809,506</b>	<b>826,706</b>	<b>230</b>	<b>17,200</b>	<b>40%</b>	<b>2.1%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

**Table 3-13. PM Peak 4 Hour Validation by Facility Type**

Facility Type	CapClass	Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
Freeways	2	+/- 7%	1,025,825	1,082,095	44	56,270	23%	5.5%	YES
Principal Arterials	3	+/- 10%	73,092	74,031	20	939	29%	1.3%	YES
Arterials	7	+/- 15%	419,754	422,548	120	2,794	39%	0.7%	YES
Collectors	4	+/- 25%	49,947	34,335	46	(15,612)	80%	-31.3%	NO
<b>All</b>			<b>1,568,618</b>	<b>1,613,009</b>	<b>230</b>	<b>44,391</b>	<b>38%</b>	<b>2.8%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

The daily 2000 traffic validation of the Alameda County Model meets the criteria for principal arterials and arterials (as shown in Table 3-9) and is slightly high on freeways (7.3 percent high compared to criterion of +/- 7.0 percent). The validation results are low compared to counts on collector streets (-42.6%) and do not meet the criterion for that facility type. This indicates that the model is most reliable for daily traffic estimates on principal arterial and arterial streets, while it will tend to be slightly high on daily estimates of freeway traffic volumes and low on collector street traffic estimates.

Additional improvement to the validation on collector streets would require smaller TAZs, as well as possible deviations from the MTC-consistent trip generation and/or distribution so that the model generates more short-distance trips within Alameda County. For local traffic studies involving collector streets, it is recommended that the model be locally updated and validated, potentially including splits of the current TAZs to allow more precise loading onto individual collector streets.

The 2000 traffic validation for the four peak periods meets the criteria for principal arterials and arterials for all periods. The freeway validation meets the criterion for the PM 2-hour and PM 4-hour periods. The freeway validation for the AM 1-hour and PM 1-hour periods is higher than the 7 percent criterion, and the collector validation is low for all four periods.

Travel models are based on travel demand rather than actual constrained throughput. Therefore, it is likely that the estimated peak hour demand will

exceed the observed traffic count on some congested freeway corridors. The additional demand represents the vehicles that can be observed in queues waiting to get through congested segments during the peak hour.

The validation meets the overall RMSE criterion (40% or less overall) for the PM 1-hour, PM 2-hour and PM 4-hour periods, although the daily validation is within one percent of the RMSE criterion. The AM 1-hour assignment does not meet the RMSE criterion, although it does meet the RMSE criteria for freeways and principal arterials.

### Validation by Volume Range

The FHWA and Caltrans travel forecasting guidelines include a figure showing the maximum desirable deviation between daily model volumes and traffic counts for individual link volumes and for screenlines (Figure 3-6, page 44). The maximum desirable deviations in total screenline volume from the FHWA figure are recommended for the validation by volume range and are included as criteria in Table 3-14. The model validation meets the FHWA criteria for all ten of the volume ranges.

**Table 3-14. Daily Validation by Volume Range**

From	Volume Range		Criteria	Observed Counts	Model Volumes	No. of Links	Difference	%RMSE	Percent Difference	Meets Criteria
	To									
1	5,000		+/- 60%	142,349	98,901	54	(43,448)	67%	-30.5%	YES
5,000	10,000		+/- 55%	404,484	316,127	55	(88,357)	55%	-21.8%	YES
10,000	20,000		+/- 45%	1,266,427	1,120,513	92	(145,914)	33%	-11.5%	YES
20,000	30,000		+/- 40%	92,694	93,801	4	1,107	63%	1.2%	YES
30,000	40,000		+/- 37%	128,100	99,122	4	(28,978)	29%	-22.6%	YES
40,000	50,000		+/- 34%	171,047	206,504	4	35,457	27%	20.7%	YES
50,000	75,000		+/- 28%	576,439	712,298	9	135,859	31%	23.6%	YES
75,000	100,000		+/- 27%	1,304,661	1,289,559	15	(15,102)	9%	-1.2%	YES
100,000	125,000		+/- 25%	716,951	663,791	7	(53,160)	8%	-7.4%	YES
125,000	150,000		+/- 23%	1,047,882	1,058,463	8	10,581	7%	1.0%	YES
<b>Sum</b>				<b>5,851,034</b>	<b>5,968,441</b>	<b>252</b>	<b>117,407</b>	<b>26%</b>	<b>2.0%</b>	

Note: Criteria met based on Percent Difference comparison.  
Target for overall %RMSE is 40%.

## 3.4 Transit Validation

Transit validation is based on a comparison of the model assigned transit trips with observed transit boardings. Observed transit trips are rarely available by time period and so all comparisons are presented based on daily ridership.

### 3.4.1 Ridership by Operator

Table 3-15 compares the daily ridership by transit operator within Alameda County and for the rest of the Bay Area.

**Table 3-15. Comparison of 2000 Daily Ridership by Transit Operator**

	MTC 2000 Observed Ridership	Alameda Co Model 2000 P09	Percent Difference
<b>ALAMEDA COUNTY SERVICES</b>			
BART	326,009	300,572	-8%
AC Transit Local	186,983	190,155	2%
AC Transit Transbay	13,917	10,754	-23%
LAVTA/Wheels	6,003	3,869	-36%
East Bay Ferries	2,546	902	-65%
Union City	1,920	2,293	19%
ACE Rail	1,743	1,784	2%
Amtrak (Capitol, etc...)	1,015	1,217	20%
AirBART	750	1,819	143%
<b>Subtotal Alameda Co.</b>	<b>540,886</b>	<b>513,365</b>	<b>-5%</b>
<b>OTHER TRANSIT SERVICES</b>			
MUNI	754,293	614,532	-19%
SCVTA	183,842	226,024	23%
SamTrans	62,557	75,816	21%
Golden Gate Transit	39,562	36,154	-9%
CalTrain	31,291	47,279	51%
CCCTA	16,602	20,559	24%
Fairfield/Suisun	3,165	3,506	11%
Vallejo Bus + Ferry	10,160	6,978	-31%
Sonoma County Providers	10,772	31,435	192%
Tri-Delta Transit	7,580	15,978	111%
Napa County Vine	2,427	2,682	11%
WestCAT	3,526	8,242	134%
Other	19,502	12,596	-35%
<b>Subtotal Other</b>	<b>1,145,279</b>	<b>1,101,781</b>	<b>-4%</b>
<b>TOTAL</b>	<b>1,686,165</b>	<b>1,615,146</b>	<b>-4%</b>

Source: Metropolitan Transportation Commission, "2000 Base Year Validation of Travel Demand Models for the San Francisco Bay Area (BAYCAST-90) Technical Summary," May 2004, Table 6.2



The Alameda County Model generates 2000 transit ridership totals that are within 5 percent of 2000 ridership counts for services within Alameda County, services outside Alameda County and for the total model area.

Within Alameda County, the Alameda County Model is 8 percent lower than counts for BART systemwide ridership, 2 percent higher than counts for AC Transit local bus service and 23 percent lower than counts for AC Transit Transbay Service. The model is within 0.5 percent of total AC Transit ridership. The Alameda County Model is very close to ridership counts on ACE Rail. The model underpredicts East Bay Ferry and LAVTA bus ridership and overpredicts ridership on the Union City bus system.

Outside Alameda County, the Alameda County Model tends to underpredict MUNI transit use in the denser urbanized area of San Francisco, but tends to overpredict transit use in less dense suburban areas such as Contra Costa, Solano or Sonoma counties. The Alameda County Model is not coded to the same level of detail in these areas as it is in Alameda County, and therefore the estimates of transit use are based on very average measures of transit accessibility and demographics. However, the Alameda County Model estimates the correct total amount of transit ridership outside of Alameda County.

### **3.4.2 Rail Station Boardings**

Table 3-16 compares model estimates of total station entries and exits with 2000 passenger counts at specific BART rail stations within Alameda County. Specific year 2000 station counts were available for BART only, and were not available for Amtrak or ACE.

The model is most accurate on BART station activity in downtown Oakland. In other areas, the model tends to underestimate BART station activity. In total, the Alameda County Model is 15 percent lower than year 2000 station entry and exit counts at BART stations within Alameda County. However, as noted above, the model predicts systemwide BART ridership within 8 percent of 2000 ridership counts.

**Table 3-16. Comparison of 2000 Volumes at BART Stations in Alameda County**

Station	Node	Model Total	2000 Count	Difference	Percent
<b>ALAMEDA COUNTY</b>					
Rockridge	15506	6,927	9,785	-2,858	-29%
MacArthur	15507	20,064	13,171	6,893	52%
19th Street/Oakland	15508	17,781	16,364	1,417	9%
Oakland City Center/12th Street	15509	28,967	24,851	4,116	17%
West Oakland	15510	7,175	10,048	-2,873	-29%
North Berkeley	15524	5,412	22,213	-16,801	-76%
Downtown Berkeley	15523	15,249	7,678	7,571	99%
Ashby	15525	5,156	8,748	-3,592	-41%
Lake Merritt	15534	8,347	12,748	-4,401	-35%
Fruitvale	15533	18,170	19,412	-1,242	-6%
Coliseum/Oakland Airport	15532	9,103	14,814	-5,711	-39%
San Leandro	15531	6,717	10,594	-3,877	-37%
Bay Fair	15530	12,300	10,828	1,472	14%
Hayward	15529	5,449	9,733	-4,284	-44%
South Hayward	15528	3,545	6,215	-2,670	-43%
Union City	15527	7,113	8,331	-1,218	-15%
Fremont	15526	6,009	9,589	-3,580	-37%
Warm Springs	15544	0			
Castro Valley	15537	1,349	4,411	-3,062	-69%
West Dublin	15545	0	0	0	
Dublin/Pleasanton	15538	13,831	13,310	521	4%
<b>Subtotal Alameda County</b>		<b>198,664</b>	<b>232,844</b>	<b>-34,180</b>	<b>-15%</b>

## 4 Model Forecasts

---

Once validated, the updated model was tested for its ability to produce reasonable forecasts for Alameda County.

It should be recognized though that the Alameda County Model uses ABAG *Projections 2009*, so it should be expected to produce forecasts that are different than other models using older land use forecasts.

### 4.1 Assumptions

The traffic forecasts were developed based on the following assumptions:

- The Alameda Countywide model socio-demographic data for 2005, 2020 and 2035 based on ABAG *Projections 2009* with zonal allocations updated by many of the jurisdictions.
- The network improvements for 2005, 2020 and 2035 based on the Countywide Transportation Plan and the Regional Transportation Plan as of 2008, supplemented by review and updates by many of the jurisdictions in 2010.
- Pricing assumptions based on MTC projections

The detailed transit and auto forecast results are described below.

### 4.2 Vehicle Traffic Forecasts Results

The traffic forecasts have been summarized at the identical screenlines as described in the model validation. These include 15 screenlines and a county cordon line which incorporates the entire perimeter of Alameda County.

A summary comparison across screenlines with year 2000 model volumes to 2005, 2020 and 2035 for the daily, A.M. peak 1-hour, P.M. peak 1-hour, P.M. peak 2-hour and P.M. peak 4-hour periods are presented in Table 4-1 through Table 4-5. Detailed tables comparing the forecasts for all the screenlines are provided in Appendix C.

The trends observed in the model forecast volumes are consistent with the trends in the ABAG socio-demographic data and the MTC regional model. Based on the forecast results, the general trend, except for 2005, shows increasing vehicle volume. The model estimated low or negative growth from 2000 to 2005 in some locations. This generally reflects the economic trends observed at the peak of the economy in 2000 and the subsequent downturn in employment after 2000.

**Table 4-1. Screenline Forecast Volumes, Daily**

Screenline	Description	Observed Counts 2000	Model Volumes 2000	Model Volumes 2005	Model Volumes 2020	Model Volumes 2035	Difference 2005-2000	% Difference 2005-2000	Difference 2020-2000	% Difference 2020-2000	Difference 2035-2000	% Difference 2035-2000
1	County Screenline	1,707,871	1,766,042	1,845,424	2,281,365	2,804,360	79,382	4%	515,323	29%	1,038,318	59%
2	Albany - Berkeley Screenline	323,433	323,579	339,775	398,482	439,057	16,196	5%	74,903	23%	115,477	36%
3	Berkeley - Emeryville Screenline	272,468	296,455	303,677	346,432	391,826	7,222	2%	49,977	17%	95,371	32%
4	Berkeley - Oakland Screenline	175,491	174,057	192,549	237,932	308,234	18,491	11%	63,874	37%	134,177	77%
5	Emeryville - Oakland Screenline	307,565	315,009	324,080	377,788	446,482	9,072	3%	62,780	20%	131,474	42%
6	Oakland - Piedmont Screenline	83,838	66,887	70,275	74,513	90,414	3,388	5%	7,625	11%	23,527	35%
7	Alameda - Oakland Screenline	217,388	214,363	209,894	246,095	302,645	(4,469)	-2%	31,733	15%	88,282	41%
8	Oakland - San Leandro: Int/E14th	220,060	164,780	168,009	203,533	255,268	3,230	2%	38,753	24%	90,489	55%
9	Oakland - San Leandro Screenline	452,326	514,041	527,751	627,836	742,799	13,711	3%	113,795	22%	228,759	45%
10	Hayward - Union City Screenline	330,957	354,503	366,121	416,847	493,799	11,617	3%	62,344	18%	139,296	39%
11	Hayward - Castro Valley Screenline	218,659	230,048	242,597	304,458	358,530	12,549	5%	74,410	32%	128,482	56%
12	Union City - Fremont Screenline	345,110	363,926	372,571	400,215	500,285	8,645	2%	36,289	10%	136,358	37%
13	Fremont - Newark Screenline	378,105	356,326	362,852	395,434	480,730	6,526	2%	39,109	11%	124,405	35%
14	Fremont - Tri-Valley Screenline	170,886	194,642	215,783	285,463	322,949	21,141	11%	90,821	47%	128,306	66%
15	Dublin - Pleasanton Screenline	396,751	334,285	368,307	505,840	611,134	34,021	10%	171,554	51%	276,849	83%
16	Pleasanton - Livermore Screenline	251,588	261,067	282,532	376,582	510,572	21,465	8%	115,515	44%	249,505	96%
	<b>Total</b>	<b>5,852,497</b>	<b>5,930,011</b>	<b>6,192,198</b>	<b>7,478,815</b>	<b>9,059,085</b>	<b>262,187</b>	<b>4%</b>	<b>1,548,804</b>	<b>26%</b>	<b>3,129,074</b>	<b>53%</b>

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

**Table 4-2. Screenline Forecast Volumes, AM Peak 1 Hour**

Screenline	Description	Observed Counts 2000	Model Volumes 2000	Model Volumes 2005	Model Volumes 2020	Model Volumes 2035	Difference 2005-2000	% Difference 2005-2000	Difference 2020-2000	% Difference 2020-2000	Difference 2035-2000	% Difference 2035-2000
1	County Screenline	112,882	117,200	121,117	153,022	188,496	3,917	3%	35,822	31%	71,296	61%
2	Albany - Berkeley Screenline	19,943	21,630	22,532	27,022	30,786	902	4%	5,392	25%	9,156	42%
3	Berkeley - Emeryville Screenline	17,137	20,167	21,116	25,563	30,580	949	5%	5,396	27%	10,413	52%
4	Berkeley - Oakland Screenline	13,399	15,309	18,239	21,165	25,681	2,929	19%	5,856	38%	10,372	68%
5	Emeryville - Oakland Screenline	19,533	21,839	23,731	28,411	35,973	1,893	9%	6,572	30%	14,134	65%
6	Oakland - Piedmont Screenline	6,405	6,214	7,006	8,159	10,948	792	13%	1,946	31%	4,734	76%
7	Alameda - Oakland Screenline	16,682	17,211	16,755	20,167	26,588	(456)	-3%	2,956	17%	9,377	54%
8	Oakland - San Leandro: Int/E14th	14,596	13,439	14,002	18,310	24,008	563	4%	4,871	36%	10,569	79%
9	Oakland - San Leandro Screenline	30,815	35,728	36,613	44,519	53,575	885	2%	8,791	25%	17,847	50%
10	Hayward - Union City Screenline	18,839	24,637	25,158	29,927	37,040	521	2%	5,291	21%	12,404	50%
11	Hayward - Castro Valley Screenline	17,513	15,812	16,408	21,430	25,712	597	4%	5,618	36%	9,900	63%
12	Union City - Fremont Screenline	19,563	25,505	25,857	29,214	37,120	352	1%	3,709	15%	11,615	46%
13	Fremont - Newark Screenline	17,448	25,145	25,168	28,789	37,757	22	0%	3,643	14%	12,611	50%
14	Fremont - Tri-Valley Screenline	13,885	14,764	16,101	18,643	22,540	1,337	9%	3,878	26%	7,775	53%
15	Dublin - Pleasanton Screenline	30,685	25,964	28,630	40,358	50,899	2,667	10%	14,394	55%	24,936	96%
16	Pleasanton - Livermore Screenline	17,566	18,582	19,610	27,156	36,318	1,027	6%	8,574	46%	17,735	95%
	<b>Total</b>	<b>386,891</b>	<b>419,148</b>	<b>438,044</b>	<b>541,856</b>	<b>674,021</b>	<b>18,896</b>	<b>5%</b>	<b>122,708</b>	<b>29%</b>	<b>254,873</b>	<b>61%</b>

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

**Table 4-3. Screenline Forecast Volumes, PM Peak 1-Hour**

Screenline	Description	Observed Counts 2000	Model Volumes 2000	Model Volumes 2005	Model Volumes 2020	Model Volumes 2035	Difference 2005-2000	% Difference 2005-2000	Difference 2020-2000	% Difference 2020-2000	Difference 2035-2000	% Difference 2035-2000
1	County Screenline	123,467	123,418	128,332	163,361	198,628	4,914	4%	39,943	32%	75,210	61%
2	Albany - Berkeley Screenline	21,788	24,043	25,214	29,818	34,305	1,171	5%	5,775	24%	10,263	43%
3	Berkeley - Emeryville Screenline	15,933	21,225	21,569	25,635	30,729	343	2%	4,410	21%	9,504	45%
4	Berkeley - Oakland Screenline	15,329	16,834	18,006	22,304	27,821	1,171	7%	5,470	32%	10,986	65%
5	Emeryville - Oakland Screenline	19,606	23,131	24,087	29,272	36,834	956	4%	6,140	27%	13,703	59%
6	Oakland - Piedmont Screenline	8,084	8,132	8,699	10,691	14,168	567	7%	2,558	31%	6,035	74%
7	Alameda - Oakland Screenline	18,835	18,818	18,522	21,450	26,927	(296)	-2%	2,632	14%	8,109	43%
8	Oakland - San Leandro: Int/E14th	18,680	17,133	17,364	21,707	30,372	231	1%	4,574	27%	13,239	77%
9	Oakland - San Leandro Screenline	35,299	39,083	39,817	49,025	58,967	734	2%	9,943	25%	19,884	51%
10	Hayward - Union City Screenline	19,614	27,169	27,690	31,427	37,871	521	2%	4,258	16%	10,703	39%
11	Hayward - Castro Valley Screenline	17,847	17,275	18,079	23,106	27,742	804	5%	5,831	34%	10,467	61%
12	Union City - Fremont Screenline	21,661	28,803	29,173	31,156	38,443	370	1%	2,352	8%	9,639	33%
13	Fremont - Newark Screenline	20,317	26,976	27,242	31,312	40,946	266	1%	4,337	16%	13,971	52%
14	Fremont - Tri-Valley Screenline	12,884	13,768	15,417	19,428	22,178	1,649	12%	5,660	41%	8,410	61%
15	Dublin - Pleasanton Screenline	36,416	32,935	35,425	50,353	59,605	2,490	8%	17,418	53%	26,669	81%
16	Pleasanton - Livermore Screenline	20,115	19,907	21,880	30,243	40,130	1,973	10%	10,336	52%	20,223	102%
	<b>Total</b>	<b>425,875</b>	<b>458,651</b>	<b>476,516</b>	<b>590,288</b>	<b>725,666</b>	<b>17,864</b>	<b>4%</b>	<b>131,637</b>	<b>29%</b>	<b>267,015</b>	<b>58%</b>

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

**Table 4-4. Screenline Forecast Volumes, PM Peak 2 Hour**

Screenline	Description	Observed Counts 2000	Model Volumes 2000	Model Volumes 2005	Model Volumes 2020	Model Volumes 2035	Difference 2005-2000	% Difference 2005-2000	Difference 2020-2000	% Difference 2020-2000	Difference 2035-2000	% Difference 2035-2000
1	County Screenline	236,756	233,648	243,141	303,729	370,270	9,493	4%	70,080	30%	136,621	58%
2	Albany - Berkeley Screenline	42,646	46,993	49,024	57,444	65,311	2,030	4%	10,451	22%	18,318	39%
3	Berkeley - Emeryville Screenline	32,021	41,468	42,198	48,813	58,246	730	2%	7,345	18%	16,778	40%
4	Berkeley - Oakland Screenline	29,029	32,048	34,283	42,418	52,348	2,235	7%	10,370	32%	20,300	63%
5	Emeryville - Oakland Screenline	39,128	44,908	46,815	56,631	69,197	1,907	4%	11,723	26%	24,290	54%
6	Oakland - Piedmont Screenline	14,370	16,073	17,124	19,762	27,284	1,052	7%	3,690	23%	11,211	70%
7	Alameda - Oakland Screenline	33,955	37,890	37,433	43,601	53,697	(457)	-1%	5,711	15%	15,807	42%
8	Oakland - San Leandro: Int/E14th	34,231	34,642	35,137	43,458	55,917	495	1%	8,816	25%	21,274	61%
9	Oakland - San Leandro Screenline	67,725	75,829	77,204	93,353	112,174	1,375	2%	17,523	23%	36,345	48%
10	Hayward - Union City Screenline	39,060	53,230	54,053	60,181	71,955	823	2%	6,951	13%	18,725	35%
11	Hayward - Castro Valley Screenline	28,965	32,335	34,158	43,236	51,918	1,823	6%	10,901	34%	19,583	61%
12	Union City - Fremont Screenline	42,331	55,069	55,927	59,253	72,136	858	2%	4,184	8%	17,067	31%
13	Fremont - Newark Screenline	38,890	53,196	53,849	59,852	76,462	652	1%	6,655	13%	23,266	44%
14	Fremont - Tri-Valley Screenline	23,725	25,356	28,342	36,791	41,544	2,986	12%	11,435	45%	16,188	64%
15	Dublin - Pleasanton Screenline	68,071	64,525	69,871	99,191	116,563	5,346	8%	34,666	54%	52,039	81%
16	Pleasanton - Livermore Screenline	38,745	38,258	41,873	56,970	75,961	3,614	9%	18,712	49%	37,703	99%
	<b>Total</b>	<b>809,648</b>	<b>885,468</b>	<b>920,432</b>	<b>1,124,682</b>	<b>1,370,983</b>	<b>34,964</b>	<b>4%</b>	<b>239,214</b>	<b>27%</b>	<b>485,515</b>	<b>55%</b>

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”

**Table 4-5. Screenline Forecast Volumes, PM Peak 4 Hour**

Screenline	Description	Observed Counts 2000	Model Volumes 2000	Model Volumes 2005	Model Volumes 2020	Model Volumes 2035	Difference 2005-2000	% Difference 2005-2000	Difference 2020-2000	% Difference 2020-2000	Difference 2035-2000	% Difference 2035-2000
1	County Screenline	478,780	476,766	495,911	619,758	751,888	19,146	4%	142,992	30%	275,122	58%
2	Albany - Berkeley Screenline	83,108	89,366	93,881	110,089	124,382	4,515	5%	20,723	23%	35,016	39%
3	Berkeley - Emeryville Screenline	63,700	79,271	81,436	94,899	112,540	2,165	3%	15,628	20%	33,269	42%
4	Berkeley - Oakland Screenline	53,912	61,883	67,390	82,052	97,362	5,507	9%	20,169	33%	35,479	57%
5	Emeryville - Oakland Screenline	75,332	87,310	90,956	108,891	131,151	3,645	4%	21,581	25%	43,841	50%
6	Oakland - Piedmont Screenline	27,831	26,802	28,957	35,314	48,436	2,155	8%	8,512	32%	21,634	81%
7	Alameda - Oakland Screenline	62,842	69,132	68,156	79,136	97,977	(977)	-1%	10,004	14%	28,844	42%
8	Oakland - San Leandro: Int/E14th	65,224	60,520	62,023	77,259	109,052	1,503	2%	16,739	28%	48,532	80%
9	Oakland - San Leandro Screenline	126,941	153,235	156,803	190,355	223,513	3,568	2%	37,119	24%	70,277	46%
10	Hayward - Union City Screenline	79,291	101,234	103,849	117,306	141,254	2,614	3%	16,072	16%	40,020	40%
11	Hayward - Castro Valley Screenline	54,132	63,888	67,767	85,301	100,236	3,879	6%	21,413	34%	36,348	57%
12	Union City - Fremont Screenline	81,308	107,863	109,739	117,377	144,162	1,877	2%	9,514	9%	36,299	34%
13	Fremont - Newark Screenline	76,117	100,831	103,451	117,540	151,205	2,620	3%	16,709	17%	50,374	50%
14	Fremont - Tri-Valley Screenline	46,649	56,873	61,224	75,566	85,802	4,351	8%	18,693	33%	28,929	51%
15	Dublin - Pleasanton Screenline	122,332	120,135	130,964	184,870	218,275	10,829	9%	64,735	54%	98,140	82%
16	Pleasanton - Livermore Screenline	71,336	73,590	80,106	108,886	144,864	6,516	9%	35,297	48%	71,274	97%
	<b>Total</b>	<b>1,568,835</b>	<b>1,728,698</b>	<b>1,802,612</b>	<b>2,204,598</b>	<b>2,682,098</b>	<b>73,914</b>	<b>4%</b>	<b>475,900</b>	<b>28%</b>	<b>953,400</b>	<b>55%</b>

Note: Correct name for Screenline 14, Fremont – Tri-Valley is “County/Tri-Valley”



### 4.3 Transit Forecast Results

Following the validation to observed year 2000 survey results and ridership counts, transit forecasts were developed using the model for 2005, 2020 and 2035 transit service. Table 4-6 provides a comparison of transit ridership forecasts predicted by the model and summarized by operator for Alameda County service for each year. The 2000 results are provided as comparison.

Decreases in transit ridership between 2000 and 2005 would be due to decreases in employment in certain employment centers during that period.

**Table 4-6. Transit Ridership Forecasts by Transit Operator**

	2000	2005	2020	2035	Percent Change	
					2005-2020	2005-2035
<b>ALAMEDA COUNTY SERVICES</b>						
BART	300,572	313,973	429,358	717,163	37%	128%
BART OAC	0	0	0	25,173		
AC Transit Local	190,155	221,114	267,847	355,671	21%	61%
AC Transit Transbay	10,754	12,073	17,027	22,500	41%	86%
LAVTA/Wheels	3,869	3,460	5,552	10,045	60%	190%
East Bay Ferries	902	5,400	6,863	6,128	27%	13%
Union City	2,293	1,759	1,849	2,365	5%	34%
ACE Rail	1,784	1,403	2,551	4,469	82%	219%
Amtrak (Capitol, etc...)	1,217	1,312	3,767	5,127	187%	291%
AirBART	1,819	2,840	6,632	22	134%	-99%
<b>Subtotal Alameda Co.</b>	<b>513,365</b>	<b>563,334</b>	<b>741,446</b>	<b>1,148,663</b>	<b>32%</b>	<b>104%</b>
<b>OTHER TRANSIT SERVICES</b>						
MUNI	614,532	567,015	639,827	821,596	13%	45%
SCVTA	226,024	264,047	352,349	626,818	33%	137%
SamTrans	75,816	78,315	93,818	123,705	20%	58%
Golden Gate Transit	36,154	33,391	35,438	38,106	6%	14%
CalTrain	47,279	56,986	93,183	145,878	64%	156%
CCCTA	20,559	23,259	32,454	46,590	40%	100%
Fairfield/Suisun	3,506	7,881	15,227	17,110	93%	117%
Vallejo Bus + Ferry	6,978	9,425	13,327	14,909	41%	58%
Sonoma County Providers	31,435	31,679	36,307	36,020	15%	14%
Tri-Delta Transit	15,978	23,954	39,762	54,741	66%	129%
Napa County Vine	2,682	3,139	5,594	5,442	78%	73%
WestCAT	8,242	7,904	14,773	28,988	87%	267%
eBART	0	0	18,453	30,944		
Other	12,596	26,110	44,830	61,779	72%	137%
<b>Subtotal Other</b>	<b>1,101,781</b>	<b>1,133,105</b>	<b>1,435,342</b>	<b>2,052,626</b>	<b>27%</b>	<b>81%</b>
<b>TOTAL</b>	<b>1,615,146</b>	<b>1,696,439</b>	<b>2,176,788</b>	<b>3,201,289</b>	<b>28%</b>	<b>89%</b>

BART Station ridership forecasts within Alameda County are summarized in Table 4-7. The new Warm Springs and West Dublin/Pleasanton stations are included in the 2020 and 2035 forecasts.

**Table 4-7. Transit Ridership Forecasts for BART at Alameda County Stations**

<b>Station</b>	<b>2000</b>	<b>2005</b>	<b>2020</b>	<b>2035</b>
<b>ALAMEDA COUNTY</b>				
Rockridge	6,927	6,128	5,720	8,620
MacArthur	20,064	20,861	32,418	54,113
19th Street/Oakland	17,781	16,715	22,216	35,817
Oakland City Center/12th Street	28,967	28,071	35,135	56,960
West Oakland	7,175	8,014	15,898	32,978
<b>North Berkeley</b>	<b>5,412</b>	<b>4,442</b>	<b>5,424</b>	<b>9,196</b>
Downtown Berkeley	15,249	15,798	15,039	27,867
Ashby	5,156	4,360	5,361	8,335
<b>Lake Merritt</b>	<b>8,347</b>	<b>9,623</b>	<b>13,735</b>	<b>25,584</b>
Fruitvale	18,170	18,167	21,999	33,017
Coliseum/Oakland Airport	9,103	9,607	15,529	38,577
San Leandro	6,717	7,495	12,761	14,653
Bay Fair	12,300	13,047	19,611	42,312
Hayward	5,449	6,025	8,401	14,531
South Hayward	3,545	3,987	5,632	9,780
Union City	7,113	7,471	10,692	19,886
Fremont	6,009	6,989	8,539	17,925
Warm Springs	0	0	4,144	8,344
<b>Castro Valley</b>	<b>1,349</b>	<b>1,735</b>	<b>3,070</b>	<b>8,800</b>
West Dublin	0	0	16,826	30,185
Dublin/Pleasanton	13,831	14,531	17,067	33,623
<b>TOTAL</b>	<b>198,664</b>	<b>203,066</b>	<b>295,217</b>	<b>531,103</b>

The Alameda County Model transit forecasts were also compared to the most recent version of the MTC trip-based model used for the current 2009 Regional Transportation Plan (Table 4-8). The Alameda County Model is within two percent of the MTC transit forecasts for services within Alameda County, and within five percent for all Bay Area transit services.

The MTC model reports did not have available estimates for BART ridership at Alameda County stations only, but the overall BART system ridership for 2035 using ABAG *Projections 2007* was approximately 659,500 daily boardings. The total 2035 BART boardings from the P09 update of the Alameda County Model was 717,163, about 9% higher than the MTC model forecast or 13 percent higher if the BART Oakland Airport Connector (OAC) is included. The ABAG P09 employment forecasts include more jobs in Santa Clara County than P07, which would result in higher ridership on the Santa Clara extension. The Alameda County Model also includes the commute from San Joaquin County (external transit trips are not included in the MTC model, only vehicles) and more detailed representation of development areas around BART stations in Alameda County. Therefore it would be reasonable for the 2035 BART forecasts from the Alameda County model to be somewhat higher than the 2035 BART forecasts from the MTC model.

**Table 4-8. Comparison of 2035 Transit Ridership Forecasts with MTC**

	MTC 2009 RTP 2035 With Project	Alameda Co Model 2035 P09	Percent Difference
<b>ALAMEDA COUNTY SERVICES</b>			
BART	659,500	717,163	13%
BART OAC		25,173	
AC Transit Local	437,100	355,671	-13%
AC Transit Transbay		22,500	
LAVTA/Wheels	22,500	10,045	-55%
East Bay Ferries	23,100	6,128	-73%
Union City		2,365	
ACE Rail		4,469	
Amtrak (Capitol, etc...)		5,127	
AirBART		22	
<b>Subtotal Alameda Co.</b>	<b>1,142,200</b>	<b>1,114,180</b>	<b>-2%</b>
<b>OTHER TRANSIT SERVICES</b>			
MUNI	1,070,300	821,596	-23%
SCVTA	415,900	626,818	51%
SamTrans	84,600	123,705	46%
Golden Gate Transit	58,300	38,106	-35%
CalTrain	45,300	145,878	222%
CCCTA	28,600	46,590	63%
Fairfield/Suisun	5,500	17,110	211%
Vallejo Bus + Ferry	16,200	14,909	-8%
Sonoma County Providers	9,300	36,020	287%
Tri-Delta Transit	17,700	54,741	209%
Napa County Vine	7,100	5,442	-23%
WestCAT	8,400	28,988	245%
eBART	19,400	30,944	60%
Other	100,800	61,779	-39%
<b>Subtotal Other</b>	<b>1,887,400</b>	<b>2,052,626</b>	<b>9%</b>
<b>TOTAL</b>	<b>3,029,600</b>	<b>3,166,806</b>	<b>5%</b>

Source: Metropolitan Transportation Commission, "Transportation 2035 Plan for the San Francisco Bay Area, Travel Forecasts Data Summary," December 2008.

Note: MTC forecasts are based on ABAG P07 and Alameda County forecasts are based on ABAG P09.



## 5 Performance Measures

---

The Alameda County Congestion Management Agency (ACCMA) adopted a set of standard performance measures to provide overall systemwide assessment of transportation conditions with various transportation model scenarios.

### 5.1 Development of Performance Measures

The development of the selected performance measures is described in greater detail in the June, 2007 version report on the Projections 2005 version of the Alameda Countywide Transportation Model. Transportation performance measures were compared from several sources:

- Alameda County Congestion Management Plan (CMP), 2005 version
- Alameda Countywide Transportation Plan (CWTP), 2004 version
- Santa Clara Valley Transportation Authority (VTA) Valley Transportation Plan (VTP) 2030, adopted in 2004
- Metropolitan Transportation Commission (MTC) 2001 Regional Transportation Plan (RTP)
- MTC Transportation 2030 Plan Project Performance Evaluation Technical Report, December, 2004

During the Alameda County Model P07 update, the selected performance measures were compared to more current performance measures being used by MTC. MTC developed performance objectives and quantitative project evaluation measures to support the development of the Transportation 2035 RTP<sup>4</sup>. The quantitative project evaluation measures were based more on costs and benefits for individual transportation projects, and were not as appropriate for regional evaluation of land use and transportation patterns. The Transportation 2035 project evaluation measures included:

- Combined benefit-cost, where benefit equals value in dollars of reduction in delay, particulate matter emissions, carbon dioxide emissions, and fatalities and injuries
- Cost per vehicle-mile traveled (VMT) reduced

---

<sup>4</sup> Metropolitan Transportation Commission, Memorandum to Planning Committee, "Transportation 2035: Project Performance Assessment – Preliminary Findings," May 2, 2008

- Cost per low-income household served (trial measure)
- Alternative benefit-cost for maintenance, where benefit equals direct public and private cost savings from performing maintenance on time

The Alameda County Model would support the calculation of these MTC performance measures. However, the measures also require detailed information on project costs, which are not provided by the travel model. Therefore, no changes were recommended for the performance measures produced by the Alameda County Model.

## 5.2 Recommended Performance Measures

The recommended performance measures which can be based directly on the results of the travel model are:

1. Home-based work (HBW) mode split.
2. Total trip mode split
3. Directional miles of congested highways ( $v/c > 1.00$ ).
4. Plot maps of congested highways ( $v/c > 1.00$ )
5. Travel times for selected OD pairs by mode
6. Mean highway speed
7. Transit accessibility (percent of HBW transit trips with walk access)

Additional performance measures included in the Alameda County CMP/CWTP, the Santa Clara VTA transportation plans, and MTC RTP analysis, such as duration of congestion, safety, air quality, etc., generally cannot be added directly to the Alameda County Model. The Alameda County Model does produce output vehicle performance data that are critical inputs to the computation of these additional performance measures.

## 5.3 Performance Measure Results

The two tables below present the performance measure results for the updated Alameda County Model results for 2000, 2005, 2020, and 2035.

**Table 5-1. Performance Measure Results**

Measure	2000	2005	2020	2035
<b>1. Home-based work (HBW) mode split</b>				
Drive Alone	73.2%	73.2%	70.9%	67.5%
HOV 2	10.8	11.0	11.5	11.8
HOV 3+	4.8	4.8	5.2	5.9
Transit – Walk Access	3.4	3.4	4.0	5.0
Transit – Auto Access	4.7	4.6	5.2	6.2
Bike	1.1	1.1	1.3	1.5
Walk	2.0	1.9	1.9	2.1
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>2. Total trip mode split</b>				
Drive Alone	53.3%	52.7%	52.3%	51.4%
HOV 2	18.6	18.8	18.8	18.5
HOV 3+	11.9	12.2	12.5	12.5
Transit – Walk Access	3.2	3.4	3.6	4.3
Transit – Auto Access	1.8	1.8	2.2	2.8
Bike	1.7	1.7	1.7	1.7
Walk	9.5	9.4	8.9	8.7
<b>TOTAL</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>3. Directional miles of congested highways (v/c &gt; 1.00)</b>				
Miles of congested road during P.M. peak 4-hour period (percent of total miles)				
Freeway	12.1 (4%)	21.5 (6%)	52.0 (13%)	165.8 (42%)
Expressway/Highway	7.0 (6%)	8.9 (7%)	20.6 (16%)	42.9 (33%)
Arterial	14.3 (1%)	16.9 (2%)	35.9 (4%)	120.5 (12%)
All roads	39.0 (1%)	53.6 (1%)	127.6 (3%)	381.8 (9%)
<b>4. Plot maps of congested highways</b> Available from Alameda CTC				
<b>5. Travel Times for selected OD pairs by mode</b> See Table 5-2				
<b>6. Mean highway speed</b>				
Mean congested speed (mph) during P.M. peak 4-hour period (percent of mean uncongested speed)				
Freeway	43.5 (69%)	41.5 (66%)	32.9 (52%)	20.6 (33%)
Expressway/Highway	42.3 (89%)	38.6 (81%)	28.9 (61%)	19.6 (42%)
Arterial	30.7 (93%)	29.8 (90%)	26.4 (80%)	19.1 (58%)
All roads	35.4 (80%)	34.2 (77%)	28.3 (65%)	19.2 (45%)
<b>7. Transit accessibility</b> (percent of HBW transit trips with walk access)	41.9%	42.9%	43.8%	44.7%

**Table 5-2. Travel Times for Selected Origin-Destination Pairs**

Measure	2000	2005	2020	2035
<b>1. Hayward (724) to Newark (920) – PM Peak</b>				
Drive Alone	13.4	13.3	14.7	19.0
Shared Ride	10.5	10.7	11.6	15.4
Transit	47.8	50.9	53.6	62.4
<b>2. Emeryville (123) to Berkeley (19) – PM Peak</b>				
Drive Alone	9.3	10.0	10.5	17.5
Shared Ride	9.3	10.0	10.5	17.5
Transit	36.3	35.4	35.5	37.3
<b>3. Hayward (706) to Livermore (1265) – PM Peak</b>				
Drive Alone	30.6	33.7	42.7	65.2
Shared Ride	30.6	33.7	41.4	64.0
Transit	121.0	n/a	n/a	n/a
<b>4. Oakland (232) to San Leandro (533) – PM Peak</b>				
Drive Alone	20.1	20.4	22.1	26.8
Shared Ride	20.1	20.4	21.8	26.3
Transit	51.6	50.0	49.0	49.6
<b>5. Fremont (898) to Pleasanton (1137) – PM Peak</b>				
Drive Alone	24.3	26.8	37.0	65.7
Shared Ride	24.3	26.8	23.8	34.7
Transit	n/a	n/a	n/a	n/a
<b>6. Fremont (854) to San Jose (2910) – AM Peak</b>				
Drive Alone	21.4	20.4	21.2	24.3
Shared Ride	20.6	19.4	18.9	19.3
Transit	78.4	81.7	70.0	69.3
<b>7. Fremont (854) to San Jose (2910) – PM Peak</b>				
Drive Alone	20.7	20.2	21.9	24.2
Shared Ride	20.6	19.5	19.0	20.0
Transit	81.4	87.0	73.2	72.9
<b>8. Oakland (233) to Pleasanton (1137) – PM Peak</b>				
Drive Alone	39.0	41.3	52.4	74.8
Shared Ride	38.9	41.1	51.9	74.3
Transit	75.7	77.6	79.4	77.5
<b>9. Fremont (854) to Alameda (513) – PM Peak</b>				
Drive Alone	33.9	34.1	37.6	60.8
Shared Ride	28.6	28.8	31.9	48.1
Transit	77.8	73.9	73.2	73.7
<b>10. Alameda (475) to Oakland (137) – PM Peak</b>				
Drive Alone	11.9	11.9	13.9	22.1
Shared Ride	11.9	11.9	13.9	22.1
Transit	52.0	41.3	41.5	42.0

## Notes:

Transit times represent best available path using walk access where possible (n/a = model did not find transit path within acceptable time and transfer limits).

P.M. peak period transit times estimated based on A.M. peak period transit times in reverse direction.



Since the Alameda County Model does not include all local streets, it was necessary to convert the local street intersections referred to in the ACCMA LOS Monitoring Report to the nearest cross street represented in the model for each OD pair. The nearest cross streets are as follows:

1. PM – Hayward (Hesperian Blvd. and West Tennyson Road) to Newark (Thornton Ave. and Newark Blvd.)
2. PM – Emeryville (Hollis St. and Powell St.) to Berkeley (Marin Ave. and Arlington Ave.)
3. PM – Hayward (Carlos Bee and Hayward Blvd.) to Livermore (North Murrieta Blvd. and Portola Ave.)
4. PM – Oakland (14<sup>th</sup> and Broadway) to San Leandro (Farnsworth St. and Lewelling Blvd.)
5. PM – Fremont (Fremont Blvd. at I-880) to Pleasanton (Valley Avenue and Hopyard Rd.)
6. AM – Fremont (Thornton Ave. and Fremont Blvd.) to San Jose (Zanker Rd. at Tasman)
7. AM – Fremont (Thornton Ave. and Fremont Blvd.) to San Jose (Zanker Rd. at Tasman) [ Identical to #6 above]
8. PM – Oakland (Jefferson and 14th St.) to Pleasanton (Hopyard Rd. and Valley Ave.)
9. PM – Fremont (Mowry and Paseo Padre Parkway) to Alameda (Island Drive and Robert Davey)
10. PM – Alameda (Atlantic and Main) to Oakland (College Avenue and SR 24)



## 6 MTC Model Consistency

---

The Alameda Countywide Transportation Model is intended to be consistent with the MTC regional travel model, while providing additional detail within Alameda County. A set of guidelines have been prepared by MTC to check the consistency of local travel models with the MTC regional model. This chapter summarizes the MTC checklist and comparison findings.

### 6.1 MTC Consistency Guidelines

The Alameda Countywide Transportation Model was originally designed to be consistent with the MTC BAYCAST trip-based model. The consistency guidelines used for model development were documented in Appendix B of the “Guidance For Consistency Of Congestion Management Programs With The Regional Transportation Plan,” Metropolitan Transportation Commission, June 2005. The consistency findings primarily focused on the 2000 calibration year, and were documented in the prior Alameda Countywide Model reports for the Projections 2005 and Projections 2007 updates.

The newer MTC travel model, Travel Model One, is a more sophisticated activity-based travel model. A set of travel forecasts have been prepared using Travel Model One and ABAG Projections 2009. The consistency requirements for Projections 2009 are documented in Appendix B of the “2011 County Congestion Management Plans: Updated MTC Guidance and Review Process,” June, 2011. The consistency checklist includes 13 products that are used to compare travel model results. The MTC consistency checklist is summarized below:

- A. General approach
- B. Demographic/economic/land use forecasts
- C. Pricing assumptions
- D. Network assumptions
- E. Automobile ownership
- F. Tour/trip generation
- G. Activity/trip location
- H. Travel mode choice
- I. Traffic assignment

The specific MTC Travel Model One results used for comparison are provided in an Excel workbook titled “Consistency\_Projections2009.xlsx,” September, 2011.

## 6.2 Consistency of Alameda Countywide Model

This chapter compares the Alameda County Model outputs to the MTC regional travel model, Travel Model One based on ABAG Projections 2009 demographic inputs.

### 6.2.1 General Approach

**PRODUCT 1:** The Alameda County Model is primarily a parallel implementation of the MTC BAYCAST-90 model. The auto ownership, trip generation, trip distribution and trip assignment steps all use MTC procedures. The truck trip generation has been modified based on updated information developed for the Alameda County Congestion Management Agency Truck Modeling study. The trip distribution adjustment factors have been modified to reflect the greater level of detail in Alameda County. The mode choice model has been revised to provide greater detail in transit modes, but is consistent with the MTC BAYCAST model at the higher level of aggregation.

### 6.2.2 Land Use

The land use in the Alameda County Model is ABAG Projections 2009 disaggregated within Alameda County to the Alameda County model zone system.

**PRODUCT 2:** The 2035 horizon year Alameda County totals for population, households and jobs differ from the ABAG Projections 2009 control totals by no more than one percent. The total employed residents in the Alameda County model are 1.3 percent lower than the ABAG Projections 2009 total for Alameda County. This difference occurs because the Alameda County model reallocated households in several jurisdictions based on input from the local jurisdictions, and in those cases households would have been shifted to areas with different employed residents per household characteristics. The land uses outside Alameda County are identical to ABAG Projections 2009 at the Census Tract level.

**PRODUCT 3:** Tables comparing ABAG Projections 2009 with the Alameda County land use estimates are attached. Comparisons are provided for the 2035 horizon year. The Alameda County Model does not include a 2010 base year. The next update to the Alameda County Model will update the base year to 2010, and comparisons of 2010 land use will be provided at that time.

**Product 3**  
**ABAG County-Level Estimates for Population, Households, Jobs, and Employed Residents**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**  
**2010 and 2035**

**2035**

County	Population	Households	Jobs	Employed Residents
San Francisco	810,007	346,687	568,706	411,856
San Mateo	733,285	264,404	346,319	330,700
Santa Clara	1,821,988	613,970	906,247	815,793
Alameda	1,549,803	557,257	712,834	725,197
Contra Costa	1,090,292	392,697	376,799	490,195
Solano	443,097	148,165	140,120	205,697
Napa	138,801	51,242	70,772	66,300
Sonoma	497,889	188,335	218,363	242,395
Marin	256,495	104,615	135,592	124,428
Bay Area	7,341,657	2,667,372	3,475,752	3,412,561

**PRODUCT 4:** Land uses were reallocated within Alameda County, with control totals for the county maintained within one percent of ABAG Projections 2009 county totals for households and jobs. To the extent possible, ABAG control totals were also maintained at the jurisdiction level within Alameda County.

Several jurisdictions requested revised allocations of land uses within their jurisdictions and/or control totals that differed from ABAG. Alameda CTC staff met with each of these jurisdictions, often together with ABAG staff. Discussion summaries are available at Alameda CTC. Detailed Excel workbooks are available to provide information on the reallocation process at the jurisdiction and MTC TAZ level, but there are currently no detailed maps of land use differences at the census tract level.

**Product 3 (continued)**

**ABAG County-Level Estimates for Population, Households, Jobs, and Employed Residents  
Year 2035, Projections 2009 with T-2035 (v 0.1)  
2010 and 2035**

**2035**

*MTC Travel Model One*

County	Population	Households	Jobs	Employed Residents
San Francisco	968,995	415,013	806,831	543,596
San Mateo	892,995	322,728	505,848	467,201
Santa Clara	2,431,397	827,191	1,412,632	1,252,505
Alameda	1,966,289	707,970	1,039,701	1,098,611
Contra Costa	1,322,908	480,495	555,657	718,704
Solano	506,499	171,296	211,883	264,697
Napa	148,797	54,624	91,477	76,200
Sonoma	561,492	211,287	325,104	287,196
Marin	274,301	112,229	158,274	128,926
Bay Area	9,073,673	3,302,833	5,107,407	4,837,636

**2035**

*Alameda County Model*

County	Population	Households	Jobs	Employed Residents
San Francisco	968,995	415,013	806,831	543,596
San Mateo	892,995	322,728	505,848	467,201
Santa Clara	2,431,401	827,191	1,412,633	1,252,503
Alameda	1,959,550	700,877	1,050,112	1,083,947
Contra Costa	1,322,531	480,319	555,296	718,490
Solano	502,698	171,296	211,883	264,697
Napa	148,797	54,624	91,477	76,200
Sonoma	561,492	211,287	325,104	287,196
Marin	274,301	112,229	158,274	128,926
Bay Area	9,062,760	3,295,564	5,117,458	4,822,756

**2035**

*Alameda County Model Difference from MTC Travel Model One*

County	Population	Households	Jobs	Employed Residents
San Francisco	0.0%	0.0%	0.0%	0.0%
San Mateo	0.0%	0.0%	0.0%	0.0%
Santa Clara	0.0%	0.0%	0.0%	0.0%
Alameda	-0.3%	-1.0%	1.0%	-1.3%
Contra Costa	0.0%	0.0%	-0.1%	0.0%
Solano	-0.8%	0.0%	0.0%	0.0%
Napa	0.0%	0.0%	0.0%	0.0%
Sonoma	0.0%	0.0%	0.0%	0.0%
Marin	0.0%	0.0%	0.0%	0.0%
Bay Area	-0.1%	-0.2%	0.2%	-0.3%

## 6.2.3 Pricing

**PRODUCT 5:** Pricing assumptions are compared in the attached Product 5 table. The Alameda County model was calibrated to 2000 assumptions and conditions consistent with the BAYCAST 90 model. The pricing assumptions were consistent with the BAYCAST model at that time. Because these were the calibrated values, they have not been adjusted as adjustments may have required recalibration of the model.

In the next update of the countywide model, the most current MTC consistent pricing assumptions will be used, and the model will be recalibrated.

**Product 5**  
**Region-Level Auto Operating Cost, Key Transit Fares and Bridge Tolls**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

Pricing Assumption	Travel Model One		Alameda County Model	
	2035 Value in 2000 dollars	2035 Value in 2010 dollars	2035 Value in 2000 dollars	2035 Value in 2010 dollars
Auto Operating Cost per Mile	\$0.222	\$0.280	\$0.135	\$0.170
Bridge Tolls	<a href="#">Toll schedule starting July 1, 2012</a> <a href="#">Toll schedule starting July 1, 2012</a>		\$2.424	\$3.055
Transit Fares	---	---	---	---
Muni Local Bus	\$1.606	\$2.000	\$0.962	\$1.212
AC Transit Local Bus	\$1.606	\$2.000	\$1.304	\$1.643
VTA Local Bus	\$1.606	\$2.000	\$1.212	\$1.527
SamTrans Local Bus	\$1.606	\$2.000	\$1.067	\$1.345

## 6.2.4 Network

**PRODUCT 6:** MTC highway and transit networks were used in the development of the Alameda County model networks with disaggregation within Alameda County to match the Alameda County model zone system. Road and transit networks were added for San Joaquin County using MTC model coding procedures. The road networks have subsequently been updated based on MTC's Regional Transportation Plan, *Transportation 2035*, and additional input from local jurisdictions. Improvements were included only if they were consistent with the current Transportation Improvement Program (2009 TIP at time of network review) or if they had committed local funding through a local jurisdiction.

## 6.2.5 Auto Ownership

MTC consistency guidelines require the use of MTC's auto ownership model or submit alternative models to the MTC for review and comment. The Alameda County model directly uses MTC's BAYCAST procedure for auto ownership (reprogrammed from FORTRAN to Cube script). The Alameda County model auto ownership model was tested to verify it would provide consistent results to the BAYCAST model for the 2000 calibration year. The calibrated auto ownership parameters were held constant for forecast years. The auto ownership model was not recalibrated for the smaller scale Alameda County model TAZ system. Several inputs, in particular the auto and transit accessibility factors, were derived directly from the corresponding MTC BAYCAST model TAZs and were not recalculated for the smaller Alameda County model TAZs. The intent at the time that this process was developed was to maintain consistency with the MTC BAYCAST model and its results.

**PRODUCT 7:** The attached Product 7 tables compare MTC auto ownership results with the Alameda County Model for the 2035 horizon year. The Alameda County model is within ten percent of the MTC model for total households in each county, for total regional households with zero automobiles and for total regional households with two or more automobiles. The Alameda County model is also within ten percent of the Travel Model One for households with two or more automobiles in all counties except San Francisco and San Mateo.

The Alameda County Model differs significantly from Travel Model One in estimating the numbers of households with zero automobiles, although since this is the smallest category, the numerical differences are not large relative to total households in each county. The Alameda County Model tends to underestimate households with one automobile in all counties. The estimates of households with two or more automobiles are generally consistent in most counties, but significantly higher than the Travel Model One in San Francisco and San Mateo counties.

Because the auto ownership parameters are based on the documented calibration to year 2000 conditions using the BAYCAST process, the auto ownership model was not adjusted to better match the MTC results.

When the Alameda County model is next updated, the auto ownership results will be directly compared to 2010 Census data as well as the corresponding results from MTC Travel Model One. Adjustments will be made to the calculation of auto and transit accessibility as well as calibration coefficients to ensure better consistency of auto ownership results.



**Product 7**  
**Households by Number of Automobiles, by County**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

*Travel Model One*

County	Zero Automobiles	One Automobile	Two Automobiles	Three Automobiles	Four-Plus Automobiles	Total
San Francisco	138,538	178,614	92,624	16,276	9,654	435,706
San Mateo	18,086	111,872	136,346	45,412	22,858	334,574
Santa Clara	66,668	265,268	338,606	121,550	64,398	856,490
Alameda	86,622	225,966	268,610	104,094	54,962	740,254
Contra Costa	18,672	145,380	213,506	78,970	35,806	492,334
Solano	10,830	49,744	74,478	32,912	15,460	183,424
Napa	3,308	18,210	25,142	9,666	3,968	60,294
Sonoma	12,710	61,190	94,486	39,102	14,938	222,426
Marin	6,488	41,874	54,406	15,212	5,184	123,164
Bay Area	361,922	1,098,118	1,298,204	463,194	227,228	3,448,666

*Alameda County Model*

County	Zero Automobiles	One Automobile	Two-Plus Automobiles	Total
San Francisco	118,460	122,777	173,777	415,014
San Mateo	21,111	83,351	218,273	322,735
Santa Clara	88,921	230,383	507,894	827,198
Alameda	114,855	177,978	408,001	700,834
Contra Costa	30,908	116,933	332,484	480,325
Solano	7,558	33,161	130,580	171,299
Napa	1,778	10,911	41,932	54,621
Sonoma	8,048	50,204	153,030	211,282
Marin	4,446	33,466	74,315	112,227
Bay Area	396,085	859,164	2,040,286	3,295,535

*Alameda County Model Difference from MTC Travel Model One*

County	Zero Automobiles	One Automobile	Two-Plus Automobiles	Total
San Francisco	-14.5%	-31.3%	46.6%	-4.7%
San Mateo	16.7%	-25.5%	60.1%	-3.5%
Santa Clara	33.4%	-13.2%	-3.2%	-3.4%
Alameda	32.6%	-21.2%	-4.6%	-5.3%
Contra Costa	65.5%	-19.6%	1.3%	-2.4%
Solano	-30.2%	-33.3%	6.3%	-6.6%
Napa	-46.3%	-40.1%	8.1%	-9.4%
Sonoma	-36.7%	-18.0%	3.0%	-5.0%
Marin	-31.5%	-20.1%	-0.7%	-8.9%
Bay Area	9.4%	-21.8%	2.6%	-4.4%

## 6.2.6 Tour/Trip Generation

The Alameda County Model implements the MTC BAYCAST trip generation process, although the process is implemented in Cube/TP+ script rather than the MTC FORTRAN program. The Travel Model One does not calculate trips from each land use, but instead develops a set of tours based on activities which are then turned into trips.

**PRODUCT 8:** The attached Product 8 table compares 2035 horizon year tours by type from Travel Model One with trips by purpose from the Alameda County Model. The total daily trips in the Alameda County Model are eight percent lower than the daily trips generated from tours in Travel Model One. This is likely because the tours can consider several types of short trips on the way to and from primary activities that may be consolidated in the BAYCAST model system.

**Product 8**  
**Number of Trips by Tour Purpose**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

*MTC Travel Model One*

Tour Purpose	Tours	Share
Work	10,509,848	33.8%
University	585,372	1.9%
School	3,081,348	9.9%
At-Work	2,530,990	8.1%
Eat Out	1,305,678	4.2%
Escort	2,692,358	8.7%
Shopping	4,094,132	13.2%
Social	857,048	2.8%
Other	5,448,496	17.5%
<b>Total</b>	<b>31,105,270</b>	<b>100.0%</b>

*Alameda County Model*

Trip Purpose	Trips	Share
Home-Based Work	7,312,850	25.6%
Home-Based College	639,086	2.2%
Home-Based School	2,006,897	7.0%
Home-Based Shop/Other	7,365,672	25.7%
Home-Based Social/Recreation	3,394,593	11.9%
Non-Home Based	7,902,324	27.6%
<b>Total</b>	<b>28,621,422</b>	<b>100.0%</b>

## 6.2.7 Activity/Trip Location

The Alameda County Model uses the MTC BAYCAST model trip distribution process and basic factors to estimate activity/trip locations. Additional adjustment factors (“K factors”) were applied to more closely match the MTC BAYCAST model estimates of county-to-county trip patterns for the 2000 calibration year. These calibrated adjustment factors are used for all forecast years.

Trip distribution is compared in terms of average trip lengths and county-to-county trips.

### Trip Lengths

**PRODUCT 9:** Average trip lengths in miles are compared for the 2035 horizon year. The MTC Travel Model One results are reported for tour types while the Alameda County Model results are reported for trip purposes.

### County-to-County Trips

**PRODUCT 10:** The county to county trip patterns were compared for 2035 journey-to-work patterns. The 2035 journey-to-work patterns for the Alameda County Model were estimated by dividing Home-Based Work trips by a factor of 1.5. This factor was estimated based on prior comparisons of 2000 Census Journey to Work data and 2000 Home-Based Work trip estimates from various travel models.

The Alameda County Model estimates 2035 work trip home locations that are within four percent of MTC’s Travel Model One for eight out of the nine counties. The workplace destination counties vary more, with the Alameda County Model estimating higher numbers of workplace destinations in San Francisco and Santa Clara counties and lower numbers of destinations in most other counties compared to the MTC’s Travel Model One.

The Alameda County Model is nearly identical to MTC’s Travel Model One for the number of people with both home and workplace within Alameda County, and is within three percent for commuters from Alameda County to Santa Clara County. Compared to the Travel Model One, the Alameda County Model estimates higher numbers of commuters from Alameda County to San Francisco and lower numbers from Alameda County to most other counties including Contra Costa County.

**Product 9**  
**Average Trip Distance by Tour Purpose**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

Tour Purpose (Trip Purpose)	Travel Model One Average Trip Distance	Alameda County Model Average Trip Distance
Work (Home-Based Work)	10.33	14.63
University (Home-Based College)	7.16	12.26
School (Home-Based School)	4.08	5.35
At-Work	3.32	
Eat Out	5.49	
Escort	4.38	
Shopping (Home-Based Shopping/Other)	4.28	5.49
Social (Home-Based Social/Recreational)	5.03	7.73
Other (Non-Home Based)	5.14	6.95
All Purposes	6.48	8.15

**Product 10**  
**Journey to Work, County-to-County Usual Workplace**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

*Travel Model One*

Origin County	Destination County									
	San Francisco	San Mateo	Santa Clara	Alameda	Contra Costa	Solano	Napa	Sonoma	Marin	Bay Area
San Francisco	413,582	64,398	7,862	35,462	8,676	842	302	1,482	14,054	546,660
San Mateo	97,866	246,296	79,734	36,334	5,028	378	176	726	5,712	472,250
Santa Clara	11,922	65,656	1,099,028	83,348	4,862	200	52	156	736	1,265,960
Alameda	137,744	74,060	142,906	642,318	83,756	4,852	1,810	1,568	13,128	1,102,142
Contra Costa	74,444	18,316	22,050	166,190	373,352	24,706	7,396	4,188	20,314	710,956
Solano	12,664	2,374	1,600	17,606	38,464	152,308	20,816	8,362	7,976	262,170
Napa	2,172	466	226	2,740	4,876	8,016	44,232	11,644	2,798	77,170
Sonoma	3,908	984	164	1,644	1,816	2,140	8,366	254,656	14,144	287,822
Marin	25,382	5,304	922	7,738	5,908	1,370	968	10,006	69,780	127,378
Bay Area	779,684	477,854	1,354,492	993,380	526,738	194,812	84,118	292,788	148,642	4,852,508

*Alameda County Model*

Origin County	Destination County									
	San Francisco	San Mateo	Santa Clara	Alameda	Contra Costa	Solano	Napa	Sonoma	Marin	Bay Area
San Francisco	400,710	67,113	25,532	24,175	6,408	447	311	710	7,780	533,184
San Mateo	95,359	259,170	87,016	19,432	2,242	323	81	641	1,095	465,360
Santa Clara	14,441	60,506	1,104,962	56,756	5,360	1,512	171	1,041	1,655	1,246,406
Alameda	163,488	58,295	147,594	641,937	63,137	3,262	583	2,225	7,237	1,087,758
Contra Costa	103,116	19,271	28,711	155,375	387,572	9,812	2,388	1,473	11,715	719,434
Solano	17,379	5,914	6,376	21,621	41,698	129,068	18,154	4,212	8,138	252,561
Napa	3,857	1,675	2,134	2,823	4,160	6,279	42,636	3,718	1,422	68,704
Sonoma	26,019	7,048	3,633	2,897	2,507	1,774	3,122	209,376	20,386	276,762
Marin	30,483	6,002	2,091	4,901	3,730	725	332	4,582	73,599	126,445
Bay Area	854,852	484,993	1,408,049	929,917	516,815	153,203	67,778	227,979	133,027	4,776,613

*Alameda County Model Difference from Travel Model One*

Origin County	Destination County									
	San Francisco	San Mateo	Santa Clara	Alameda	Contra Costa	Solano	Napa	Sonoma	Marin	Bay Area
San Francisco	-3.1%	4.2%	224.7%	-31.8%	-26.1%	-47.0%	3.1%	-52.1%	-44.6%	-2.5%
San Mateo	-2.6%	5.2%	9.1%	-46.5%	-55.4%	-14.5%	-54.1%	-11.7%	-80.8%	-1.5%
Santa Clara	21.1%	-7.8%	0.5%	-31.9%	10.2%	656.2%	228.1%	567.4%	124.9%	-1.5%
Alameda	18.7%	-21.3%	3.3%	-0.1%	-24.6%	-32.8%	-67.8%	41.9%	-44.9%	-1.3%
Contra Costa	38.5%	5.2%	30.2%	-6.5%	3.8%	-60.3%	-67.7%	-64.8%	-42.3%	1.2%
Solano	37.2%	149.1%	298.5%	22.8%	8.4%	-15.3%	-12.8%	-49.6%	2.0%	-3.7%
Napa	77.6%	259.3%	844.3%	3.0%	-14.7%	-21.7%	-3.6%	-68.1%	-49.2%	-11.0%
Sonoma	565.8%	616.2%	2115.2%	76.2%	38.0%	-17.1%	-62.7%	-17.8%	44.1%	-3.8%
Marin	20.1%	13.2%	126.7%	-36.7%	-36.9%	-47.1%	-65.7%	-54.2%	5.5%	-0.7%
Bay Area	9.6%	1.5%	4.0%	-6.4%	-1.9%	-21.4%	-19.4%	-22.1%	-10.5%	-1.6%

## 6.2.8 Travel Mode Choice

The mode choice in the Alameda County Model is based on the MTC BAYCAST model, but the BAYCAST mode choice model was expanded to include additional detail on transit modes. Comparisons between the Alameda County Model and the MTC Travel Model One focus on the more aggregate results (“higher level nests”) where direct comparisons are possible. Lower level nests were adjusted based on observed transit ridership.

**PRODUCT 11:** Trips by mode for the 2035 horizon year are compared between the tour types in MTC’s Travel Model One and the closest corresponding trip purpose in the Alameda County Model.

The Alameda County 2035 model is 3.4 percent lower than the MTC’s Travel Model One for automobile mode share and 2.2 percent higher for transit mode share. There are bigger differences in the walk and bicycle modes, where the Alameda County model is 15 percent higher for walk mode share and 68 percent higher for bicycle mode share. Many of these differences appear to be related to the different definitions of school trips in the tour-based and trip-based models.

For 2035 work tours/trips, the Alameda County Model is 1.6 percent higher than the MTC model for automobile mode share and 7.4 percent higher for transit mode share.

## 6.2.9 Traffic Assignment

Traffic assignment results are compared to the MTC’s Travel Model One in terms of region-level, time-period-specific comparison of vehicle miles traveled (VMT) and vehicle hours traveled (VHT) by facility type, and region-level, time-period-specific comparison of estimated average speed on freeways and all other facilities.

**PRODUCT 12:** Vehicle miles and hours of travel are compared with the MTC’s Travel Model One for the 2035 horizon year. The only time periods that can be directly compared with the Alameda County model are the P.M. peak 4 hour period and daily totals. The Alameda County model does not include traffic assignments for the early A.M., A.M. peak four-hour, midday or evening periods.

The Alameda County model estimates 2035 VMT that is 14 percent higher than the MTC’s Travel Model One for daily totals and 22 percent higher during the P.M. peak period. The Alameda County model VMT estimates on freeways are within five percent of the MTC’s Travel Model One, but the VMT estimates on non-freeway streets are much higher.

**Product 11**  
**Region-Level Mode Share by Tour Purpose**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

*Travel Model One*

Tour Purpose	Travel Mode				All Modes
	Automobile	Walk	Bicycle	Transit	
Work	80.7%	5.7%	1.6%	11.9%	100.0%
University	63.8%	13.2%	1.3%	21.7%	100.0%
School	69.7%	20.1%	1.4%	8.9%	100.0%
At-Work	68.0%	30.6%	0.7%	0.7%	100.0%
Eat Out	79.9%	16.2%	1.2%	2.7%	100.0%
Escort	93.8%	5.7%	0.3%	0.3%	100.0%
Shopping	86.3%	10.1%	1.1%	2.4%	100.0%
Social	78.5%	15.5%	1.8%	4.2%	100.0%
Other	85.4%	10.0%	1.5%	3.0%	100.0%
All Purposes	80.9%	11.4%	1.3%	6.5%	100.0%

*Alameda County Model*

Trip Purpose	Travel Mode				All Modes
	Automobile	Walk	Bicycle	Transit	
Home-Based Work)	82.0%	3.7%	1.5%	12.8%	100.0%
Home-Based College)	72.7%	14.5%	2.3%	10.5%	100.0%
Home-Based School)	12.4%	52.5%	6.8%	28.3%	100.0%
At-Work	n/a	n/a	n/a	n/a	
Eat Out	n/a	n/a	n/a	n/a	
Escort	n/a	n/a	n/a	n/a	
Home-Based Shopping)	76.5%	15.6%	1.1%	6.8%	100.0%
Home-Based Social/Rec)	80.3%	12.5%	3.0%	4.2%	100.0%
Non-Home Based)	80.2%	14.9%	1.9%	3.0%	100.0%
All Purposes	78.1%	13.1%	2.2%	6.6%	100.0%

*Differences*

Tour/Trip Purpose	Travel Mode				All Modes
	Automobile	Walk	Bicycle	Transit	
Work/HB Work	1.6%	-35.5%	-6.8%	7.4%	
University/HB College	14.0%	9.9%	71.5%	-51.5%	
School/HB School	-82.2%	161.4%	385.4%	219.7%	
At-Work	n/a	n/a	n/a	n/a	
Eat Out	n/a	n/a	n/a	n/a	
Escort	n/a	n/a	n/a	n/a	
Shopping/HB Shop	-11.4%	53.8%	0.0%	185.3%	
Social/HB Soc-Rec	2.3%	-19.6%	69.4%	0.0%	
Other/Non Home Based	-6.1%	48.3%	23.8%	0.0%	
All Purposes	-3.4%	15.3%	68.4%	2.2%	



**Product 12**  
**Region-Level VMT and VHT by Facility Type and Time Period**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

**VMT**

*Travel Model One*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	5,983,210	575,266	1,246,569	408,982	384,853	8,598,880
AM Peak (6 a.m. - 10 a.m.)	28,812,866	3,156,321	10,769,575	3,350,577	3,608,840	49,698,178
Midday (10 a.m. - 3 p.m.)	27,622,110	3,142,869	11,197,707	3,118,012	4,450,343	49,531,040
PM Peak (3 p.m. - 7 p.m.)	30,425,475	3,580,714	13,088,378	3,809,172	4,582,817	55,486,556
Evening (7 p.m. - 3 a.m.)	19,280,230	1,929,834	6,211,939	1,841,011	2,340,853	31,603,867
Daily	112,123,890	12,385,004	42,514,168	12,527,754	15,367,706	194,918,522

**VHT**

*Travel Model One*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	98,061	11,752	37,363	14,132	24,694	186,002
AM Peak (6 a.m. - 10 a.m.)	652,595	77,474	369,313	138,079	219,330	1,456,790
Midday (10 a.m. - 3 p.m.)	495,123	67,857	368,419	124,277	257,199	1,312,875
PM Peak (3 p.m. - 7 p.m.)	674,659	88,733	459,436	168,556	264,276	1,655,659
Evening (7 p.m. - 3 a.m.)	323,245	40,049	193,377	65,236	135,570	757,477
Daily	2,243,682	285,865	1,427,907	510,280	901,069	5,368,803

**Product 12 (continued)**  
**Region-Level VMT and VHT by Facility Type and Time Period**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

**VMT**

*Alameda County Model*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	31,549,820	5,134,965	18,277,076	5,170,017	7,379,971	67,511,849
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Daily	117,704,555	17,108,720	50,493,301	12,130,526	24,124,372	221,561,473

**VHT**

*Alameda County Model*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	1,389,409	179,661	827,961	382,126	364,329	3,143,486
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Daily	3,177,908	416,735	1,709,526	702,380	1,042,842	7,049,390

**Product 12 (continued)**  
**Region-Level VMT and VHT by Facility Type and Time Period**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

**VMT**

*Differences*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	3.7%	43.4%	39.6%	35.7%	61.0%	21.7%
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Daily	5.0%	38.1%	18.8%	-3.2%	57.0%	13.7%

**VHT**

*Differences*

Time Period	Facility Type					All Facilities
	Freeways	Expressways	Major Arterials	Collectors	Other	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	105.9%	102.5%	80.2%	126.7%	37.9%	89.9%
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a	n/a	n/a	n/a
Daily	41.6%	45.8%	19.7%	37.6%	15.7%	31.3%

The Alameda County model estimates significantly higher levels of delay in 2035 compared to the MTC's Travel Model One, as indicated by the comparisons of vehicle hours of travel (VHT). Daily VHT estimates are 31 percent higher and P.M. peak period VHT estimates are 90 percent higher than the MTC model.

The significant differences in vehicle hours appears to be due to the feedback process used for the Travel Model One forecasts, where congested travel times are repeatedly input back to the destination choice process, influencing different destination choices that are closer to origins in order to avoid congestion. The Alameda County model does not include the feedback process used for the Travel Model One. The feedback process used for MTC BAYCAST was a manual process rather than an automated process with established closure criteria, and was therefore difficult to replicate in another modeling system. The Alameda County model therefore represents the total demand for future travel based on the assumptions established in the 2000 calibration. The Alameda County model does not assume that people will significantly change their desired trip destinations due to projected congestion levels. As a result, the Alameda County model may generate more conservative estimates of transportation demand than the MTC's Travel Model One.

The additional congestion forecast by the Alameda County model would also affect the VMT estimates, as drivers may take longer routes between origins and destinations to avoid significant congestion locations.

**PRODUCT 13:** Estimated average speeds for freeways and non-freeways are compared with the MTC model for the 2035 horizon year. The only time periods that can be directly compared with the Alameda County model are the P.M. peak 4 hour period and daily totals. As stated previously, the Alameda County model does not include traffic assignments for the early A.M., A.M. peak four-hour, midday or evening periods.

The Alameda County model estimates average daily speeds on non-freeway roads within 1.2 percent of the MTC model estimates. Average freeway speeds are 26 percent lower than the MTC model and overall daily speeds are 13.5 percent lower. For the P.M. peak period, the speeds estimated by the Alameda County model are 36 percent lower than the MTC model, with freeway speeds 50 percent lower.

The most likely explanations for the lower speeds in the Alameda County model would be similar to the reasons for the higher VHT estimates. The Alameda County model uses destination choice procedures established during calibration and does not have a feedback process that changes destination choices due to increased future congestion.

**Product 13**  
**Region-Level Average Speed (VMT/VHT) by Facility Type and Time Period**  
**Year 2035, Projections 2009 with T-2035 (v 0.1)**

*Travel Model One*

Time Period	Facility Type		All Facilities
	Freeways	All Other Facilities	
Early AM (3 a.m. - 6 a.m.)	61.0	29.7	46.2
AM Peak (6 a.m. - 10 a.m.)	44.2	26.0	34.1
Midday (10 a.m. - 3 p.m.)	55.8	26.8	37.7
PM Peak (3 p.m. - 7 p.m.)	45.1	25.5	33.5
Evening (7 p.m. - 3 a.m.)	59.6	28.4	41.7
Daily	50.0	26.5	36.3

*Alameda County Model*

Time Period	Facility Type		All Facilities
	Freeways	All Other Facilities	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	22.7	20.5	21.5
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a
Daily	37.0	26.8	31.4

*Differences*

Time Period	Facility Type		All Facilities
	Freeways	All Other Facilities	
Early AM (3 a.m. - 6 a.m.)	n/a	n/a	n/a
AM Peak (6 a.m. - 10 a.m.)	n/a	n/a	n/a
Midday (10 a.m. - 3 p.m.)	n/a	n/a	n/a
PM Peak (3 p.m. - 7 p.m.)	-49.7%	-19.8%	-35.8%
Evening (7 p.m. - 3 a.m.)	n/a	n/a	n/a
Daily	-26.0%	1.2%	-13.5%



## 7 Appendix A: Prior Land Use Allocations

---

For jurisdictions which did not provide detailed review of the allocations based on *Projections 2009*, the allocations within MTC RTAZs may still resemble the allocations from previous updates. These processes are summarized below.

### 7.1 Projections 2005 Allocations

The allocation process for Projections 2005 was completed by Economic and Planning Systems (EPS) and was documented in Appendix A of the June, 2007 model report.

#### 7.1.1 Projections 2005 Household Allocations

For year 2000 household allocations, EPS used data from the 2000 United States Census at the census block level to distribute the ABAG P05 households in each MTC RTAZ to the smaller Alameda County Model TAZs. In locations where the Alameda County Model TAZs were even smaller than census blocks, EPS estimated the allocations based on proportional land areas in the Alameda County Model TAZs.

#### 7.1.2 Projections 2005 Employment Allocations

For year 2000 employment allocations, EPS used data from the 2000 United States Census Transportation Planning Package (CTPP) which includes places of work at the census block group level. Block groups are larger than census blocks, and therefore further disaggregation was required to allocate employment to Alameda County Model TAZs. After testing various allocation systems, EPS used allocations based on proportional miles of roadway for each Alameda County Model TAZ within a specific MTC RTAZ or census block group.

#### 7.1.3 Projections 2005 Final Allocations

Initial forecast year (2005, 2015 and 2030) allocations used the P05 forecasts at the MTC RTAZ level and the proportional splits based on the year 2000 allocations.

The initial allocations for all four study years were distributed to the local jurisdictions for review and adjusted based on the review comments.

If a jurisdiction did not adjust allocations to Alameda County Model TAZs during either the P05, P07 or P09 updates, the allocations would still resemble the initial P05 allocations described above. In particular, the allocations of households within an MTC RTAZ would be based on relative land area, and the

allocations of employment within an MTC RTAZ would be based on proportional miles of roadway.

## 7.2 Projections 2007 Allocations

The P07 land use allocations were not based on the new allocations of ABAG Projections 2007 to individual census tracts and MTC RTAZs within each jurisdiction. It was assumed that the prior local review of P05 allocations would provide a better basis for land uses within each jurisdiction than the new allocations provided by ABAG and MTC.

The initial allocation by Alameda County Model TAZ was based on each jurisdiction's prior review and reallocation of ABAG Projections 2005 to the Alameda County Model TAZs. The proportionate allocations of each land use (such as households or retail employment) to the TAZs within each jurisdiction were applied to the updated control totals for each jurisdiction based on ABAG Projections 2007. For example, if a specific TAZ in Fremont contained 5.8 percent of the manufacturing jobs in Fremont in 2015 according to the final Projections 2005 allocations, then the Projections 2007 allocations would place 5.8 percent of the updated 2015 Fremont manufacturing jobs according to Projections 2007 in that TAZ.

The Projections 2007 allocations for 2035 were based on the final Projections 2005 allocations for 2030.



## 8 Appendix B: Detailed Validation Tables

---

Appendix B is a separate electronic file:

“2000\_Validation\_Tables\_110510.pdf”

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	143,664	157,108	13,444	9%
1 Cordon Line	IN	San Mateo Bridge	At County Line	44,085	48,540	4,455	10%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	50,473	51,711	1,238	2%
1 Cordon Line	IN	I-880	At Santa Clara County Line or SR 262	82,270	88,219	5,949	7%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	14,433	17,347	2,914	20%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	71,049	78,266	7,217	10%
1 Cordon Line	IN	Calaveras Road	At County Line	1,323	0	0	0%
1 Cordon Line	IN	Mines Road	At County Line	142	0	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	675	94	-581	-86%
1 Cordon Line	IN	Patterson Pass Road	At County Line	424	0	0	0%
1 Cordon Line	IN	I-580	At Altamont Pass	67,742	79,589	11,847	17%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	3,273	227	-3,046	-93%
1 Cordon Line	IN	Grant Line Road	At County Line	1,889	0	-1,889	-100%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	12,045	8,177	-3,868	-32%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	2,875	615	-2,260	-79%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	285	71	-214	-75%
1 Cordon Line	IN	Tassajara Road	At County Line	3,935	1,993	-1,942	-49%
1 Cordon Line	IN	Dougherty Road	At County Line	8,437	2,914	-5,523	-65%
1 Cordon Line	IN	Stagecoach Road	Between Amador Valley and Turquoise St.	2,738	2,184	-554	-20%
1 Cordon Line	IN	Village Parkway	At County Line	6,841	940	-5,901	-86%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	2,085	2,062	-23	-1%
1 Cordon Line	IN	I-680	At Contra Costa County Line/Alcosta	79,208	72,611	-6,597	-8%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	18,546	4,644	-13,902	-75%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	11,531	14,876	3,345	29%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	662	2,277	1,615	244%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	827	2,278	1,451	176%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	87,628	86,558	-1,070	-1%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	7,289	7,289	0%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	2,116	2,116	0%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	13,724	10,842	-2,882	-21%
1 Cordon Line	IN	I-80	At Central	89,348	90,250	902	1%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	41,782	53,544	11,762	28%
			<b>Subtotal</b>	<b>863,939</b>	<b>877,936</b>	<b>13,997</b>	<b>2%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	135,218	152,254	17,036	13%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	43,924	48,477	4,553	10%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	27,494	48,581	21,087	77%
1 Cordon Line	OUT	I-880	At Santa Clara County Line or SR 262	89,815	100,708	10,893	12%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	14,020	11,422	-2,598	-19%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	95,672	75,814	-19,858	-21%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	1,115	94	-1,021	-92%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	1,180	0	0	0%
1 Cordon Line	OUT	I-580	At Altamont Pass	71,013	78,825	7,812	11%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	2,839	226	-2,613	-92%
1 Cordon Line	OUT	Grant Line Road	At County Line	1,887	0	-1,887	-100%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	11,860	7,671	-4,189	-35%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	1,671	615	-1,056	-63%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	214	71	-143	-67%
1 Cordon Line	OUT	Tassajara Road	At County Line	4,016	2,020	-1,996	-50%
1 Cordon Line	OUT	Dougherty Road	At County Line	10,974	3,068	-7,906	-72%
1 Cordon Line	OUT	Stagecoach Road	Between Amador Valley and Turquoise St.	2,267	1,929	-338	-15%
1 Cordon Line	OUT	Village Parkway	At County Line	5,545	499	-5,046	-91%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	3,847	1,920	-1,927	-50%
1 Cordon Line	OUT	I-680	At Contra Costa County Line/Alcosta	70,068	76,904	6,836	10%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	11,385	2,858	-8,527	-75%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	14,280	15,967	1,687	12%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	671	2,523	1,852	276%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	844	2,215	1,371	162%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	82,416	77,181	-5,235	-6%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	7,049	7,049	0%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	2,116	2,116	0%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	13,911	11,191	-2,720	-20%
1 Cordon Line	OUT	I-80	At Central	84,530	90,558	6,028	7%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	41,256	55,944	14,688	36%
			<b>Subtotal</b>	<b>843,932</b>	<b>869,535</b>	<b>25,602</b>	<b>3%</b>
			<b>Total</b>	<b>1,707,871</b>	<b>1,747,471</b>	<b>39,600</b>	<b>2%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	129,500	136,220	6,720	5%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	12,680	15,302	2,622	21%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	8,881	10,858	1,977	22%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	5,734	2,277	-3,457	-60%
<b>Subtotal</b>				<b>156,795</b>	<b>164,657</b>	<b>7,862</b>	<b>5%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	129,500	132,590	3,090	2%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	14,153	12,809	-1,344	-9%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	9,981	11,353	1,372	14%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	13,004	2,170	-10,834	-83%
<b>Subtotal</b>				<b>166,638</b>	<b>158,922</b>	<b>-7,716</b>	<b>-5%</b>
<b>Total</b>				<b>323,433</b>	<b>323,579</b>	<b>146</b>	<b>0%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	127,500	133,064	5,564	4%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	4,743	4,743	0%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	2,925	2,925	0%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	9,613	6,490	-3,123	-32%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	3,245	3,245	0%
<b>Subtotal</b>				<b>137,113</b>	<b>139,555</b>	<b>2,442</b>	<b>2%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	127,500	123,390	-4,110	-3%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	4,115	4,115	0%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	4,032	4,032	0%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	7,855	12,293	4,438	57%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	2,156	2,156	0%
<b>Subtotal</b>				<b>135,355</b>	<b>135,683</b>	<b>328</b>	<b>0%</b>
<b>Total</b>				<b>272,468</b>	<b>275,238</b>	<b>2,770</b>	<b>1%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	13,505	8,574	-4,931	-37%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	10,479	10,479	0%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	15,111	12,843	-2,268	-15%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	9,039	10,939	1,900	21%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	13,946	16,856	2,910	21%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	6,459	2,218	-4,241	-66%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	7,044	7,248	204	3%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	17,592	15,987	-1,605	-9%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	3,292	156	-3,136	-95%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	3,122	4,291	1,169	37%
<b>Subtotal</b>				<b>89,110</b>	<b>79,111</b>	<b>-9,998</b>	<b>-11%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	13,197	8,546	-4,651	-35%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	9,685	9,685	0%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	13,755	10,908	-2,847	-21%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	9,155	10,378	1,223	13%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	10,798	7,407	-3,391	-31%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	6,216	3,460	-2,756	-44%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	6,862	7,117	255	4%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	18,794	15,958	-2,836	-15%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	2,927	301	-2,626	-90%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	4,678	10,707	6,029	129%
<b>Subtotal</b>				<b>86,382</b>	<b>74,782</b>	<b>-11,600</b>	<b>-13%</b>
<b>Total</b>				<b>175,491</b>	<b>153,893</b>	<b>-21,598</b>	<b>-12%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
5 Emeryville - Oakland	NB	I-80	At Powell	127,500	133,064	5,564	4%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	1,396	1,396	0%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	15,111	12,843	-2,268	-15%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	7,205	7,205	0%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	11,850	9,192	-2,658	-22%
<b>Subtotal</b>				<b>154,461</b>	<b>155,099</b>	<b>639</b>	<b>0%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	127,500	123,390	-4,110	-3%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	2,225	2,225	0%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	13,755	10,908	-2,847	-21%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	4,830	4,830	0%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	11,850	9,955	-1,895	-16%
<b>Subtotal</b>				<b>153,105</b>	<b>144,253</b>	<b>-8,852</b>	<b>-6%</b>
<b>Total</b>				<b>307,565</b>	<b>299,352</b>	<b>-8,213</b>	<b>-3%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	8,229	7,407	-822	-10%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	6,728	3,886	-2,842	-42%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	4,506	3,652	-854	-19%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	5,734	6,445	711	12%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	10,592	7,033	-3,559	-34%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	5,074	4,912	-162	-3%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista Avenue	1,594	219	-1,375	-86%
<b>Subtotal</b>				<b>42,457</b>	<b>33,554</b>	<b>-8,903</b>	<b>-21%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	7,284	7,615	331	5%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	6,679	3,828	-2,851	-43%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	4,422	3,597	-825	-19%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	6,218	5,863	-355	-6%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	10,457	6,196	-4,261	-41%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	4,544	6,063	1,519	33%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista Avenue	1,777	171	-1,606	-90%
<b>Subtotal</b>				<b>41,381</b>	<b>33,333</b>	<b>-8,048</b>	<b>-19%</b>
<b>Total</b>				<b>83,838</b>	<b>66,887</b>	<b>-16,951</b>	<b>-20%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance and exits Oakland side	32,737	29,750	-2,987	-9%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	23,200	23,105	-95	0%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	10,746	12,300	1,554	14%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	12,710	10,268	-2,442	-19%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	14,087	14,356	269	2%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	13,662	15,736	2,074	15%
			<b>Subtotal</b>	<b>107,142</b>	<b>105,516</b>	<b>-1,626</b>	<b>-2%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance and exits Oakland side	34,980	29,434	-5,546	-16%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	19,428	20,581	1,153	6%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	14,696	14,760	64	0%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	12,579	11,757	-822	-7%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	13,394	15,465	2,071	15%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	15,169	16,849	1,680	11%
			<b>Subtotal</b>	<b>110,246</b>	<b>108,847</b>	<b>-1,399</b>	<b>-1%</b>
			<b>Total</b>	<b>217,388</b>	<b>214,363</b>	<b>-3,025</b>	<b>-1%</b>



Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
8 Oakland - San Leandro: Along Internat.	EB	Lakeshore Avenue	E/O International	10,142	12,263	2,121	21%
8 Oakland - San Leandro: Along Internat.	EB	Park Blvd - 5th Avenue	E/O International	1,747	498	-1,249	-72%
8 Oakland - San Leandro: Along Internat.	EB	14th Avenue	E/O International	9,375	9,411	36	0%
8 Oakland - San Leandro: Along Internat.	EB	23rd Avenue	E/O International	3,353	1,492	-1,861	-55%
8 Oakland - San Leandro: Along Internat.	EB	Fruitvale Avenue	E/O International	11,265	7,358	-3,907	-35%
8 Oakland - San Leandro: Along Internat.	EB	35th Avenue	E/O International	6,028	2,364	-3,664	-61%
8 Oakland - San Leandro: Along Internat.	EB	42nd/Courtland	E/O International	6,941	13,106	6,165	89%
8 Oakland - San Leandro: Along Internat.	EB	High Street	E/O International	8,103	1,629	-6,474	-80%
8 Oakland - San Leandro: Along Internat.	EB	55th Avenue	E/O International	2,054	1,424	-630	-31%
8 Oakland - San Leandro: Along Internat.	EB	Seminary Avenue	E/O International	5,573	2,688	-2,885	-52%
8 Oakland - San Leandro: Along Internat.	EB	73rd Avenue	E/O International	14,182	12,313	-1,869	-13%
8 Oakland - San Leandro: Along Internat.	EB	82nd Avenue	E/O International	1,681	1,487	-194	-12%
8 Oakland - San Leandro: Along Internat.	EB	98th Avenue	E/O International	10,363	6,560	-3,803	-37%
8 Oakland - San Leandro: Along Internat.	EB	Davis Street (SR 112)	W/O International	12,256	8,192	-4,064	-33%
8 Oakland - San Leandro: Along Internat.	EB	Estudillo	E/O International	4,927	7,182	2,255	46%
<b>Subtotal</b>				<b>107,990</b>	<b>87,966</b>	<b>-20,024</b>	<b>-19%</b>
8 Oakland - San Leandro: Along Internat.	WB	Lakeshore Avenue	E/O International	4,959	3,594	-1,365	-28%
8 Oakland - San Leandro: Along Internat.	WB	Park Blvd - 5th Avenue	E/O International	2,098	948	-1,150	-55%
8 Oakland - San Leandro: Along Internat.	WB	14th Avenue	E/O International	10,973	8,734	-2,239	-20%
8 Oakland - San Leandro: Along Internat.	WB	23rd Avenue	E/O International	3,265	2,148	-1,117	-34%
8 Oakland - San Leandro: Along Internat.	WB	Fruitvale Avenue	E/O International	11,694	7,379	-4,315	-37%
8 Oakland - San Leandro: Along Internat.	WB	35th Avenue	E/O International	6,709	2,361	-4,348	-65%
8 Oakland - San Leandro: Along Internat.	WB	42nd/Courtland	E/O International	7,410	5,896	-1,514	-20%
8 Oakland - San Leandro: Along Internat.	WB	High Street	E/O International	9,213	5,381	-3,832	-42%
8 Oakland - San Leandro: Along Internat.	WB	55th Avenue	E/O International	2,724	1,433	-1,291	-47%
8 Oakland - San Leandro: Along Internat.	WB	Seminary Avenue	E/O International	5,444	2,953	-2,491	-46%
8 Oakland - San Leandro: Along Internat.	WB	73rd Avenue	E/O International	15,098	12,353	-2,745	-18%
8 Oakland - San Leandro: Along Internat.	WB	82nd Avenue	E/O International	2,942	1,522	-1,420	-48%
8 Oakland - San Leandro: Along Internat.	WB	98th Avenue	E/O International	10,957	6,359	-4,598	-42%
8 Oakland - San Leandro: Along Internat.	WB	Davis Street (SR 112)	W/O International	12,959	8,499	-4,460	-34%
8 Oakland - San Leandro: Along Internat.	WB	Estudillo	E/O International	5,625	7,255	1,630	29%
<b>Subtotal</b>				<b>112,070</b>	<b>76,814</b>	<b>-35,256</b>	<b>-31%</b>
<b>Total</b>				<b>220,060</b>	<b>164,780</b>	<b>-55,280</b>	<b>-25%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	18,064	25,589	7,525	42%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	104,704	106,599	1,895	2%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	6,340	4,497	-1,843	-29%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	13,997	5,019	-8,978	-64%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	4,734	3,451	-1,283	-27%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	5,796	7,582	1,786	31%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	3,163	2,757	-406	-13%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	69,500	100,065	30,565	44%
			<b>Subtotal</b>	<b>226,298</b>	<b>255,558</b>	<b>29,260</b>	<b>13%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	17,059	19,536	2,477	15%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	106,102	108,823	2,721	3%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	6,805	4,909	-1,896	-28%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	11,647	5,355	-6,292	-54%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	4,924	3,051	-1,873	-38%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	5,796	6,858	1,062	18%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	4,195	2,896	-1,299	-31%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	69,500	107,056	37,556	54%
			<b>Subtotal</b>	<b>226,028</b>	<b>258,483</b>	<b>32,455</b>	<b>14%</b>
			<b>Total</b>	<b>452,326</b>	<b>514,041</b>	<b>61,715</b>	<b>14%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	12,550	30,150	17,600	140%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	100,029	110,904	10,875	11%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	17,152	11,272	-5,880	-34%
10 Hayward - Union City	NB	Whipple Road	Near City Limit on east side of I-880	16,821	11,324	-5,497	-33%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	15,394	12,778	-2,616	-17%
<b>Subtotal</b>				<b>161,946</b>	<b>176,429</b>	<b>14,483</b>	<b>9%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	12,550	23,521	10,971	87%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	103,056	115,083	12,027	12%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	19,171	12,169	-7,002	-37%
10 Hayward - Union City	SB	Whipple Road	Near City Limit on east side of I-880	16,829	12,493	-4,336	-26%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	17,405	14,809	-2,596	-15%
<b>Subtotal</b>				<b>169,011</b>	<b>178,075</b>	<b>9,064</b>	<b>5%</b>
<b>Total</b>				<b>330,957</b>	<b>354,503</b>	<b>23,546</b>	<b>7%</b>
11 Hayward - Castro Valley	NB	Redwood Rd.	North of Seven Hills	5,682	1,720	-3,962	-70%
11 Hayward - Castro Valley	NB	Crow Canyon Rd.	North of Cold Water Drive	12,882	16,003	3,121	24%
11 Hayward - Castro Valley	NB	I-580	At Crow Canyon	87,108	95,419	8,311	10%
11 Hayward - Castro Valley	NB	Dublin Canyon Road	East of Palomares	1,817	975	-842	-46%
11 Hayward - Castro Valley	NB	Palomares Road	South of Palo Verde Road	971	1,469	498	51%
<b>Subtotal</b>				<b>108,460</b>	<b>115,585</b>	<b>7,125</b>	<b>7%</b>
11 Hayward - Castro Valley	SB	Redwood Rd.	North of Seven Hills	6,526	1,778	-4,748	-73%
11 Hayward - Castro Valley	SB	Crow Canyon Rd.	North of Cold Water Drive	12,797	15,963	3,166	25%
11 Hayward - Castro Valley	SB	I-580	At Crow Canyon	87,532	94,251	6,719	8%
11 Hayward - Castro Valley	SB	Dublin Canyon Road	East of Palomares	2,560	986	-1,574	-61%
11 Hayward - Castro Valley	SB	Palomares Road	South of Palo Verde Road	784	1,484	700	89%
<b>Subtotal</b>				<b>110,199</b>	<b>114,463</b>	<b>4,264</b>	<b>4%</b>
<b>Total</b>				<b>218,659</b>	<b>230,048</b>	<b>11,389</b>	<b>5%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	12,748	14,059	1,311	10%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	10,398	10,807	409	4%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles Interchange	101,082	111,916	10,834	11%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	18,650	24,287	5,637	30%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	4,761	1,028	-3,733	-78%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	7,900	7,949	49	1%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	14,733	11,855	-2,878	-20%
			<b>Subtotal</b>	<b>170,272</b>	<b>181,900</b>	<b>11,628</b>	<b>7%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	11,533	11,457	-76	-1%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	9,838	10,264	426	4%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles Interchange	101,801	113,799	11,998	12%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	18,650	24,167	5,517	30%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	8,764	1,110	-7,654	-87%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	7,900	7,984	84	1%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	16,352	13,246	-3,106	-19%
			<b>Subtotal</b>	<b>174,838</b>	<b>182,027</b>	<b>7,189</b>	<b>4%</b>
			<b>Total</b>	<b>345,110</b>	<b>363,926</b>	<b>18,816</b>	<b>5%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	11,125	4,048	-7,077	-64%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	21,000	10,036	-10,964	-52%
13 Fremont - Newark	NB	I-880	Near SR 84	100,177	94,941	-5,236	-5%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	20,425	20,425	0%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	7,112	2,042	-5,070	-71%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	30,348	17,390	-12,958	-43%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	7,306	20,037	12,731	174%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	6,125	904	-5,221	-85%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	8,500	5,119	-3,381	-40%
<b>Subtotal</b>				<b>191,693</b>	<b>154,516</b>	<b>-37,177</b>	<b>-19%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	11,125	4,615	-6,510	-59%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	21,000	12,079	-8,921	-42%
13 Fremont - Newark	SB	I-880	Near SR 84	94,500	100,938	6,438	7%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	18,821	18,821	0%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	8,462	1,992	-6,470	-76%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	30,035	22,548	-7,487	-25%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	6,665	11,238	4,573	69%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	6,125	2,600	-3,525	-58%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	8,500	6,553	-1,947	-23%
<b>Subtotal</b>				<b>186,412</b>	<b>162,563</b>	<b>-23,849</b>	<b>-13%</b>
<b>Total</b>				<b>378,105</b>	<b>317,079</b>	<b>-61,026</b>	<b>-16%</b>
14 Fremont - Tri-Valley	NB	Niles Canyon Road	At Palomares	9,828	7,528	-2,300	-23%
14 Fremont - Tri-Valley	NB	I-680	At SR 84 East	52,825	70,127	17,302	33%
14 Fremont - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	1,247	1,924	677	54%
14 Fremont - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	6,153	2,969	-3,184	-52%
14 Fremont - Tri-Valley	NB	Valeccitos Road	Near Vineyard	13,655	13,647	-8	0%
<b>Subtotal</b>				<b>83,708</b>	<b>96,196</b>	<b>12,488</b>	<b>15%</b>
14 Fremont - Tri-Valley	SB	Niles Canyon Road	At Palomares	11,637	9,056	-2,581	-22%
14 Fremont - Tri-Valley	SB	I-680	At SR 84 East	54,269	69,755	15,486	29%
14 Fremont - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	3,939	2,040	-1,899	-48%
14 Fremont - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	6,288	3,643	-2,645	-42%
14 Fremont - Tri-Valley	SB	Valeccitos Road	Near Vineyard	11,045	13,953	2,908	26%
<b>Subtotal</b>				<b>87,178</b>	<b>98,447</b>	<b>11,269</b>	<b>13%</b>
<b>Total</b>				<b>170,886</b>	<b>194,642</b>	<b>23,756</b>	<b>14%</b>

Table 1. 2000 Daily Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
15 Dublin - Pleasanton	NB	San Ramon Road	Between Dublin and Amador Valley Blvds.	13,446	8,097	-5,349	-40%
15 Dublin - Pleasanton	NB	I-680	North of I-580	79,123	74,852	-4,271	-5%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	10,745	4,137	-6,608	-61%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	14,768	10,808	-3,960	-27%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	8,873	6,396	-2,477	-28%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	9,569	3,060	-6,509	-68%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	16,055	9,586	-6,469	-40%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	11,845	14,735	2,889	24%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	14,005	17,589	3,585	26%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	15,464	15,765	301	2%
<b>Subtotal</b>				<b>193,892</b>	<b>165,026</b>	<b>-28,866</b>	<b>-15%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Between Dublin and Amador Valley Blvds.	16,789	9,192	-7,597	-45%
15 Dublin - Pleasanton	SB	I-680	North of I-580	79,208	72,611	-6,597	-8%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	9,602	5,410	-4,192	-44%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	13,561	10,419	-3,142	-23%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	12,677	6,042	-6,635	-52%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	10,485	3,070	-7,415	-71%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	12,605	10,324	-2,281	-18%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	14,027	17,510	3,482	25%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	19,864	17,834	-2,030	-10%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	14,041	16,848	2,807	20%
<b>Subtotal</b>				<b>202,858</b>	<b>169,260</b>	<b>-33,599</b>	<b>-17%</b>
<b>Total</b>				<b>396,751</b>	<b>334,285</b>	<b>-62,465</b>	<b>-16%</b>
16 Pleasanton - Livermore	EB	I-580	At Airway	91,710	97,152	5,442	6%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	15,373	9,193	-6,180	-40%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	4,063	1,323	-2,740	-67%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	13,963	22,230	8,267	59%
<b>Subtotal</b>				<b>125,109</b>	<b>129,898</b>	<b>4,789</b>	<b>4%</b>
16 Pleasanton - Livermore	WB	I-580	At Airway	94,593	97,625	3,032	3%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	14,063	9,962	-4,101	-29%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	4,360	1,219	-3,141	-72%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	13,463	22,363	8,900	66%
<b>Subtotal</b>				<b>126,479</b>	<b>131,169</b>	<b>4,690</b>	<b>4%</b>
<b>Total</b>				<b>251,588</b>	<b>261,067</b>	<b>9,479</b>	<b>4%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	7,468	8,190	722	10%
1 Cordon Line	IN	San Mateo Bridge	At County Line	2,757	2,462	-295	-11%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	1,725	1,917	192	11%
1 Cordon Line	IN	I-880	At Santa Clara County Line or SR 262	4,221	5,011	790	19%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	758	1,344	586	77%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	4,745	4,710	-35	-1%
1 Cordon Line	IN	Calaveras Road	At County Line	462	0	0	0%
1 Cordon Line	IN	Mines Road	At County Line	13	0	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	146	9	-137	-94%
1 Cordon Line	IN	Patterson Pass Road	At County Line	158	13	-145	-92%
1 Cordon Line	IN	I-580	At Altamont Pass	4,909	6,313	1,404	29%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	702	21	-681	-97%
1 Cordon Line	IN	Grant Line Road	At County Line	657	157	-500	-76%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	1,773	1,586	-187	-11%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	755	76	-679	-90%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	22	1	-21	-95%
1 Cordon Line	IN	Tassajara Road	At County Line	467	274	-193	-41%
1 Cordon Line	IN	Dougherty Road	At County Line	1,301	818	-483	-37%
1 Cordon Line	IN	Stagecoach Road	Between Amador Valley and Turquoise St.	353	339	-14	-4%
1 Cordon Line	IN	Village Parkway	At County Line	431	167	-264	-61%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	176	102	-74	-42%
1 Cordon Line	IN	I-680	At Contra Costa County Line/Alcosta	5,459	5,579	120	2%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	2,268	808	-1,460	-64%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	1,239	1,171	-68	-5%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	97	266	169	174%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	56	217	161	288%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	8,168	8,544	376	5%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	689	689	0%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	211	211	0%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	871	2,006	1,135	130%
1 Cordon Line	IN	I-80	At Central	6,897	6,917	20	0%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	3,306	4,061	755	23%
			<b>Subtotal</b>	<b>62,360</b>	<b>63,079</b>	<b>719</b>	<b>1%</b>

**Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	8,996	10,520	1,524	17%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	3,449	3,224	-225	-7%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	2,415	3,910	1,495	62%
1 Cordon Line	OUT	I-880	At Santa Clara County Line or SR 262	4,474	7,145	2,670	60%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	692	700	8	1%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	7,735	5,204	-2,531	-33%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	18	7	-11	-60%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	9	0	-9	-100%
1 Cordon Line	OUT	I-580	At Altamont Pass	3,120	3,016	-104	-3%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	114	5	-109	-96%
1 Cordon Line	OUT	Grant Line Road	At County Line	22	0	-22	-100%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	383	163	-220	-57%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	105	24	-81	-77%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	9	4	-5	-56%
1 Cordon Line	OUT	Tassajara Road	At County Line	135	88	-47	-35%
1 Cordon Line	OUT	Dougherty Road	At County Line	570	94	-476	-83%
1 Cordon Line	OUT	Stagecoach Road	Between Amador Valley and Turquoise St.	100	66	-34	-34%
1 Cordon Line	OUT	Village Parkway	At County Line	314	63	-251	-80%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	362	281	-81	-22%
1 Cordon Line	OUT	I-680	At Contra Costa County Line/Alcosta	5,118	5,357	239	5%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	749	311	-438	-59%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	1,262	1,042	-220	-17%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	44	173	129	293%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	102	130	28	28%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	3,724	4,043	319	9%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	224	224	0%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	76	76	0%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	419	313	-106	-25%
1 Cordon Line	OUT	I-80	At Central	3,612	3,999	387	11%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	2,470	3,039	569	23%
			<b>Subtotal</b>	<b>50,522</b>	<b>52,922</b>	<b>2,399</b>	<b>5%</b>
			<b>Total</b>	<b>112,882</b>	<b>116,001</b>	<b>3,119</b>	<b>3%</b>



Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	6,122	6,884	762	12%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	297	306	9	3%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	623	773	150	24%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	253	150	-103	-41%
<b>Subtotal</b>				<b>7,295</b>	<b>8,113</b>	<b>818</b>	<b>11%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	9,976	10,291	315	3%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	1,074	1,969	895	83%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	768	1,058	290	38%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	829	198	-631	-76%
<b>Subtotal</b>				<b>12,647</b>	<b>13,517</b>	<b>869</b>	<b>7%</b>
<b>Total</b>				<b>19,943</b>	<b>21,630</b>	<b>1,687</b>	<b>8%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	5,693	8,009	2,316	41%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	417	417	0%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	105	105	0%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	1,208	286	-922	-76%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	98	98	0%
<b>Subtotal</b>				<b>6,901</b>	<b>8,295</b>	<b>1,394</b>	<b>20%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	9,076	9,228	152	2%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	140	140	0%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	343	343	0%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	1,160	1,207	47	4%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	334	334	0%
<b>Subtotal</b>				<b>10,236</b>	<b>10,435</b>	<b>199</b>	<b>2%</b>
<b>Total</b>				<b>17,137</b>	<b>18,730</b>	<b>1,593</b>	<b>9%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	596	452	-144	-24%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	760	760	0%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	1,568	1,069	-500	-32%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	810	994	184	23%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	1,181	2,001	820	69%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	441	547	106	24%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	468	740	272	58%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	1,384	1,052	-332	-24%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	238	46	-192	-81%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	313	858	545	174%
<b>Subtotal</b>				<b>6,999</b>	<b>7,758</b>	<b>758</b>	<b>11%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	732	1,148	416	57%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	982	982	0%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	1,462	854	-607	-42%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	555	823	268	48%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	800	562	-238	-30%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	326	165	-161	-49%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	613	763	150	24%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	1,171	943	-228	-19%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	292	51	-241	-82%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	449	502	53	12%
<b>Subtotal</b>				<b>6,400</b>	<b>5,811</b>	<b>-589</b>	<b>-9%</b>
<b>Total</b>				<b>13,399</b>	<b>13,568</b>	<b>169</b>	<b>1%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
5 Emeryville - Oakland	NB	I-80	At Powell	5,693	8,009	2,316	41%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	155	155	0%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	1,568	1,069	-500	-32%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	383	383	0%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	803	636	-167	-21%
<b>Subtotal</b>				<b>8,065</b>	<b>9,714</b>	<b>1,650</b>	<b>20%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	9,076	9,228	152	2%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	77	77	0%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	1,462	854	-607	-42%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	314	314	0%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	931	1,114	183	20%
<b>Subtotal</b>				<b>11,468</b>	<b>11,196</b>	<b>-272</b>	<b>-2%</b>
<b>Total</b>				<b>19,533</b>	<b>20,910</b>	<b>1,377</b>	<b>7%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	585	529	-56	-10%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	784	458	-326	-42%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	616	404	-212	-34%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	440	743	303	69%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	799	710	-89	-11%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	302	230	-72	-24%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista Avenue	96	12	-84	-87%
<b>Subtotal</b>				<b>3,622</b>	<b>3,087</b>	<b>-535</b>	<b>-15%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	386	915	529	137%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	373	292	-81	-22%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	237	288	51	22%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	334	385	51	15%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	612	523	-89	-15%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	641	706	65	10%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista Avenue	200	17	-183	-91%
<b>Subtotal</b>				<b>2,783</b>	<b>3,126</b>	<b>343</b>	<b>12%</b>
<b>Total</b>				<b>6,405</b>	<b>6,214</b>	<b>-191</b>	<b>-3%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
7 Alameda - Oakland	EB	Webster-Posey Tubes	Near entrance and exits Oakland side	3,048	2,607	-441	-14%
7 Alameda - Oakland	EB	Park St. Bridge	West of Bridge	2,292	2,018	-274	-12%
7 Alameda - Oakland	EB	Fruitvale Bridge	West of Bridge	1,017	1,152	135	13%
7 Alameda - Oakland	EB	High St. Bridge	West of Bridge	1,157	638	-519	-45%
7 Alameda - Oakland	EB	Doolittle Street	Near City Limits	1,167	1,012	-155	-13%
7 Alameda - Oakland	EB	SR 61/Doolittle	North of Hegenberger	599	1,199	600	100%
			<b>Subtotal</b>	<b>9,280</b>	<b>8,626</b>	<b>-654</b>	<b>-7%</b>
7 Alameda - Oakland	WB	Webster-Posey Tubes	Near entrance and exits Oakland side	2,440	2,160	-280	-11%
7 Alameda - Oakland	WB	Park St. Bridge	West of Bridge	1,149	1,435	286	25%
7 Alameda - Oakland	WB	Fruitvale Bridge	West of Bridge	1,014	1,308	294	29%
7 Alameda - Oakland	WB	High St. Bridge	West of Bridge	815	836	21	3%
7 Alameda - Oakland	WB	Doolittle Street	Near City Limits	1,035	1,449	414	40%
7 Alameda - Oakland	WB	SR 61/Doolittle	North of Hegenberger	949	1,397	448	47%
			<b>Subtotal</b>	<b>7,402</b>	<b>8,586</b>	<b>1,184</b>	<b>16%</b>
			<b>Total</b>	<b>16,682</b>	<b>17,211</b>	<b>529</b>	<b>3%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
8 Oakland - San Leandro: Along International	EB	Lakeshore Avenue	E/O International	477	572	95	20%
8 Oakland - San Leandro: Along International	EB	Park Blvd - 5th Avenue	E/O International	89	17	-72	-81%
8 Oakland - San Leandro: Along International	EB	14th Avenue	E/O International	469	415	-54	-11%
8 Oakland - San Leandro: Along International	EB	23rd Avenue	E/O International	166	63	-103	-62%
8 Oakland - San Leandro: Along International	EB	Fruitvale Avenue	E/O International	675	418	-257	-38%
8 Oakland - San Leandro: Along International	EB	35th Avenue	E/O International	348	162	-186	-53%
8 Oakland - San Leandro: Along International	EB	42nd/Courtland	E/O International	326	692	366	112%
8 Oakland - San Leandro: Along International	EB	High Street	E/O International	667	86	-581	-87%
8 Oakland - San Leandro: Along International	EB	55th Avenue	E/O International	106	60	-46	-43%
8 Oakland - San Leandro: Along International	EB	Seminary Avenue	E/O International	294	125	-169	-57%
8 Oakland - San Leandro: Along International	EB	73rd Avenue	E/O International	670	670	0	0%
8 Oakland - San Leandro: Along International	EB	82nd Avenue	E/O International	95	67	-28	-29%
8 Oakland - San Leandro: Along International	EB	98th Avenue	E/O International	591	339	-252	-43%
8 Oakland - San Leandro: Along International	EB	Davis Street (SR 112)	W/O International	588	321	-266	-45%
8 Oakland - San Leandro: Along International	EB	Estudillo	E/O International	295	308	13	4%
<b>Subtotal</b>				<b>5,856</b>	<b>4,316</b>	<b>-1,539</b>	<b>-26%</b>
8 Oakland - San Leandro: Along International	WB	Lakeshore Avenue	E/O International	274	324	50	18%
8 Oakland - San Leandro: Along International	WB	Park Blvd - 5th Avenue	E/O International	177	142	-35	-20%
8 Oakland - San Leandro: Along International	WB	14th Avenue	E/O International	1,081	1,326	245	23%
8 Oakland - San Leandro: Along International	WB	23rd Avenue	E/O International	263	258	-5	-2%
8 Oakland - San Leandro: Along International	WB	Fruitvale Avenue	E/O International	779	816	37	5%
8 Oakland - San Leandro: Along International	WB	35th Avenue	E/O International	633	271	-362	-57%
8 Oakland - San Leandro: Along International	WB	42nd/Courtland	E/O International	776	828	52	7%
8 Oakland - San Leandro: Along International	WB	High Street	E/O International	487	555	68	14%
8 Oakland - San Leandro: Along International	WB	55th Avenue	E/O International	217	195	-22	-10%
8 Oakland - San Leandro: Along International	WB	Seminary Avenue	E/O International	401	369	-32	-8%
8 Oakland - San Leandro: Along International	WB	73rd Avenue	E/O International	1,181	1,391	210	18%
8 Oakland - San Leandro: Along International	WB	82nd Avenue	E/O International	197	157	-40	-20%
8 Oakland - San Leandro: Along International	WB	98th Avenue	E/O International	797	732	-65	-8%
8 Oakland - San Leandro: Along International	WB	Davis Street (SR 112)	W/O International	1,010	953	-57	-6%
8 Oakland - San Leandro: Along International	WB	Estudillo	E/O International	467	805	338	72%
<b>Subtotal</b>				<b>8,740</b>	<b>9,123</b>	<b>383</b>	<b>4%</b>
<b>Total</b>				<b>14,596</b>	<b>13,439</b>	<b>-1,157</b>	<b>-8%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	1,299	2,026	727	56%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	7,281	8,027	746	10%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	356	712	356	100%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	575	508	-67	-12%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	268	222	-46	-17%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	0	480	480	0%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	305	195	-110	-36%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	5,948	7,778	1,830	31%
<b>Subtotal</b>				<b>16,032</b>	<b>19,469</b>	<b>3,437</b>	<b>21%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	866	1,039	173	20%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	6,746	6,659	-87	-1%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	370	240	-130	-35%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	477	332	-145	-30%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	299	209	-90	-30%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	294	360	66	22%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	276	165	-111	-40%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	5,455	6,776	1,321	24%
<b>Subtotal</b>				<b>14,783</b>	<b>15,779</b>	<b>996</b>	<b>7%</b>
<b>Total</b>				<b>30,815</b>	<b>35,248</b>	<b>4,433</b>	<b>14%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	2,187	2,187	0%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	5,500	7,870	2,370	43%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	1,124	819	-305	-27%
10 Hayward - Union City	NB	Whipple Road	Near City Limit on east side of I-880	1,046	640	-406	-39%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	1,100	1,317	217	20%
<b>Subtotal</b>				<b>8,770</b>	<b>10,646</b>	<b>1,876</b>	<b>21%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	1,417	1,417	0%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	5,630	7,390	1,760	31%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	1,612	1,032	-580	-36%
10 Hayward - Union City	SB	Whipple Road	Near City Limit on east side of I-880	1,011	790	-221	-22%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	1,816	1,174	-642	-35%
<b>Subtotal</b>				<b>10,069</b>	<b>10,387</b>	<b>318</b>	<b>3%</b>
<b>Total</b>				<b>18,839</b>	<b>21,033</b>	<b>2,194</b>	<b>12%</b>
11 Hayward - Castro Valley	NB	Redwood Rd.	North of Seven Hills	383	125	-258	-67%
11 Hayward - Castro Valley	NB	Crow Canyon Rd.	North of Cold Water Drive	1,323	1,006	-317	-24%
11 Hayward - Castro Valley	NB	I-580	At Crow Canyon	6,801	4,398	-2,403	-35%
11 Hayward - Castro Valley	NB	Dublin Canyon Road	East of Palomares	135	243	108	80%
11 Hayward - Castro Valley	NB	Palomares Road	South of Palo Verde Road	74	94	20	27%
<b>Subtotal</b>				<b>8,716</b>	<b>5,866</b>	<b>-2,850</b>	<b>-33%</b>
11 Hayward - Castro Valley	SB	Redwood Rd.	North of Seven Hills	679	151	-528	-78%
11 Hayward - Castro Valley	SB	Crow Canyon Rd.	North of Cold Water Drive	1,331	1,175	-156	-12%
11 Hayward - Castro Valley	SB	I-580	At Crow Canyon	6,442	8,404	1,962	30%
11 Hayward - Castro Valley	SB	Dublin Canyon Road	East of Palomares	269	82	-187	-69%
11 Hayward - Castro Valley	SB	Palomares Road	South of Palo Verde Road	76	134	58	77%
<b>Subtotal</b>				<b>8,797</b>	<b>9,946</b>	<b>1,149</b>	<b>13%</b>
<b>Total</b>				<b>17,513</b>	<b>15,812</b>	<b>-1,701</b>	<b>-10%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	627	649	22	3%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	553	931	378	68%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles Interchange	6,373	7,610	1,237	19%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	1,333	1,333	0%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	278	32	-246	-89%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	996	996	0%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	1,324	1,104	-220	-17%
			<b>Subtotal</b>	<b>9,155</b>	<b>10,326</b>	<b>1,171</b>	<b>13%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	1,438	1,198	-240	-17%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	728	739	11	2%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles Interchange	6,228	7,489	1,261	20%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	2,073	2,073	0%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	706	180	-526	-74%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	243	243	0%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	1,308	928	-380	-29%
			<b>Subtotal</b>	<b>10,408</b>	<b>10,535</b>	<b>127</b>	<b>1%</b>
			<b>Total</b>	<b>19,563</b>	<b>20,861</b>	<b>1,298</b>	<b>7%</b>



Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	186	186	0%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	844	844	0%
13 Fremont - Newark	NB	I-880	Near SR 84	5,595	6,309	714	13%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	1,502	1,502	0%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	552	140	-412	-75%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	1,853	1,550	-303	-16%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	798	1,950	1,152	144%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	14	14	0%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	174	174	0%
<b>Subtotal</b>				<b>8,798</b>	<b>9,949</b>	<b>1,151</b>	<b>13%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	362	362	0%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	816	816	0%
13 Fremont - Newark	SB	I-880	Near SR 84	5,781	7,304	1,523	26%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	1,192	1,192	0%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	578	110	-468	-81%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	1,799	910	-889	-49%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	492	438	-54	-11%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	217	217	0%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	1,128	1,128	0%
<b>Subtotal</b>				<b>8,650</b>	<b>8,761</b>	<b>111</b>	<b>1%</b>
<b>Total</b>				<b>17,448</b>	<b>18,711</b>	<b>1,263</b>	<b>7%</b>
14 Fremont - Tri-Valley	NB	Niles Canyon Road	At Palomares	551	280	-271	-49%
14 Fremont - Tri-Valley	NB	I-680	At SR 84 East	3,193	3,669	476	15%
14 Fremont - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	28	28	0%
14 Fremont - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	525	154	-371	-71%
14 Fremont - Tri-Valley	NB	Valleccitos Road	Near Vineyard	461	755	294	64%
<b>Subtotal</b>				<b>4,730</b>	<b>4,857</b>	<b>127</b>	<b>3%</b>
14 Fremont - Tri-Valley	SB	Niles Canyon Road	At Palomares	1,335	1,589	254	19%
14 Fremont - Tri-Valley	SB	I-680	At SR 84 East	4,679	5,892	1,213	26%
14 Fremont - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	1,547	497	-1,050	-68%
14 Fremont - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	667	962	295	44%
14 Fremont - Tri-Valley	SB	Valleccitos Road	Near Vineyard	927	939	12	1%
<b>Subtotal</b>				<b>9,155</b>	<b>9,880</b>	<b>725</b>	<b>8%</b>
<b>Total</b>				<b>13,885</b>	<b>14,737</b>	<b>852</b>	<b>6%</b>

Table 2. 2000 AM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
15 Dublin - Pleasanton	NB	San Ramon Road	Between Dublin and Amador Valley Blvds.	898	292	-606	-68%
15 Dublin - Pleasanton	NB	I-680	North of I-580	5,644	5,235	-409	-7%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	488	168	-320	-66%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	997	667	-330	-33%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	839	514	-325	-39%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	908	170	-738	-81%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	930	762	-168	-18%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	508	410	-99	-19%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	895	1,633	738	83%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	935	829	-106	-11%
<b>Subtotal</b>				<b>13,042</b>	<b>10,679</b>	<b>-2,363</b>	<b>-18%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Between Dublin and Amador Valley Blvds.	1,614	1,703	89	5%
15 Dublin - Pleasanton	SB	I-680	North of I-580	5,459	5,579	120	2%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	665	784	119	18%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	1,399	1,162	-237	-17%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	878	375	-503	-57%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	820	373	-447	-54%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	1,422	995	-427	-30%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,735	1,175	-559	-32%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	2,185	1,704	-481	-22%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	1,466	1,434	-33	-2%
<b>Subtotal</b>				<b>17,643</b>	<b>15,285</b>	<b>-2,358</b>	<b>-13%</b>
<b>Total</b>				<b>30,685</b>	<b>25,964</b>	<b>-4,722</b>	<b>-15%</b>
16 Pleasanton - Livermore	EB	I-580	At Airway	4,264	4,869	605	14%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	530	380	-150	-28%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	184	115	-69	-37%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	555	1,048	493	89%
<b>Subtotal</b>				<b>5,533</b>	<b>6,412</b>	<b>879</b>	<b>16%</b>
16 Pleasanton - Livermore	WB	I-580	At Airway	7,895	8,122	227	3%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	2,023	2,071	48	2%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	697	394	-303	-44%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	1,418	1,584	166	12%
<b>Subtotal</b>				<b>12,033</b>	<b>12,171</b>	<b>138</b>	<b>1%</b>
<b>Total</b>				<b>17,566</b>	<b>18,582</b>	<b>1,016</b>	<b>6%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	9,563	10,477	914	10%
1 Cordon Line	IN	San Mateo Bridge	At County Line	2,934	3,917	983	33%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	5,447	4,772	-675	-12%
1 Cordon Line	IN	I-880	At Santa Clara County Line or SR 262	6,088	5,707	-380	-6%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	1,693	900	-793	-47%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	5,546	5,003	-543	-10%
1 Cordon Line	IN	Calaveras Road	At County Line	64	0	0	0%
1 Cordon Line	IN	Mines Road	At County Line	16	0	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	32	5	-27	-84%
1 Cordon Line	IN	Patterson Pass Road	At County Line	8	0	0	0%
1 Cordon Line	IN	I-580	At Altamont Pass	3,544	3,103	-441	-12%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	105	9	-96	-91%
1 Cordon Line	IN	Grant Line Road	At County Line	37	0	0	0%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	434	347	-87	-20%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	203	43	-160	-79%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	32	7	-25	-78%
1 Cordon Line	IN	Tassajara Road	At County Line	272	140	-132	-49%
1 Cordon Line	IN	Dougherty Road	At County Line	666	253	-413	-62%
1 Cordon Line	IN	Stagecoach Road	Between Amador Valley and Turquoise St.	230	220	-10	-4%
1 Cordon Line	IN	Village Parkway	At County Line	666	196	-470	-71%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	234	277	43	18%
1 Cordon Line	IN	I-680	At Contra Costa County Line/Alcosta	5,781	5,286	-495	-9%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	1,535	520	-1,015	-66%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	1,271	1,064	-207	-16%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	58	215	157	271%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	123	179	56	46%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	5,079	4,622	-457	-9%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	451	451	0%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	154	154	0%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	800	814	14	2%
1 Cordon Line	IN	I-80	At Central	4,616	5,466	850	18%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	2,890	3,799	909	31%
			<b>Subtotal</b>	<b>59,967</b>	<b>57,342</b>	<b>-2,625</b>	<b>-4%</b>

**Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	8,113	6,473	-1,640	-20%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	2,779	2,721	-58	-2%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	1,086	2,394	1,308	120%
1 Cordon Line	OUT	I-880	At Santa Clara County Line or SR 262	5,994	6,720	726	12%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	1,652	1,281	-371	-22%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	5,742	5,013	-729	-13%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	187	7	-180	-96%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	152	4	-148	-97%
1 Cordon Line	OUT	I-580	At Altamont Pass	5,612	5,908	296	5%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	481	22	-459	-95%
1 Cordon Line	OUT	Grant Line Road	At County Line	410	12	-398	-97%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	1,612	1,503	-109	-7%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	183	100	-83	-45%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	18	3	-15	-82%
1 Cordon Line	OUT	Tassajara Road	At County Line	376	409	33	9%
1 Cordon Line	OUT	Dougherty Road	At County Line	1,614	730	-884	-55%
1 Cordon Line	OUT	Stagecoach Road	Between Amador Valley and Turquoise St.	265	326	61	23%
1 Cordon Line	OUT	Village Parkway	At County Line	556	125	-431	-77%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	363	97	-266	-73%
1 Cordon Line	OUT	I-680	At Contra Costa County Line/Alcosta	5,138	6,827	1,689	33%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	1,185	651	-534	-45%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	1,564	1,178	-386	-25%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	116	374	258	222%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	82	291	209	255%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	7,353	7,915	562	8%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	720	720	0%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	339	339	0%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	1,314	2,080	766	58%
1 Cordon Line	OUT	I-80	At Central	6,213	6,967	754	12%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	3,341	4,283	942	28%
			<b>Subtotal</b>	<b>63,501</b>	<b>64,413</b>	<b>913</b>	<b>1%</b>
			<b>Total</b>	<b>123,467</b>	<b>121,755</b>	<b>-1,712</b>	<b>-1%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	9,766	10,237	471	5%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	1,356	2,005	649	48%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	830	1,157	327	39%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	440	161	-279	-63%
<b>Subtotal</b>				<b>12,392</b>	<b>13,561</b>	<b>1,169</b>	<b>9%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	6,727	8,346	1,619	24%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	919	957	38	4%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	772	1,016	244	32%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	978	163	-815	-83%
<b>Subtotal</b>				<b>9,396</b>	<b>10,482</b>	<b>1,087</b>	<b>12%</b>
<b>Total</b>				<b>21,788</b>	<b>24,043</b>	<b>2,255</b>	<b>10%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	8,186	9,471	1,285	16%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	408	408	0%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	378	378	0%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	754	1,002	248	33%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	439	439	0%
<b>Subtotal</b>				<b>8,940</b>	<b>10,473</b>	<b>1,533</b>	<b>17%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	6,500	7,842	1,342	21%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	360	360	0%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	227	227	0%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	493	984	491	100%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	115	115	0%
<b>Subtotal</b>				<b>6,993</b>	<b>8,826</b>	<b>1,833</b>	<b>26%</b>
<b>Total</b>				<b>15,933</b>	<b>19,299</b>	<b>3,366</b>	<b>21%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	1,190	1,468	278	23%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	1,211	1,211	0%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	1,454	1,073	-381	-26%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	695	975	280	40%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	982	1,360	378	39%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	430	181	-249	-58%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	710	770	60	9%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	1,165	999	-166	-14%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	439	174	-265	-60%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	218	706	488	224%
<b>Subtotal</b>				<b>7,283</b>	<b>7,707</b>	<b>425</b>	<b>6%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,006	877	-129	-13%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	726	726	0%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	1,289	759	-530	-41%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	815	919	104	13%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	1,354	1,656	302	22%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	461	376	-85	-19%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	515	670	155	30%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	1,631	1,055	-576	-35%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	269	51	-218	-81%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	706	826	120	17%
<b>Subtotal</b>				<b>8,046</b>	<b>7,190</b>	<b>-856</b>	<b>-11%</b>
<b>Total</b>				<b>15,329</b>	<b>14,898</b>	<b>-432</b>	<b>-3%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
5 Emeryville - Oakland	NB	I-80	At Powell	8,186	9,471	1,285	16%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	93	93	0%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	1,454	1,073	-381	-26%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	501	501	0%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	1,268	1,395	127	10%
<b>Subtotal</b>				<b>10,907</b>	<b>11,939</b>	<b>1,032</b>	<b>9%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	6,500	7,842	1,342	21%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	339	339	0%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	1,289	759	-530	-41%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	500	500	0%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	909	1,158	248	27%
<b>Subtotal</b>				<b>8,699</b>	<b>9,759</b>	<b>1,060</b>	<b>12%</b>
<b>Total</b>				<b>19,606</b>	<b>21,698</b>	<b>2,092</b>	<b>11%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	745	1,104	359	48%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	602	375	-227	-38%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	342	398	56	16%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	507	651	144	28%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	950	853	-97	-10%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	680	667	-13	-2%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista Avenue	189	33	-156	-83%
<b>Subtotal</b>				<b>4,015</b>	<b>4,080</b>	<b>65</b>	<b>2%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	735	794	59	8%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	743	589	-154	-21%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	506	616	110	22%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	632	783	151	24%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	1,018	829	-189	-19%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	289	425	136	47%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista Avenue	146	17	-129	-89%
<b>Subtotal</b>				<b>4,069</b>	<b>4,052</b>	<b>-17</b>	<b>0%</b>
<b>Total</b>				<b>8,084</b>	<b>8,132</b>	<b>48</b>	<b>1%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
7 Alameda - Oakland	EB	Webster-Posey Tubes	Near entrance and exits Oakland side	2,385	2,193	-192	-8%
7 Alameda - Oakland	EB	Park St. Bridge	West of Bridge	1,693	1,554	-139	-8%
7 Alameda - Oakland	EB	Fruitvale Bridge	West of Bridge	836	1,172	336	40%
7 Alameda - Oakland	EB	High St. Bridge	West of Bridge	950	627	-323	-34%
7 Alameda - Oakland	EB	Doolittle Street	Near City Limits	1,339	1,635	296	22%
7 Alameda - Oakland	EB	SR 61/Doolittle	North of Hegenberger	935	1,631	696	74%
			<b>Subtotal</b>	<b>8,138</b>	<b>8,813</b>	<b>675</b>	<b>8%</b>
7 Alameda - Oakland	WB	Webster-Posey Tubes	Near entrance and exits Oakland side	3,634	3,028	-606	-17%
7 Alameda - Oakland	WB	Park St. Bridge	West of Bridge	1,773	1,861	88	5%
7 Alameda - Oakland	WB	Fruitvale Bridge	West of Bridge	1,437	1,571	134	9%
7 Alameda - Oakland	WB	High St. Bridge	West of Bridge	1,166	986	-180	-15%
7 Alameda - Oakland	WB	Doolittle Street	Near City Limits	1,311	1,188	-123	-9%
7 Alameda - Oakland	WB	SR 61/Doolittle	North of Hegenberger	1,376	1,370	-6	0%
			<b>Subtotal</b>	<b>10,697</b>	<b>10,005</b>	<b>-692</b>	<b>-6%</b>
			<b>Total</b>	<b>18,835</b>	<b>18,818</b>	<b>-17</b>	<b>0%</b>



Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
8 Oakland - San Leandro: Along International	EB	Lakeshore Avenue	E/O International	1,231	1,525	294	24%
8 Oakland - San Leandro: Along International	EB	Park Blvd - 5th Avenue	E/O International	232	78	-154	-66%
8 Oakland - San Leandro: Along International	EB	14th Avenue	E/O International	1,083	1,603	520	48%
8 Oakland - San Leandro: Along International	EB	23rd Avenue	E/O International	302	196	-106	-35%
8 Oakland - San Leandro: Along International	EB	Fruitvale Avenue	E/O International	965	712	-253	-26%
8 Oakland - San Leandro: Along International	EB	35th Avenue	E/O International	664	309	-355	-53%
8 Oakland - San Leandro: Along International	EB	42nd/Courtland	E/O International	727	1,502	775	107%
8 Oakland - San Leandro: Along International	EB	High Street	E/O International	543	274	-269	-50%
8 Oakland - San Leandro: Along International	EB	55th Avenue	E/O International	212	211	-1	-1%
8 Oakland - San Leandro: Along International	EB	Seminary Avenue	E/O International	511	419	-92	-18%
8 Oakland - San Leandro: Along International	EB	73rd Avenue	E/O International	1,347	1,583	236	18%
8 Oakland - San Leandro: Along International	EB	82nd Avenue	E/O International	143	190	47	33%
8 Oakland - San Leandro: Along International	EB	98th Avenue	E/O International	826	884	58	7%
8 Oakland - San Leandro: Along International	EB	Davis Street (SR 112)	W/O International	1,168	871	-297	-25%
8 Oakland - San Leandro: Along International	EB	Estudillo	E/O International	511	674	163	32%
<b>Subtotal</b>				<b>10,465</b>	<b>11,029</b>	<b>564</b>	<b>5%</b>
8 Oakland - San Leandro: Along International	WB	Lakeshore Avenue	E/O International	559	237	-322	-58%
8 Oakland - San Leandro: Along International	WB	Park Blvd - 5th Avenue	E/O International	148	41	-107	-72%
8 Oakland - San Leandro: Along International	WB	14th Avenue	E/O International	757	1,051	294	39%
8 Oakland - San Leandro: Along International	WB	23rd Avenue	E/O International	240	137	-103	-43%
8 Oakland - San Leandro: Along International	WB	Fruitvale Avenue	E/O International	822	653	-169	-21%
8 Oakland - San Leandro: Along International	WB	35th Avenue	E/O International	445	220	-225	-51%
8 Oakland - San Leandro: Along International	WB	42nd/Courtland	E/O International	486	605	119	24%
8 Oakland - San Leandro: Along International	WB	High Street	E/O International	803	343	-460	-57%
8 Oakland - San Leandro: Along International	WB	55th Avenue	E/O International	200	113	-87	-43%
8 Oakland - San Leandro: Along International	WB	Seminary Avenue	E/O International	429	241	-188	-44%
8 Oakland - San Leandro: Along International	WB	73rd Avenue	E/O International	1,027	828	-199	-19%
8 Oakland - San Leandro: Along International	WB	82nd Avenue	E/O International	227	120	-107	-47%
8 Oakland - San Leandro: Along International	WB	98th Avenue	E/O International	727	501	-226	-31%
8 Oakland - San Leandro: Along International	WB	Davis Street (SR 112)	W/O International	917	516	-401	-44%
8 Oakland - San Leandro: Along International	WB	Estudillo	E/O International	428	498	70	16%
<b>Subtotal</b>				<b>8,215</b>	<b>6,104</b>	<b>-2,111</b>	<b>-26%</b>
<b>Total</b>				<b>18,680</b>	<b>17,133</b>	<b>-1,547</b>	<b>-8%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	1,228	2,040	812	66%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	7,038	7,548	510	7%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	543	388	-155	-29%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	1,069	592	-477	-45%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	465	411	-54	-12%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	481	541	60	12%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	289	202	-87	-30%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	5,863	7,453	1,590	27%
<b>Subtotal</b>				<b>16,976</b>	<b>19,174</b>	<b>2,199</b>	<b>13%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	1,671	2,028	357	21%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	7,312	7,664	352	5%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	638	660	22	3%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	985	682	-303	-31%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	455	259	-196	-43%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	431	443	12	3%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	433	222	-211	-49%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	6,398	7,951	1,553	24%
<b>Subtotal</b>				<b>18,323</b>	<b>19,908</b>	<b>1,585</b>	<b>9%</b>
<b>Total</b>				<b>35,299</b>	<b>39,083</b>	<b>3,784</b>	<b>11%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	2,144	2,144	0%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	6,160	7,751	1,591	26%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	1,275	1,171	-104	-8%
10 Hayward - Union City	NB	Whipple Road	Near City Limit on east side of I-880	1,224	737	-487	-40%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	1,622	1,572	-50	-3%
<b>Subtotal</b>				<b>10,281</b>	<b>11,231</b>	<b>950</b>	<b>9%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	2,170	2,170	0%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	5,763	8,115	2,352	41%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	1,188	816	-372	-31%
10 Hayward - Union City	SB	Whipple Road	Near City Limit on east side of I-880	1,142	1,077	-65	-6%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	1,240	1,617	377	30%
<b>Subtotal</b>				<b>9,333</b>	<b>11,624</b>	<b>2,291</b>	<b>25%</b>
<b>Total</b>				<b>19,614</b>	<b>22,855</b>	<b>3,241</b>	<b>17%</b>
11 Hayward - Castro Valley	NB	Redwood Rd.	North of Seven Hills	604	219	-385	-64%
11 Hayward - Castro Valley	NB	Crow Canyon Rd.	North of Cold Water Drive	1,194	1,151	-43	-4%
11 Hayward - Castro Valley	NB	I-580	At Crow Canyon	6,617	8,141	1,524	23%
11 Hayward - Castro Valley	NB	Dublin Canyon Road	East of Palomares	212	110	-102	-48%
11 Hayward - Castro Valley	NB	Palomares Road	South of Palo Verde Road	90	142	52	58%
<b>Subtotal</b>				<b>8,717</b>	<b>9,764</b>	<b>1,047</b>	<b>12%</b>
11 Hayward - Castro Valley	SB	Redwood Rd.	North of Seven Hills	398	170	-228	-57%
11 Hayward - Castro Valley	SB	Crow Canyon Rd.	North of Cold Water Drive	1,489	1,073	-416	-28%
11 Hayward - Castro Valley	SB	I-580	At Crow Canyon	6,704	5,877	-827	-12%
11 Hayward - Castro Valley	SB	Dublin Canyon Road	East of Palomares	464	279	-185	-40%
11 Hayward - Castro Valley	SB	Palomares Road	South of Palo Verde Road	75	112	37	50%
<b>Subtotal</b>				<b>9,130</b>	<b>7,511</b>	<b>-1,619</b>	<b>-18%</b>
<b>Total</b>				<b>17,847</b>	<b>17,275</b>	<b>-572</b>	<b>-3%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	1,784	1,729	-55	-3%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	1,049	1,221	172	16%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles Interchange	6,606	7,602	996	15%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	2,110	2,110	0%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	609	298	-311	-51%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	512	512	0%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	1,366	1,263	-103	-8%
			<b>Subtotal</b>	<b>11,414</b>	<b>12,113</b>	<b>699</b>	<b>6%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	716	946	230	32%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	735	1,257	522	71%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles Interchange	6,374	7,339	965	15%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	1,956	1,956	0%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	986	78	-908	-92%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	951	951	0%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	1,436	1,542	106	7%
			<b>Subtotal</b>	<b>10,247</b>	<b>11,162</b>	<b>915</b>	<b>9%</b>
			<b>Total</b>	<b>21,661</b>	<b>23,275</b>	<b>1,614</b>	<b>7%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	396	396	0%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	1,053	1,053	0%
13 Fremont - Newark	NB	I-880	Near SR 84	6,876	7,486	610	9%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	1,473	1,473	0%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	603	156	-447	-74%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	2,142	1,053	-1,089	-51%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	639	1,117	478	75%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	81	81	0%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	791	791	0%
<b>Subtotal</b>				<b>10,260</b>	<b>9,812</b>	<b>-448</b>	<b>-4%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	318	318	0%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	1,439	1,439	0%
13 Fremont - Newark	SB	I-880	Near SR 84	5,916	6,396	480	8%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	1,376	1,376	0%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	919	219	-700	-76%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	2,524	1,841	-683	-27%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	698	1,077	379	54%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	105	105	0%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	597	597	0%
<b>Subtotal</b>				<b>10,057</b>	<b>9,534</b>	<b>-523</b>	<b>-5%</b>
<b>Total</b>				<b>20,317</b>	<b>19,346</b>	<b>-971</b>	<b>-5%</b>
14 Fremont - Tri-Valley	NB	Niles Canyon Road	At Palomares	1,041	1,206	165	16%
14 Fremont - Tri-Valley	NB	I-680	At SR 84 East	4,864	5,069	205	4%
14 Fremont - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	238	275	37	16%
14 Fremont - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	515	687	172	33%
14 Fremont - Tri-Valley	NB	Valleccitos Road	Near Vineyard	1,469	918	-551	-38%
<b>Subtotal</b>				<b>8,127</b>	<b>8,156</b>	<b>29</b>	<b>0%</b>
14 Fremont - Tri-Valley	SB	Niles Canyon Road	At Palomares	755	567	-188	-25%
14 Fremont - Tri-Valley	SB	I-680	At SR 84 East	3,567	3,962	395	11%
14 Fremont - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	99	99	0%
14 Fremont - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	183	183	0%
14 Fremont - Tri-Valley	SB	Valleccitos Road	Near Vineyard	435	801	366	84%
<b>Subtotal</b>				<b>4,757</b>	<b>5,331</b>	<b>574</b>	<b>12%</b>
<b>Total</b>				<b>12,884</b>	<b>13,486</b>	<b>602</b>	<b>5%</b>

Table 3. 2000 PM Peak 1-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
15 Dublin - Pleasanton	NB	San Ramon Road	Between Dublin and Amador Valley Blvds.	1,478	1,366	-112	-8%
15 Dublin - Pleasanton	NB	I-680	North of I-580	6,622	6,605	-17	0%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	945	668	-277	-29%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	1,502	1,462	-40	-3%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	877	517	-360	-41%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	669	510	-159	-24%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	1,858	1,258	-600	-32%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	1,861	1,580	-281	-15%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	1,906	2,577	671	35%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	2,157	1,829	-328	-15%
<b>Subtotal</b>				<b>19,876</b>	<b>18,372</b>	<b>-1,504</b>	<b>-8%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Between Dublin and Amador Valley Blvds.	1,165	665	-500	-43%
15 Dublin - Pleasanton	SB	I-680	North of I-580	5,781	5,286	-495	-9%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	755	535	-220	-29%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	1,175	1,177	2	0%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	1,222	761	-461	-38%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	1,379	272	-1,107	-80%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	864	1,010	146	17%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,071	1,534	463	43%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	1,787	1,737	-51	-3%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	1,342	1,587	245	18%
<b>Subtotal</b>				<b>16,541</b>	<b>14,563</b>	<b>-1,978</b>	<b>-12%</b>
Total				36,416	32,935	-3,481	-10%
16 Pleasanton - Livermore	EB	I-580	At Airway	7,815	7,950	135	2%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	2,533	2,019	-514	-20%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	930	458	-472	-51%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	1,512	1,489	-23	-1%
<b>Subtotal</b>				<b>12,790</b>	<b>11,916</b>	<b>-874</b>	<b>-7%</b>
16 Pleasanton - Livermore	WB	I-580	At Airway	5,479	5,785	306	6%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	724	756	32	4%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	369	146	-223	-60%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	753	1,304	551	73%
<b>Subtotal</b>				<b>7,325</b>	<b>7,991</b>	<b>666</b>	<b>9%</b>
<b>Total</b>				<b>20,115</b>	<b>19,907</b>	<b>-208</b>	<b>-1%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	19,304	19,473	169	1%
1 Cordon Line	IN	San Mateo Bridge	At County Line	6,048	7,186	1,138	19%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	10,948	8,482	-2,466	-23%
1 Cordon Line	IN	I-880	At Santa Clara County Line or SR 262	11,846	10,968	-878	-7%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	3,105	1,595	-1,510	-49%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	10,955	9,503	-1,452	-13%
1 Cordon Line	IN	Calaveras Road	At County Line	119	0	0	0%
1 Cordon Line	IN	Mines Road	At County Line	25	0	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	56	9	-47	-83%
1 Cordon Line	IN	Patterson Pass Road	At County Line	14	0	0	0%
1 Cordon Line	IN	I-580	At Altamont Pass	7,388	6,064	-1,324	-18%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	173	20	-153	-88%
1 Cordon Line	IN	Grant Line Road	At County Line	74	0	0	0%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	835	630	-205	-25%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	318	101	-217	-68%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	44	17	-27	-62%
1 Cordon Line	IN	Tassajara Road	At County Line	524	247	-277	-53%
1 Cordon Line	IN	Dougherty Road	At County Line	1,264	481	-783	-62%
1 Cordon Line	IN	Stagecoach Road	Between Amador Valley and Turquoise St.	410	453	43	11%
1 Cordon Line	IN	Village Parkway	At County Line	1,250	328	-922	-74%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	434	545	111	26%
1 Cordon Line	IN	I-680	At Contra Costa County Line/Alcosta	11,246	10,167	-1,079	-10%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	2,800	951	-1,849	-66%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	0	2,060	2,060	0%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	108	381	273	253%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	220	320	100	45%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	10,062	8,797	-1,265	-13%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	930	930	0%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	320	320	0%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	1,672	1,673	1	0%
1 Cordon Line	IN	I-80	At Central	9,145	10,833	1,688	18%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	5,557	7,553	1,996	36%
<b>Subtotal</b>				<b>115,944</b>	<b>106,776</b>	<b>-9,168</b>	<b>-8%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	15,675	12,438	-3,237	-21%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	5,385	5,152	-233	-4%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	2,068	4,570	2,502	121%
1 Cordon Line	OUT	I-880	At Santa Clara County Line or SR 262	11,856	13,053	1,197	10%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	3,117	2,232	-885	-28%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	11,443	9,734	-1,709	-15%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	277	9	-268	-97%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	232	0	-232	-100%
1 Cordon Line	OUT	I-580	At Altamont Pass	11,236	10,745	-491	-4%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	667	44	-623	-93%
1 Cordon Line	OUT	Grant Line Road	At County Line	608	0	-608	-100%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	2,929	2,545	-384	-13%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	302	151	-151	-50%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	31	7	-24	-78%
1 Cordon Line	OUT	Tassajara Road	At County Line	649	687	38	6%
1 Cordon Line	OUT	Dougherty Road	At County Line	2,669	1,127	-1,542	-58%
1 Cordon Line	OUT	Stagecoach Road	Between Amador Valley and Turquoise St.	448	624	176	39%
1 Cordon Line	OUT	Village Parkway	At County Line	946	211	-735	-78%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	666	202	-464	-70%
1 Cordon Line	OUT	I-680	At Contra Costa County Line/Alcosta	10,602	12,897	2,295	22%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	2,290	1,057	-1,233	-54%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	0	2,275	2,275	0%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	206	623	417	203%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	145	499	354	244%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	14,850	14,768	-82	-1%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	1,408	1,408	0%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	503	503	0%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	2,518	4,068	1,550	62%
1 Cordon Line	OUT	I-80	At Central	12,555	13,512	957	8%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	6,442	8,422	1,980	31%
			<b>Subtotal</b>	<b>120,812</b>	<b>119,378</b>	<b>-1,434</b>	<b>-1%</b>
			<b>Total</b>	<b>236,756</b>	<b>226,154</b>	<b>-10,602</b>	<b>-4%</b>



Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	19,161	19,782	621	3%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	2,495	3,851	1,356	54%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	1,585	2,158	573	36%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	831	344	-487	-59%
<b>Subtotal</b>				<b>24,072</b>	<b>26,135</b>	<b>2,063</b>	<b>9%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	13,406	16,636	3,229	24%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	1,873	1,912	39	2%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	1,524	1,962	438	29%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	1,771	348	-1,423	-80%
<b>Subtotal</b>				<b>18,574</b>	<b>20,858</b>	<b>2,284</b>	<b>12%</b>
<b>Total</b>				<b>42,646</b>	<b>46,993</b>	<b>4,347</b>	<b>10%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	16,680	18,312	1,632	10%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	738	738	0%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	734	734	0%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	1,432	1,930	498	35%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	865	865	0%
<b>Subtotal</b>				<b>18,112</b>	<b>20,242</b>	<b>2,130</b>	<b>12%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	12,996	15,471	2,475	19%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	732	732	0%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	559	559	0%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	913	1,867	954	105%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	258	258	0%
<b>Subtotal</b>				<b>13,909</b>	<b>17,338</b>	<b>3,429</b>	<b>25%</b>
<b>Total</b>				<b>32,021</b>	<b>37,580</b>	<b>5,559</b>	<b>17%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	2,222	2,604	382	17%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	2,169	2,169	0%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	2,863	2,074	-789	-28%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	1,329	1,930	601	45%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	1,878	2,699	821	44%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	848	324	-524	-62%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	1,236	1,502	266	22%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	2,306	1,994	-312	-14%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	819	265	-554	-68%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	430	1,324	894	208%
<b>Subtotal</b>				<b>13,931</b>	<b>14,714</b>	<b>784</b>	<b>6%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,955	1,637	-318	-16%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	1,460	1,460	0%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	2,321	1,479	-842	-36%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	1,512	1,813	301	20%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	2,554	3,131	577	23%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	885	700	-185	-21%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	1,019	1,284	265	26%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	3,115	2,112	-1,003	-32%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	467	85	-382	-82%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	1,271	1,464	193	15%
<b>Subtotal</b>				<b>15,099</b>	<b>13,704</b>	<b>-1,395</b>	<b>-9%</b>
<b>Total</b>				<b>29,029</b>	<b>28,419</b>	<b>-611</b>	<b>-2%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
5 Emeryville - Oakland	NB	I-80	At Powell	16,680	18,312	1,632	10%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	218	218	0%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	2,863	2,074	-789	-28%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	1,007	1,007	0%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	2,466	2,506	40	2%
<b>Subtotal</b>				<b>22,008</b>	<b>22,891</b>	<b>883</b>	<b>4%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	12,996	15,471	2,475	19%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	672	672	0%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	2,321	1,479	-842	-36%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	1,013	1,013	0%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,803	2,157	354	20%
<b>Subtotal</b>				<b>17,120</b>	<b>19,107</b>	<b>1,987</b>	<b>12%</b>
<b>Total</b>				<b>39,128</b>	<b>41,998</b>	<b>2,870</b>	<b>7%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	1,284	2,081	797	62%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	1,020	762	-258	-25%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	645	814	169	26%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	905	1,328	423	47%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	1,718	1,688	-30	-2%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	1,015	1,318	303	30%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista Avenue	360	64	-296	-82%
<b>Subtotal</b>				<b>6,947</b>	<b>8,055</b>	<b>1,108</b>	<b>16%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	1,277	1,587	310	24%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	1,333	1,091	-242	-18%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	945	1,157	212	22%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	1,137	1,558	421	37%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	1,899	1,645	-254	-13%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	561	944	383	68%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista Avenue	271	36	-235	-87%
<b>Subtotal</b>				<b>7,423</b>	<b>8,018</b>	<b>595</b>	<b>8%</b>
<b>Total</b>				<b>14,370</b>	<b>16,073</b>	<b>1,703</b>	<b>12%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
7 Alameda - Oakland	EB	Webster-Posey Tubes	Near entrance and exits Oakland side	4,363	4,541	178	4%
7 Alameda - Oakland	EB	Park St. Bridge	West of Bridge	2,937	3,267	330	11%
7 Alameda - Oakland	EB	Fruitvale Bridge	West of Bridge	1,508	2,320	812	54%
7 Alameda - Oakland	EB	High St. Bridge	West of Bridge	1,708	1,239	-469	-27%
7 Alameda - Oakland	EB	Doolittle Street	Near City Limits	2,429	3,190	761	31%
7 Alameda - Oakland	EB	SR 61/Doolittle	North of Hegenberger	1,736	3,234	1,498	86%
<b>Subtotal</b>				<b>14,681</b>	<b>17,790</b>	<b>3,109</b>	<b>21%</b>
7 Alameda - Oakland	WB	Webster-Posey Tubes	Near entrance and exits Oakland side	6,553	6,161	-392	-6%
7 Alameda - Oakland	WB	Park St. Bridge	West of Bridge	3,400	3,928	528	16%
7 Alameda - Oakland	WB	Fruitvale Bridge	West of Bridge	2,421	3,097	676	28%
7 Alameda - Oakland	WB	High St. Bridge	West of Bridge	2,021	1,978	-43	-2%
7 Alameda - Oakland	WB	Doolittle Street	Near City Limits	2,350	2,287	-63	-3%
7 Alameda - Oakland	WB	SR 61/Doolittle	North of Hegenberger	2,529	2,650	121	5%
<b>Subtotal</b>				<b>19,274</b>	<b>20,100</b>	<b>826</b>	<b>4%</b>
<b>Total</b>				<b>33,955</b>	<b>37,890</b>	<b>3,935</b>	<b>12%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
8 Oakland - San Leandro: Along International	EB	Lakeshore Avenue	E/O International	1,970	3,060	1,090	55%
8 Oakland - San Leandro: Along International	EB	Park Blvd - 5th Avenue	E/O International	397	158	-239	-60%
8 Oakland - San Leandro: Along International	EB	14th Avenue	E/O International	1,888	3,103	1,215	64%
8 Oakland - San Leandro: Along International	EB	23rd Avenue	E/O International	575	379	-196	-34%
8 Oakland - San Leandro: Along International	EB	Fruitvale Avenue	E/O International	1,770	1,438	-332	-19%
8 Oakland - San Leandro: Along International	EB	35th Avenue	E/O International	1,238	602	-636	-51%
8 Oakland - San Leandro: Along International	EB	42nd/Courtland	E/O International	1,356	2,940	1,584	117%
8 Oakland - San Leandro: Along International	EB	High Street	E/O International	923	539	-384	-42%
8 Oakland - San Leandro: Along International	EB	55th Avenue	E/O International	373	407	34	9%
8 Oakland - San Leandro: Along International	EB	Seminary Avenue	E/O International	966	818	-148	-15%
8 Oakland - San Leandro: Along International	EB	73rd Avenue	E/O International	2,480	3,048	568	23%
8 Oakland - San Leandro: Along International	EB	82nd Avenue	E/O International	247	379	132	54%
8 Oakland - San Leandro: Along International	EB	98th Avenue	E/O International	1,553	1,697	144	9%
8 Oakland - San Leandro: Along International	EB	Davis Street (SR 112)	W/O International	2,292	1,711	-581	-25%
8 Oakland - San Leandro: Along International	EB	Estudillo	E/O International	955	1,363	408	43%
<b>Subtotal</b>				<b>18,983</b>	<b>21,643</b>	<b>2,659</b>	<b>14%</b>
8 Oakland - San Leandro: Along International	WB	Lakeshore Avenue	E/O International	844	602	-242	-29%
8 Oakland - San Leandro: Along International	WB	Park Blvd - 5th Avenue	E/O International	266	108	-158	-60%
8 Oakland - San Leandro: Along International	WB	14th Avenue	E/O International	1,413	2,075	662	47%
8 Oakland - San Leandro: Along International	WB	23rd Avenue	E/O International	427	308	-119	-28%
8 Oakland - San Leandro: Along International	WB	Fruitvale Avenue	E/O International	1,614	1,365	-249	-15%
8 Oakland - San Leandro: Along International	WB	35th Avenue	E/O International	851	468	-383	-45%
8 Oakland - San Leandro: Along International	WB	42nd/Courtland	E/O International	818	1,264	446	55%
8 Oakland - San Leandro: Along International	WB	High Street	E/O International	1,556	709	-847	-54%
8 Oakland - San Leandro: Along International	WB	55th Avenue	E/O International	349	247	-102	-29%
8 Oakland - San Leandro: Along International	WB	Seminary Avenue	E/O International	800	548	-252	-31%
8 Oakland - San Leandro: Along International	WB	73rd Avenue	E/O International	1,912	1,760	-152	-8%
8 Oakland - San Leandro: Along International	WB	82nd Avenue	E/O International	441	260	-181	-41%
8 Oakland - San Leandro: Along International	WB	98th Avenue	E/O International	1,381	1,103	-278	-20%
8 Oakland - San Leandro: Along International	WB	Davis Street (SR 112)	W/O International	1,779	1,127	-652	-37%
8 Oakland - San Leandro: Along International	WB	Estudillo	E/O International	796	1,055	259	33%
<b>Subtotal</b>				<b>15,247</b>	<b>13,000</b>	<b>-2,247</b>	<b>-15%</b>
<b>Total</b>				<b>34,231</b>	<b>34,642</b>	<b>412</b>	<b>1%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	2,300	4,027	1,727	75%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	13,715	14,969	1,254	9%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	1,065	830	-235	-22%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	2,125	1,170	-955	-45%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	864	805	-59	-7%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	914	1,105	191	21%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	502	427	-75	-15%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	10,817	14,281	3,465	32%
<b>Subtotal</b>				<b>32,302</b>	<b>37,613</b>	<b>5,312</b>	<b>16%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	3,196	3,939	743	23%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	14,556	14,910	354	2%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	1,248	1,188	-60	-5%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	1,854	1,278	-576	-31%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	852	526	-326	-38%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	837	840	3	0%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	758	463	-295	-39%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	12,122	15,073	2,951	24%
<b>Subtotal</b>				<b>35,423</b>	<b>38,216</b>	<b>2,793</b>	<b>8%</b>
<b>Total</b>				<b>67,725</b>	<b>75,829</b>	<b>8,104</b>	<b>12%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	4,220	4,220	0%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	12,239	15,339	3,100	25%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	2,756	2,329	-427	-15%
10 Hayward - Union City	NB	Whipple Road	Near City Limit on east side of I-880	2,268	1,569	-699	-31%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	3,216	2,782	-434	-13%
<b>Subtotal</b>				<b>20,479</b>	<b>22,020</b>	<b>1,541</b>	<b>8%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	4,297	4,297	0%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	11,694	15,928	4,234	36%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	2,307	1,659	-648	-28%
10 Hayward - Union City	SB	Whipple Road	Near City Limit on east side of I-880	2,148	2,127	-21	-1%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	2,432	2,979	547	22%
<b>Subtotal</b>				<b>18,581</b>	<b>22,693</b>	<b>4,112</b>	<b>22%</b>
<b>Total</b>				<b>39,060</b>	<b>44,713</b>	<b>5,653</b>	<b>14%</b>
11 Hayward - Castro Valley	NB	Redwood Rd.	North of Seven Hills	1,033	361	-672	-65%
11 Hayward - Castro Valley	NB	Crow Canyon Rd.	North of Cold Water Drive	0	2,228	2,228	0%
11 Hayward - Castro Valley	NB	I-580	At Crow Canyon	13,191	15,164	1,973	15%
11 Hayward - Castro Valley	NB	Dublin Canyon Road	East of Palomares	382	158	-224	-59%
11 Hayward - Castro Valley	NB	Palomares Road	South of Palo Verde Road	170	261	91	54%
<b>Subtotal</b>				<b>14,776</b>	<b>15,944</b>	<b>1,168</b>	<b>8%</b>
11 Hayward - Castro Valley	SB	Redwood Rd.	North of Seven Hills	776	300	-476	-61%
11 Hayward - Castro Valley	SB	Crow Canyon Rd.	North of Cold Water Drive	0	2,118	2,118	0%
11 Hayward - Castro Valley	SB	I-580	At Crow Canyon	12,444	11,353	-1,091	-9%
11 Hayward - Castro Valley	SB	Dublin Canyon Road	East of Palomares	847	169	-678	-80%
11 Hayward - Castro Valley	SB	Palomares Road	South of Palo Verde Road	122	223	101	83%
<b>Subtotal</b>				<b>14,189</b>	<b>12,045</b>	<b>-2,144</b>	<b>-15%</b>
<b>Total</b>				<b>28,965</b>	<b>27,989</b>	<b>-976</b>	<b>-3%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	3,354	2,978	-376	-11%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	1,954	2,265	311	16%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles Interchange	13,274	15,070	1,796	14%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	4,212	4,212	0%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	1,131	357	-774	-68%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	1,019	1,019	0%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	2,539	2,244	-295	-12%
			<b>Subtotal</b>	<b>22,252</b>	<b>22,914</b>	<b>662</b>	<b>3%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	1,385	1,739	354	26%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	1,371	2,150	779	57%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles Interchange	12,818	14,659	1,841	14%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	3,768	3,768	0%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	1,817	135	-1,682	-93%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	1,707	1,707	0%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	2,688	2,766	78	3%
			<b>Subtotal</b>	<b>20,079</b>	<b>21,449</b>	<b>1,370</b>	<b>7%</b>
			<b>Total</b>	<b>42,331</b>	<b>44,363</b>	<b>2,032</b>	<b>5%</b>



Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	758	758	0%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	1,992	1,992	0%
13 Fremont - Newark	NB	I-880	Near SR 84	13,672	14,768	1,096	8%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	2,966	2,966	0%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	1,123	332	-791	-70%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	3,567	2,164	-1,403	-39%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	849	2,366	1,517	179%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	200	200	0%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	1,499	1,499	0%
<b>Subtotal</b>				<b>19,211</b>	<b>19,629</b>	<b>418</b>	<b>2%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	624	624	0%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	2,555	2,555	0%
13 Fremont - Newark	SB	I-880	Near SR 84	11,898	12,569	671	6%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	2,752	2,752	0%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	1,750	459	-1,291	-74%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	4,798	3,694	-1,104	-23%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	1,233	2,044	811	66%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	276	276	0%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	1,179	1,179	0%
<b>Subtotal</b>				<b>19,679</b>	<b>18,766</b>	<b>-913</b>	<b>-5%</b>
<b>Total</b>				<b>38,890</b>	<b>38,395</b>	<b>-495</b>	<b>-1%</b>
14 Fremont - Tri-Valley	NB	Niles Canyon Road	At Palomares	2,027	1,857	-170	-8%
14 Fremont - Tri-Valley	NB	I-680	At SR 84 East	9,595	9,587	-8	0%
14 Fremont - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	503	503	0%
14 Fremont - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	0	905	905	0%
14 Fremont - Tri-Valley	NB	Vallecitos Road	Near Vineyard	2,882	1,829	-1,053	-37%
<b>Subtotal</b>				<b>14,504</b>	<b>13,273</b>	<b>-1,231</b>	<b>-8%</b>
14 Fremont - Tri-Valley	SB	Niles Canyon Road	At Palomares	1,372	995	-377	-27%
14 Fremont - Tri-Valley	SB	I-680	At SR 84 East	6,926	7,624	698	10%
14 Fremont - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	147	147	0%
14 Fremont - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	303	303	0%
14 Fremont - Tri-Valley	SB	Vallecitos Road	Near Vineyard	923	1,605	682	74%
<b>Subtotal</b>				<b>9,221</b>	<b>10,224</b>	<b>1,003</b>	<b>11%</b>
<b>Total</b>				<b>23,725</b>	<b>23,497</b>	<b>-228</b>	<b>-1%</b>

Table 4. 2000 PM Peak 2-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
15 Dublin - Pleasanton	NB	San Ramon Road	Between Dublin and Amador Valley Blvds.	2,647	2,523	-124	-5%
15 Dublin - Pleasanton	NB	I-680	North of I-580	12,882	12,439	-443	-3%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	1,872	1,251	-621	-33%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	2,615	2,723	108	4%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	1,554	1,200	-354	-23%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	1,236	913	-323	-26%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	3,345	2,529	-815	-24%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	3,350	3,141	-208	-6%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	3,431	4,834	1,403	41%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	3,883	3,606	-277	-7%
<b>Subtotal</b>				<b>36,815</b>	<b>35,159</b>	<b>-1,656</b>	<b>-4%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Between Dublin and Amador Valley Blvds.	2,282	1,329	-953	-42%
15 Dublin - Pleasanton	SB	I-680	North of I-580	11,246	10,167	-1,079	-10%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	1,438	1,086	-352	-24%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	2,227	2,421	194	9%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	2,142	1,672	-470	-22%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	2,548	499	-2,049	-80%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	1,814	2,065	251	14%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,928	3,176	1,248	65%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	3,217	3,856	639	20%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	2,415	3,096	680	28%
<b>Subtotal</b>				<b>31,257</b>	<b>29,366</b>	<b>-1,891</b>	<b>-6%</b>
Total				68,071	64,525	-3,547	-5%
16 Pleasanton - Livermore	EB	I-580	At Airway	15,580	15,201	-379	-2%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	4,833	3,918	-915	-19%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	1,651	359	-1,292	-78%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	2,995	2,923	-72	-2%
<b>Subtotal</b>				<b>25,059</b>	<b>22,400</b>	<b>-2,659</b>	<b>-11%</b>
16 Pleasanton - Livermore	WB	I-580	At Airway	10,377	11,418	1,041	10%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	1,240	1,492	252	20%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	671	298	-373	-56%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	1,398	2,650	1,252	90%
<b>Subtotal</b>				<b>13,686</b>	<b>15,858</b>	<b>2,172</b>	<b>16%</b>
<b>Total</b>				<b>38,745</b>	<b>38,258</b>	<b>-487</b>	<b>-1%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	40,962	43,039	2,077	5%
1 Cordon Line	IN	San Mateo Bridge	At County Line	12,450	14,341	1,891	15%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	22,500	18,434	-4,066	-18%
1 Cordon Line	IN	I-880	At Santa Clara County Line or SR 262	22,926	23,041	115	1%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	6,102	6,805	703	12%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	22,843	21,263	-1,580	-7%
1 Cordon Line	IN	Calaveras Road	At County Line	176	0	0	0%
1 Cordon Line	IN	Mines Road	At County Line	41	0	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	93	26	-67	-72%
1 Cordon Line	IN	Patterson Pass Road	At County Line	25	0	-25	-100%
1 Cordon Line	IN	I-580	At Altamont Pass	14,776	14,762	-14	0%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	355	45	-310	-87%
1 Cordon Line	IN	Grant Line Road	At County Line	121	0	-121	-100%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	1,570	1,234	-336	-21%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	619	162	-457	-74%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	110	27	-83	-76%
1 Cordon Line	IN	Tassajara Road	At County Line	1,062	436	-626	-59%
1 Cordon Line	IN	Dougherty Road	At County Line	2,215	889	-1,326	-60%
1 Cordon Line	IN	Stagecoach Road	Between Amador Valley and Turquoise St.	753	848	95	13%
1 Cordon Line	IN	Village Parkway	At County Line	2,213	587	-1,626	-73%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	751	930	179	24%
1 Cordon Line	IN	I-680	At Contra Costa County Line/Alcosta	20,913	19,162	-1,751	-8%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	5,313	1,934	-3,379	-64%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	0	3,828	3,828	0%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	183	722	539	295%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	388	641	253	65%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	20,976	17,003	-3,973	-19%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	1,778	1,778	0%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	608	608	0%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	3,350	3,411	61	2%
1 Cordon Line	IN	I-80	At Central	18,889	20,794	1,905	10%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	10,603	14,208	3,605	34%
			<b>Subtotal</b>	<b>233,278</b>	<b>224,743</b>	<b>-8,536</b>	<b>-4%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	33,420	29,864	-3,556	-11%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	9,957	10,831	874	9%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	4,274	9,514	5,240	123%
1 Cordon Line	OUT	I-880	At Santa Clara County Line or SR 262	23,182	24,426	1,244	5%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	5,939	4,454	-1,485	-25%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	22,905	18,477	-4,428	-19%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	582	99	-483	-83%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	612	24	-588	-96%
1 Cordon Line	OUT	I-580	At Altamont Pass	24,437	22,873	-1,564	-6%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	1,421	88	-1,333	-94%
1 Cordon Line	OUT	Grant Line Road	At County Line	1,263	352	-911	-72%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	5,036	4,557	-479	-10%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	680	260	-420	-62%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	71	11	-60	-85%
1 Cordon Line	OUT	Tassajara Road	At County Line	1,452	1,197	-255	-18%
1 Cordon Line	OUT	Dougherty Road	At County Line	4,638	2,094	-2,544	-55%
1 Cordon Line	OUT	Stagecoach Road	Between Amador Valley and Turquoise St.	799	1,141	342	43%
1 Cordon Line	OUT	Village Parkway	At County Line	1,725	396	-1,329	-77%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	1,211	415	-796	-66%
1 Cordon Line	OUT	I-680	At Contra Costa County Line/Alcosta	24,412	24,569	157	1%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	4,239	2,027	-2,212	-52%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	0	4,355	4,355	0%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	349	1,302	953	273%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	261	1,062	801	307%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	30,110	28,376	-1,734	-6%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	2,658	2,658	0%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	1,177	1,177	0%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	4,832	7,680	2,848	59%
1 Cordon Line	OUT	I-80	At Central	25,737	25,840	103	0%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	11,958	15,691	3,733	31%
<b>Subtotal</b>				<b>245,502</b>	<b>237,619</b>	<b>-7,883</b>	<b>-3%</b>
<b>Total</b>				<b>478,780</b>	<b>462,361</b>	<b>-16,419</b>	<b>-3%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	37,922	37,450	-472	-1%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	4,565	7,360	2,795	61%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	2,884	4,104	1,220	42%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	1,726	647	-1,079	-62%
<b>Subtotal</b>				<b>47,097</b>	<b>49,561</b>	<b>2,464</b>	<b>5%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	25,957	31,484	5,528	21%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	3,596	3,935	339	9%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	2,910	3,741	831	29%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	3,548	644	-2,904	-82%
<b>Subtotal</b>				<b>36,011</b>	<b>39,804</b>	<b>3,794</b>	<b>11%</b>
<b>Total</b>				<b>83,108</b>	<b>89,366</b>	<b>6,258</b>	<b>8%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	33,846	35,199	1,353	4%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	1,578	1,578	0%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	1,449	1,449	0%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	2,525	3,401	876	35%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	1,810	1,810	0%
<b>Subtotal</b>				<b>36,371</b>	<b>38,600</b>	<b>2,229</b>	<b>6%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	25,640	29,303	3,663	14%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	1,397	1,397	0%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	1,044	1,044	0%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	1,689	3,603	1,914	113%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	487	487	0%
<b>Subtotal</b>				<b>27,329</b>	<b>32,906</b>	<b>5,577</b>	<b>20%</b>
<b>Total</b>				<b>63,700</b>	<b>71,506</b>	<b>7,806</b>	<b>12%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	4,079	5,463	1,384	34%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	4,261	4,261	0%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	4,362	4,180	-182	-4%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	2,496	3,575	1,079	43%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	3,715	5,255	1,540	41%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	1,747	663	-1,084	-62%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	2,386	2,586	200	8%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	4,565	3,707	-858	-19%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	1,506	537	-969	-64%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	1,001	2,474	1,473	147%
<b>Subtotal</b>				<b>25,857</b>	<b>28,440</b>	<b>2,583</b>	<b>10%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	3,709	3,596	-113	-3%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	2,793	2,793	0%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	3,868	2,767	-1,102	-28%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	2,946	3,490	544	18%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	4,870	6,047	1,177	24%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	1,719	1,353	-366	-21%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	1,913	2,256	343	18%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	5,981	3,905	-2,076	-35%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	886	177	-709	-80%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	2,163	2,799	636	29%
<b>Subtotal</b>				<b>28,055</b>	<b>26,389</b>	<b>-1,667</b>	<b>-6%</b>
<b>Total</b>				<b>53,912</b>	<b>54,828</b>	<b>916</b>	<b>2%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
5 Emeryville - Oakland	NB	I-80	At Powell	33,846	35,199	1,353	4%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	425	425	0%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	4,362	4,180	-182	-4%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	2,069	2,069	0%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	4,253	5,373	1,120	26%
<b>Subtotal</b>				<b>42,461</b>	<b>44,752</b>	<b>2,292</b>	<b>5%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	25,640	29,303	3,663	14%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	1,368	1,368	0%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	3,868	2,767	-1,102	-28%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	2,146	2,146	0%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	3,363	4,481	1,118	33%
<b>Subtotal</b>				<b>32,871</b>	<b>36,550</b>	<b>3,679</b>	<b>11%</b>
<b>Total</b>				<b>75,332</b>	<b>81,303</b>	<b>5,970</b>	<b>8%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	2,566	3,461	895	35%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	2,107	1,259	-848	-40%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	1,239	1,343	104	8%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	1,769	2,301	532	30%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	3,304	2,779	-525	-16%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	1,948	2,148	200	10%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista Avenue	629	94	-535	-85%
<b>Subtotal</b>				<b>13,562</b>	<b>13,385</b>	<b>-177</b>	<b>-1%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	2,402	2,754	352	15%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	2,597	1,848	-749	-29%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	1,767	1,942	175	10%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	2,233	2,558	325	15%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	3,721	2,670	-1,051	-28%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	1,045	1,588	543	52%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista Avenue	504	57	-447	-89%
<b>Subtotal</b>				<b>14,269</b>	<b>13,417</b>	<b>-852</b>	<b>-6%</b>
<b>Total</b>				<b>27,831</b>	<b>26,802</b>	<b>-1,029</b>	<b>-4%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
7 Alameda - Oakland	EB	Webster-Posey Tubes	Near entrance and exits Oakland side	8,256	8,705	449	5%
7 Alameda - Oakland	EB	Park St. Bridge	West of Bridge	5,698	5,944	246	4%
7 Alameda - Oakland	EB	Fruitvale Bridge	West of Bridge	3,021	4,339	1,318	44%
7 Alameda - Oakland	EB	High St. Bridge	West of Bridge	3,276	2,286	-990	-30%
7 Alameda - Oakland	EB	Doolittle Street	Near City Limits	4,405	5,851	1,446	33%
7 Alameda - Oakland	EB	SR 61/Doolittle	North of Hegenberger	3,577	6,018	2,441	68%
<b>Subtotal</b>				<b>28,233</b>	<b>33,143</b>	<b>4,910</b>	<b>17%</b>
7 Alameda - Oakland	WB	Webster-Posey Tubes	Near entrance and exits Oakland side	11,391	10,498	-893	-8%
7 Alameda - Oakland	WB	Park St. Bridge	West of Bridge	6,229	6,512	283	5%
7 Alameda - Oakland	WB	Fruitvale Bridge	West of Bridge	4,573	5,399	826	18%
7 Alameda - Oakland	WB	High St. Bridge	West of Bridge	3,764	3,633	-131	-3%
7 Alameda - Oakland	WB	Doolittle Street	Near City Limits	4,110	4,635	525	13%
7 Alameda - Oakland	WB	SR 61/Doolittle	North of Hegenberger	4,542	5,312	770	17%
<b>Subtotal</b>				<b>34,609</b>	<b>35,990</b>	<b>1,381</b>	<b>4%</b>
<b>Total</b>				<b>62,842</b>	<b>69,132</b>	<b>6,290</b>	<b>10%</b>



Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
8 Oakland - San Leandro: Along International	EB	Lakeshore Avenue	E/O International	3,773	5,499	1,726	46%
8 Oakland - San Leandro: Along International	EB	Park Blvd - 5th Avenue	E/O International	664	231	-433	-65%
8 Oakland - San Leandro: Along International	EB	14th Avenue	E/O International	3,440	4,627	1,187	34%
8 Oakland - San Leandro: Along International	EB	23rd Avenue	E/O International	1,104	627	-477	-43%
8 Oakland - San Leandro: Along International	EB	Fruitvale Avenue	E/O International	3,475	2,477	-998	-29%
8 Oakland - San Leandro: Along International	EB	35th Avenue	E/O International	2,209	1,014	-1,195	-54%
8 Oakland - San Leandro: Along International	EB	42nd/Courtland	E/O International	2,440	4,974	2,534	104%
8 Oakland - San Leandro: Along International	EB	High Street	E/O International	1,931	843	-1,088	-56%
8 Oakland - San Leandro: Along International	EB	55th Avenue	E/O International	696	681	-15	-2%
8 Oakland - San Leandro: Along International	EB	Seminary Avenue	E/O International	1,778	1,280	-498	-28%
8 Oakland - San Leandro: Along International	EB	73rd Avenue	E/O International	3,809	5,394	1,585	42%
8 Oakland - San Leandro: Along International	EB	82nd Avenue	E/O International	493	650	157	32%
8 Oakland - San Leandro: Along International	EB	98th Avenue	E/O International	3,000	3,012	12	0%
8 Oakland - San Leandro: Along International	EB	Davis Street (SR 112)	W/O International	4,259	3,435	-824	-19%
8 Oakland - San Leandro: Along International	EB	Estudillo	E/O International	1,724	2,537	813	47%
<b>Subtotal</b>				<b>34,795</b>	<b>37,279</b>	<b>2,484</b>	<b>7%</b>
8 Oakland - San Leandro: Along International	WB	Lakeshore Avenue	E/O International	1,606	890	-716	-45%
8 Oakland - San Leandro: Along International	WB	Park Blvd - 5th Avenue	E/O International	519	168	-351	-68%
8 Oakland - San Leandro: Along International	WB	14th Avenue	E/O International	2,833	3,541	708	25%
8 Oakland - San Leandro: Along International	WB	23rd Avenue	E/O International	665	513	-152	-23%
8 Oakland - San Leandro: Along International	WB	Fruitvale Avenue	E/O International	3,159	2,396	-763	-24%
8 Oakland - San Leandro: Along International	WB	35th Avenue	E/O International	1,669	790	-879	-53%
8 Oakland - San Leandro: Along International	WB	42nd/Courtland	E/O International	1,706	2,307	601	35%
8 Oakland - San Leandro: Along International	WB	High Street	E/O International	2,807	1,220	-1,587	-57%
8 Oakland - San Leandro: Along International	WB	55th Avenue	E/O International	705	429	-276	-39%
8 Oakland - San Leandro: Along International	WB	Seminary Avenue	E/O International	1,555	919	-636	-41%
8 Oakland - San Leandro: Along International	WB	73rd Avenue	E/O International	4,587	3,167	-1,420	-31%
8 Oakland - San Leandro: Along International	WB	82nd Avenue	E/O International	849	457	-392	-46%
8 Oakland - San Leandro: Along International	WB	98th Avenue	E/O International	2,771	1,920	-851	-31%
8 Oakland - San Leandro: Along International	WB	Davis Street (SR 112)	W/O International	3,406	2,303	-1,103	-32%
8 Oakland - San Leandro: Along International	WB	Estudillo	E/O International	1,592	2,222	630	40%
<b>Subtotal</b>				<b>30,429</b>	<b>23,241</b>	<b>-7,188</b>	<b>-24%</b>
<b>Total</b>				<b>65,224</b>	<b>60,520</b>	<b>-4,704</b>	<b>-7%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	4,455	7,645	3,190	72%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	26,058	29,640	3,582	14%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	1,939	2,108	169	9%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	4,051	2,960	-1,091	-27%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	1,670	2,084	414	25%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	1,711	2,196	485	28%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	895	769	-126	-14%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	20,300	28,766	8,465	42%
<b>Subtotal</b>				<b>61,079</b>	<b>76,167</b>	<b>15,088</b>	<b>25%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	5,859	7,615	1,756	30%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	27,974	29,274	1,300	5%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	2,280	3,199	919	40%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	3,557	2,743	-814	-23%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	1,621	1,272	-349	-22%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	1,564	2,456	892	57%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	1,390	907	-483	-35%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	21,616	29,602	7,985	37%
<b>Subtotal</b>				<b>65,861</b>	<b>77,069</b>	<b>11,207</b>	<b>17%</b>
<b>Total</b>				<b>126,941</b>	<b>153,235</b>	<b>26,295</b>	<b>21%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	7,936	7,936	0%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	26,383	29,851	3,468	13%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	5,201	4,295	-906	-17%
10 Hayward - Union City	NB	Whipple Road	Near City Limit on east side of I-880	4,258	2,705	-1,553	-36%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	5,923	5,738	-185	-3%
<b>Subtotal</b>				<b>41,765</b>	<b>42,588</b>	<b>823</b>	<b>2%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	7,933	7,933	0%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	24,374	30,020	5,646	23%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	4,397	3,340	-1,057	-24%
10 Hayward - Union City	SB	Whipple Road	Near City Limit on east side of I-880	4,201	3,942	-259	-6%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	4,554	5,474	920	20%
<b>Subtotal</b>				<b>37,526</b>	<b>42,776</b>	<b>5,250</b>	<b>14%</b>
<b>Total</b>				<b>79,291</b>	<b>85,365</b>	<b>6,074</b>	<b>8%</b>
11 Hayward - Castro Valley	NB	Redwood Rd.	North of Seven Hills	1,906	796	-1,110	-58%
11 Hayward - Castro Valley	NB	Crow Canyon Rd.	North of Cold Water Drive	0	4,210	4,210	0%
11 Hayward - Castro Valley	NB	I-580	At Crow Canyon	25,109	29,700	4,591	18%
11 Hayward - Castro Valley	NB	Dublin Canyon Road	East of Palomares	654	344	-310	-47%
11 Hayward - Castro Valley	NB	Palomares Road	South of Palo Verde Road	309	610	301	97%
<b>Subtotal</b>				<b>27,978</b>	<b>31,450</b>	<b>3,472</b>	<b>12%</b>
11 Hayward - Castro Valley	SB	Redwood Rd.	North of Seven Hills	1,659	568	-1,091	-66%
11 Hayward - Castro Valley	SB	Crow Canyon Rd.	North of Cold Water Drive	0	3,942	3,942	0%
11 Hayward - Castro Valley	SB	I-580	At Crow Canyon	22,962	22,479	-483	-2%
11 Hayward - Castro Valley	SB	Dublin Canyon Road	East of Palomares	1,271	805	-466	-37%
11 Hayward - Castro Valley	SB	Palomares Road	South of Palo Verde Road	262	432	170	65%
<b>Subtotal</b>				<b>26,154</b>	<b>24,285</b>	<b>-1,869</b>	<b>-7%</b>
<b>Total</b>				<b>54,132</b>	<b>55,735</b>	<b>1,603</b>	<b>3%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	5,972	6,712	740	12%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	3,709	4,514	805	22%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles Interchange	26,617	29,173	2,556	10%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	7,765	7,765	0%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	1,943	1,328	-615	-32%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	2,117	2,117	0%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	4,832	4,630	-202	-4%
			<b>Subtotal</b>	<b>43,073</b>	<b>46,358</b>	<b>3,285</b>	<b>8%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	2,562	3,427	865	34%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	2,645	4,011	1,366	52%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles Interchange	24,825	27,845	3,020	12%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	7,199	7,199	0%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	3,265	311	-2,954	-90%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	3,690	3,690	0%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	4,938	5,140	202	4%
			<b>Subtotal</b>	<b>38,235</b>	<b>40,734</b>	<b>2,499</b>	<b>7%</b>
			<b>Total</b>	<b>81,308</b>	<b>87,092</b>	<b>5,784</b>	<b>7%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	1,395	1,395	0%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	3,774	3,774	0%
13 Fremont - Newark	NB	I-880	Near SR 84	27,472	28,436	964	4%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	5,513	5,513	0%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	2,128	618	-1,510	-71%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	7,204	4,025	-3,179	-44%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	1,573	4,268	2,695	171%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	359	359	0%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	2,857	2,857	0%
<b>Subtotal</b>				<b>38,377</b>	<b>37,348</b>	<b>-1,029</b>	<b>-3%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	1,200	1,200	0%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	4,890	4,890	0%
13 Fremont - Newark	SB	I-880	Near SR 84	23,044	24,242	1,198	5%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	5,258	5,258	0%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	3,161	825	-2,336	-74%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	9,341	6,959	-2,382	-25%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	2,194	3,555	1,361	62%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	523	523	0%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	2,133	2,133	0%
<b>Subtotal</b>				<b>37,740</b>	<b>35,581</b>	<b>-2,159</b>	<b>-6%</b>
<b>Total</b>				<b>76,117</b>	<b>72,929</b>	<b>-3,188</b>	<b>-4%</b>
14 Fremont - Tri-Valley	NB	Niles Canyon Road	At Palomares	3,884	5,739	1,855	48%
14 Fremont - Tri-Valley	NB	I-680	At SR 84 East	19,038	21,016	1,978	10%
14 Fremont - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	1,385	1,385	0%
14 Fremont - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	0	3,236	3,236	0%
14 Fremont - Tri-Valley	NB	Valleccitos Road	Near Vineyard	5,711	3,414	-2,297	-40%
<b>Subtotal</b>				<b>28,633</b>	<b>30,168</b>	<b>1,535</b>	<b>5%</b>
14 Fremont - Tri-Valley	SB	Niles Canyon Road	At Palomares	2,393	2,347	-46	-2%
14 Fremont - Tri-Valley	SB	I-680	At SR 84 East	13,842	15,147	1,305	9%
14 Fremont - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	473	473	0%
14 Fremont - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	1,001	1,001	0%
14 Fremont - Tri-Valley	SB	Valleccitos Road	Near Vineyard	1,781	3,116	1,335	75%
<b>Subtotal</b>				<b>18,016</b>	<b>20,610</b>	<b>2,594</b>	<b>14%</b>
<b>Total</b>				<b>46,649</b>	<b>50,778</b>	<b>4,129</b>	<b>9%</b>

Table 5. 2000 PM Peak 4-Hour Traffic Counts and Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Difference	Percent Difference
15 Dublin - Pleasanton	NB	San Ramon Road	Between Dublin and Amador Valley Blvds.	4,680	4,643	-37	-1%
15 Dublin - Pleasanton	NB	I-680	North of I-580	25,036	23,738	-1,298	-5%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	3,365	2,298	-1,067	-32%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	4,796	4,978	182	4%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	2,585	2,142	-443	-17%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	2,351	1,587	-764	-33%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	5,575	4,679	-895	-16%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	5,583	5,757	175	3%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	5,719	9,156	3,437	60%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	6,472	6,914	442	7%
<b>Subtotal</b>				<b>66,161</b>	<b>65,893</b>	<b>-268</b>	<b>0%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Between Dublin and Amador Valley Blvds.	4,324	2,772	-1,552	-36%
15 Dublin - Pleasanton	SB	I-680	North of I-580	20,913	19,162	-1,751	-8%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis Ave.	2,648	2,068	-580	-22%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra Lane	3,982	4,366	384	10%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	4,172	2,919	-1,253	-30%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	4,235	973	-3,262	-77%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	3,297	3,263	-35	-1%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	3,213	5,557	2,344	73%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	5,362	6,724	1,362	25%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	4,025	6,437	2,412	60%
<b>Subtotal</b>				<b>56,171</b>	<b>54,242</b>	<b>-1,930</b>	<b>-3%</b>
Total				122,332	120,135	-2,198	-2%
16 Pleasanton - Livermore	EB	I-580	At Airway	29,802	29,850	48	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	7,967	7,520	-447	-6%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	2,385	1,961	-424	-18%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	5,834	5,503	-331	-6%
<b>Subtotal</b>				<b>45,988</b>	<b>44,834</b>	<b>-1,154</b>	<b>-3%</b>
16 Pleasanton - Livermore	WB	I-580	At Airway	19,379	21,378	1,999	10%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	2,486	1,945	-541	-22%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	1,084	387	-697	-64%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	2,399	5,046	2,647	110%
<b>Subtotal</b>				<b>25,348</b>	<b>28,756</b>	<b>3,408</b>	<b>13%</b>
<b>Total</b>				<b>71,336</b>	<b>73,590</b>	<b>2,254</b>	<b>3%</b>

## 9 Appendix C: Detailed Forecast Tables

---

Appendix C is a separate electronic file:

“Forecasts\_Volumes\_110510.pdf”



Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	2000-2005	2000-2020	2000-2020	2000-2035	2000-2035
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	143,664	157,108	156,227	181,532	204,237	-880	-1%	24,425	16%	47,130	30%
1 Cordon Line	IN	San Mateo Bridge	At County Line	44,085	48,540	47,327	67,357	86,297	-1,213	-2%	18,817	39%	37,757	78%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	50,473	51,711	48,064	62,095	83,355	-3,647	-7%	10,384	20%	31,644	61%
1 Cordon Line	IN	I-880	At S Clara Co Line or SR 262	82,270	88,219	110,186	133,032	157,277	21,967	25%	44,813	51%	69,058	78%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	14,433	17,347	9,905	9,114	19,859	-7,442	-43%	-8,233	-47%	2,513	14%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	71,049	78,266	76,659	95,669	115,019	-1,606	-2%	17,403	22%	36,754	47%
1 Cordon Line	IN	Calaveras Road	At County Line	1,323	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Mines Road	At County Line	142	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	675	94	194	3,279	16,056	99	106%	3,185	3383%	15,961	16956%
1 Cordon Line	IN	Patterson Pass Road	At County Line	424	0	1	752	14,928	1	0%	752	0%	14,928	0%
1 Cordon Line	IN	I-580	At Altamont Pass	67,742	79,589	85,469	106,914	117,227	5,880	7%	27,326	34%	37,638	47%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	3,273	227	327	2,495	14,338	100	44%	2,268	1001%	14,111	6226%
1 Cordon Line	IN	Grant Line Road	At County Line	1,889	0	0	201	3,577	0	-100%	201	607061%	3,577	10816772%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	12,045	8,177	9,934	15,835	22,319	1,757	21%	7,657	94%	14,141	173%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	2,875	615	638	655	600	22	4%	40	6%	-15	-2%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	285	71	62	76	91	-9	-13%	5	7%	20	29%
1 Cordon Line	IN	Tassajara Road	At County Line	3,935	1,993	1,614	2,069	4,134	-379	-19%	76	4%	2,140	107%
1 Cordon Line	IN	Dougherty Road	At County Line	8,437	2,914	2,824	5,416	5,313	-90	-3%	2,502	86%	2,399	82%
1 Cordon Line	IN	Stagecoach Road	Btwn Amador Vly and Turquoise	2,738	2,184	2,253	4,163	5,062	69	3%	1,979	91%	2,878	132%
1 Cordon Line	IN	Village Parkway	At County Line	6,841	940	816	3,126	5,643	-123	-13%	2,186	233%	4,703	501%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	2,085	2,062	2,013	1,864	2,151	-49	-2%	-198	-10%	89	4%
1 Cordon Line	IN	I-680	At CC Co. Line/Alcosta	79,208	72,611	85,239	96,918	117,336	12,627	17%	24,307	33%	44,724	62%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	18,546	4,644	3,574	10,386	14,680	-1,070	-23%	5,742	124%	10,036	216%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	11,531	14,876	15,543	17,749	22,719	666	4%	2,873	19%	7,843	53%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	662	2,277	2,602	3,535	5,686	326	14%	1,259	55%	3,410	150%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	827	2,278	2,408	3,180	5,197	130	6%	902	40%	2,919	128%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	87,628	86,558	93,856	111,704	131,852	7,297	8%	25,146	29%	45,293	52%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	7,289	7,354	8,295	10,828	64	1%	1,006	14%	3,539	49%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	2,116	2,090	2,379	4,683	-27	-1%	263	12%	2,566	121%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	13,724	10,842	11,044	23,213	32,513	202	2%	12,371	114%	21,671	200%
1 Cordon Line	IN	I-80	At Central	89,348	90,250	91,295	99,251	109,487	1,045	1%	9,001	10%	19,237	21%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	41,782	53,544	58,087	69,261	74,024	4,544	8%	15,717	29%	20,480	38%
<b>Subtotal</b>				<b>863,939</b>	<b>887,342</b>	<b>927,606</b>	<b>1,141,516</b>	<b>1,406,486</b>	<b>40,264</b>	<b>5%</b>	<b>254,174</b>	<b>29%</b>	<b>519,144</b>	<b>59%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2020
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	135,218	152,254	150,601	174,177	197,287	-1,653	-1%	21,923	14%	45,033	30%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	43,924	48,477	48,084	68,113	87,641	-393	-1%	19,636	41%	39,165	81%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	27,494	48,581	43,727	59,094	79,413	-4,854	-10%	10,513	22%	30,832	63%
1 Cordon Line	OUT	I-880	At S Clara Co. Line or SR 262	89,815	100,708	104,531	128,166	149,010	3,823	4%	27,458	27%	48,302	48%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	14,020	11,422	9,224	11,422	26,980	-2,198	-19%	0	0%	15,558	136%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	95,672	75,814	87,406	99,703	107,735	11,592	15%	23,889	32%	31,922	42%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	1,115	94	193	1,030	14,359	99	105%	936	994%	14,265	15155%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	1,180	0	1	1,356	14,574	1	0%	1,356	0%	14,574	0%
1 Cordon Line	OUT	I-580	At Altamont Pass	71,013	78,825	85,841	112,418	122,297	7,017	9%	33,593	43%	43,473	55%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	2,839	226	327	572	12,875	101	44%	345	153%	12,648	5586%
1 Cordon Line	OUT	Grant Line Road	At County Line	1,887	0	1	234	5,962	1	1600%	234	707520%	5,962	18028144%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	11,860	7,671	9,952	16,332	24,486	2,280	30%	8,661	113%	16,815	219%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	1,671	615	640	665	664	26	4%	51	8%	49	8%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	214	71	65	80	96	-6	-9%	9	12%	25	35%
1 Cordon Line	OUT	Tassajara Road	At County Line	4,016	2,020	1,665	2,054	5,070	-355	-18%	34	2%	3,050	151%
1 Cordon Line	OUT	Dougherty Road	At County Line	10,974	3,068	3,181	6,091	7,532	113	4%	3,023	99%	4,464	146%
1 Cordon Line	OUT	Stagecoach Road	Btwn Amador Vly and Turquoise	2,267	1,929	2,261	4,131	5,709	332	17%	2,202	114%	3,780	196%
1 Cordon Line	OUT	Village Parkway	At County Line	5,545	499	550	1,479	3,969	51	10%	980	196%	3,470	695%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	3,847	1,920	2,013	1,357	2,228	93	5%	-563	-29%	309	16%
1 Cordon Line	OUT	I-680	At CC Co. Line/Alcosta	70,068	76,904	84,613	103,247	121,507	7,709	10%	26,343	34%	44,603	58%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	11,385	2,858	3,941	7,104	14,423	1,082	38%	4,245	149%	11,565	405%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	14,280	15,967	16,157	17,143	21,590	190	1%	1,176	7%	5,623	35%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	671	2,523	2,746	3,450	5,902	223	9%	926	37%	3,379	134%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	844	2,215	2,442	3,130	5,445	227	10%	915	41%	3,230	146%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	82,416	77,181	80,019	109,954	128,567	2,838	4%	32,773	42%	51,386	67%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	7,049	7,269	8,105	10,810	220	3%	1,056	15%	3,760	53%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	2,116	2,229	2,408	4,898	113	5%	292	14%	2,782	131%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	13,911	11,191	11,071	26,374	31,993	-120	-1%	15,183	136%	20,802	186%
1 Cordon Line	OUT	I-80	At Central	84,530	90,558	93,978	99,234	111,259	3,420	4%	8,676	10%	20,701	23%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	41,256	55,944	63,090	71,226	73,592	7,146	13%	15,283	27%	17,648	32%
<b>Subtotal</b>				<b>843,932</b>	<b>878,700</b>	<b>917,819</b>	<b>1,189,849</b>	<b>1,397,874</b>	<b>39,119</b>	<b>4%</b>	<b>261,149</b>	<b>30%</b>	<b>519,174</b>	<b>59%</b>
<b>Total</b>				<b>1,707,871</b>	<b>1,766,042</b>	<b>1,845,424</b>	<b>2,281,365</b>	<b>2,804,360</b>	<b>79,382</b>	<b>4%</b>	<b>515,323</b>	<b>29%</b>	<b>1,038,318</b>	<b>59%</b>

**Table C-1: Daily Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	129,500	136,220	139,899	152,961	167,650	3,680	3%	16,741	12%	31,430	23%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	12,680	15,302	21,260	30,215	31,253	5,958	39%	14,913	97%	15,951	104%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	8,881	10,858	10,855	14,425	15,367	-3	0%	3,567	33%	4,509	42%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	5,734	2,277	2,339	3,416	5,022	61	3%	1,139	50%	2,745	121%
<b>Subtotal</b>				<b>156,795</b>	<b>164,657</b>	<b>174,353</b>	<b>201,017</b>	<b>219,292</b>	<b>9,696</b>	<b>6%</b>	<b>36,360</b>	<b>22%</b>	<b>54,635</b>	<b>33%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	129,500	132,590	136,438	149,749	167,742	3,848	3%	17,159	13%	35,153	27%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	14,153	12,809	14,512	30,465	31,641	1,703	13%	17,655	138%	18,832	147%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	9,981	11,353	12,134	14,139	15,353	780	7%	2,786	25%	4,000	35%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	13,004	2,170	2,338	3,112	5,027	168	8%	942	43%	2,857	132%
<b>Subtotal</b>				<b>166,638</b>	<b>158,922</b>	<b>165,422</b>	<b>197,465</b>	<b>219,764</b>	<b>6,500</b>	<b>4%</b>	<b>38,543</b>	<b>24%</b>	<b>60,842</b>	<b>38%</b>
<b>Total</b>				<b>323,433</b>	<b>323,579</b>	<b>339,775</b>	<b>398,482</b>	<b>439,057</b>	<b>16,196</b>	<b>5%</b>	<b>74,903</b>	<b>23%</b>	<b>115,477</b>	<b>36%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	127,500	133,064	136,925	144,242	154,778	3,861	3%	11,178	8%	21,713	16%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	4,743	3,981	5,712	8,879	-763	-16%	968	20%	4,135	87%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	2,925	2,937	4,486	7,081	12	0%	1,561	53%	4,155	142%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	9,613	6,490	8,302	14,391	15,501	1,812	28%	7,901	122%	9,010	139%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	3,245	3,362	4,751	8,722	117	4%	1,505	46%	5,477	169%
<b>Subtotal</b>				<b>137,113</b>	<b>150,468</b>	<b>155,507</b>	<b>173,582</b>	<b>194,960</b>	<b>5,039</b>	<b>3%</b>	<b>23,113</b>	<b>15%</b>	<b>44,491</b>	<b>30%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	127,500	123,390	124,226	142,829	153,376	836	1%	19,439	16%	29,987	24%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	4,115	3,590	4,573	6,640	-525	-13%	457	11%	2,525	61%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	4,032	4,108	5,240	8,600	76	2%	1,207	30%	4,568	113%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	7,855	12,293	14,072	17,562	23,762	1,779	14%	5,268	43%	11,469	93%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	2,156	2,173	2,647	4,488	17	1%	491	23%	2,332	108%
<b>Subtotal</b>				<b>135,355</b>	<b>145,987</b>	<b>148,170</b>	<b>172,850</b>	<b>196,866</b>	<b>2,183</b>	<b>1%</b>	<b>26,863</b>	<b>18%</b>	<b>50,879</b>	<b>35%</b>
<b>Total</b>				<b>272,468</b>	<b>296,455</b>	<b>303,677</b>	<b>346,432</b>	<b>391,826</b>	<b>7,222</b>	<b>2%</b>	<b>49,977</b>	<b>17%</b>	<b>95,371</b>	<b>32%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	13,505	8,574	9,571	17,910	27,743	996	12%	9,336	109%	19,169	224%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	10,479	10,826	13,452	21,219	347	3%	2,974	28%	10,740	102%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	15,111	12,843	13,571	15,203	19,426	729	6%	2,360	18%	6,583	51%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	9,039	10,939	11,127	12,810	15,473	188	2%	1,871	17%	4,534	41%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	13,946	16,856	23,903	25,057	29,948	7,047	42%	8,201	49%	13,092	78%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	6,459	2,218	2,004	1,868	4,003	-214	-10%	-350	-16%	1,785	80%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	7,044	7,248	7,905	9,880	10,795	657	9%	2,632	36%	3,547	49%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	17,592	15,987	16,048	16,364	16,225	61	0%	377	2%	238	1%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	3,292	156	291	915	1,559	135	87%	759	487%	1,404	900%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	3,122	4,291	4,488	10,149	12,332	197	5%	5,858	137%	8,041	187%
<b>Subtotal</b>				<b>89,110</b>	<b>89,590</b>	<b>99,732</b>	<b>123,608</b>	<b>158,723</b>	<b>10,142</b>	<b>11%</b>	<b>34,018</b>	<b>38%</b>	<b>69,133</b>	<b>77%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	13,197	8,546	8,339	18,435	29,243	-207	-2%	9,890	116%	20,697	242%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	9,685	9,585	11,430	20,880	-101	-1%	1,745	18%	11,195	116%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	13,755	10,908	11,758	11,860	16,680	850	8%	952	9%	5,772	53%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	9,155	10,378	12,618	13,961	14,462	2,239	22%	3,582	35%	4,084	39%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	10,798	7,407	10,006	18,865	22,395	2,600	35%	11,458	155%	14,988	202%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	6,216	3,460	3,787	4,139	5,282	327	9%	679	20%	1,822	53%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	6,862	7,117	7,218	8,595	9,941	101	1%	1,477	21%	2,824	40%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	18,794	15,958	16,083	16,170	16,294	124	1%	212	1%	336	2%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	2,927	301	543	400	1,503	242	80%	99	33%	1,202	399%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	4,678	10,707	12,881	10,468	12,832	2,174	20%	-239	-2%	2,125	20%
<b>Subtotal</b>				<b>86,382</b>	<b>84,468</b>	<b>92,817</b>	<b>114,324</b>	<b>149,511</b>	<b>8,349</b>	<b>10%</b>	<b>29,856</b>	<b>35%</b>	<b>65,044</b>	<b>77%</b>
<b>Total</b>				<b>175,491</b>	<b>174,057</b>	<b>192,549</b>	<b>237,932</b>	<b>308,234</b>	<b>18,491</b>	<b>11%</b>	<b>63,874</b>	<b>37%</b>	<b>134,177</b>	<b>77%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
5 Emeryville - Oakland	NB	I-80	At Powell	127,500	133,064	136,925	144,242	154,778	3,861	3%	11,178	8%	21,713	16%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	1,396	2,749	4,628	7,789	1,353	97%	3,232	231%	6,393	458%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	15,111	12,843	13,571	15,203	19,426	729	6%	2,360	18%	6,583	51%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	7,205	6,466	6,503	10,716	-739	-10%	-702	-10%	3,511	49%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	11,850	9,192	10,142	17,824	29,094	949	10%	8,632	94%	19,901	216%
<b>Subtotal</b>				<b>154,461</b>	<b>163,701</b>	<b>169,853</b>	<b>188,401</b>	<b>221,802</b>	<b>6,152</b>	<b>4%</b>	<b>24,700</b>	<b>15%</b>	<b>58,102</b>	<b>35%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	127,500	123,390	124,226	142,829	153,376	836	1%	19,439	16%	29,987	24%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	2,225	3,965	7,723	12,934	1,740	78%	5,498	247%	10,709	481%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	13,755	10,908	11,758	11,860	16,680	850	8%	952	9%	5,772	53%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	4,830	4,485	8,128	11,472	-346	-7%	3,298	68%	6,642	138%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	11,850	9,955	9,795	18,848	30,218	-161	-2%	8,893	89%	20,262	204%
<b>Subtotal</b>				<b>163,105</b>	<b>161,308</b>	<b>154,228</b>	<b>189,387</b>	<b>224,680</b>	<b>2,920</b>	<b>2%</b>	<b>38,079</b>	<b>25%</b>	<b>73,372</b>	<b>48%</b>
<b>Total</b>				<b>307,565</b>	<b>315,009</b>	<b>324,080</b>	<b>377,788</b>	<b>446,482</b>	<b>9,072</b>	<b>3%</b>	<b>62,780</b>	<b>20%</b>	<b>131,474</b>	<b>42%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	8,229	7,407	8,047	8,982	11,328	641	9%	1,576	21%	3,921	53%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	6,728	3,886	3,724	3,817	4,245	-162	-4%	-69	-2%	359	9%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	4,506	3,652	3,822	4,015	4,946	170	5%	363	10%	1,294	35%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	5,734	6,445	6,968	7,001	9,175	523	8%	555	9%	2,730	42%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	10,592	7,033	7,471	7,335	9,155	438	6%	303	4%	2,122	30%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	5,074	4,912	4,945	4,845	5,136	33	1%	-68	-1%	223	5%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista	1,594	219	233	228	201	14	6%	8	4%	-18	-8%
<b>Subtotal</b>				<b>42,457</b>	<b>33,554</b>	<b>35,210</b>	<b>36,222</b>	<b>44,184</b>	<b>1,656</b>	<b>5%</b>	<b>2,668</b>	<b>8%</b>	<b>10,630</b>	<b>32%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	7,284	7,615	8,102	8,870	11,513	488	6%	1,255	16%	3,899	51%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	6,679	3,828	3,815	3,888	4,175	-14	0%	59	2%	346	9%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	4,422	3,597	3,933	4,247	5,241	336	9%	651	18%	1,644	46%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	6,218	5,863	6,328	7,475	9,191	465	8%	1,612	27%	3,327	57%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	10,457	6,196	6,621	7,649	9,137	425	7%	1,453	23%	2,940	47%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	4,544	6,063	6,081	6,001	6,794	18	0%	-61	-1%	731	12%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista	1,777	171	184	160	180	14	8%	-10	-6%	9	5%
<b>Subtotal</b>				<b>41,381</b>	<b>33,333</b>	<b>35,065</b>	<b>38,291</b>	<b>46,230</b>	<b>1,732</b>	<b>5%</b>	<b>4,957</b>	<b>15%</b>	<b>12,897</b>	<b>39%</b>
<b>Total</b>				<b>83,838</b>	<b>66,887</b>	<b>70,275</b>	<b>74,513</b>	<b>90,414</b>	<b>3,388</b>	<b>5%</b>	<b>7,625</b>	<b>11%</b>	<b>23,527</b>	<b>35%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance/exit Oakland side	32,737	29,750	30,206	39,524	42,896	456	2%	9,774	33%	13,146	44%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	23,200	23,105	22,995	25,291	32,436	-110	0%	2,187	9%	9,331	40%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	10,746	12,300	13,069	14,178	18,441	769	6%	1,878	15%	6,141	50%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	12,710	10,268	9,354	8,109	9,850	-914	-9%	-2,159	-21%	-418	-4%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	14,087	14,356	10,054	12,789	17,710	-4,302	-30%	-1,567	-11%	3,354	23%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	13,662	15,736	11,663	14,787	20,113	-4,074	-26%	-949	-6%	4,376	28%
7 Alameda - Oakland	NB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	5,927	7,260	8,195	5,927	0%	7,260	0%	8,195	0%
<b>Subtotal</b>				<b>107,142</b>	<b>105,516</b>	<b>103,269</b>	<b>121,939</b>	<b>149,641</b>	<b>-2,247</b>	<b>-2%</b>	<b>16,423</b>	<b>16%</b>	<b>44,125</b>	<b>42%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance/exit Oakland side	34,980	29,434	29,715	38,871	51,064	281	1%	9,437	32%	21,630	73%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	19,428	20,581	20,446	20,639	25,563	-135	-1%	58	0%	4,982	24%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	14,696	14,760	15,202	17,691	19,552	442	3%	2,931	20%	4,791	32%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	12,579	11,757	11,563	10,958	8,932	-194	-2%	-798	-7%	-2,825	-24%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	13,394	15,465	11,299	13,897	19,462	-4,167	-27%	-1,569	-10%	3,996	26%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	15,169	16,849	12,414	14,891	20,500	-4,434	-26%	-1,958	-12%	3,651	22%
7 Alameda - Oakland	SB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	5,985	7,209	7,931	5,985	0%	7,209	0%	7,931	0%
<b>Subtotal</b>				<b>110,246</b>	<b>108,847</b>	<b>106,625</b>	<b>124,157</b>	<b>153,004</b>	<b>-2,222</b>	<b>-2%</b>	<b>15,310</b>	<b>14%</b>	<b>44,158</b>	<b>41%</b>
<b>Total</b>				<b>217,388</b>	<b>214,363</b>	<b>209,894</b>	<b>246,095</b>	<b>302,645</b>	<b>-4,469</b>	<b>-2%</b>	<b>31,733</b>	<b>15%</b>	<b>88,282</b>	<b>41%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
8 Oak - San L E14th/Int	EB	Lakeshore Avenue	E/O International	10,142	12,263	12,456	14,215	17,479	194	2%	1,952	16%	5,216	43%
8 Oak - San L E14th/Int	EB	Park Blvd - 5th Avenue	E/O International	1,747	498	513	711	929	15	3%	213	43%	431	87%
8 Oak - San L E14th/Int	EB	14th Avenue	E/O International	9,375	9,411	9,356	10,486	12,880	-55	-1%	1,076	11%	3,469	37%
8 Oak - San L E14th/Int	EB	23rd Avenue	E/O International	3,353	1,492	1,452	1,532	1,443	-41	-3%	39	3%	-49	-3%
8 Oak - San L E14th/Int	EB	Fruitvale Avenue	E/O International	11,265	7,358	7,461	8,267	10,046	103	1%	909	12%	2,689	37%
8 Oak - San L E14th/Int	EB	35th Avenue	E/O International	6,028	2,364	2,344	2,558	3,162	-20	-1%	194	8%	799	34%
8 Oak - San L E14th/Int	EB	42nd/Courtland	E/O International	6,941	13,106	12,913	14,178	17,928	-193	-1%	1,072	8%	4,822	37%
8 Oak - San L E14th/Int	EB	High Street	E/O International	8,103	1,629	1,551	1,971	2,746	-78	-5%	342	21%	1,117	69%
8 Oak - San L E14th/Int	EB	55th Avenue	E/O International	2,054	1,424	1,434	1,734	1,872	10	1%	309	22%	448	31%
8 Oak - San L E14th/Int	EB	Seminary Avenue	E/O International	5,573	2,688	2,782	3,618	4,629	93	3%	929	35%	1,940	72%
8 Oak - San L E14th/Int	EB	73rd Avenue	E/O International	14,182	12,313	13,810	19,390	21,864	1,496	12%	7,077	57%	9,551	78%
8 Oak - San L E14th/Int	EB	82nd Avenue	E/O International	1,681	1,487	1,528	1,730	1,889	41	3%	243	16%	402	27%
8 Oak - San L E14th/Int	EB	98th Avenue	E/O International	10,363	6,560	6,606	7,544	8,423	46	1%	984	15%	1,864	28%
8 Oak - San L E14th/Int	EB	Davis Street (SR 112)	W/O International	12,256	8,192	8,349	10,158	15,596	157	2%	1,967	24%	7,404	90%
8 Oak - San L E14th/Int	EB	Estudillo	E/O International	4,927	7,182	7,264	7,686	7,823	82	1%	503	7%	640	9%
<b>Subtotal</b>				<b>107,990</b>	<b>87,966</b>	<b>89,816</b>	<b>105,776</b>	<b>128,710</b>	<b>1,850</b>	<b>2%</b>	<b>17,810</b>	<b>20%</b>	<b>40,744</b>	<b>46%</b>
8 Oak - San L E14th/Int	WB	Lakeshore Avenue	E/O International	4,959	3,594	3,764	3,451	3,619	170	5%	-143	-4%	25	1%
8 Oak - San L E14th/Int	WB	Park Blvd - 5th Avenue	E/O International	2,098	948	926	754	895	-22	-2%	-193	-20%	-53	-6%
8 Oak - San L E14th/Int	WB	14th Avenue	E/O International	10,973	8,734	8,953	11,547	15,836	218	3%	2,813	32%	7,102	81%
8 Oak - San L E14th/Int	WB	23rd Avenue	E/O International	3,265	2,148	2,136	1,725	1,941	-12	-1%	-424	-20%	-207	-10%
8 Oak - San L E14th/Int	WB	Fruitvale Avenue	E/O International	11,694	7,379	7,424	8,689	9,513	45	1%	1,310	18%	2,134	29%
8 Oak - San L E14th/Int	WB	35th Avenue	E/O International	6,709	2,361	2,375	2,558	3,025	14	1%	198	8%	664	28%
8 Oak - San L E14th/Int	WB	42nd/Courtland	E/O International	7,410	5,896	5,994	9,957	14,363	98	2%	4,061	69%	8,467	144%
8 Oak - San L E14th/Int	WB	High Street	E/O International	9,213	5,381	5,179	4,162	5,028	-202	-4%	-1,219	-23%	-353	-7%
8 Oak - San L E14th/Int	WB	55th Avenue	E/O International	2,724	1,433	1,458	1,789	1,982	25	2%	356	25%	548	38%
8 Oak - San L E14th/Int	WB	Seminary Avenue	E/O International	5,444	2,953	3,080	5,614	10,684	127	4%	2,660	90%	7,730	262%
8 Oak - San L E14th/Int	WB	73rd Avenue	E/O International	15,098	12,353	12,962	17,701	17,384	610	5%	5,348	43%	5,031	41%
8 Oak - San L E14th/Int	WB	82nd Avenue	E/O International	2,942	1,522	1,495	1,696	1,819	-26	-2%	174	11%	297	20%
8 Oak - San L E14th/Int	WB	98th Avenue	E/O International	10,957	6,359	6,574	8,249	8,700	216	3%	1,890	30%	2,341	37%
8 Oak - San L E14th/Int	WB	Davis Street (SR 112)	W/O International	12,959	8,499	8,565	10,040	17,820	66	1%	1,541	18%	9,321	110%
8 Oak - San L E14th/Int	WB	Estudillo	E/O International	5,625	7,255	7,307	9,826	13,950	52	1%	2,572	35%	6,695	92%
<b>Subtotal</b>				<b>112,070</b>	<b>76,814</b>	<b>78,193</b>	<b>97,757</b>	<b>126,558</b>	<b>1,379</b>	<b>2%</b>	<b>20,943</b>	<b>27%</b>	<b>49,744</b>	<b>65%</b>
<b>Total</b>				<b>220,060</b>	<b>164,780</b>	<b>168,009</b>	<b>203,533</b>	<b>255,268</b>	<b>3,230</b>	<b>2%</b>	<b>38,753</b>	<b>24%</b>	<b>90,489</b>	<b>55%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	18,064	25,589	29,471	32,751	33,903	3,882	15%	7,162	28%	8,314	32%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	104,704	106,599	106,633	120,556	130,372	35	0%	13,957	13%	23,773	22%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	6,340	4,497	4,319	9,034	25,856	-177	-4%	4,538	101%	21,360	475%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	13,997	5,019	5,319	8,527	16,755	300	6%	3,508	70%	11,736	234%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	4,734	3,451	3,470	5,710	11,648	19	1%	2,259	65%	8,198	238%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	5,796	7,582	7,645	9,215	10,154	63	1%	1,634	22%	2,572	34%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	3,163	2,757	2,719	3,012	3,221	-38	-1%	256	9%	464	17%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	69,500	100,065	103,342	123,743	138,003	3,277	3%	23,678	24%	37,937	38%
<b>Subtotal</b>				<b>226,298</b>	<b>255,558</b>	<b>262,919</b>	<b>312,549</b>	<b>369,912</b>	<b>7,361</b>	<b>3%</b>	<b>56,991</b>	<b>22%</b>	<b>114,354</b>	<b>45%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	17,059	19,536	23,003	25,684	33,181	3,467	18%	6,148	31%	13,645	70%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	106,102	108,823	108,448	132,435	145,805	-374	0%	23,612	22%	36,982	34%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	6,805	4,909	4,872	7,739	15,739	-37	-1%	2,830	58%	10,830	221%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	11,647	5,355	5,735	8,301	15,265	381	7%	2,946	55%	9,910	185%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	4,924	3,051	3,061	3,865	8,503	11	0%	814	27%	5,453	179%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	5,796	6,858	6,700	8,297	10,190	-158	-2%	1,439	21%	3,332	49%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	4,195	2,896	2,860	3,351	3,422	-36	-1%	454	16%	526	18%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	69,500	107,056	110,153	125,616	140,783	3,096	3%	18,560	17%	33,726	32%
<b>Subtotal</b>				<b>226,028</b>	<b>258,483</b>	<b>264,832</b>	<b>315,287</b>	<b>372,887</b>	<b>6,350</b>	<b>2%</b>	<b>56,804</b>	<b>22%</b>	<b>114,405</b>	<b>44%</b>
<b>Total</b>				<b>452,326</b>	<b>514,041</b>	<b>527,751</b>	<b>627,836</b>	<b>742,799</b>	<b>13,711</b>	<b>3%</b>	<b>113,795</b>	<b>22%</b>	<b>228,759</b>	<b>45%</b>



**Table C-1: Daily Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	12,550	30,150	30,717	33,503	34,597	567	2%	3,353	11%	4,447	15%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	100,029	110,904	113,633	122,982	141,280	2,729	2%	12,078	11%	30,377	27%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	17,152	11,272	12,610	15,380	17,648	1,337	12%	4,108	36%	6,376	57%
10 Hayward - Union City	NB	Whipple Road	Near City Limit, E side of I-880	16,821	11,324	11,243	11,425	15,270	-81	-1%	101	1%	3,946	35%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	15,394	12,778	14,771	21,420	29,773	1,993	16%	8,641	68%	16,995	133%
<b>Subtotal</b>				<b>161,946</b>	<b>176,429</b>	<b>182,974</b>	<b>204,710</b>	<b>238,568</b>	<b>6,545</b>	<b>4%</b>	<b>28,282</b>	<b>16%</b>	<b>62,140</b>	<b>35%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	12,550	23,521	24,034	33,145	34,602	513	2%	9,624	41%	11,080	47%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	103,056	115,083	116,443	125,677	148,333	1,360	1%	10,594	9%	33,250	29%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	19,171	12,169	13,320	13,627	18,199	1,152	9%	1,459	12%	6,030	50%
10 Hayward - Union City	SB	Whipple Road	Near City Limit, E side of I-880	16,829	12,493	12,501	14,599	23,437	8	0%	2,106	17%	10,944	88%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	17,405	14,809	16,849	25,088	30,660	2,040	14%	10,279	69%	15,851	107%
<b>Subtotal</b>				<b>169,011</b>	<b>178,075</b>	<b>183,147</b>	<b>212,137</b>	<b>255,231</b>	<b>5,072</b>	<b>3%</b>	<b>34,063</b>	<b>19%</b>	<b>77,156</b>	<b>43%</b>
<b>Total</b>				<b>330,957</b>	<b>354,503</b>	<b>366,121</b>	<b>416,847</b>	<b>493,799</b>	<b>11,617</b>	<b>3%</b>	<b>62,344</b>	<b>18%</b>	<b>139,296</b>	<b>39%</b>
11 Hayward - Castro Vall	NB	Redwood Rd.	North of Seven Hills	5,682	1,720	1,971	2,531	4,486	252	15%	812	47%	2,766	161%
11 Hayward - Castro Vall	NB	Crow Canyon Rd.	North of Cold Water Drive	12,882	16,003	16,303	17,203	19,646	301	2%	1,200	8%	3,643	23%
11 Hayward - Castro Vall	NB	I-580	At Crow Canyon	87,108	95,419	101,200	124,434	139,854	5,781	6%	29,015	30%	44,435	47%
11 Hayward - Castro Vall	NB	Dublin Canyon Road	East of Palomares	1,817	975	949	4,633	10,350	-26	-3%	3,658	375%	9,375	962%
11 Hayward - Castro Vall	NB	Palomares Road	South of Palo Verde Road	971	1,469	1,342	1,928	2,569	-126	-9%	460	31%	1,100	75%
<b>Subtotal</b>				<b>108,460</b>	<b>115,585</b>	<b>121,767</b>	<b>150,729</b>	<b>176,905</b>	<b>6,181</b>	<b>5%</b>	<b>35,144</b>	<b>30%</b>	<b>61,320</b>	<b>53%</b>
11 Hayward - Castro Vall	SB	Redwood Rd.	North of Seven Hills	6,526	1,778	1,935	2,574	4,205	157	9%	795	45%	2,427	136%
11 Hayward - Castro Vall	SB	Crow Canyon Rd.	North of Cold Water Drive	12,797	15,963	16,460	17,823	20,447	497	3%	1,860	12%	4,484	28%
11 Hayward - Castro Vall	SB	I-580	At Crow Canyon	87,532	94,251	100,113	127,222	146,123	5,863	6%	32,972	35%	51,873	55%
11 Hayward - Castro Vall	SB	Dublin Canyon Road	East of Palomares	2,560	986	964	4,336	8,534	-22	-2%	3,350	340%	7,547	765%
11 Hayward - Castro Vall	SB	Palomares Road	South of Palo Verde Road	784	1,484	1,357	1,773	2,316	-127	-9%	289	19%	831	56%
<b>Subtotal</b>				<b>110,199</b>	<b>114,463</b>	<b>120,830</b>	<b>153,729</b>	<b>181,625</b>	<b>6,368</b>	<b>6%</b>	<b>39,266</b>	<b>34%</b>	<b>67,162</b>	<b>59%</b>
<b>Total</b>				<b>218,659</b>	<b>230,048</b>	<b>242,597</b>	<b>304,458</b>	<b>358,530</b>	<b>12,549</b>	<b>5%</b>	<b>74,410</b>	<b>32%</b>	<b>128,482</b>	<b>56%</b>

**Table C-1: Daily Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume				Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	2000-2005	2000-2020	2000-2020	2000-2035	2000-2035
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	12,748	14,059	13,975	18,158	31,971	-84	-1%	4,099	29%	17,912	127%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	10,398	10,807	11,294	16,631	19,418	488	5%	5,825	54%	8,612	80%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles I/C	101,082	111,916	114,648	118,450	131,712	2,733	2%	6,534	6%	19,797	18%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	18,650	24,287	26,080	23,208	32,202	1,793	7%	-1,079	-4%	7,915	33%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	4,761	1,028	1,185	697	741	157	15%	-331	-32%	-286	-28%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	7,900	7,949	7,311	3,872	5,278	-639	-8%	-4,077	-51%	-2,671	-34%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	14,733	11,855	12,626	16,629	24,026	771	7%	4,774	40%	12,171	103%
<b>Subtotal</b>				<b>170,272</b>	<b>181,900</b>	<b>187,119</b>	<b>197,645</b>	<b>245,349</b>	<b>5,219</b>	<b>3%</b>	<b>15,745</b>	<b>9%</b>	<b>63,449</b>	<b>35%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	11,533	11,457	11,335	18,264	31,537	-122	-1%	6,807	59%	20,080	175%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	9,838	10,264	10,847	15,523	24,852	583	6%	5,259	51%	14,588	142%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles I/C	101,801	113,799	114,643	120,543	130,473	844	1%	6,744	6%	16,674	15%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	18,650	24,167	24,622	22,330	32,327	455	2%	-1,836	-8%	8,161	34%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	8,764	1,110	1,224	688	2,172	114	10%	-421	-38%	1,063	96%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	7,900	7,984	8,614	3,422	5,251	630	8%	-4,562	-57%	-2,733	-34%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	16,352	13,246	14,167	21,799	28,323	921	7%	8,553	65%	15,077	114%
<b>Subtotal</b>				<b>174,838</b>	<b>182,027</b>	<b>185,452</b>	<b>202,571</b>	<b>254,936</b>	<b>3,425</b>	<b>2%</b>	<b>20,544</b>	<b>11%</b>	<b>72,909</b>	<b>40%</b>
<b>Total</b>				<b>345,110</b>	<b>363,926</b>	<b>372,571</b>	<b>400,215</b>	<b>500,285</b>	<b>8,645</b>	<b>2%</b>	<b>36,289</b>	<b>10%</b>	<b>136,358</b>	<b>37%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	11,125	4,048	3,570	5,527	8,434	-478	-12%	1,479	37%	4,386	108%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	21,000	10,036	10,425	13,488	16,289	389	4%	3,452	34%	6,253	62%
13 Fremont - Newark	NB	I-880	Near SR 84	100,177	94,941	97,868	105,959	121,122	2,927	3%	11,018	12%	26,181	28%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	20,425	20,228	19,384	27,039	-197	-1%	-1,041	-5%	6,614	32%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	7,112	2,042	2,115	2,258	2,780	73	4%	216	11%	738	36%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	30,348	17,390	17,674	18,218	18,635	285	2%	828	5%	1,246	7%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	7,306	20,037	20,781	20,086	19,736	744	4%	49	0%	-301	-2%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	6,125	904	1,063	1,301	1,384	159	18%	397	44%	480	53%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	8,500	5,119	5,907	8,292	15,700	788	15%	3,173	62%	10,580	207%
<b>Subtotal</b>				<b>191,693</b>	<b>174,941</b>	<b>179,632</b>	<b>194,512</b>	<b>231,119</b>	<b>4,690</b>	<b>3%</b>	<b>19,571</b>	<b>11%</b>	<b>56,178</b>	<b>32%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	11,125	4,615	4,064	6,162	9,638	-551	-12%	1,547	34%	5,022	109%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	21,000	12,079	11,956	15,942	28,169	-123	-1%	3,863	32%	16,090	133%
13 Fremont - Newark	SB	I-880	Near SR 84	94,500	100,938	101,379	110,446	124,821	441	0%	9,509	9%	23,883	24%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	18,821	18,923	18,126	20,593	101	1%	-695	-4%	1,772	9%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	8,462	1,992	2,159	2,327	3,349	167	8%	335	17%	1,357	68%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	30,035	22,548	22,907	21,827	22,023	359	2%	-721	-3%	-525	-2%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	6,665	11,238	11,889	12,562	13,624	651	6%	1,323	12%	2,386	21%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	6,125	2,600	3,126	3,176	3,226	526	20%	576	22%	627	24%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	8,500	6,553	6,817	10,354	24,169	264	4%	3,801	58%	17,616	269%
<b>Subtotal</b>				<b>186,412</b>	<b>181,384</b>	<b>183,220</b>	<b>200,922</b>	<b>249,612</b>	<b>1,835</b>	<b>1%</b>	<b>19,538</b>	<b>11%</b>	<b>68,227</b>	<b>38%</b>
<b>Total</b>				<b>378,105</b>	<b>356,326</b>	<b>362,852</b>	<b>395,434</b>	<b>480,730</b>	<b>6,526</b>	<b>2%</b>	<b>39,109</b>	<b>11%</b>	<b>124,405</b>	<b>35%</b>
14 County - Tri-Valley	NB	Niles Canyon Road	At Palomares	9,828	7,528	9,742	20,631	24,305	2,214	29%	13,103	174%	16,777	223%
14 County - Tri-Valley	NB	I-680	At SR 84 East	52,825	70,127	76,357	102,335	106,545	6,230	9%	32,208	46%	36,418	52%
14 County - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	1,247	1,924	3,905	4,809	6,836	1,981	103%	2,886	150%	4,913	255%
14 County - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	6,153	2,969	3,964	11,577	14,617	994	33%	8,607	290%	11,648	392%
14 County - Tri-Valley	NB	Vallecitos Road	Near Vineyard	13,655	13,647	13,873	4,356	13,167	225	2%	-9,291	-68%	-480	-4%
<b>Subtotal</b>				<b>83,708</b>	<b>96,196</b>	<b>107,841</b>	<b>143,708</b>	<b>165,470</b>	<b>11,645</b>	<b>12%</b>	<b>47,513</b>	<b>49%</b>	<b>69,274</b>	<b>72%</b>
14 County - Tri-Valley	SB	Niles Canyon Road	At Palomares	11,637	9,056	8,650	24,388	24,834	-406	-4%	15,332	169%	15,778	174%
14 County - Tri-Valley	SB	I-680	At SR 84 East	54,269	69,755	79,497	95,672	109,195	9,741	14%	25,917	37%	39,440	57%
14 County - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	3,939	2,040	3,667	4,976	4,205	1,627	80%	2,936	144%	2,166	106%
14 County - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	6,288	3,643	2,227	11,159	5,878	-1,416	-39%	7,516	206%	2,235	61%
14 County - Tri-Valley	SB	Vallecitos Road	Near Vineyard	11,045	13,953	13,902	5,560	13,366	-51	0%	-8,393	-60%	-587	-4%
<b>Subtotal</b>				<b>87,178</b>	<b>98,447</b>	<b>107,942</b>	<b>141,755</b>	<b>157,479</b>	<b>9,496</b>	<b>10%</b>	<b>43,308</b>	<b>44%</b>	<b>59,032</b>	<b>60%</b>
<b>Total</b>				<b>170,886</b>	<b>194,642</b>	<b>215,783</b>	<b>285,463</b>	<b>322,949</b>	<b>21,141</b>	<b>11%</b>	<b>90,821</b>	<b>47%</b>	<b>128,306</b>	<b>66%</b>

Table C-1: Daily Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
15 Dublin - Pleasanton	NB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	13,446	8,097	9,631	13,925	21,046	1,534	19%	5,827	72%	12,948	160%
15 Dublin - Pleasanton	NB	I-680	North of I-580	79,123	74,852	82,210	99,176	112,085	7,358	10%	24,324	32%	37,232	50%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis	10,745	4,137	4,896	5,918	9,900	759	18%	1,781	43%	5,763	139%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra	14,768	10,808	11,145	16,215	18,115	337	3%	5,407	50%	7,307	68%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	8,873	6,396	6,844	14,321	15,479	448	7%	7,925	124%	9,083	142%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	9,569	3,060	6,017	17,385	27,551	2,957	97%	14,325	468%	24,491	800%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	16,055	9,586	11,165	16,655	16,385	1,579	16%	7,069	74%	6,799	71%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	11,845	14,735	13,938	17,215	16,976	-796	-5%	2,481	17%	2,241	15%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	14,005	17,589	18,615	27,027	41,710	1,026	6%	9,438	54%	24,121	137%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	15,464	15,765	17,916	23,056	28,728	2,151	14%	7,291	46%	12,963	82%
<b>Subtotal</b>				<b>193,892</b>	<b>165,026</b>	<b>182,379</b>	<b>250,892</b>	<b>307,974</b>	<b>17,353</b>	<b>11%</b>	<b>85,866</b>	<b>52%</b>	<b>142,948</b>	<b>87%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	16,789	9,192	8,594	16,309	20,399	-598	-7%	7,117	77%	11,207	122%
15 Dublin - Pleasanton	SB	I-680	North of I-580	79,208	72,611	85,239	96,918	117,336	12,627	17%	24,307	33%	44,724	62%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis	9,602	5,410	6,514	10,957	13,616	1,104	20%	5,547	103%	8,206	152%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra	13,561	10,419	9,547	12,618	13,968	-872	-8%	2,199	21%	3,549	34%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	12,677	6,042	6,703	14,043	20,860	661	11%	8,001	132%	14,818	245%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	10,485	3,070	5,989	13,081	14,255	2,919	95%	10,011	326%	11,185	364%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	12,605	10,324	11,293	16,905	14,954	969	9%	6,582	64%	4,630	45%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	14,027	17,510	18,122	22,315	30,381	613	3%	4,805	27%	12,871	74%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	19,864	17,834	17,685	24,301	27,820	-149	-1%	6,467	36%	9,987	56%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	14,041	16,848	16,242	27,501	29,571	-606	-4%	10,653	63%	12,723	76%
<b>Subtotal</b>				<b>202,858</b>	<b>169,260</b>	<b>185,928</b>	<b>254,948</b>	<b>303,160</b>	<b>16,668</b>	<b>10%</b>	<b>85,688</b>	<b>51%</b>	<b>133,900</b>	<b>79%</b>
<b>Total</b>				<b>396,751</b>	<b>334,286</b>	<b>368,307</b>	<b>505,840</b>	<b>611,134</b>	<b>34,021</b>	<b>10%</b>	<b>171,554</b>	<b>51%</b>	<b>276,849</b>	<b>83%</b>
16 Pleasanton - Livermore	EB	Dublin Blvd	West of Doolan Rd	0	0	0	2,309	8,234	0	0%	2,309	0%	8,234	0%
16 Pleasanton - Livermore	EB	I-580	At Airway	91,710	97,152	105,490	133,828	160,540	8,338	9%	36,677	38%	63,388	65%
16 Pleasanton - Livermore	EB	W Jack London Blvd	SW of Airport	0	0	0	381	6,256	0	0%	381	0%	6,256	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	15,373	9,193	11,731	27,902	35,982	2,538	28%	18,709	204%	26,789	291%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	4,063	1,323	1,558	2,679	3,054	235	18%	1,356	102%	1,731	131%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	13,963	22,230	22,684	22,443	43,135	454	2%	213	1%	20,905	94%
<b>Subtotal</b>				<b>125,109</b>	<b>129,898</b>	<b>141,463</b>	<b>189,542</b>	<b>257,202</b>	<b>11,565</b>	<b>9%</b>	<b>59,644</b>	<b>46%</b>	<b>127,304</b>	<b>98%</b>
16 Pleasanton - Livermore	WB	Dublin Blvd	West of Doolan Rd	0	0	0	2,265	16,456	0	0%	2,265	0%	16,456	0%
16 Pleasanton - Livermore	WB	I-580	At Airway	94,593	97,625	102,959	133,006	156,827	5,334	5%	35,381	36%	59,202	61%
16 Pleasanton - Livermore	WB	W Jack London Blvd	SW of Airport	0	0	0	1,667	7,669	0	0%	1,667	0%	7,669	0%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	14,063	9,962	13,613	24,942	35,857	3,652	37%	14,981	150%	25,895	260%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	4,360	1,219	1,610	2,862	2,310	391	32%	1,642	135%	1,091	89%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	13,463	22,363	22,886	22,298	34,252	523	2%	-66	0%	11,889	53%
<b>Subtotal</b>				<b>126,479</b>	<b>131,169</b>	<b>141,069</b>	<b>187,040</b>	<b>253,371</b>	<b>9,900</b>	<b>8%</b>	<b>55,871</b>	<b>43%</b>	<b>122,202</b>	<b>93%</b>
<b>Total</b>				<b>251,588</b>	<b>261,067</b>	<b>282,532</b>	<b>376,582</b>	<b>510,572</b>	<b>21,465</b>	<b>8%</b>	<b>115,515</b>	<b>44%</b>	<b>249,505</b>	<b>96%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	7,468	8,190	8,218	8,996	10,251	28	0%	806	10%	2,062	25%
1 Cordon Line	IN	San Mateo Bridge	At County Line	2,757	2,462	2,046	2,527	3,866	-417	-17%	65	3%	1,404	57%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	1,725	1,917	1,601	2,138	2,939	-316	-16%	221	12%	1,022	53%
1 Cordon Line	IN	I-880	At S Clara Co Line or SR 262	4,221	5,011	6,566	7,871	8,163	1,555	31%	2,860	57%	3,152	63%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	758	1,344	784	732	1,650	-559	-42%	-612	-46%	306	23%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	4,745	4,710	4,468	5,886	6,780	-242	-5%	1,176	25%	2,070	44%
1 Cordon Line	IN	Calaveras Road	At County Line	462	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Mines Road	At County Line	13	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	146	9	13	238	1,233	4	48%	229	2552%	1,224	13659%
1 Cordon Line	IN	Patterson Pass Road	At County Line	158	13	20	494	960	7	57%	481	3840%	947	7554%
1 Cordon Line	IN	I-580	At Altamont Pass	4,909	6,313	6,430	7,436	8,188	117	2%	1,123	18%	1,875	30%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	702	21	34	676	1,419	13	64%	655	3182%	1,398	6791%
1 Cordon Line	IN	Grant Line Road	At County Line	657	157	39	44	241	-118	-75%	-114	-72%	84	53%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	1,773	1,586	1,649	1,744	1,883	64	4%	159	10%	298	19%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	755	76	84	145	227	8	11%	70	92%	151	199%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	22	1	1	3	8	0	19%	2	130%	6	535%
1 Cordon Line	IN	Tassajara Road	At County Line	467	274	211	310	828	-63	-23%	36	13%	554	202%
1 Cordon Line	IN	Dougherty Road	At County Line	1,301	818	583	718	1,462	-235	-29%	-100	-12%	644	79%
1 Cordon Line	IN	Stagecoach Road	Btwn Amador Vly and Turquoise	353	339	341	717	740	2	1%	378	111%	401	118%
1 Cordon Line	IN	Village Parkway	At County Line	431	167	97	954	1,402	-71	-42%	787	470%	1,235	738%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	176	102	110	88	171	8	7%	-14	-14%	69	67%
1 Cordon Line	IN	I-680	At CC Co. Line/Alcosta	5,459	5,579	6,517	7,615	9,024	938	17%	2,036	36%	3,445	62%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	2,268	808	657	1,567	2,030	-151	-19%	759	94%	1,221	151%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	1,239	1,171	1,184	1,634	1,650	13	1%	462	39%	479	41%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	97	266	276	566	858	11	4%	301	113%	592	223%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	56	217	196	376	523	-21	-10%	159	73%	306	141%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	8,168	8,544	9,131	11,172	12,843	587	7%	2,628	31%	4,298	50%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	689	690	754	843	1	0%	65	9%	154	22%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	211	231	212	378	20	9%	2	1%	168	80%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	871	2,006	2,069	2,134	2,210	63	3%	128	6%	204	10%
1 Cordon Line	IN	I-80	At Central	6,897	6,917	7,276	8,943	10,373	359	5%	2,027	29%	3,456	50%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	3,306	4,061	4,531	5,250	5,910	470	12%	1,189	29%	1,849	46%
<b>Subtotal</b>				<b>62,360</b>	<b>63,979</b>	<b>66,054</b>	<b>81,940</b>	<b>99,052</b>	<b>2,075</b>	<b>3%</b>	<b>17,961</b>	<b>28%</b>	<b>35,073</b>	<b>55%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	8,996	10,520	10,009	12,275	14,008	-511	-5%	1,755	17%	3,488	33%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	3,449	3,224	3,317	5,211	6,771	94	3%	1,987	62%	3,547	110%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	2,415	3,910	3,407	4,825	6,786	-503	-13%	914	23%	2,876	74%
1 Cordon Line	OUT	I-880	At S Clara Co. Line or SR 262	4,474	7,145	7,072	8,971	10,750	-72	-1%	1,826	26%	3,606	50%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	692	700	948	997	1,963	248	35%	297	42%	1,263	180%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	7,735	5,204	6,168	7,534	8,415	964	19%	2,330	45%	3,212	62%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	18	7	15	20	631	8	109%	13	181%	623	8595%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	9	0	0	1	728	0	-100%	1	2439%	728	2072756%
1 Cordon Line	OUT	I-580	At Altamont Pass	3,120	3,016	3,306	6,132	7,642	290	10%	3,116	103%	4,626	153%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	114	5	5	5	335	0	-4%	0	7%	330	6548%
1 Cordon Line	OUT	Grant Line Road	At County Line	22	0	0	0	325	0	-100%	0	-100%	325	515437%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	383	163	204	358	552	41	25%	194	119%	389	238%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	105	24	23	21	76	-1	-6%	-3	-14%	52	216%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	9	4	4	6	8	0	-7%	2	49%	4	104%
1 Cordon Line	OUT	Tassajara Road	At County Line	135	88	128	458	986	40	45%	370	421%	898	1021%
1 Cordon Line	OUT	Dougherty Road	At County Line	570	94	121	253	733	27	29%	158	168%	639	679%
1 Cordon Line	OUT	Stagecoach Road	Btwn Amador Vly and Turquoise	100	66	137	220	550	71	107%	154	233%	483	730%
1 Cordon Line	OUT	Village Parkway	At County Line	314	63	73	168	205	10	15%	105	166%	141	223%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	362	281	300	217	213	19	7%	-64	-23%	-68	-24%
1 Cordon Line	OUT	I-680	At CC Co. Line/Alcosta	5,118	5,357	6,101	7,026	7,386	745	14%	1,669	31%	2,030	38%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	749	311	332	589	1,130	21	7%	278	89%	819	263%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	1,262	1,042	1,114	896	1,456	73	7%	-146	-14%	415	40%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	44	173	224	312	463	51	30%	139	80%	290	168%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	102	130	181	299	576	50	39%	169	130%	446	342%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	3,724	4,043	4,112	5,209	6,001	69	2%	1,166	29%	1,958	48%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	224	226	254	281	2	1%	30	13%	57	25%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	76	68	87	161	-7	-10%	11	15%	85	113%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	419	313	317	454	901	3	1%	140	45%	588	188%
1 Cordon Line	OUT	I-80	At Central	3,612	3,999	4,203	4,994	5,416	204	5%	995	25%	1,417	35%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	2,470	3,039	2,948	3,290	3,993	-91	-3%	251	8%	955	31%
<b>Subtotal</b>				<b>50,522</b>	<b>53,221</b>	<b>55,063</b>	<b>71,082</b>	<b>89,444</b>	<b>1,842</b>	<b>3%</b>	<b>17,860</b>	<b>34%</b>	<b>36,223</b>	<b>68%</b>
<b>Total</b>				<b>112,882</b>	<b>117,200</b>	<b>121,117</b>	<b>153,022</b>	<b>188,496</b>	<b>3,917</b>	<b>3%</b>	<b>35,822</b>	<b>31%</b>	<b>71,296</b>	<b>61%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	6,122	6,884	7,048	7,951	9,131	164	2%	1,067	15%	2,246	33%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	297	306	373	686	1,110	67	22%	380	124%	804	263%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	623	773	610	622	641	-163	-21%	-151	-20%	-132	-17%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	253	150	148	190	216	-2	-1%	40	27%	67	45%
<b>Subtotal</b>				<b>7,295</b>	<b>8,113</b>	<b>8,179</b>	<b>9,449</b>	<b>11,098</b>	<b>66</b>	<b>1%</b>	<b>1,336</b>	<b>16%</b>	<b>2,985</b>	<b>37%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	9,976	10,291	10,477	13,920	15,987	186	2%	3,629	35%	5,696	55%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	1,074	1,969	1,990	2,074	2,061	21	1%	105	5%	92	5%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	768	1,058	1,651	1,018	1,050	593	56%	-40	-4%	-9	-1%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	829	198	235	560	591	37	19%	361	182%	392	198%
<b>Subtotal</b>				<b>12,647</b>	<b>13,517</b>	<b>14,353</b>	<b>17,572</b>	<b>19,688</b>	<b>836</b>	<b>6%</b>	<b>4,055</b>	<b>30%</b>	<b>6,171</b>	<b>46%</b>
<b>Total</b>				<b>19,943</b>	<b>21,630</b>	<b>22,532</b>	<b>27,022</b>	<b>30,786</b>	<b>902</b>	<b>4%</b>	<b>5,392</b>	<b>25%</b>	<b>9,156</b>	<b>42%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	5,693	8,009	8,782	8,923	10,345	773	10%	914	11%	2,336	29%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	417	375	600	719	-42	-10%	183	44%	302	73%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	105	119	175	651	14	14%	70	67%	546	522%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	1,208	286	377	749	969	91	32%	463	162%	683	239%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	98	112	333	541	14	14%	234	239%	442	450%
<b>Subtotal</b>				<b>6,901</b>	<b>8,915</b>	<b>9,765</b>	<b>10,780</b>	<b>13,225</b>	<b>850</b>	<b>10%</b>	<b>1,865</b>	<b>21%</b>	<b>4,310</b>	<b>48%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	9,076	9,228	9,365	11,233	12,949	137	1%	2,005	22%	3,721	40%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	140	122	474	625	-19	-13%	334	238%	485	345%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	343	345	632	744	2	0%	289	84%	401	117%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	1,160	1,207	1,186	1,892	2,059	-21	-2%	685	57%	852	71%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	334	334	553	977	0	0%	219	66%	643	193%
<b>Subtotal</b>				<b>10,236</b>	<b>11,252</b>	<b>11,351</b>	<b>14,783</b>	<b>17,355</b>	<b>98</b>	<b>1%</b>	<b>3,531</b>	<b>31%</b>	<b>6,102</b>	<b>54%</b>
<b>Total</b>				<b>17,137</b>	<b>20,167</b>	<b>21,116</b>	<b>25,563</b>	<b>30,580</b>	<b>949</b>	<b>5%</b>	<b>5,396</b>	<b>27%</b>	<b>10,413</b>	<b>52%</b>

Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	596	452	945	1,724	1,954	493	109%	1,272	281%	1,502	332%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	760	1,884	1,952	2,014	1,124	148%	1,192	157%	1,255	165%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	1,568	1,069	1,318	1,257	1,964	250	23%	188	18%	895	84%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	810	994	1,073	1,018	1,163	79	8%	24	2%	169	17%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	1,181	2,001	2,074	2,049	2,146	73	4%	48	2%	145	7%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	441	547	559	715	545	13	2%	168	31%	-2	0%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	468	740	1,145	1,076	1,623	405	55%	336	45%	883	119%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	1,384	1,052	1,032	1,070	1,044	-20	-2%	19	2%	-8	-1%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	238	46	33	167	657	-13	-28%	121	262%	611	1329%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	313	858	904	927	1,023	46	5%	69	8%	164	19%
<b>Subtotal</b>				<b>6,999</b>	<b>8,517</b>	<b>10,967</b>	<b>11,954</b>	<b>14,132</b>	<b>2,450</b>	<b>29%</b>	<b>3,437</b>	<b>40%</b>	<b>5,615</b>	<b>66%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	732	1,148	1,146	1,970	2,094	-3	0%	822	72%	945	82%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	982	1,143	1,677	2,005	161	16%	695	71%	1,023	104%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	1,462	854	985	1,069	1,908	131	15%	215	25%	1,053	123%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	555	823	718	874	846	-105	-13%	51	6%	23	3%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	800	562	526	823	999	-35	-6%	261	47%	438	78%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	326	165	229	276	454	64	39%	111	68%	289	175%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	613	763	944	1,110	1,475	181	24%	348	46%	713	93%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	1,171	943	799	674	668	-144	-15%	-269	-28%	-275	-29%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	292	51	209	297	604	158	308%	246	481%	553	1082%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	449	502	573	441	497	71	14%	-61	-12%	-5	-1%
<b>Subtotal</b>				<b>6,400</b>	<b>6,792</b>	<b>7,272</b>	<b>9,211</b>	<b>11,549</b>	<b>479</b>	<b>7%</b>	<b>2,419</b>	<b>36%</b>	<b>4,757</b>	<b>70%</b>
<b>Total</b>				<b>13,399</b>	<b>15,309</b>	<b>18,239</b>	<b>21,165</b>	<b>25,681</b>	<b>2,929</b>	<b>19%</b>	<b>5,856</b>	<b>38%</b>	<b>10,372</b>	<b>68%</b>



**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
5 Emeryville - Oakland	NB	I-80	At Powell	5,693	8,009	8,782	8,923	10,345	773	10%	914	11%	2,336	29%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	155	239	405	1,865	84	54%	250	161%	1,710	1104%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	1,568	1,069	1,318	1,257	1,964	250	23%	188	18%	895	84%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	383	388	617	690	5	1%	233	61%	307	80%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	803	636	1,124	1,889	2,073	487	77%	1,253	197%	1,436	226%
<b>Subtotal</b>				<b>8,065</b>	<b>10,252</b>	<b>11,851</b>	<b>13,090</b>	<b>16,936</b>	<b>1,599</b>	<b>16%</b>	<b>2,838</b>	<b>28%</b>	<b>6,684</b>	<b>65%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	9,076	9,228	9,365	11,233	12,949	137	1%	2,005	22%	3,721	40%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	77	140	397	1,234	63	82%	320	415%	1,157	1501%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	1,462	854	985	1,069	1,908	131	15%	215	25%	1,053	123%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	314	300	748	998	-14	-4%	434	138%	684	218%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	931	1,114	1,090	1,875	1,947	-23	-2%	761	68%	834	75%
<b>Subtotal</b>				<b>11,468</b>	<b>11,587</b>	<b>11,880</b>	<b>15,321</b>	<b>19,036</b>	<b>294</b>	<b>3%</b>	<b>3,734</b>	<b>32%</b>	<b>7,450</b>	<b>64%</b>
<b>Total</b>				<b>19,533</b>	<b>21,839</b>	<b>23,731</b>	<b>28,411</b>	<b>35,973</b>	<b>1,893</b>	<b>9%</b>	<b>6,572</b>	<b>30%</b>	<b>14,134</b>	<b>65%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	585	529	548	659	938	18	3%	130	25%	409	77%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	784	458	549	635	698	91	20%	176	38%	240	52%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	616	404	535	635	675	131	32%	230	57%	271	67%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	440	743	840	932	1,431	96	13%	188	25%	687	92%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	799	710	886	986	1,598	176	25%	276	39%	888	125%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	302	230	240	237	284	10	4%	7	3%	54	24%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista	96	12	13	13	13	1	6%	1	5%	1	6%
<b>Subtotal</b>				<b>3,622</b>	<b>3,087</b>	<b>3,611</b>	<b>4,096</b>	<b>5,637</b>	<b>523</b>	<b>17%</b>	<b>1,008</b>	<b>33%</b>	<b>2,549</b>	<b>83%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	386	915	1,106	1,324	1,884	191	21%	409	45%	969	106%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	373	292	283	291	283	-9	-3%	0	0%	-9	-3%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	237	288	295	345	401	6	2%	57	20%	113	39%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	334	385	390	530	796	5	1%	146	38%	412	107%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	612	523	509	640	926	-14	-3%	117	22%	403	77%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	641	706	791	910	989	85	12%	204	29%	283	40%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista	200	17	21	22	32	3	20%	5	27%	15	84%
<b>Subtotal</b>				<b>2,783</b>	<b>3,126</b>	<b>3,395</b>	<b>4,063</b>	<b>5,311</b>	<b>269</b>	<b>9%</b>	<b>937</b>	<b>30%</b>	<b>2,185</b>	<b>70%</b>
<b>Total</b>				<b>6,405</b>	<b>6,214</b>	<b>7,006</b>	<b>8,159</b>	<b>10,948</b>	<b>792</b>	<b>13%</b>	<b>1,946</b>	<b>31%</b>	<b>4,734</b>	<b>76%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance/exit Oakland side	3,048	2,607	2,675	2,799	3,230	68	3%	192	7%	623	24%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	2,292	2,018	2,041	2,101	2,404	23	1%	83	4%	386	19%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	1,017	1,152	1,324	1,683	1,946	172	15%	531	46%	794	69%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	1,157	638	611	953	1,118	-27	-4%	315	49%	481	75%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	1,167	1,012	750	764	1,587	-262	-26%	-248	-25%	575	57%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	599	1,199	983	1,034	1,793	-216	-18%	-165	-14%	594	50%
7 Alameda - Oakland	NB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	464	331	305	464	0%	331	0%	305	0%
		<b>Subtotal</b>		<b>9,280</b>	<b>8,626</b>	<b>8,848</b>	<b>9,665</b>	<b>12,384</b>	<b>222</b>	<b>3%</b>	<b>1,040</b>	<b>12%</b>	<b>3,758</b>	<b>44%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance/exit Oakland side	2,440	2,160	1,871	2,880	3,632	-288	-13%	720	33%	1,472	68%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	1,149	1,435	1,430	1,963	2,618	-5	0%	528	37%	1,184	82%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	1,014	1,308	1,326	1,622	2,033	18	1%	314	24%	725	55%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	815	836	839	924	1,246	3	0%	87	10%	409	49%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	1,035	1,449	1,082	1,145	1,340	-367	-25%	-305	-21%	-110	-8%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	949	1,397	997	1,034	1,275	-400	-29%	-363	-26%	-122	-9%
7 Alameda - Oakland	SB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	362	935	2,060	362	0%	935	0%	2,060	0%
		<b>Subtotal</b>		<b>7,402</b>	<b>8,586</b>	<b>7,908</b>	<b>10,502</b>	<b>14,204</b>	<b>-678</b>	<b>-8%</b>	<b>1,916</b>	<b>22%</b>	<b>5,619</b>	<b>65%</b>
		<b>Total</b>		<b>16,682</b>	<b>17,211</b>	<b>16,755</b>	<b>20,167</b>	<b>26,588</b>	<b>-456</b>	<b>-3%</b>	<b>2,956</b>	<b>17%</b>	<b>9,377</b>	<b>54%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference 2000-2005	2000-2020	Difference 2000-2020	2000-2035	Difference 2000-2035
8 Oak - San L E14th/Int	EB	Lakeshore Avenue	E/O International	477	572	678	755	678	106	19%	182	32%	106	18%
8 Oak - San L E14th/Int	EB	Park Blvd - 5th Avenue	E/O International	89	17	19	42	104	2	11%	25	150%	87	520%
8 Oak - San L E14th/Int	EB	14th Avenue	E/O International	469	415	432	517	780	17	4%	102	25%	364	88%
8 Oak - San L E14th/Int	EB	23rd Avenue	E/O International	166	63	64	57	508	1	2%	-6	-10%	446	711%
8 Oak - San L E14th/Int	EB	Fruitvale Avenue	E/O International	675	418	439	509	395	21	5%	91	22%	-23	-6%
8 Oak - San L E14th/Int	EB	35th Avenue	E/O International	348	162	169	192	387	6	4%	29	18%	225	138%
8 Oak - San L E14th/Int	EB	42nd/Courtland	E/O International	326	692	717	763	1,403	25	4%	71	10%	711	103%
8 Oak - San L E14th/Int	EB	High Street	E/O International	667	86	83	100	317	-3	-4%	14	17%	232	271%
8 Oak - San L E14th/Int	EB	55th Avenue	E/O International	6	106	66	83	96	6	10%	23	38%	36	60%
8 Oak - San L E14th/Int	EB	Seminary Avenue	E/O International	294	125	133	157	275	8	6%	32	25%	149	119%
8 Oak - San L E14th/Int	EB	73rd Avenue	E/O International	670	670	729	776	688	59	9%	106	16%	18	3%
8 Oak - San L E14th/Int	EB	82nd Avenue	E/O International	95	67	82	87	123	14	21%	20	30%	56	83%
8 Oak - San L E14th/Int	EB	98th Avenue	E/O International	591	339	338	383	502	0	0%	44	13%	163	48%
8 Oak - San L E14th/Int	EB	Davis Street (SR 112)	W/O International	588	321	332	549	832	11	3%	228	71%	510	159%
8 Oak - San L E14th/Int	EB	Estudillo	E/O International	295	308	296	343	650	-12	-4%	35	11%	342	111%
<b>Subtotal</b>				<b>5,856</b>	<b>4,316</b>	<b>4,577</b>	<b>5,313</b>	<b>7,738</b>	<b>261</b>	<b>6%</b>	<b>996</b>	<b>23%</b>	<b>3,422</b>	<b>79%</b>
8 Oak - San L E14th/Int	WB	Lakeshore Avenue	E/O International	274	324	329	318	461	6	2%	-6	-2%	137	42%
8 Oak - San L E14th/Int	WB	Park Blvd - 5th Avenue	E/O International	177	142	165	215	378	22	16%	73	51%	235	166%
8 Oak - San L E14th/Int	WB	14th Avenue	E/O International	1,081	1,326	1,294	1,973	1,989	-32	-2%	647	49%	663	50%
8 Oak - San L E14th/Int	WB	23rd Avenue	E/O International	263	258	242	273	575	-16	-6%	15	6%	316	122%
8 Oak - San L E14th/Int	WB	Fruitvale Avenue	E/O International	779	816	807	900	991	-9	-1%	84	10%	175	21%
8 Oak - San L E14th/Int	WB	35th Avenue	E/O International	633	271	261	349	499	-10	-4%	78	29%	228	84%
8 Oak - San L E14th/Int	WB	42nd/Courtland	E/O International	776	828	813	1,492	2,131	-15	-2%	664	80%	1,303	157%
8 Oak - San L E14th/Int	WB	High Street	E/O International	487	555	520	807	1,298	-35	-6%	252	45%	744	134%
8 Oak - San L E14th/Int	WB	55th Avenue	E/O International	217	195	192	332	354	-3	-2%	137	70%	159	81%
8 Oak - San L E14th/Int	WB	Seminary Avenue	E/O International	401	369	365	953	663	-4	-1%	584	158%	294	80%
8 Oak - San L E14th/Int	WB	73rd Avenue	E/O International	1,181	1,391	1,399	1,570	2,510	8	1%	180	13%	1,119	80%
8 Oak - San L E14th/Int	WB	82nd Avenue	E/O International	197	157	149	159	167	-8	-5%	2	1%	10	6%
8 Oak - San L E14th/Int	WB	98th Avenue	E/O International	797	732	773	1,269	1,787	41	6%	537	73%	1,055	144%
8 Oak - San L E14th/Int	WB	Davis Street (SR 112)	W/O International	1,010	953	1,193	1,602	1,589	240	25%	648	68%	636	67%
8 Oak - San L E14th/Int	WB	Estudillo	E/O International	467	805	922	784	877	116	14%	-21	-3%	72	9%
<b>Subtotal</b>				<b>8,740</b>	<b>9,123</b>	<b>9,425</b>	<b>12,998</b>	<b>16,270</b>	<b>302</b>	<b>3%</b>	<b>3,875</b>	<b>42%</b>	<b>7,147</b>	<b>78%</b>
<b>Total</b>				<b>14,596</b>	<b>13,439</b>	<b>14,002</b>	<b>18,310</b>	<b>24,008</b>	<b>563</b>	<b>4%</b>	<b>4,871</b>	<b>36%</b>	<b>10,569</b>	<b>79%</b>

Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	1,299	2,026	2,105	2,282	2,828	79	4%	256	13%	802	40%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	7,281	8,027	8,516	8,862	9,598	489	6%	835	10%	1,571	20%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	356	712	1,228	1,902	1,892	516	72%	1,189	167%	1,179	166%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	575	508	740	1,439	1,700	232	46%	932	184%	1,192	235%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	268	222	281	850	2,001	58	26%	628	282%	1,778	800%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	0	480	490	933	911	9	2%	453	94%	430	90%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	305	195	178	168	288	-17	-9%	-27	-14%	92	47%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	5,948	7,778	8,280	8,856	9,793	502	6%	1,078	14%	2,015	26%
<b>Subtotal</b>				<b>16,032</b>	<b>19,949</b>	<b>21,817</b>	<b>25,292</b>	<b>29,010</b>	<b>1,868</b>	<b>9%</b>	<b>5,343</b>	<b>27%</b>	<b>9,061</b>	<b>45%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	866	1,039	918	722	963	-121	-12%	-318	-31%	-76	-7%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	6,746	6,659	6,269	8,106	9,019	-389	-6%	1,447	22%	2,360	35%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	370	240	208	446	1,616	-32	-13%	206	86%	1,376	573%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	477	332	318	660	1,242	-14	-4%	328	99%	910	274%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	299	209	189	345	1,471	-20	-9%	136	65%	1,262	605%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	294	360	328	517	758	-31	-9%	157	44%	399	111%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	276	165	159	190	211	-6	-4%	25	15%	46	28%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	5,455	6,776	6,406	8,242	9,284	-370	-5%	1,466	22%	2,509	37%
<b>Subtotal</b>				<b>14,783</b>	<b>15,779</b>	<b>14,796</b>	<b>19,227</b>	<b>24,565</b>	<b>-984</b>	<b>-6%</b>	<b>3,447</b>	<b>22%</b>	<b>8,786</b>	<b>56%</b>
<b>Total</b>				<b>30,815</b>	<b>35,728</b>	<b>36,613</b>	<b>44,519</b>	<b>53,575</b>	<b>885</b>	<b>2%</b>	<b>8,791</b>	<b>25%</b>	<b>17,847</b>	<b>50%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	2,187	2,187	2,239	2,463	1	0%	53	2%	277	13%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	5,500	7,870	8,346	9,331	11,084	476	6%	1,461	19%	3,214	41%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	1,124	819	768	512	845	-51	-6%	-307	-37%	26	3%
10 Hayward - Union City	NB	Whipple Road	Near City Limit, E side of I-880	1,046	640	747	994	1,388	107	17%	354	55%	748	117%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	1,100	1,317	1,644	1,891	2,068	327	25%	575	44%	752	57%
<b>Subtotal</b>				<b>8,770</b>	<b>12,832</b>	<b>13,693</b>	<b>14,968</b>	<b>17,849</b>	<b>861</b>	<b>7%</b>	<b>2,136</b>	<b>17%</b>	<b>5,016</b>	<b>39%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	1,417	1,219	2,082	2,310	-198	-14%	664	47%	893	63%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	5,630	7,390	6,976	8,034	11,031	-415	-6%	644	9%	3,641	49%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	1,612	1,032	1,281	1,605	1,942	249	24%	573	56%	910	88%
10 Hayward - Union City	SB	Whipple Road	Near City Limit, E side of I-880	1,011	790	822	1,400	1,814	31	4%	609	77%	1,024	130%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	1,816	1,174	1,167	1,839	2,094	-7	-1%	665	57%	920	78%
<b>Subtotal</b>				<b>10,069</b>	<b>11,804</b>	<b>11,465</b>	<b>14,960</b>	<b>19,192</b>	<b>-339</b>	<b>-3%</b>	<b>3,155</b>	<b>27%</b>	<b>7,387</b>	<b>63%</b>
<b>Total</b>				<b>18,839</b>	<b>24,637</b>	<b>25,158</b>	<b>29,927</b>	<b>37,040</b>	<b>521</b>	<b>2%</b>	<b>5,291</b>	<b>21%</b>	<b>12,404</b>	<b>50%</b>
11 Hayward - Castro Vall	NB	Redwood Rd.	North of Seven Hills	383	125	166	229	368	41	33%	104	83%	242	193%
11 Hayward - Castro Vall	NB	Crow Canyon Rd.	North of Cold Water Drive	1,323	1,006	1,058	806	1,024	52	5%	-200	-20%	18	2%
11 Hayward - Castro Vall	NB	I-580	At Crow Canyon	6,801	4,398	4,385	5,590	6,707	-12	0%	1,193	27%	2,309	53%
11 Hayward - Castro Vall	NB	Dublin Canyon Road	East of Palomares	135	243	393	902	1,094	150	62%	659	272%	851	351%
11 Hayward - Castro Vall	NB	Palomares Road	South of Palo Verde Road	74	94	83	102	124	-11	-12%	8	8%	29	31%
<b>Subtotal</b>				<b>8,716</b>	<b>5,866</b>	<b>6,086</b>	<b>7,629</b>	<b>9,316</b>	<b>220</b>	<b>4%</b>	<b>1,763</b>	<b>30%</b>	<b>3,450</b>	<b>59%</b>
11 Hayward - Castro Vall	SB	Redwood Rd.	North of Seven Hills	679	151	166	495	788	14	9%	343	227%	637	420%
11 Hayward - Castro Vall	SB	Crow Canyon Rd.	North of Cold Water Drive	1,331	1,175	1,187	1,600	1,942	12	1%	425	36%	767	65%
11 Hayward - Castro Vall	SB	I-580	At Crow Canyon	6,442	8,404	8,752	11,332	12,930	348	4%	2,929	35%	4,526	54%
11 Hayward - Castro Vall	SB	Dublin Canyon Road	East of Palomares	269	82	83	133	346	1	1%	51	62%	264	322%
11 Hayward - Castro Vall	SB	Palomares Road	South of Palo Verde Road	76	134	136	242	391	2	1%	108	80%	256	191%
<b>Subtotal</b>				<b>8,797</b>	<b>9,946</b>	<b>10,323</b>	<b>13,801</b>	<b>16,396</b>	<b>376</b>	<b>4%</b>	<b>3,855</b>	<b>39%</b>	<b>6,450</b>	<b>65%</b>
<b>Total</b>				<b>17,513</b>	<b>15,812</b>	<b>16,408</b>	<b>21,430</b>	<b>25,712</b>	<b>597</b>	<b>4%</b>	<b>5,618</b>	<b>36%</b>	<b>9,900</b>	<b>63%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	627	649	724	936	1,538	75	12%	287	44%	890	137%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	553	931	1,179	1,486	2,069	248	27%	555	60%	1,138	122%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles I/C	6,373	7,610	8,010	8,568	9,737	400	5%	959	13%	2,127	28%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	1,333	1,608	1,821	2,056	275	21%	488	37%	723	54%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	278	32	38	16	171	6	19%	-15	-48%	139	440%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	996	931	394	635	-64	-6%	-601	-60%	-360	-36%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	1,324	1,104	1,281	1,635	2,027	177	16%	531	48%	923	84%
		<b>Subtotal</b>		<b>9,155</b>	<b>12,654</b>	<b>13,770</b>	<b>14,857</b>	<b>18,235</b>	<b>1,115</b>	<b>9%</b>	<b>2,203</b>	<b>17%</b>	<b>5,581</b>	<b>44%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	1,438	1,198	990	2,014	2,201	-208	-17%	816	68%	1,003	84%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	728	739	754	1,099	2,387	15	2%	359	49%	1,647	223%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles I/C	6,228	7,489	7,038	7,844	9,119	-451	-6%	355	5%	1,630	22%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	2,073	2,024	1,610	2,082	-50	-2%	-463	-22%	9	0%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	706	180	173	69	499	-7	-4%	-111	-62%	319	177%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	243	245	141	603	2	1%	-101	-42%	360	148%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	1,308	928	863	1,579	1,995	-66	-7%	651	70%	1,066	115%
		<b>Subtotal</b>		<b>10,408</b>	<b>12,851</b>	<b>12,087</b>	<b>14,357</b>	<b>18,885</b>	<b>-764</b>	<b>-6%</b>	<b>1,506</b>	<b>12%</b>	<b>6,034</b>	<b>47%</b>
		<b>Total</b>		<b>19,563</b>	<b>25,505</b>	<b>25,857</b>	<b>29,214</b>	<b>37,120</b>	<b>352</b>	<b>1%</b>	<b>3,709</b>	<b>15%</b>	<b>11,615</b>	<b>46%</b>

**Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	186	201	406	760	15	8%	221	119%	574	309%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	844	980	1,159	1,999	136	16%	315	37%	1,155	137%
13 Fremont - Newark	NB	I-880	Near SR 84	5,595	6,309	6,899	7,526	8,707	589	9%	1,217	19%	2,398	38%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	1,502	1,500	1,425	1,713	-3	0%	-78	-5%	210	14%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	552	140	131	154	853	-9	-6%	14	10%	713	510%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	1,853	1,550	1,491	1,426	2,797	-59	-4%	-124	-8%	1,247	80%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	798	1,950	1,853	1,932	2,025	-97	-5%	-18	-1%	75	4%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	14	19	25	27	5	33%	10	72%	13	88%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	174	214	339	459	40	23%	165	95%	285	164%
		<b>Subtotal</b>		<b>8,798</b>	<b>12,670</b>	<b>13,288</b>	<b>14,893</b>	<b>19,341</b>	<b>618</b>	<b>5%</b>	<b>1,723</b>	<b>14%</b>	<b>6,671</b>	<b>53%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	362	278	510	784	-84	-23%	148	41%	422	117%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	816	766	1,265	1,889	-50	-6%	449	55%	1,073	132%
13 Fremont - Newark	SB	I-880	Near SR 84	5,781	7,304	6,894	7,835	9,573	-410	-6%	531	7%	2,269	31%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	1,192	1,154	1,333	1,966	-38	-3%	141	12%	774	65%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	578	110	126	160	314	16	15%	50	46%	204	186%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	1,799	910	963	949	1,025	52	6%	38	4%	115	13%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	492	438	488	483	558	50	11%	45	10%	121	28%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	217	233	275	425	16	7%	58	27%	208	96%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	1,128	979	1,586	1,882	-149	-13%	459	41%	755	67%
		<b>Subtotal</b>		<b>8,650</b>	<b>12,475</b>	<b>11,880</b>	<b>14,396</b>	<b>18,416</b>	<b>-595</b>	<b>-5%</b>	<b>1,921</b>	<b>15%</b>	<b>5,941</b>	<b>48%</b>
		<b>Total</b>		<b>17,448</b>	<b>25,145</b>	<b>25,168</b>	<b>28,789</b>	<b>37,757</b>	<b>22</b>	<b>0%</b>	<b>3,643</b>	<b>14%</b>	<b>12,611</b>	<b>50%</b>
14 County - Tri-Valley	NB	Niles Canyon Road	At Palomares	551	280	335	622	1,444	55	20%	343	123%	1,165	416%
14 County - Tri-Valley	NB	I-680	At SR 84 East	3,193	3,669	3,946	4,712	4,666	277	8%	1,043	28%	997	27%
14 County - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	28	71	107	175	43	156%	79	286%	147	532%
14 County - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	525	154	158	407	634	4	3%	253	165%	480	313%
14 County - Tri-Valley	NB	Vallecitos Road	Near Vineyard	461	755	801	135	800	46	6%	-620	-82%	46	6%
		<b>Subtotal</b>		<b>4,730</b>	<b>4,885</b>	<b>5,310</b>	<b>5,983</b>	<b>7,719</b>	<b>425</b>	<b>9%</b>	<b>1,098</b>	<b>22%</b>	<b>2,834</b>	<b>58%</b>
14 County - Tri-Valley	SB	Niles Canyon Road	At Palomares	1,335	1,589	1,526	1,711	2,044	-63	-4%	122	8%	455	29%
14 County - Tri-Valley	SB	I-680	At SR 84 East	4,679	5,892	6,609	8,059	9,955	717	12%	2,167	37%	4,063	69%
14 County - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	1,547	497	699	983	824	201	40%	486	98%	327	66%
14 County - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	667	962	1,016	1,106	1,095	55	6%	145	15%	134	14%
14 County - Tri-Valley	SB	Vallecitos Road	Near Vineyard	927	939	941	800	902	2	0%	-140	-15%	-37	-4%
		<b>Subtotal</b>		<b>9,155</b>	<b>9,880</b>	<b>10,791</b>	<b>12,660</b>	<b>14,821</b>	<b>912</b>	<b>9%</b>	<b>2,780</b>	<b>28%</b>	<b>4,941</b>	<b>50%</b>
		<b>Total</b>		<b>13,885</b>	<b>14,764</b>	<b>16,101</b>	<b>18,643</b>	<b>22,540</b>	<b>1,337</b>	<b>9%</b>	<b>3,878</b>	<b>26%</b>	<b>7,775</b>	<b>53%</b>

Table C-2: AM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
15 Dublin - Pleasanton	NB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	898	292	319	571	1,059	28	9%	280	96%	767	263%
15 Dublin - Pleasanton	NB	I-680	North of I-580	5,644	5,235	5,934	6,232	6,468	700	13%	998	19%	1,233	24%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis	488	168	247	347	400	79	47%	179	107%	232	138%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra	997	667	780	1,030	1,671	113	17%	363	54%	1,004	151%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	839	514	363	904	1,308	-151	-29%	389	76%	794	154%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	908	170	341	621	984	171	100%	450	264%	813	477%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	930	762	806	1,054	1,033	44	6%	292	38%	272	36%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	508	410	431	841	1,342	21	5%	432	105%	932	228%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	895	1,633	1,777	1,890	2,706	144	9%	257	16%	1,073	66%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	935	829	851	960	1,793	22	3%	130	16%	964	116%
<b>Subtotal</b>				<b>13,042</b>	<b>10,679</b>	<b>11,849</b>	<b>14,450</b>	<b>18,764</b>	<b>1,170</b>	<b>11%</b>	<b>3,771</b>	<b>35%</b>	<b>8,085</b>	<b>76%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	1,614	1,703	1,490	2,125	2,169	-213	-13%	423	25%	466	27%
15 Dublin - Pleasanton	SB	I-680	North of I-580	5,459	5,579	6,517	7,615	9,024	938	17%	2,036	36%	3,445	62%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis	665	784	914	1,720	1,917	130	17%	936	119%	1,133	145%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra	1,399	1,162	826	1,750	2,588	-337	-29%	587	51%	1,426	123%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	878	375	663	1,534	2,704	288	77%	1,159	309%	2,328	621%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	820	373	809	1,650	2,325	436	117%	1,277	342%	1,952	523%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	1,422	995	1,239	1,906	2,505	244	25%	910	91%	1,509	152%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,735	1,175	1,486	2,357	2,859	311	26%	1,181	101%	1,684	143%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	2,185	1,704	1,605	2,852	3,001	-100	-6%	1,147	67%	1,296	76%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	1,466	1,434	1,233	2,400	3,045	-201	-14%	966	67%	1,611	112%
<b>Subtotal</b>				<b>17,643</b>	<b>15,285</b>	<b>16,781</b>	<b>25,907</b>	<b>32,136</b>	<b>1,497</b>	<b>10%</b>	<b>10,623</b>	<b>69%</b>	<b>16,851</b>	<b>110%</b>
<b>Total</b>				<b>30,685</b>	<b>25,964</b>	<b>28,630</b>	<b>40,358</b>	<b>50,899</b>	<b>2,667</b>	<b>10%</b>	<b>14,394</b>	<b>55%</b>	<b>24,936</b>	<b>96%</b>
16 Pleasanton - Livermore	EB	Dublin Blvd	West of Doolan Rd	0	0	0	290	871	0	0%	290	0%	871	0%
16 Pleasanton - Livermore	EB	I-580	At Airway	4,264	4,869	5,113	8,068	10,067	244	5%	3,199	66%	5,199	107%
16 Pleasanton - Livermore	EB	W Jack London Blvd	SW of Airport	0	0	0	4	263	0	0%	4	0%	263	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	530	380	370	811	1,036	-9	-2%	431	114%	656	173%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	184	115	138	238	310	23	20%	123	106%	195	169%
16 Pleasanton - Livermore	EB	Vallejos Road	S/O Isabel Avenue	555	1,048	1,179	1,305	2,518	131	12%	257	25%	1,470	140%
<b>Subtotal</b>				<b>5,533</b>	<b>6,412</b>	<b>6,800</b>	<b>10,717</b>	<b>15,065</b>	<b>388</b>	<b>6%</b>	<b>4,305</b>	<b>67%</b>	<b>8,654</b>	<b>135%</b>
16 Pleasanton - Livermore	WB	Dublin Blvd	West of Doolan Rd	0	0	0	827	1,564	0	0%	827	0%	1,564	0%
16 Pleasanton - Livermore	WB	I-580	At Airway	7,895	8,122	8,415	10,441	11,246	294	4%	2,319	29%	3,124	38%
16 Pleasanton - Livermore	WB	W Jack London Blvd	SW of Airport	0	0	0	923	1,643	0	0%	923	0%	1,643	0%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	2,023	2,071	2,020	2,051	3,025	-52	-3%	-21	-1%	953	46%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	697	394	780	611	687	386	98%	217	55%	293	74%
16 Pleasanton - Livermore	WB	Vallejos Road	S/O Isabel Avenue	1,418	1,584	1,595	1,587	3,088	11	1%	3	0%	1,504	95%
<b>Subtotal</b>				<b>12,033</b>	<b>12,171</b>	<b>12,810</b>	<b>16,439</b>	<b>21,252</b>	<b>639</b>	<b>5%</b>	<b>4,269</b>	<b>35%</b>	<b>9,081</b>	<b>75%</b>
<b>Total</b>				<b>17,566</b>	<b>18,582</b>	<b>19,610</b>	<b>27,156</b>	<b>36,318</b>	<b>1,027</b>	<b>6%</b>	<b>8,574</b>	<b>46%</b>	<b>17,735</b>	<b>95%</b>



**Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference 2000-2005	2000-2020	Difference 2000-2020	2000-2035	Difference 2000-2035
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	9,563	10,477	10,326	12,576	14,327	-151	-1%	2,099	20%	3,850	37%
1 Cordon Line	IN	San Mateo Bridge	At County Line	2,934	3,917	4,242	5,613	6,774	325	8%	1,696	43%	2,857	73%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	5,447	4,772	4,535	5,643	6,697	-237	-5%	871	18%	1,926	40%
1 Cordon Line	IN	I-880	At S Clara Co Line or SR 262	6,088	5,707	7,035	8,218	10,324	1,327	23%	2,511	44%	4,617	81%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	1,693	900	639	716	1,763	-261	-29%	-185	-21%	863	96%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	5,546	5,003	5,019	6,978	8,179	16	0%	1,975	39%	3,176	63%
1 Cordon Line	IN	Calaveras Road	At County Line	64	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Mines Road	At County Line	16	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	32	5	10	52	743	5	100%	47	954%	738	14831%
1 Cordon Line	IN	Patterson Pass Road	At County Line	8	0	0	28	817	0	0%	28	0%	817	0%
1 Cordon Line	IN	I-580	At Altamont Pass	3,544	3,103	3,489	6,301	7,038	386	12%	3,198	103%	3,936	127%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	105	9	11	12	877	2	23%	3	38%	868	9652%
1 Cordon Line	IN	Grant Line Road	At County Line	37	0	0	79	467	0	0%	79	0%	467	0%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	434	347	362	559	809	15	4%	212	61%	462	133%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	203	43	68	49	118	25	59%	6	13%	75	175%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	32	7	6	9	12	-1	-11%	2	24%	4	62%
1 Cordon Line	IN	Tassajara Road	At County Line	272	140	171	445	853	31	22%	305	218%	713	511%
1 Cordon Line	IN	Dougherty Road	At County Line	666	253	254	459	554	1	0%	205	81%	301	119%
1 Cordon Line	IN	Stagecoach Road	Btwn Amador Vly and Turquoise	230	220	190	354	475	-31	-14%	133	61%	255	116%
1 Cordon Line	IN	Village Parkway	At County Line	666	196	115	428	663	-81	-41%	232	119%	467	238%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	234	277	248	201	258	-28	-10%	-75	-27%	-18	-7%
1 Cordon Line	IN	I-680	At CC Co. Line/Alcosta	5,781	5,286	6,447	7,182	7,928	1,161	22%	1,896	36%	2,642	50%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	1,535	520	467	988	1,203	-53	-10%	467	90%	682	131%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	1,271	1,064	1,136	1,249	1,662	72	7%	185	17%	598	56%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	58	215	240	340	552	25	12%	125	58%	337	157%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	123	179	195	300	568	16	9%	121	67%	389	217%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	5,079	4,622	4,829	6,493	7,413	207	4%	1,872	40%	2,791	60%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	451	458	571	776	7	2%	120	27%	325	72%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	154	150	273	272	-4	-3%	119	77%	118	77%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	800	814	875	1,959	2,023	61	7%	1,145	141%	1,209	148%
1 Cordon Line	IN	I-80	At Central	4,616	5,466	5,522	6,000	6,931	55	1%	534	10%	1,465	27%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	2,890	3,799	4,016	4,514	5,060	217	6%	716	19%	1,261	33%
<b>Subtotal</b>				<b>59,967</b>	<b>57,946</b>	<b>61,054</b>	<b>78,587</b>	<b>96,136</b>	<b>3,108</b>	<b>5%</b>	<b>20,641</b>	<b>36%</b>	<b>38,190</b>	<b>66%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	8,113	6,473	6,320	7,628	9,132	-154	-2%	1,155	18%	2,659	41%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	2,779	2,721	2,334	3,058	4,257	-387	-14%	337	12%	1,536	56%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	1,086	2,394	1,906	2,722	4,174	-488	-20%	328	14%	1,780	74%
1 Cordon Line	OUT	I-880	At S Clara Co. Line or SR 262	5,994	6,720	6,746	7,980	8,928	26	0%	1,260	19%	2,208	33%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	1,652	1,281	864	1,067	1,872	-417	-33%	-214	-17%	591	46%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	5,742	5,013	5,446	6,619	6,851	433	9%	1,606	32%	1,837	37%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	187	7	216	357	1,337	209	3024%	350	5060%	1,331	19252%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	152	4	37	716	1,105	33	781%	712	16818%	1,101	26007%
1 Cordon Line	OUT	I-580	At Altamont Pass	5,612	5,908	6,823	7,939	8,652	915	15%	2,031	34%	2,744	46%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	481	22	100	502	1,513	78	355%	480	2189%	1,491	6798%
1 Cordon Line	OUT	Grant Line Road	At County Line	410	12	68	207	361	57	488%	196	1687%	349	3014%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	1,612	1,503	1,641	1,748	1,899	138	9%	245	16%	396	26%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	183	100	137	403	588	37	37%	303	302%	487	487%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	18	3	3	6	377	0	4%	2	75%	374	11396%
1 Cordon Line	OUT	Tassajara Road	At County Line	376	409	289	773	1,165	-120	-29%	364	89%	756	185%
1 Cordon Line	OUT	Dougherty Road	At County Line	1,614	730	825	1,009	1,946	95	13%	279	38%	1,217	167%
1 Cordon Line	OUT	Stagecoach Road	Btwn Amador Vly and Turquoise	265	326	338	741	745	12	4%	415	127%	420	129%
1 Cordon Line	OUT	Village Parkway	At County Line	556	125	184	723	1,048	58	47%	597	477%	923	737%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	363	97	121	184	393	24	25%	87	90%	296	305%
1 Cordon Line	OUT	I-680	At CC Co. Line/Alcosta	5,138	6,827	7,112	7,649	8,898	285	4%	823	12%	2,072	30%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	1,185	651	705	1,845	2,119	54	8%	1,194	183%	1,468	225%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	1,564	1,178	1,221	1,591	1,667	44	4%	413	35%	489	42%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	116	374	396	671	903	22	6%	297	79%	529	141%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	82	291	311	535	786	20	7%	244	84%	495	170%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	7,353	7,915	8,260	10,574	11,969	345	4%	2,659	34%	4,054	51%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	720	720	817	875	0	0%	97	13%	155	22%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	339	348	333	265	9	3%	-6	-2%	-74	-22%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	1,314	2,080	2,108	2,183	2,260	28	1%	104	5%	180	9%
1 Cordon Line	OUT	I-80	At Central	6,213	6,967	7,046	8,793	10,325	80	1%	1,827	26%	3,358	48%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	3,341	4,283	4,655	5,403	6,081	371	9%	1,119	26%	1,798	42%
<b>Subtotal</b>				<b>63,501</b>	<b>65,472</b>	<b>67,279</b>	<b>84,774</b>	<b>102,492</b>	<b>1,806</b>	<b>3%</b>	<b>19,302</b>	<b>29%</b>	<b>37,020</b>	<b>57%</b>
<b>Total</b>				<b>123,467</b>	<b>123,418</b>	<b>128,332</b>	<b>163,861</b>	<b>198,628</b>	<b>4,914</b>	<b>4%</b>	<b>39,943</b>	<b>32%</b>	<b>75,210</b>	<b>61%</b>

**Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	9,766	10,237	10,608	13,216	15,411	370	4%	2,978	29%	5,174	51%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	1,356	2,005	2,055	2,204	2,348	50	3%	199	10%	343	17%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	830	1,157	1,569	1,040	1,064	412	36%	-117	-10%	-93	-8%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	440	161	168	481	608	7	4%	320	198%	446	277%
<b>Subtotal</b>				<b>12,392</b>	<b>13,561</b>	<b>14,400</b>	<b>16,941</b>	<b>19,431</b>	<b>840</b>	<b>6%</b>	<b>3,380</b>	<b>25%</b>	<b>5,871</b>	<b>43%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	6,727	8,346	8,421	9,592	11,395	76	1%	1,246	15%	3,050	37%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	919	957	1,217	1,920	2,006	260	27%	963	101%	1,049	110%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	772	1,016	1,008	967	998	-8	-1%	-49	-5%	-19	-2%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	978	163	167	398	475	3	2%	235	144%	312	191%
<b>Subtotal</b>				<b>9,396</b>	<b>10,482</b>	<b>10,813</b>	<b>12,877</b>	<b>14,874</b>	<b>331</b>	<b>3%</b>	<b>2,395</b>	<b>23%</b>	<b>4,392</b>	<b>42%</b>
<b>Total</b>				<b>21,788</b>	<b>24,043</b>	<b>25,214</b>	<b>29,818</b>	<b>34,305</b>	<b>1,171</b>	<b>5%</b>	<b>5,775</b>	<b>24%</b>	<b>10,263</b>	<b>43%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	8,186	9,471	9,695	11,241	13,447	224	2%	1,770	19%	3,975	42%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	408	425	631	761	17	4%	224	55%	353	87%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	378	417	682	776	39	10%	304	80%	397	105%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	754	1,002	902	1,038	1,239	-100	-10%	36	4%	237	24%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	439	447	656	876	9	2%	217	49%	438	100%
<b>Subtotal</b>				<b>8,940</b>	<b>11,698</b>	<b>11,886</b>	<b>14,248</b>	<b>17,098</b>	<b>188</b>	<b>2%</b>	<b>2,550</b>	<b>22%</b>	<b>5,400</b>	<b>46%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	6,500	7,842	7,962	8,749	9,837	120	2%	907	12%	1,995	25%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	360	334	496	684	-26	-7%	136	38%	324	90%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	227	242	478	636	15	7%	251	110%	409	180%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	493	984	1,025	1,419	1,852	41	4%	435	44%	868	88%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	115	119	246	621	4	4%	131	114%	506	441%
<b>Subtotal</b>				<b>6,993</b>	<b>9,528</b>	<b>9,683</b>	<b>11,387</b>	<b>13,631</b>	<b>155</b>	<b>2%</b>	<b>1,859</b>	<b>20%</b>	<b>4,103</b>	<b>43%</b>
<b>Total</b>				<b>15,933</b>	<b>21,225</b>	<b>21,569</b>	<b>25,635</b>	<b>30,729</b>	<b>343</b>	<b>2%</b>	<b>4,410</b>	<b>21%</b>	<b>9,504</b>	<b>45%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	1,190	1,468	1,629	2,015	2,093	160	11%	547	37%	625	43%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	1,211	1,314	1,867	1,990	103	9%	656	54%	780	64%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	1,454	1,073	1,129	1,326	2,200	56	5%	253	24%	1,127	105%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	695	975	979	916	1,007	4	0%	-59	-6%	32	3%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	982	1,360	1,530	1,776	1,905	169	12%	416	31%	545	40%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	430	181	195	457	617	14	8%	276	153%	436	241%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	710	770	768	1,167	1,686	-2	0%	396	51%	916	119%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	1,165	999	1,002	976	1,033	3	0%	-23	-2%	34	3%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	439	174	211	291	707	37	21%	117	67%	533	306%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	218	706	763	604	779	57	8%	-102	-14%	74	10%
<b>Subtotal</b>				<b>7,283</b>	<b>8,918</b>	<b>9,520</b>	<b>11,396</b>	<b>14,018</b>	<b>602</b>	<b>7%</b>	<b>2,478</b>	<b>28%</b>	<b>5,100</b>	<b>57%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,006	877	934	1,722	1,906	57	6%	845	96%	1,029	117%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	726	803	1,441	1,966	77	11%	715	99%	1,240	171%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	1,289	759	925	1,258	1,993	166	22%	498	66%	1,233	162%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	815	919	928	978	1,026	9	1%	58	6%	107	12%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	1,354	1,656	1,807	1,976	2,024	151	9%	320	19%	368	22%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	461	376	443	465	572	68	18%	90	24%	196	52%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	515	670	673	842	1,488	3	0%	172	26%	818	122%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	1,631	1,055	1,038	1,049	1,089	-17	-2%	-6	-1%	34	3%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	269	51	115	298	775	64	127%	247	486%	725	1426%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	706	826	820	879	963	-6	-1%	53	6%	137	17%
<b>Subtotal</b>				<b>8,046</b>	<b>7,916</b>	<b>8,486</b>	<b>10,908</b>	<b>13,802</b>	<b>570</b>	<b>7%</b>	<b>2,992</b>	<b>38%</b>	<b>5,886</b>	<b>74%</b>
<b>Total</b>				<b>15,329</b>	<b>16,834</b>	<b>18,006</b>	<b>22,304</b>	<b>27,821</b>	<b>1,171</b>	<b>7%</b>	<b>5,470</b>	<b>32%</b>	<b>10,986</b>	<b>65%</b>

**Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
5 Emeryville - Oakland	NB	I-80	At Powell	8,186	9,471	9,695	11,241	13,447	224	2%	1,770	19%	3,975	42%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	93	199	561	1,811	107	115%	469	506%	1,719	1854%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	1,454	1,073	1,129	1,326	2,200	56	5%	253	24%	1,127	105%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	501	458	921	990	-44	-9%	420	84%	489	98%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	1,268	1,395	1,535	1,901	1,966	141	10%	506	36%	571	41%
<b>Subtotal</b>				<b>10,907</b>	<b>12,533</b>	<b>13,016</b>	<b>15,951</b>	<b>20,414</b>	<b>483</b>	<b>4%</b>	<b>3,417</b>	<b>27%</b>	<b>7,880</b>	<b>63%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	6,500	7,842	7,962	8,749	9,837	120	2%	907	12%	1,995	25%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	339	528	745	1,846	189	56%	406	120%	1,507	444%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	1,289	759	925	1,258	1,993	166	22%	498	66%	1,233	162%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	500	428	677	784	-73	-15%	177	35%	284	57%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	909	1,158	1,229	1,893	1,961	71	6%	736	64%	803	69%
<b>Subtotal</b>				<b>8,699</b>	<b>10,598</b>	<b>11,071</b>	<b>13,321</b>	<b>16,421</b>	<b>473</b>	<b>4%</b>	<b>2,723</b>	<b>26%</b>	<b>5,822</b>	<b>55%</b>
<b>Total</b>				<b>19,606</b>	<b>23,131</b>	<b>24,087</b>	<b>29,272</b>	<b>36,834</b>	<b>956</b>	<b>4%</b>	<b>6,140</b>	<b>27%</b>	<b>13,703</b>	<b>59%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	745	1,104	1,168	1,491	1,991	64	6%	388	35%	888	80%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	602	375	399	466	452	24	6%	92	24%	78	21%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	342	398	440	516	602	42	10%	118	30%	204	51%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	507	651	721	1,003	1,380	70	11%	353	54%	730	112%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	950	853	892	1,162	1,637	39	5%	309	36%	784	92%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	680	667	682	704	912	15	2%	38	6%	246	37%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista	189	33	35	38	79	2	6%	5	16%	46	141%
<b>Subtotal</b>				<b>4,015</b>	<b>4,080</b>	<b>4,338</b>	<b>5,381</b>	<b>7,054</b>	<b>258</b>	<b>6%</b>	<b>1,301</b>	<b>32%</b>	<b>2,974</b>	<b>73%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	735	794	887	1,249	1,643	93	12%	456	57%	849	107%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	743	589	591	654	714	2	0%	65	11%	124	21%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	506	616	634	668	683	18	3%	52	8%	67	11%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	632	783	862	1,102	1,585	79	10%	319	41%	802	102%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	1,018	829	931	1,094	1,641	102	12%	265	32%	812	98%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	289	425	436	520	819	12	3%	96	23%	394	93%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista	146	17	21	21	30	5	27%	5	27%	13	78%
<b>Subtotal</b>				<b>4,069</b>	<b>4,052</b>	<b>4,362</b>	<b>5,309</b>	<b>7,113</b>	<b>309</b>	<b>8%</b>	<b>1,257</b>	<b>31%</b>	<b>3,061</b>	<b>76%</b>
<b>Total</b>				<b>8,084</b>	<b>8,132</b>	<b>8,699</b>	<b>10,691</b>	<b>14,168</b>	<b>567</b>	<b>7%</b>	<b>2,558</b>	<b>31%</b>	<b>6,035</b>	<b>74%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance/exit Oakland side	2,385	2,193	2,220	2,686	3,281	27	1%	493	23%	1,088	50%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	1,693	1,554	1,578	2,060	2,469	24	2%	507	33%	915	59%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	836	1,172	1,176	1,304	1,886	3	0%	132	11%	714	61%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	950	627	615	846	1,159	-13	-2%	219	35%	531	85%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	1,339	1,635	1,317	1,479	1,485	-318	-19%	-156	-10%	-150	-9%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	935	1,631	1,284	1,445	1,502	-347	-21%	-186	-11%	-129	-8%
7 Alameda - Oakland	NB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	485	666	1,742	485	0%	666	0%	1,742	0%
<b>Subtotal</b>				<b>8,138</b>	<b>8,813</b>	<b>8,674</b>	<b>10,487</b>	<b>13,523</b>	<b>-138</b>	<b>-2%</b>	<b>1,674</b>	<b>19%</b>	<b>4,711</b>	<b>53%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance/exit Oakland side	3,634	3,028	3,124	3,417	3,828	95	3%	389	13%	800	26%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	1,773	1,861	1,816	2,227	2,650	-45	-2%	366	20%	789	42%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	1,437	1,571	1,572	1,844	2,056	0	0%	273	17%	484	31%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	1,166	986	969	1,048	1,263	-17	-2%	62	6%	277	28%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	1,311	1,188	854	800	1,549	-335	-28%	-388	-33%	360	30%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	1,376	1,370	1,062	1,055	1,788	-308	-22%	-315	-23%	418	30%
7 Alameda - Oakland	SB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	451	572	271	451	0%	572	0%	271	0%
<b>Subtotal</b>				<b>10,697</b>	<b>10,005</b>	<b>9,847</b>	<b>10,963</b>	<b>13,404</b>	<b>-158</b>	<b>-2%</b>	<b>958</b>	<b>10%</b>	<b>3,399</b>	<b>34%</b>
<b>Total</b>				<b>18,835</b>	<b>18,818</b>	<b>18,522</b>	<b>21,450</b>	<b>26,927</b>	<b>-296</b>	<b>-2%</b>	<b>2,632</b>	<b>14%</b>	<b>8,109</b>	<b>43%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
8 Oak - San L E14th/Int	EB	Lakeshore Avenue	E/O International	1,231	1,525	1,507	1,341	1,284	-19	-1%	-184	-12%	-241	-16%
8 Oak - San L E14th/Int	EB	Park Blvd - 5th Avenue	E/O International	232	78	87	286	285	9	11%	208	266%	207	265%
8 Oak - San L E14th/Int	EB	14th Avenue	E/O International	1,083	1,603	1,634	1,691	1,658	31	2%	88	5%	55	3%
8 Oak - San L E14th/Int	EB	23rd Avenue	E/O International	302	196	191	519	696	-6	-3%	323	164%	499	254%
8 Oak - San L E14th/Int	EB	Fruitvale Avenue	E/O International	965	712	719	830	1,400	7	1%	118	17%	688	97%
8 Oak - San L E14th/Int	EB	35th Avenue	E/O International	664	309	295	394	828	-14	-4%	86	28%	519	168%
8 Oak - San L E14th/Int	EB	42nd/Courtland	E/O International	727	1,502	1,498	1,991	2,137	-4	0%	489	33%	636	42%
8 Oak - San L E14th/Int	EB	High Street	E/O International	543	274	262	635	1,346	-12	-4%	361	132%	1,072	391%
8 Oak - San L E14th/Int	EB	55th Avenue	E/O International	212	211	205	257	320	-5	-2%	46	22%	110	52%
8 Oak - San L E14th/Int	EB	Seminary Avenue	E/O International	511	419	443	780	619	25	6%	362	86%	200	48%
8 Oak - San L E14th/Int	EB	73rd Avenue	E/O International	1,347	1,583	1,588	1,569	2,220	5	0%	-14	-1%	637	40%
8 Oak - San L E14th/Int	EB	82nd Avenue	E/O International	143	190	187	209	290	-3	-1%	19	10%	100	53%
8 Oak - San L E14th/Int	EB	98th Avenue	E/O International	826	884	897	960	1,336	14	2%	77	9%	452	51%
8 Oak - San L E14th/Int	EB	Davis Street (SR 112)	W/O International	1,168	871	880	1,430	1,975	9	1%	559	64%	1,104	127%
8 Oak - San L E14th/Int	EB	Estudillo	E/O International	511	674	648	665	859	-26	-4%	-10	-1%	185	27%
<b>Subtotal</b>				<b>10,465</b>	<b>11,029</b>	<b>11,040</b>	<b>13,557</b>	<b>17,252</b>	<b>11</b>	<b>0%</b>	<b>2,528</b>	<b>23%</b>	<b>6,223</b>	<b>56%</b>
8 Oak - San L E14th/Int	WB	Lakeshore Avenue	E/O International	559	237	261	298	443	24	10%	61	26%	206	87%
8 Oak - San L E14th/Int	WB	Park Blvd - 5th Avenue	E/O International	148	41	57	122	429	16	38%	81	199%	388	948%
8 Oak - San L E14th/Int	WB	14th Avenue	E/O International	757	1,051	1,151	1,570	1,834	100	10%	519	49%	783	74%
8 Oak - San L E14th/Int	WB	23rd Avenue	E/O International	240	137	137	133	664	0	0%	-4	-3%	528	386%
8 Oak - San L E14th/Int	WB	Fruitvale Avenue	E/O International	822	653	651	692	938	-2	0%	39	6%	285	44%
8 Oak - San L E14th/Int	WB	35th Avenue	E/O International	445	220	229	272	615	9	4%	52	24%	395	180%
8 Oak - San L E14th/Int	WB	42nd/Courtland	E/O International	486	605	621	903	1,509	16	3%	298	49%	904	150%
8 Oak - San L E14th/Int	WB	High Street	E/O International	803	343	334	318	1,075	-9	-3%	-26	-7%	731	213%
8 Oak - San L E14th/Int	WB	55th Avenue	E/O International	200	113	120	163	243	6	6%	50	44%	129	114%
8 Oak - San L E14th/Int	WB	Seminary Avenue	E/O International	429	241	268	568	500	27	11%	326	135%	259	107%
8 Oak - San L E14th/Int	WB	73rd Avenue	E/O International	1,027	828	828	986	1,900	0	0%	158	19%	1,071	129%
8 Oak - San L E14th/Int	WB	82nd Avenue	E/O International	227	120	127	145	171	8	6%	25	21%	51	43%
8 Oak - San L E14th/Int	WB	98th Avenue	E/O International	727	501	515	603	821	15	3%	103	21%	321	64%
8 Oak - San L E14th/Int	WB	Davis Street (SR 112)	W/O International	917	516	520	770	1,289	4	1%	254	49%	773	150%
8 Oak - San L E14th/Int	WB	Estudillo	E/O International	428	498	505	607	689	8	2%	109	22%	192	39%
<b>Subtotal</b>				<b>8,215</b>	<b>6,104</b>	<b>6,324</b>	<b>8,151</b>	<b>13,120</b>	<b>220</b>	<b>4%</b>	<b>2,047</b>	<b>34%</b>	<b>7,015</b>	<b>115%</b>
<b>Total</b>				<b>18,680</b>	<b>17,133</b>	<b>17,364</b>	<b>21,707</b>	<b>30,372</b>	<b>231</b>	<b>1%</b>	<b>4,574</b>	<b>27%</b>	<b>13,239</b>	<b>77%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	1,228	2,040	2,051	2,126	2,310	12	1%	87	4%	270	13%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	7,038	7,548	7,612	8,398	9,889	64	1%	850	11%	2,341	31%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	543	388	371	1,507	1,957	-17	-4%	1,119	289%	1,569	405%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	1,069	592	626	1,281	1,710	33	6%	689	116%	1,118	189%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	465	411	412	1,204	2,088	1	0%	793	193%	1,677	408%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	481	541	523	742	760	-18	-3%	202	37%	219	41%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	289	202	195	214	507	-6	-3%	12	6%	305	151%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	5,863	7,453	7,517	8,957	10,982	64	1%	1,504	20%	3,529	47%
<b>Subtotal</b>				<b>16,976</b>	<b>19,174</b>	<b>19,307</b>	<b>24,430</b>	<b>30,203</b>	<b>132</b>	<b>1%</b>	<b>5,256</b>	<b>27%</b>	<b>11,029</b>	<b>58%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	1,671	2,028	2,092	2,152	2,552	64	3%	124	6%	524	26%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	7,312	7,664	7,837	9,488	10,199	172	2%	1,824	24%	2,535	33%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	638	660	763	1,568	1,892	103	16%	908	138%	1,232	187%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	985	682	765	1,311	1,652	83	12%	629	92%	970	142%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	455	259	268	444	1,916	10	4%	185	71%	1,657	640%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	431	443	560	694	840	117	26%	250	57%	397	90%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	433	222	218	236	325	-4	-2%	14	6%	103	47%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	6,398	7,951	8,008	8,703	9,388	57	1%	752	9%	1,438	18%
<b>Subtotal</b>				<b>18,323</b>	<b>19,908</b>	<b>20,510</b>	<b>24,595</b>	<b>28,763</b>	<b>602</b>	<b>3%</b>	<b>4,687</b>	<b>24%</b>	<b>8,855</b>	<b>44%</b>
<b>Total</b>				<b>35,299</b>	<b>39,083</b>	<b>39,817</b>	<b>49,025</b>	<b>58,967</b>	<b>734</b>	<b>2%</b>	<b>9,943</b>	<b>25%</b>	<b>19,884</b>	<b>51%</b>



**Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	2,144	2,124	2,215	2,549	-20	-1%	71	3%	405	19%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	6,160	7,751	7,859	9,267	11,763	108	1%	1,516	20%	4,012	52%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	1,275	1,171	1,276	1,212	1,563	105	9%	41	4%	392	34%
10 Hayward - Union City	NB	Whipple Road	Near City Limit, E side of I-880	1,224	737	774	1,339	1,884	37	5%	602	82%	1,147	156%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	1,622	1,572	1,606	1,902	2,101	34	2%	329	21%	529	34%
<b>Subtotal</b>				<b>10,281</b>	<b>13,375</b>	<b>13,640</b>	<b>15,935</b>	<b>19,861</b>	<b>265</b>	<b>2%</b>	<b>2,560</b>	<b>19%</b>	<b>6,486</b>	<b>48%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	2,170	2,165	2,204	2,320	-5	0%	35	2%	150	7%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	5,763	8,115	8,252	9,181	10,746	138	2%	1,066	13%	2,631	32%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	1,188	816	838	666	1,214	22	3%	-150	-18%	398	49%
10 Hayward - Union City	SB	Whipple Road	Near City Limit, E side of I-880	1,142	1,077	1,170	1,567	1,699	93	9%	489	45%	622	58%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	1,240	1,617	1,624	1,874	2,032	7	0%	258	16%	416	26%
<b>Subtotal</b>				<b>9,333</b>	<b>13,794</b>	<b>14,050</b>	<b>15,492</b>	<b>18,010</b>	<b>256</b>	<b>2%</b>	<b>1,698</b>	<b>12%</b>	<b>4,217</b>	<b>31%</b>
<b>Total</b>				<b>19,614</b>	<b>27,169</b>	<b>27,690</b>	<b>31,427</b>	<b>37,871</b>	<b>521</b>	<b>2%</b>	<b>4,258</b>	<b>16%</b>	<b>10,703</b>	<b>39%</b>
11 Hayward - Castro Vall	NB	Redwood Rd.	North of Seven Hills	604	219	242	533	852	23	10%	314	143%	633	289%
11 Hayward - Castro Vall	NB	Crow Canyon Rd.	North of Cold Water Drive	1,194	1,151	1,177	1,426	1,736	26	2%	275	24%	584	51%
11 Hayward - Castro Vall	NB	I-580	At Crow Canyon	6,617	8,141	8,577	10,304	11,787	436	5%	2,163	27%	3,646	45%
11 Hayward - Castro Vall	NB	Dublin Canyon Road	East of Palomares	212	110	102	433	667	-8	-7%	323	294%	558	508%
11 Hayward - Castro Vall	NB	Palomares Road	South of Palo Verde Road	90	142	154	224	447	11	8%	82	58%	305	214%
<b>Subtotal</b>				<b>8,717</b>	<b>9,764</b>	<b>10,252</b>	<b>12,921</b>	<b>15,489</b>	<b>488</b>	<b>5%</b>	<b>3,157</b>	<b>32%</b>	<b>5,725</b>	<b>59%</b>
11 Hayward - Castro Vall	SB	Redwood Rd.	North of Seven Hills	398	170	183	251	458	13	8%	81	48%	287	169%
11 Hayward - Castro Vall	SB	Crow Canyon Rd.	North of Cold Water Drive	1,489	1,073	1,094	1,133	1,381	22	2%	61	6%	308	29%
11 Hayward - Castro Vall	SB	I-580	At Crow Canyon	6,704	5,877	6,106	7,885	9,288	228	4%	2,007	34%	3,411	58%
11 Hayward - Castro Vall	SB	Dublin Canyon Road	East of Palomares	464	279	342	780	968	63	23%	501	180%	689	247%
11 Hayward - Castro Vall	SB	Palomares Road	South of Palo Verde Road	75	112	102	136	159	-10	-9%	24	21%	47	42%
<b>Subtotal</b>				<b>9,130</b>	<b>7,511</b>	<b>7,827</b>	<b>10,185</b>	<b>12,253</b>	<b>316</b>	<b>4%</b>	<b>2,674</b>	<b>36%</b>	<b>4,742</b>	<b>63%</b>
<b>Total</b>				<b>17,847</b>	<b>17,275</b>	<b>18,079</b>	<b>23,106</b>	<b>27,742</b>	<b>804</b>	<b>5%</b>	<b>5,831</b>	<b>34%</b>	<b>10,467</b>	<b>61%</b>

**Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	1,784	1,729	1,720	2,159	2,200	-9	-1%	430	25%	471	27%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	1,049	1,221	1,313	1,655	2,218	92	8%	434	36%	997	82%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles I/C	6,606	7,602	7,709	8,229	10,279	107	1%	627	8%	2,676	35%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	2,110	2,122	1,936	2,134	12	1%	-174	-8%	24	1%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	609	298	388	95	617	90	30%	-203	-68%	320	107%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	512	473	269	699	-38	-8%	-242	-47%	188	37%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	1,366	1,263	1,254	1,817	1,972	-9	-1%	554	44%	709	56%
		<b>Subtotal</b>		<b>11,414</b>	<b>14,734</b>	<b>14,979</b>	<b>16,160</b>	<b>20,120</b>	<b>245</b>	<b>2%</b>	<b>1,426</b>	<b>10%</b>	<b>5,386</b>	<b>37%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	716	946	914	1,244	1,838	-32	-3%	298	32%	892	94%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	735	1,257	1,186	1,541	2,116	-71	-6%	284	23%	859	68%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles I/C	6,374	7,339	7,433	7,925	9,068	94	1%	586	8%	1,729	24%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	1,956	1,977	1,881	2,070	21	1%	-75	-4%	113	6%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	986	78	88	73	405	10	13%	-5	-6%	327	420%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	951	1,031	429	828	80	8%	-521	-55%	-123	-13%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	1,436	1,542	1,566	1,902	1,998	23	2%	360	23%	456	30%
		<b>Subtotal</b>		<b>10,247</b>	<b>14,069</b>	<b>14,194</b>	<b>14,995</b>	<b>18,322</b>	<b>125</b>	<b>1%</b>	<b>926</b>	<b>7%</b>	<b>4,253</b>	<b>30%</b>
		<b>Total</b>		<b>21,661</b>	<b>28,803</b>	<b>29,173</b>	<b>31,156</b>	<b>38,443</b>	<b>370</b>	<b>1%</b>	<b>2,352</b>	<b>8%</b>	<b>9,639</b>	<b>33%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	396	326	474	852	-70	-18%	78	20%	456	115%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	1,053	1,077	1,383	1,742	24	2%	330	31%	689	65%
13 Fremont - Newark	NB	I-880	Near SR 84	6,876	7,486	7,638	8,224	9,817	152	2%	738	10%	2,331	31%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	1,473	1,452	1,872	1,655	-21	-1%	399	27%	182	12%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	603	156	166	179	458	9	6%	22	14%	302	193%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	2,142	1,053	1,072	1,117	1,421	19	2%	64	6%	368	35%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	639	1,117	1,153	1,086	1,356	36	3%	-31	-3%	239	21%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	81	108	141	240	26	32%	59	73%	159	196%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	791	833	1,383	1,827	42	5%	591	75%	1,036	131%
<b>Subtotal</b>				<b>10,260</b>	<b>13,607</b>	<b>13,824</b>	<b>15,859</b>	<b>19,369</b>	<b>217</b>	<b>2%</b>	<b>2,252</b>	<b>17%</b>	<b>5,762</b>	<b>42%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	318	301	567	1,057	-18	-6%	249	78%	739	232%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	1,439	1,362	1,871	2,056	-77	-5%	432	30%	617	43%
13 Fremont - Newark	SB	I-880	Near SR 84	5,916	6,396	6,405	7,114	8,477	9	0%	717	11%	2,081	33%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	1,376	1,429	1,385	1,936	52	4%	8	1%	559	41%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	919	219	222	276	1,684	2	1%	57	26%	1,465	668%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	2,524	1,841	1,983	1,943	2,788	143	8%	102	6%	947	51%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	698	1,077	1,027	1,247	1,830	-50	-5%	169	16%	753	70%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	105	157	176	189	52	50%	71	67%	84	80%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	597	533	876	1,560	-64	-11%	280	47%	963	161%
<b>Subtotal</b>				<b>10,057</b>	<b>13,369</b>	<b>13,418</b>	<b>15,454</b>	<b>21,578</b>	<b>49</b>	<b>0%</b>	<b>2,085</b>	<b>16%</b>	<b>8,209</b>	<b>61%</b>
<b>Total</b>				<b>20,317</b>	<b>26,976</b>	<b>27,242</b>	<b>31,312</b>	<b>40,946</b>	<b>266</b>	<b>1%</b>	<b>4,337</b>	<b>16%</b>	<b>13,971</b>	<b>52%</b>
14 County - Tri-Valley	NB	Niles Canyon Road	At Palomares	1,041	1,206	1,567	1,638	1,829	360	30%	432	36%	623	52%
14 County - Tri-Valley	NB	I-680	At SR 84 East	4,864	5,069	5,642	7,545	8,800	573	11%	2,476	49%	3,731	74%
14 County - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	238	275	404	735	830	129	47%	460	167%	555	202%
14 County - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	515	687	871	1,024	1,084	183	27%	337	49%	396	58%
14 County - Tri-Valley	NB	Vallecitos Road	Near Vineyard	1,469	918	951	725	769	33	4%	-193	-21%	-149	-16%
<b>Subtotal</b>				<b>8,127</b>	<b>8,156</b>	<b>9,435</b>	<b>11,667</b>	<b>13,312</b>	<b>1,279</b>	<b>16%</b>	<b>3,511</b>	<b>43%</b>	<b>5,156</b>	<b>63%</b>
14 County - Tri-Valley	SB	Niles Canyon Road	At Palomares	755	567	547	1,269	1,559	-21	-4%	702	124%	992	175%
14 County - Tri-Valley	SB	I-680	At SR 84 East	3,567	3,962	4,269	5,238	5,609	306	8%	1,276	32%	1,646	42%
14 County - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	99	134	320	348	35	35%	221	223%	249	252%
14 County - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	183	214	641	562	31	17%	458	251%	379	207%
14 County - Tri-Valley	SB	Vallecitos Road	Near Vineyard	435	801	819	292	789	18	2%	-509	-64%	-12	-1%
<b>Subtotal</b>				<b>4,757</b>	<b>5,613</b>	<b>5,982</b>	<b>7,761</b>	<b>8,867</b>	<b>370</b>	<b>7%</b>	<b>2,148</b>	<b>38%</b>	<b>3,254</b>	<b>58%</b>
<b>Total</b>				<b>12,884</b>	<b>13,768</b>	<b>15,417</b>	<b>19,428</b>	<b>22,178</b>	<b>1,649</b>	<b>12%</b>	<b>5,660</b>	<b>41%</b>	<b>8,410</b>	<b>61%</b>

Table C-3: PM Peak 1-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
15 Dublin - Pleasanton	NB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	1,478	1,366	1,400	2,114	2,134	34	2%	748	55%	768	56%
15 Dublin - Pleasanton	NB	I-680	North of I-580	6,622	6,605	6,860	6,648	8,289	255	4%	43	1%	1,684	25%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis	945	668	763	1,404	1,626	95	14%	736	110%	958	143%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra	1,502	1,462	1,589	2,482	2,796	128	9%	1,020	70%	1,334	91%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	877	517	715	3,377	3,645	198	38%	2,861	553%	3,128	605%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	669	510	850	2,812	3,585	340	67%	2,301	451%	3,075	603%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	1,858	1,258	1,027	2,484	2,443	-231	-18%	1,226	97%	1,185	94%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	1,861	1,580	1,730	3,425	3,679	150	9%	1,844	117%	2,099	133%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	1,906	2,577	2,714	3,227	3,294	137	5%	650	25%	717	28%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	2,157	1,829	1,962	2,501	3,712	133	7%	672	37%	1,883	103%
<b>Subtotal</b>				<b>19,876</b>	<b>18,372</b>	<b>19,610</b>	<b>30,473</b>	<b>35,202</b>	<b>1,238</b>	<b>7%</b>	<b>12,101</b>	<b>66%</b>	<b>16,830</b>	<b>92%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	1,165	665	665	1,158	1,354	1	0%	494	74%	689	104%
15 Dublin - Pleasanton	SB	I-680	North of I-580	5,781	5,286	6,447	7,182	7,928	1,161	22%	1,896	36%	2,642	50%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis	755	535	510	921	1,448	-25	-5%	386	72%	913	171%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra	1,175	1,177	1,071	1,415	1,546	-106	-9%	238	20%	369	31%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	1,222	761	585	1,135	2,334	-176	-23%	374	49%	1,573	207%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	1,379	272	596	930	1,553	324	119%	658	242%	1,280	470%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	864	1,010	1,071	1,552	1,405	61	6%	542	54%	395	39%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,071	1,534	1,813	1,633	1,835	278	18%	98	6%	300	20%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	1,787	1,737	1,591	2,091	2,816	-145	-8%	354	20%	1,080	62%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	1,342	1,587	1,466	1,865	2,185	-122	-8%	278	17%	597	38%
<b>Subtotal</b>				<b>16,541</b>	<b>14,563</b>	<b>15,815</b>	<b>19,880</b>	<b>24,402</b>	<b>1,252</b>	<b>9%</b>	<b>5,317</b>	<b>37%</b>	<b>9,839</b>	<b>68%</b>
<b>Total</b>				<b>36,416</b>	<b>32,935</b>	<b>35,425</b>	<b>50,353</b>	<b>59,605</b>	<b>2,490</b>	<b>8%</b>	<b>17,418</b>	<b>53%</b>	<b>26,669</b>	<b>81%</b>
16 Pleasanton - Livermore	EB	Dublin Blvd	West of Doolan Rd	0	0	0	1,703	1,980	0	0%	1,703	0%	1,980	0%
16 Pleasanton - Livermore	EB	I-580	At Airway	7,815	7,950	8,948	10,319	11,801	998	13%	2,369	30%	3,852	48%
16 Pleasanton - Livermore	EB	W Jack London Blvd	SW of Airport	0	0	0	920	1,907	0	0%	920	0%	1,907	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	2,533	2,019	1,990	2,076	3,017	-29	-1%	57	3%	998	49%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	930	458	892	862	884	435	95%	404	88%	426	93%
16 Pleasanton - Livermore	EB	Vallejos Road	S/O Isabel Avenue	1,512	1,489	1,596	1,473	3,028	106	7%	-16	-1%	1,539	103%
<b>Subtotal</b>				<b>12,790</b>	<b>11,916</b>	<b>13,426</b>	<b>17,352</b>	<b>22,617</b>	<b>1,510</b>	<b>13%</b>	<b>5,436</b>	<b>46%</b>	<b>10,701</b>	<b>90%</b>
16 Pleasanton - Livermore	WB	Dublin Blvd	West of Doolan Rd	0	0	0	350	1,890	0	0%	350	0%	1,890	0%
16 Pleasanton - Livermore	WB	I-580	At Airway	5,479	5,785	6,154	8,669	10,082	370	6%	2,884	50%	4,297	74%
16 Pleasanton - Livermore	WB	W Jack London Blvd	SW of Airport	0	0	0	313	500	0	0%	313	0%	500	0%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	724	756	735	1,851	2,064	-22	-3%	1,095	145%	1,308	173%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	369	146	208	315	352	61	42%	169	115%	206	141%
16 Pleasanton - Livermore	WB	Vallejos Road	S/O Isabel Avenue	753	1,304	1,358	1,392	2,624	54	4%	88	7%	1,320	101%
<b>Subtotal</b>				<b>7,325</b>	<b>7,991</b>	<b>8,454</b>	<b>12,891</b>	<b>17,513</b>	<b>463</b>	<b>6%</b>	<b>4,900</b>	<b>61%</b>	<b>9,522</b>	<b>119%</b>
<b>Total</b>				<b>20,115</b>	<b>19,907</b>	<b>21,880</b>	<b>30,243</b>	<b>40,130</b>	<b>1,973</b>	<b>10%</b>	<b>10,336</b>	<b>52%</b>	<b>20,223</b>	<b>102%</b>

**Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference 2000-2005	2000-2020	Difference 2000-2020	2000-2035	Difference 2000-2035
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	19,304	19,473	19,344	23,354	26,481	-129	-1%	3,881	20%	7,008	36%
1 Cordon Line	IN	San Mateo Bridge	At County Line	6,048	7,186	7,579	10,223	12,409	393	5%	3,037	42%	5,224	73%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	10,948	8,482	8,084	10,145	12,388	-398	-5%	1,663	20%	3,906	46%
1 Cordon Line	IN	I-880	At S Clara Co Line or SR 262	11,846	10,968	13,408	15,176	19,211	2,440	22%	4,208	38%	8,243	75%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	3,105	1,595	1,107	1,140	2,719	-488	-31%	-455	-29%	1,124	70%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	10,955	9,503	9,476	13,188	15,378	-27	0%	3,685	39%	5,875	62%
1 Cordon Line	IN	Calaveras Road	At County Line	119	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Mines Road	At County Line	25	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	56	9	19	28	1,044	9	101%	18	195%	1,035	11074%
1 Cordon Line	IN	Patterson Pass Road	At County Line	14	0	0	3	1,090	0	0%	3	0%	1,090	0%
1 Cordon Line	IN	I-580	At Altamont Pass	7,388	6,064	6,507	11,231	13,998	443	7%	5,167	85%	7,934	131%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	173	20	27	28	1,302	6	31%	8	37%	1,282	6276%
1 Cordon Line	IN	Grant Line Road	At County Line	74	0	0	0	404	0	0%	0	0%	404	0%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	835	630	706	1,144	1,548	76	12%	514	81%	918	146%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	318	101	99	91	105	-2	-2%	-10	-10%	4	4%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	44	17	11	18	22	-5	-32%	1	9%	6	34%
1 Cordon Line	IN	Tassajara Road	At County Line	524	247	305	564	1,182	58	24%	317	128%	935	379%
1 Cordon Line	IN	Dougherty Road	At County Line	1,264	481	496	879	997	15	3%	399	83%	517	107%
1 Cordon Line	IN	Stagecoach Road	Btwn Amador Vly and Turquoise	410	453	388	649	851	-65	-14%	196	43%	397	88%
1 Cordon Line	IN	Village Parkway	At County Line	1,250	328	220	756	1,168	-108	-33%	428	130%	840	256%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	434	545	493	397	472	-52	-10%	-149	-27%	-74	-13%
1 Cordon Line	IN	I-680	At CC Co. Line/Alcosta	11,246	10,167	12,503	14,017	15,529	2,337	23%	3,850	38%	5,363	53%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	2,800	951	834	1,763	2,192	-117	-12%	812	85%	1,241	131%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	0	2,060	2,155	2,309	3,289	95	5%	249	12%	1,229	60%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	108	381	421	576	920	40	11%	195	51%	539	142%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	220	320	344	498	898	24	8%	178	56%	578	181%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	10,062	8,797	9,401	12,272	14,311	604	7%	3,474	39%	5,514	63%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	930	951	1,101	1,549	21	2%	171	18%	620	67%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	320	310	396	587	-10	-3%	76	24%	267	84%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	1,672	1,673	1,770	3,732	4,059	97	6%	2,059	123%	2,387	143%
1 Cordon Line	IN	I-80	At Central	9,145	10,833	10,991	12,025	13,587	158	1%	1,192	11%	2,754	25%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	5,557	7,553	8,010	9,020	9,860	457	6%	1,467	19%	2,307	31%
<b>Subtotal</b>				<b>115,944</b>	<b>110,085</b>	<b>115,959</b>	<b>146,722</b>	<b>179,554</b>	<b>5,874</b>	<b>5%</b>	<b>36,637</b>	<b>33%</b>	<b>69,469</b>	<b>63%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	15,675	12,438	12,193	14,842	17,399	-245	-2%	2,404	19%	4,962	40%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	5,385	5,152	4,486	5,715	7,865	-666	-13%	563	11%	2,712	53%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	2,068	4,570	3,649	5,045	7,923	-922	-20%	475	10%	3,353	73%
1 Cordon Line	OUT	I-880	At S Clara Co. Line or SR 262	11,856	13,053	13,105	15,475	17,705	51	0%	2,422	19%	4,652	36%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	3,117	2,232	1,570	1,826	3,392	-662	-30%	-406	-18%	1,160	52%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	11,443	9,734	10,543	12,644	13,207	809	8%	2,910	30%	3,473	36%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	277	9	28	481	1,966	19	207%	472	5158%	1,957	21383%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	232	0	28	421	1,895	28	25750%	421	391839%	1,895	1764734%
1 Cordon Line	OUT	I-580	At Altamont Pass	11,236	10,745	12,604	15,373	16,363	1,859	17%	4,628	43%	5,618	52%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	667	44	66	301	1,833	22	50%	257	581%	1,789	4043%
1 Cordon Line	OUT	Grant Line Road	At County Line	608	0	163	64	566	163	367214%	64	145415%	566	1277614%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	2,929	2,545	3,103	3,421	3,599	557	22%	876	34%	1,053	41%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	302	151	206	477	1,014	55	36%	326	215%	862	569%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	31	7	7	12	184	0	5%	5	75%	178	2640%
1 Cordon Line	OUT	Tassajara Road	At County Line	649	687	447	874	2,103	-240	-35%	186	27%	1,416	206%
1 Cordon Line	OUT	Dougherty Road	At County Line	2,669	1,127	1,339	1,578	3,220	212	19%	452	40%	2,093	186%
1 Cordon Line	OUT	Stagecoach Road	Btwn Amador Vly and Turquoise	448	624	655	1,429	1,462	31	5%	806	129%	838	134%
1 Cordon Line	OUT	Village Parkway	At County Line	946	211	261	1,254	1,519	50	24%	1,043	495%	1,308	621%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	666	202	266	330	482	64	32%	128	63%	280	138%
1 Cordon Line	OUT	I-680	At CC Co. Line/Alcosta	10,602	12,897	13,664	14,859	17,109	767	6%	1,962	15%	4,212	33%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	2,290	1,057	1,140	3,403	4,078	83	8%	2,346	222%	3,021	286%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	0	2,275	2,312	2,896	3,277	38	2%	622	27%	1,002	44%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	206	623	632	1,126	1,628	8	1%	503	81%	1,004	161%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	145	499	509	935	1,378	10	2%	436	87%	879	176%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	14,850	14,768	15,355	19,299	22,258	588	4%	4,532	31%	7,491	51%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	1,408	1,446	1,570	1,772	38	3%	162	11%	364	26%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	503	530	442	472	28	5%	-61	-12%	-31	-6%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	2,518	4,068	4,065	4,185	4,389	-3	0%	117	3%	321	8%
1 Cordon Line	OUT	I-80	At Central	12,555	13,512	13,658	16,628	19,244	146	1%	3,116	23%	5,732	42%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	6,442	8,422	9,153	10,098	11,413	732	9%	1,676	20%	2,992	36%
<b>Subtotal</b>				<b>120,812</b>	<b>123,568</b>	<b>127,183</b>	<b>157,006</b>	<b>190,716</b>	<b>3,619</b>	<b>3%</b>	<b>33,443</b>	<b>27%</b>	<b>67,152</b>	<b>54%</b>
<b>Total</b>				<b>236,766</b>	<b>233,648</b>	<b>243,141</b>	<b>303,729</b>	<b>370,270</b>	<b>9,493</b>	<b>4%</b>	<b>70,080</b>	<b>30%</b>	<b>136,621</b>	<b>58%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	19,161	19,782	20,536	24,937	28,819	754	4%	5,154	26%	9,037	46%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	2,495	3,851	3,904	4,140	4,269	53	1%	289	8%	418	11%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	1,585	2,158	2,688	2,069	2,057	530	25%	-89	-4%	-102	-5%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	831	344	369	993	1,327	25	7%	649	189%	983	286%
<b>Subtotal</b>				<b>24,072</b>	<b>26,135</b>	<b>27,498</b>	<b>32,138</b>	<b>36,472</b>	<b>1,363</b>	<b>5%</b>	<b>6,003</b>	<b>23%</b>	<b>10,337</b>	<b>40%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	13,406	16,636	16,883	18,781	21,975	247	1%	2,146	13%	5,339	32%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	1,873	1,912	2,282	3,885	4,004	370	19%	1,973	103%	2,092	109%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	1,524	1,962	2,022	1,900	1,962	59	3%	-63	-3%	0	0%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	1,771	348	340	741	898	-8	-2%	392	113%	550	158%
<b>Subtotal</b>				<b>18,574</b>	<b>20,858</b>	<b>21,526</b>	<b>25,306</b>	<b>28,839</b>	<b>668</b>	<b>3%</b>	<b>4,448</b>	<b>21%</b>	<b>7,981</b>	<b>38%</b>
<b>Total</b>				<b>42,646</b>	<b>46,993</b>	<b>49,024</b>	<b>57,444</b>	<b>65,311</b>	<b>2,030</b>	<b>4%</b>	<b>10,451</b>	<b>22%</b>	<b>18,318</b>	<b>39%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	16,680	18,312	18,899	21,102	25,212	587	3%	2,790	15%	6,899	38%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	738	697	1,218	1,451	-41	-6%	480	65%	712	96%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	734	774	1,283	1,396	40	5%	549	75%	662	90%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	1,432	1,930	1,767	2,032	1,970	-162	-8%	102	5%	40	2%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	865	953	720	1,720	87	10%	-146	-17%	855	99%
<b>Subtotal</b>				<b>18,112</b>	<b>22,580</b>	<b>23,091</b>	<b>26,355</b>	<b>31,749</b>	<b>511</b>	<b>2%</b>	<b>3,775</b>	<b>17%</b>	<b>9,169</b>	<b>41%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	12,996	15,471	15,637	17,347	19,004	166	1%	1,876	12%	3,533	23%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	732	682	899	1,342	-50	-7%	167	23%	610	83%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	559	565	981	1,375	6	1%	421	75%	816	146%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	913	1,867	1,952	2,875	3,603	85	5%	1,008	54%	1,736	93%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	258	271	356	1,173	13	5%	98	38%	915	354%
<b>Subtotal</b>				<b>13,909</b>	<b>18,888</b>	<b>19,107</b>	<b>22,458</b>	<b>26,497</b>	<b>220</b>	<b>1%</b>	<b>3,570</b>	<b>19%</b>	<b>7,609</b>	<b>40%</b>
<b>Total</b>				<b>32,021</b>	<b>41,468</b>	<b>42,198</b>	<b>48,813</b>	<b>58,246</b>	<b>730</b>	<b>2%</b>	<b>7,345</b>	<b>18%</b>	<b>16,778</b>	<b>40%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	2,222	2,604	2,722	4,051	4,070	119	5%	1,447	56%	1,466	56%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	2,169	2,317	3,646	3,984	148	7%	1,476	68%	1,814	84%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	2,863	2,074	2,228	2,735	3,762	154	7%	662	32%	1,688	81%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	1,329	1,930	1,933	1,941	2,103	3	0%	11	1%	173	9%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	1,878	2,699	3,207	3,338	3,739	508	19%	639	24%	1,040	39%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	848	324	383	752	1,118	60	18%	428	132%	794	245%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	1,236	1,502	1,499	2,022	3,129	-3	0%	520	35%	1,627	108%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	2,306	1,994	2,008	2,012	1,995	14	1%	19	1%	1	0%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	819	265	372	439	974	107	40%	175	66%	709	268%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	430	1,324	1,423	1,222	1,530	100	8%	-102	-8%	206	16%
<b>Subtotal</b>				<b>13,931</b>	<b>16,884</b>	<b>18,094</b>	<b>22,158</b>	<b>26,401</b>	<b>1,210</b>	<b>7%</b>	<b>5,275</b>	<b>31%</b>	<b>9,517</b>	<b>56%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,955	1,637	1,683	3,180	3,847	45	3%	1,543	94%	2,210	135%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	1,460	1,546	2,279	3,747	86	6%	819	56%	2,287	157%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	2,321	1,479	1,783	2,402	3,475	304	21%	923	62%	1,996	135%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	1,512	1,813	1,870	1,893	2,023	57	3%	80	4%	211	12%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	2,554	3,131	3,447	3,738	3,990	316	10%	608	19%	859	27%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	885	700	835	844	1,198	135	19%	144	21%	499	71%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	1,019	1,284	1,305	1,701	2,452	20	2%	416	32%	1,167	91%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	3,115	2,112	2,103	2,096	2,100	-9	0%	-16	-1%	-13	-1%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	467	85	110	311	1,194	25	30%	226	267%	1,110	1310%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	1,271	1,464	1,508	1,817	1,921	44	3%	353	24%	457	31%
<b>Subtotal</b>				<b>15,099</b>	<b>15,164</b>	<b>16,189</b>	<b>20,259</b>	<b>25,947</b>	<b>1,025</b>	<b>7%</b>	<b>5,095</b>	<b>34%</b>	<b>10,782</b>	<b>71%</b>
<b>Total</b>				<b>29,029</b>	<b>32,048</b>	<b>34,283</b>	<b>42,418</b>	<b>52,348</b>	<b>2,235</b>	<b>7%</b>	<b>10,370</b>	<b>32%</b>	<b>20,300</b>	<b>63%</b>



**Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
5 Emeryville - Oakland	NB	I-80	At Powell	16,680	18,312	18,899	21,102	25,212	587	3%	2,790	15%	6,899	38%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	218	413	950	3,034	195	89%	732	336%	2,816	1292%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	2,863	2,074	2,228	2,735	3,762	154	7%	662	32%	1,688	81%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	1,007	964	1,766	1,899	-43	-4%	759	75%	892	89%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	2,466	2,506	2,689	3,813	3,854	183	7%	1,307	52%	1,349	54%
<b>Subtotal</b>				<b>22,008</b>	<b>24,116</b>	<b>25,193</b>	<b>30,366</b>	<b>37,760</b>	<b>1,076</b>	<b>4%</b>	<b>6,250</b>	<b>26%</b>	<b>13,643</b>	<b>57%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	12,996	15,471	15,637	17,347	19,004	166	1%	1,876	12%	3,533	23%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	672	1,065	1,475	3,279	393	58%	803	120%	2,607	388%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	2,321	1,479	1,783	2,402	3,475	304	21%	923	62%	1,996	135%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	1,013	902	1,383	1,648	-110	-11%	370	37%	635	63%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	1,803	2,157	2,235	3,658	4,032	78	4%	1,501	70%	1,875	87%
<b>Subtotal</b>				<b>17,120</b>	<b>20,791</b>	<b>21,622</b>	<b>26,264</b>	<b>31,437</b>	<b>831</b>	<b>4%</b>	<b>5,473</b>	<b>26%</b>	<b>10,646</b>	<b>51%</b>
<b>Total</b>				<b>39,128</b>	<b>44,908</b>	<b>46,815</b>	<b>56,631</b>	<b>69,197</b>	<b>1,907</b>	<b>4%</b>	<b>11,723</b>	<b>26%</b>	<b>24,290</b>	<b>54%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	1,284	2,081	2,213	2,733	3,770	131	6%	651	31%	1,689	81%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	1,020	762	816	907	949	54	7%	145	19%	187	25%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	645	814	899	1,004	1,192	85	10%	190	23%	378	46%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	905	1,328	1,454	1,719	2,685	127	10%	391	29%	1,358	102%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	1,718	1,688	1,765	1,980	3,114	78	5%	292	17%	1,427	85%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	1,015	1,318	1,340	1,413	1,763	21	2%	95	7%	444	34%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista	360	64	70	73	133	6	9%	10	16%	70	110%
<b>Subtotal</b>				<b>6,947</b>	<b>8,055</b>	<b>8,556</b>	<b>9,830</b>	<b>13,606</b>	<b>502</b>	<b>6%</b>	<b>1,775</b>	<b>22%</b>	<b>5,552</b>	<b>69%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	1,277	1,587	1,769	2,171	3,192	182	11%	584	37%	1,604	101%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	1,333	1,091	1,106	1,232	1,390	15	1%	141	13%	299	27%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	945	1,157	1,231	1,313	1,357	75	6%	157	14%	200	17%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	1,137	1,558	1,656	2,011	2,958	98	6%	453	29%	1,400	90%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	1,899	1,645	1,790	2,100	3,125	145	9%	455	28%	1,480	90%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	561	944	975	1,061	1,594	31	3%	117	12%	650	69%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista	271	36	41	44	62	5	13%	8	23%	26	72%
<b>Subtotal</b>				<b>7,423</b>	<b>8,018</b>	<b>8,568</b>	<b>9,932</b>	<b>13,677</b>	<b>550</b>	<b>7%</b>	<b>1,914</b>	<b>24%</b>	<b>5,659</b>	<b>71%</b>
<b>Total</b>				<b>14,370</b>	<b>16,073</b>	<b>17,124</b>	<b>19,762</b>	<b>27,284</b>	<b>1,052</b>	<b>7%</b>	<b>3,690</b>	<b>23%</b>	<b>11,211</b>	<b>70%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance/exit Oakland side	4,363	4,541	4,581	5,382	6,492	40	1%	841	19%	1,950	43%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	2,937	3,267	3,305	4,132	4,799	38	1%	865	26%	1,532	47%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	1,508	2,320	2,341	2,655	3,820	22	1%	335	14%	1,501	65%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	1,708	1,239	1,208	1,642	2,260	-31	-2%	403	33%	1,021	82%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	2,429	3,190	2,498	3,103	3,249	-692	-22%	-87	-3%	59	2%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	1,736	3,234	2,521	3,122	3,344	-713	-22%	-112	-3%	110	3%
7 Alameda - Oakland	NB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	1,010	1,292	3,182	1,010	0%	1,292	0%	3,182	0%
<b>Subtotal</b>				<b>14,681</b>	<b>17,790</b>	<b>17,464</b>	<b>21,328</b>	<b>27,146</b>	<b>-326</b>	<b>-2%</b>	<b>3,538</b>	<b>20%</b>	<b>9,356</b>	<b>53%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance/exit Oakland side	6,553	6,161	6,342	6,881	7,638	181	3%	720	12%	1,477	24%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	3,400	3,928	3,843	4,484	5,331	-85	-2%	556	14%	1,403	36%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	2,421	3,097	3,141	3,714	4,052	44	1%	617	20%	955	31%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	2,021	1,978	1,973	2,135	2,543	-5	0%	157	8%	565	29%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	2,350	2,287	1,662	1,654	2,982	-624	-27%	-632	-28%	696	30%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	2,529	2,650	2,090	2,228	3,478	-559	-21%	-421	-16%	829	31%
7 Alameda - Oakland	SB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	918	1,177	528	918	0%	1,177	0%	528	0%
<b>Subtotal</b>				<b>19,274</b>	<b>20,100</b>	<b>19,969</b>	<b>22,273</b>	<b>26,551</b>	<b>-131</b>	<b>-1%</b>	<b>2,173</b>	<b>11%</b>	<b>6,452</b>	<b>32%</b>
<b>Total</b>				<b>33,955</b>	<b>37,890</b>	<b>37,433</b>	<b>43,601</b>	<b>53,697</b>	<b>-457</b>	<b>-1%</b>	<b>5,711</b>	<b>15%</b>	<b>15,807</b>	<b>42%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
8 Oak - San L E14th/Int	EB	Lakeshore Avenue	E/O International	1,970	3,060	3,048	2,893	2,282	-11	0%	-167	-5%	-777	-25%
8 Oak - San L E14th/Int	EB	Park Blvd - 5th Avenue	E/O International	397	158	168	382	688	10	7%	224	142%	530	335%
8 Oak - San L E14th/Int	EB	14th Avenue	E/O International	1,888	3,103	3,171	3,477	2,860	68	2%	373	12%	-244	-8%
8 Oak - San L E14th/Int	EB	23rd Avenue	E/O International	575	379	365	790	1,408	-14	-4%	411	108%	1,029	271%
8 Oak - San L E14th/Int	EB	Fruitvale Avenue	E/O International	1,770	1,438	1,439	1,613	2,664	1	0%	175	12%	1,226	85%
8 Oak - San L E14th/Int	EB	35th Avenue	E/O International	1,238	602	593	821	1,646	-8	-1%	220	36%	1,044	174%
8 Oak - San L E14th/Int	EB	42nd/Courtland	E/O International	1,356	2,940	2,905	3,702	3,805	-36	-1%	761	26%	865	29%
8 Oak - San L E14th/Int	EB	High Street	E/O International	923	539	504	947	2,410	-34	-6%	408	76%	1,871	347%
8 Oak - San L E14th/Int	EB	55th Avenue	E/O International	373	407	400	495	620	-7	-2%	88	22%	212	52%
8 Oak - San L E14th/Int	EB	Seminary Avenue	E/O International	966	818	847	1,503	1,237	29	4%	685	84%	419	51%
8 Oak - San L E14th/Int	EB	73rd Avenue	E/O International	2,480	3,048	3,082	3,363	3,878	34	1%	316	10%	831	27%
8 Oak - San L E14th/Int	EB	82nd Avenue	E/O International	247	379	378	437	545	-1	0%	58	15%	166	44%
8 Oak - San L E14th/Int	EB	98th Avenue	E/O International	1,553	1,697	1,711	1,973	2,103	14	1%	276	16%	406	24%
8 Oak - San L E14th/Int	EB	Davis Street (SR 112)	W/O International	2,292	1,711	1,715	2,382	3,769	3	0%	671	39%	2,057	120%
8 Oak - San L E14th/Int	EB	Estudillo	E/O International	955	1,363	1,327	1,396	1,929	-36	-3%	32	2%	566	41%
<b>Subtotal</b>				<b>18,983</b>	<b>21,643</b>	<b>21,654</b>	<b>26,175</b>	<b>31,843</b>	<b>12</b>	<b>0%</b>	<b>4,532</b>	<b>21%</b>	<b>10,201</b>	<b>47%</b>
8 Oak - San L E14th/Int	WB	Lakeshore Avenue	E/O International	844	602	605	613	855	3	1%	11	2%	253	42%
8 Oak - San L E14th/Int	WB	Park Blvd - 5th Avenue	E/O International	266	108	127	250	729	20	18%	142	132%	622	578%
8 Oak - San L E14th/Int	WB	14th Avenue	E/O International	1,413	2,075	2,358	3,198	3,236	283	14%	1,123	54%	1,160	56%
8 Oak - San L E14th/Int	WB	23rd Avenue	E/O International	427	308	311	307	1,366	3	1%	-2	-1%	1,058	343%
8 Oak - San L E14th/Int	WB	Fruitvale Avenue	E/O International	1,614	1,365	1,362	1,488	1,823	-3	0%	123	9%	458	34%
8 Oak - San L E14th/Int	WB	35th Avenue	E/O International	851	468	491	569	1,264	22	5%	101	21%	795	170%
8 Oak - San L E14th/Int	WB	42nd/Courtland	E/O International	818	1,264	1,335	1,783	2,443	71	6%	519	41%	1,178	93%
8 Oak - San L E14th/Int	WB	High Street	E/O International	1,556	709	698	685	1,819	-11	-2%	-24	-3%	1,111	157%
8 Oak - San L E14th/Int	WB	55th Avenue	E/O International	349	247	261	337	405	14	6%	91	37%	158	64%
8 Oak - San L E14th/Int	WB	Seminary Avenue	E/O International	800	548	614	1,201	1,055	65	12%	653	119%	506	92%
8 Oak - San L E14th/Int	WB	73rd Avenue	E/O International	1,912	1,760	1,774	2,059	3,678	14	1%	299	17%	1,918	109%
8 Oak - San L E14th/Int	WB	82nd Avenue	E/O International	441	260	272	303	308	12	5%	43	17%	48	19%
8 Oak - San L E14th/Int	WB	98th Avenue	E/O International	1,381	1,103	1,098	1,397	1,459	-5	0%	294	27%	356	32%
8 Oak - San L E14th/Int	WB	Davis Street (SR 112)	W/O International	1,779	1,127	1,127	1,661	2,437	0	0%	534	47%	1,309	116%
8 Oak - San L E14th/Int	WB	Estudillo	E/O International	796	1,055	1,050	1,432	1,197	-5	0%	377	36%	142	13%
<b>Subtotal</b>				<b>15,247</b>	<b>13,000</b>	<b>13,483</b>	<b>17,283</b>	<b>24,074</b>	<b>483</b>	<b>4%</b>	<b>4,283</b>	<b>33%</b>	<b>11,074</b>	<b>85%</b>
<b>Total</b>				<b>34,231</b>	<b>34,642</b>	<b>35,137</b>	<b>43,458</b>	<b>55,917</b>	<b>495</b>	<b>1%</b>	<b>8,816</b>	<b>25%</b>	<b>21,274</b>	<b>61%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	2,300	4,027	4,031	4,232	4,643	4	0%	206	5%	617	15%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	13,715	14,969	14,993	16,486	18,861	24	0%	1,517	10%	3,892	26%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	1,065	830	789	2,708	3,791	-41	-5%	1,878	226%	2,962	357%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	2,125	1,170	1,211	2,390	3,192	41	4%	1,220	104%	2,022	173%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	864	805	792	1,683	4,083	-13	-2%	878	109%	3,278	407%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	914	1,105	1,101	1,370	1,761	-3	0%	265	24%	656	59%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	502	427	423	457	771	-4	-1%	31	7%	344	81%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	10,817	14,281	14,423	17,474	20,609	142	1%	3,193	22%	6,328	44%
		<b>Subtotal</b>		<b>32,302</b>	<b>37,613</b>	<b>37,763</b>	<b>46,801</b>	<b>57,712</b>	<b>149</b>	<b>0%</b>	<b>9,187</b>	<b>24%</b>	<b>20,099</b>	<b>53%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	3,196	3,939	4,099	4,292	4,974	161	4%	353	9%	1,035	26%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	14,556	14,910	15,321	18,420	19,345	411	3%	3,510	24%	4,435	30%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	1,248	1,188	1,244	2,351	3,857	56	5%	1,163	98%	2,669	225%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	1,854	1,278	1,401	2,226	3,097	123	10%	948	74%	1,819	142%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	852	526	547	739	2,778	21	4%	213	40%	2,252	428%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	837	840	836	1,440	1,647	-4	0%	600	71%	807	96%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	758	463	457	510	527	-6	-1%	47	10%	64	14%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	12,122	15,073	15,535	16,575	18,238	462	3%	1,503	10%	3,165	21%
		<b>Subtotal</b>		<b>35,423</b>	<b>38,216</b>	<b>39,441</b>	<b>46,552</b>	<b>54,462</b>	<b>1,225</b>	<b>3%</b>	<b>8,336</b>	<b>22%</b>	<b>16,246</b>	<b>43%</b>
		<b>Total</b>		<b>67,725</b>	<b>75,829</b>	<b>77,204</b>	<b>93,353</b>	<b>112,174</b>	<b>1,375</b>	<b>2%</b>	<b>17,523</b>	<b>23%</b>	<b>36,345</b>	<b>48%</b>

**Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	4,220	4,227	4,330	4,762	7	0%	111	3%	543	13%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	12,239	15,339	15,553	17,586	22,449	214	1%	2,247	15%	7,110	46%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	2,756	2,329	2,563	2,331	2,800	234	10%	2	0%	470	20%
10 Hayward - Union City	NB	Whipple Road	Near City Limit, E side of I-880	2,268	1,569	1,523	2,127	3,593	-47	-3%	558	36%	2,023	129%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	3,216	2,782	2,864	3,694	4,229	82	3%	912	33%	1,447	52%
<b>Subtotal</b>				<b>20,479</b>	<b>26,240</b>	<b>26,729</b>	<b>30,070</b>	<b>37,833</b>	<b>489</b>	<b>2%</b>	<b>3,830</b>	<b>15%</b>	<b>11,593</b>	<b>44%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	4,297	4,291	4,353	4,493	-6	0%	56	1%	196	5%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	11,694	15,928	16,129	17,633	20,328	201	1%	1,705	11%	4,400	28%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	2,307	1,659	1,709	1,589	2,092	50	3%	-70	-4%	433	26%
10 Hayward - Union City	SB	Whipple Road	Near City Limit, E side of I-880	2,148	2,127	2,200	2,933	3,331	73	3%	806	38%	1,204	57%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	2,432	2,979	2,995	3,602	3,877	16	1%	624	21%	899	30%
<b>Subtotal</b>				<b>18,581</b>	<b>26,990</b>	<b>27,324</b>	<b>30,111</b>	<b>34,122</b>	<b>334</b>	<b>1%</b>	<b>3,121</b>	<b>12%</b>	<b>7,132</b>	<b>26%</b>
<b>Total</b>				<b>39,060</b>	<b>53,230</b>	<b>54,053</b>	<b>60,181</b>	<b>71,955</b>	<b>823</b>	<b>2%</b>	<b>6,951</b>	<b>13%</b>	<b>18,725</b>	<b>35%</b>
11 Hayward - Castro Vall	NB	Redwood Rd.	North of Seven Hills	1,033	361	369	823	1,465	8	2%	462	128%	1,104	306%
11 Hayward - Castro Vall	NB	Crow Canyon Rd.	North of Cold Water Drive	0	2,228	2,254	2,628	3,174	26	1%	400	18%	946	42%
11 Hayward - Castro Vall	NB	I-580	At Crow Canyon	13,191	15,164	16,256	19,266	22,112	1,092	7%	4,102	27%	6,948	46%
11 Hayward - Castro Vall	NB	Dublin Canyon Road	East of Palomares	382	158	181	637	1,170	23	14%	479	303%	1,012	640%
11 Hayward - Castro Vall	NB	Palomares Road	South of Palo Verde Road	170	261	278	392	759	17	6%	131	50%	498	191%
<b>Subtotal</b>				<b>14,776</b>	<b>18,172</b>	<b>19,337</b>	<b>23,746</b>	<b>28,681</b>	<b>1,165</b>	<b>6%</b>	<b>5,574</b>	<b>31%</b>	<b>10,508</b>	<b>58%</b>
11 Hayward - Castro Vall	SB	Redwood Rd.	North of Seven Hills	776	300	325	415	725	26	9%	115	38%	425	142%
11 Hayward - Castro Vall	SB	Crow Canyon Rd.	North of Cold Water Drive	0	2,118	2,153	2,211	2,631	36	2%	93	4%	513	24%
11 Hayward - Castro Vall	SB	I-580	At Crow Canyon	12,444	11,353	11,743	15,334	17,821	389	3%	3,981	35%	6,468	57%
11 Hayward - Castro Vall	SB	Dublin Canyon Road	East of Palomares	847	169	402	1,272	1,744	233	137%	1,102	652%	1,574	931%
11 Hayward - Castro Vall	SB	Palomares Road	South of Palo Verde Road	122	223	199	259	317	-25	-11%	36	16%	94	42%
<b>Subtotal</b>				<b>14,189</b>	<b>14,163</b>	<b>14,821</b>	<b>19,490</b>	<b>23,238</b>	<b>659</b>	<b>5%</b>	<b>5,327</b>	<b>38%</b>	<b>9,075</b>	<b>64%</b>
<b>Total</b>				<b>28,965</b>	<b>32,335</b>	<b>34,158</b>	<b>43,236</b>	<b>51,918</b>	<b>1,823</b>	<b>6%</b>	<b>10,901</b>	<b>34%</b>	<b>19,583</b>	<b>61%</b>

**Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	3,354	2,978	3,018	4,084	4,360	40	1%	1,106	37%	1,382	46%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	1,954	2,265	2,459	2,697	4,039	194	9%	432	19%	1,774	78%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles I/C	13,274	15,070	15,247	16,163	19,140	178	1%	1,093	7%	4,071	27%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	4,212	4,233	3,803	4,201	21	1%	-408	-10%	-11	0%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	1,131	357	499	132	711	142	40%	-225	-63%	354	99%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	1,019	925	540	1,269	-94	-9%	-479	-47%	251	25%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	2,539	2,244	2,315	3,147	3,982	71	3%	903	40%	1,738	77%
<b>Subtotal</b>				<b>22,252</b>	<b>28,145</b>	<b>28,696</b>	<b>30,567</b>	<b>37,703</b>	<b>551</b>	<b>2%</b>	<b>2,423</b>	<b>9%</b>	<b>9,558</b>	<b>34%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	1,385	1,739	1,608	2,170	3,305	-131	-8%	431	25%	1,566	90%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	1,371	2,150	2,229	2,759	3,924	80	4%	610	28%	1,775	83%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles I/C	12,818	14,659	14,756	15,659	17,395	97	1%	1,000	7%	2,736	19%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	3,768	3,723	3,561	4,144	-45	-1%	-207	-5%	376	10%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	1,817	135	155	76	597	20	15%	-59	-43%	462	343%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	1,707	1,923	744	1,339	215	13%	-963	-56%	-368	-22%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	2,688	2,766	2,837	3,715	3,728	71	3%	949	34%	962	35%
<b>Subtotal</b>				<b>20,079</b>	<b>26,924</b>	<b>27,231</b>	<b>28,685</b>	<b>34,433</b>	<b>307</b>	<b>1%</b>	<b>1,761</b>	<b>7%</b>	<b>7,509</b>	<b>28%</b>
<b>Total</b>				<b>42,331</b>	<b>55,069</b>	<b>55,927</b>	<b>59,253</b>	<b>72,136</b>	<b>858</b>	<b>2%</b>	<b>4,184</b>	<b>8%</b>	<b>17,067</b>	<b>31%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	758	634	935	1,334	-124	-16%	177	23%	576	76%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	1,992	2,014	2,454	3,406	22	1%	463	23%	1,415	71%
13 Fremont - Newark	NB	I-880	Near SR 84	13,672	14,768	15,035	15,924	18,493	267	2%	1,157	8%	3,725	25%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	2,966	2,863	3,304	3,508	-103	-3%	339	11%	542	18%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	1,123	332	346	368	740	14	4%	36	11%	408	123%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	3,567	2,164	2,193	2,314	2,750	29	1%	151	7%	586	27%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	849	2,366	2,479	2,260	2,695	113	5%	-105	-4%	329	14%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	200	249	293	416	49	24%	93	47%	216	108%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	1,499	1,588	2,371	3,520	89	6%	872	58%	2,021	135%
<b>Subtotal</b>				<b>19,211</b>	<b>27,044</b>	<b>27,400</b>	<b>30,225</b>	<b>36,863</b>	<b>356</b>	<b>1%</b>	<b>3,181</b>	<b>12%</b>	<b>9,819</b>	<b>36%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	624	584	1,018	2,052	-40	-6%	394	63%	1,427	229%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	2,555	2,395	3,156	4,075	-161	-6%	601	24%	1,520	59%
13 Fremont - Newark	SB	I-880	Near SR 84	11,898	12,569	12,736	13,975	16,193	167	1%	1,406	11%	3,624	29%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	2,752	2,829	2,788	3,682	76	3%	35	1%	930	34%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	1,750	459	455	493	2,514	-4	-1%	34	7%	2,055	447%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	4,798	3,694	3,896	3,799	4,693	202	5%	106	3%	1,000	27%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	1,233	2,044	2,081	2,379	3,159	36	2%	335	16%	1,115	55%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	276	380	410	424	105	38%	134	49%	148	54%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	1,179	1,094	1,608	2,806	-85	-7%	430	36%	1,627	138%
<b>Subtotal</b>				<b>19,679</b>	<b>26,152</b>	<b>26,449</b>	<b>29,626</b>	<b>39,599</b>	<b>297</b>	<b>1%</b>	<b>3,474</b>	<b>13%</b>	<b>13,447</b>	<b>51%</b>
<b>Total</b>				<b>38,890</b>	<b>53,196</b>	<b>53,849</b>	<b>59,852</b>	<b>76,462</b>	<b>652</b>	<b>1%</b>	<b>6,655</b>	<b>13%</b>	<b>23,266</b>	<b>44%</b>
14 County - Tri-Valley	NB	Niles Canyon Road	At Palomares	2,027	1,857	2,520	3,197	3,520	663	36%	1,340	72%	1,663	90%
14 County - Tri-Valley	NB	I-680	At SR 84 East	9,595	9,587	10,848	14,003	15,631	1,261	13%	4,416	46%	6,045	63%
14 County - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	503	624	1,213	1,446	120	24%	710	141%	943	187%
14 County - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	0	905	1,246	2,015	2,108	342	38%	1,110	123%	1,203	133%
14 County - Tri-Valley	NB	Vallecitos Road	Near Vineyard	2,882	1,829	1,785	1,386	1,788	-44	-2%	-443	-24%	-41	-2%
<b>Subtotal</b>				<b>14,504</b>	<b>14,681</b>	<b>17,023</b>	<b>21,813</b>	<b>24,493</b>	<b>2,343</b>	<b>16%</b>	<b>7,132</b>	<b>49%</b>	<b>9,812</b>	<b>67%</b>
14 County - Tri-Valley	SB	Niles Canyon Road	At Palomares	1,372	995	883	2,224	3,079	-112	-11%	1,229	124%	2,084	209%
14 County - Tri-Valley	SB	I-680	At SR 84 East	6,926	7,624	8,350	10,375	10,639	725	10%	2,751	36%	3,014	40%
14 County - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	147	195	549	581	47	32%	402	273%	434	294%
14 County - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	303	306	1,044	1,228	3	1%	741	244%	925	305%
14 County - Tri-Valley	SB	Vallecitos Road	Near Vineyard	923	1,605	1,585	785	1,524	-20	-1%	-820	-51%	-81	-5%
<b>Subtotal</b>				<b>9,221</b>	<b>10,675</b>	<b>11,319</b>	<b>14,978</b>	<b>17,051</b>	<b>644</b>	<b>6%</b>	<b>4,303</b>	<b>40%</b>	<b>6,376</b>	<b>60%</b>
<b>Total</b>				<b>23,725</b>	<b>25,356</b>	<b>28,342</b>	<b>36,791</b>	<b>41,544</b>	<b>2,986</b>	<b>12%</b>	<b>11,435</b>	<b>45%</b>	<b>16,188</b>	<b>64%</b>

Table C-4: PM Peak 2-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
15 Dublin - Pleasanton	NB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	2,647	2,523	2,536	4,154	4,182	13	1%	1,632	65%	1,660	66%
15 Dublin - Pleasanton	NB	I-680	North of I-580	12,882	12,439	13,154	12,813	15,270	715	6%	373	3%	2,831	23%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis	1,872	1,251	1,383	2,637	2,485	133	11%	1,386	111%	1,234	99%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra	2,615	2,723	2,997	4,712	5,852	274	10%	1,989	73%	3,130	115%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	1,554	1,200	1,560	6,404	7,709	359	30%	5,203	434%	6,508	542%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	1,236	913	1,566	5,510	6,821	654	72%	4,597	504%	5,908	647%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	3,345	2,529	2,001	4,530	4,688	-529	-21%	2,001	79%	2,159	85%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	3,350	3,141	3,479	6,655	7,105	338	11%	3,513	112%	3,963	126%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	3,431	4,834	5,077	6,352	6,505	243	5%	1,518	31%	1,671	35%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	3,883	3,606	3,933	4,842	6,945	327	9%	1,236	34%	3,339	93%
<b>Subtotal</b>				<b>36,815</b>	<b>35,159</b>	<b>37,685</b>	<b>58,609</b>	<b>67,563</b>	<b>2,526</b>	<b>7%</b>	<b>23,450</b>	<b>67%</b>	<b>32,404</b>	<b>92%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	2,282	1,329	1,308	2,223	2,589	-21	-2%	894	67%	1,260	95%
15 Dublin - Pleasanton	SB	I-680	North of I-580	11,246	10,167	12,503	14,017	15,529	2,337	23%	3,850	38%	5,363	53%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis	1,438	1,086	1,081	1,810	2,863	-6	-1%	724	67%	1,777	164%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra	2,227	2,421	2,215	2,823	3,362	-206	-9%	403	17%	941	39%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	2,142	1,672	1,470	2,481	4,737	-203	-12%	809	48%	3,065	183%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	2,548	499	1,096	2,066	3,179	598	120%	1,567	314%	2,680	538%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	1,814	2,065	2,235	3,142	2,970	170	8%	1,077	52%	905	44%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	1,928	3,176	3,791	3,929	4,365	615	19%	753	24%	1,189	37%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	3,217	3,856	3,481	4,071	5,003	-375	-10%	216	6%	1,147	30%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	2,415	3,096	3,005	4,020	4,403	-91	-3%	924	30%	1,308	42%
<b>Subtotal</b>				<b>31,257</b>	<b>29,366</b>	<b>32,185</b>	<b>40,582</b>	<b>49,000</b>	<b>2,820</b>	<b>10%</b>	<b>11,216</b>	<b>38%</b>	<b>19,635</b>	<b>67%</b>
<b>Total</b>				<b>68,071</b>	<b>64,525</b>	<b>69,871</b>	<b>99,191</b>	<b>116,563</b>	<b>5,346</b>	<b>8%</b>	<b>34,666</b>	<b>54%</b>	<b>52,039</b>	<b>81%</b>
16 Pleasanton - Livermore	EB	Dublin Blvd	West of Doolan Rd	0	0	0	2,176	3,582	0	0%	2,176	0%	3,582	0%
16 Pleasanton - Livermore	EB	I-580	At Airway	15,580	15,201	16,780	20,078	22,152	1,580	10%	4,877	32%	6,951	46%
16 Pleasanton - Livermore	EB	W Jack London Blvd	SW of Airport	0	0	0	1,528	3,078	0	0%	1,528	0%	3,078	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	4,833	3,918	3,984	4,092	5,967	66	2%	174	4%	2,049	52%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	1,651	359	1,552	1,496	1,377	1,193	332%	1,137	317%	1,018	284%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	2,995	2,923	3,022	2,961	5,906	99	3%	38	1%	2,983	102%
<b>Subtotal</b>				<b>25,059</b>	<b>22,400</b>	<b>25,338</b>	<b>32,331</b>	<b>42,062</b>	<b>2,937</b>	<b>13%</b>	<b>9,931</b>	<b>44%</b>	<b>19,662</b>	<b>88%</b>
16 Pleasanton - Livermore	WB	Dublin Blvd	West of Doolan Rd	0	0	0	534	3,634	0	0%	534	0%	3,634	0%
16 Pleasanton - Livermore	WB	I-580	At Airway	10,377	11,418	12,051	17,107	19,801	633	6%	5,689	50%	8,384	73%
16 Pleasanton - Livermore	WB	W Jack London Blvd	SW of Airport	0	0	0	145	827	0	0%	145	0%	827	0%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	1,240	1,492	1,459	3,530	3,812	-33	-2%	2,038	137%	2,320	155%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	671	298	357	533	563	59	20%	235	79%	265	89%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	1,398	2,650	2,668	2,791	5,261	18	1%	140	5%	2,611	99%
<b>Subtotal</b>				<b>13,686</b>	<b>15,858</b>	<b>16,535</b>	<b>24,639</b>	<b>33,899</b>	<b>677</b>	<b>4%</b>	<b>8,781</b>	<b>55%</b>	<b>18,041</b>	<b>114%</b>
<b>Total</b>				<b>38,745</b>	<b>38,258</b>	<b>41,873</b>	<b>56,970</b>	<b>75,961</b>	<b>3,614</b>	<b>9%</b>	<b>18,712</b>	<b>49%</b>	<b>37,703</b>	<b>99%</b>



Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
1 Cordon Line	IN	SF-Oakland Bay Bridge	At County Line	40,962	43,039	42,474	49,652	56,200	-565	-1%	6,613	15%	13,161	31%
1 Cordon Line	IN	San Mateo Bridge	At County Line	12,450	14,341	15,765	21,313	25,954	1,424	10%	6,972	49%	11,613	81%
1 Cordon Line	IN	Dumbarton Bridge	At County Line	22,500	18,434	17,464	21,055	24,792	-970	-5%	2,622	14%	6,358	34%
1 Cordon Line	IN	I-880	At S Clara Co Line or SR 262	22,926	23,041	29,472	35,055	41,447	6,431	28%	12,014	52%	18,406	80%
1 Cordon Line	IN	Warm Springs Blvd.	At County Line	6,102	6,805	5,771	4,798	7,558	-1,034	-15%	-2,007	-29%	753	11%
1 Cordon Line	IN	I-680	At E. Warren/Scott Creek	22,843	21,263	20,412	28,408	34,480	-851	-4%	7,145	34%	13,217	62%
1 Cordon Line	IN	Calaveras Road	At County Line	176	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Mines Road	At County Line	41	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Tesla Road	At County Line	93	26	50	953	4,520	24	94%	927	3592%	4,494	17415%
1 Cordon Line	IN	Patterson Pass Road	At County Line	25	0	0	390	3,392	0	-100%	389	741541%	3,392	6458501%
1 Cordon Line	IN	I-580	At Altamont Pass	14,776	14,762	16,046	25,181	27,979	1,285	9%	10,419	71%	13,218	90%
1 Cordon Line	IN	Altamont Pass Rd.	West of Dyer Road	355	45	60	818	3,744	15	34%	773	1718%	3,699	8218%
1 Cordon Line	IN	Grant Line Road	At County Line	121	0	0	94	1,956	0	-100%	94	82039%	1,956	1714333%
1 Cordon Line	IN	Vasco Road	Vasco Road at County Line	1,570	1,234	1,408	2,178	3,411	174	14%	944	77%	2,177	176%
1 Cordon Line	IN	N. Livermore Ave.	South of Hartford Avenue	619	162	255	202	357	93	58%	40	25%	195	121%
1 Cordon Line	IN	Collier Canyon Rd.	At County Line	110	27	27	33	40	0	1%	6	22%	13	50%
1 Cordon Line	IN	Tassajara Road	At County Line	1,062	436	503	1,291	2,693	67	15%	854	196%	2,257	517%
1 Cordon Line	IN	Dougherty Road	At County Line	2,215	889	974	1,687	1,940	85	10%	798	90%	1,051	118%
1 Cordon Line	IN	Stagecoach Road	Btwn Amador Vly and Turquoise	753	848	761	1,262	1,595	-87	-10%	414	49%	747	88%
1 Cordon Line	IN	Village Parkway	At County Line	2,213	587	410	1,547	2,329	-177	-30%	960	164%	1,742	297%
1 Cordon Line	IN	Davona Drive	Between Alcosta and Wicklow	751	930	872	735	968	-58	-6%	-195	-21%	38	4%
1 Cordon Line	IN	I-680	At CC Co. Line/Alcosta	20,913	19,162	23,390	26,059	29,181	4,228	22%	6,897	36%	10,019	52%
1 Cordon Line	IN	San Ramon Road	Between Alcosta Ave. and Volmac	5,313	1,934	1,744	3,547	4,529	-190	-10%	1,613	83%	2,595	134%
1 Cordon Line	IN	Crow Canyon Rd.	At County Line	0	3,828	4,066	4,298	6,054	238	6%	469	12%	2,226	58%
1 Cordon Line	IN	Pinehurst Rd.	At County Line	183	722	822	1,101	1,823	100	14%	379	53%	1,101	152%
1 Cordon Line	IN	Redwood Rd.	East of Skyline	388	641	712	1,017	1,926	71	11%	376	59%	1,285	200%
1 Cordon Line	IN	SR 24	At Caldecott Tunnel	20,976	17,003	17,927	24,394	28,024	924	5%	7,391	43%	11,021	65%
1 Cordon Line	IN	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	IN	Arlington Avenue	At County Line	0	1,778	1,809	2,204	2,774	30	2%	425	24%	996	56%
1 Cordon Line	IN	Colusa Avenue	At County Line	0	608	590	944	1,425	-17	-3%	336	55%	817	135%
1 Cordon Line	IN	San Pablo Avenue	At Solano and Central	3,350	3,411	3,810	7,181	7,339	399	12%	3,770	111%	3,928	115%
1 Cordon Line	IN	I-80	At Central	18,889	20,794	20,740	22,714	25,943	-54	0%	1,920	9%	5,149	25%
1 Cordon Line	IN	I-580	At Portola and Albany/Jct 80 East	10,603	14,208	14,906	16,743	18,608	698	5%	2,535	18%	4,400	31%
<b>Subtotal</b>				<b>233,278</b>	<b>230,957</b>	<b>243,239</b>	<b>306,853</b>	<b>372,980</b>	<b>12,282</b>	<b>5%</b>	<b>75,896</b>	<b>33%</b>	<b>142,023</b>	<b>61%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
1 Cordon Line	OUT	SF-Oakland Bay Bridge	At County Line	33,420	29,864	28,835	33,904	39,657	-1,029	-3%	4,040	14%	9,793	33%
1 Cordon Line	OUT	San Mateo Bridge	At County Line	9,957	10,831	9,829	12,993	17,420	-1,002	-9%	2,161	20%	6,589	61%
1 Cordon Line	OUT	Dumbarton Bridge	At County Line	4,274	9,514	7,710	10,913	15,843	-1,805	-19%	1,398	15%	6,329	67%
1 Cordon Line	OUT	I-880	At S Clara Co. Line or SR 262	23,182	24,426	24,770	29,757	34,203	345	1%	5,331	22%	9,778	40%
1 Cordon Line	OUT	Warm Springs Blvd.	At County Line	5,939	4,454	3,231	3,794	5,908	-1,223	-27%	-660	-15%	1,454	33%
1 Cordon Line	OUT	I-680	At E. Warren/Scott Creek	22,905	18,477	20,528	24,307	25,292	2,051	11%	5,830	32%	6,815	37%
1 Cordon Line	OUT	Calaveras Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Mines Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Tesla Road	At County Line	582	99	738	1,195	4,951	640	648%	1,097	1112%	4,853	4920%
1 Cordon Line	OUT	Patterson Pass Road	At County Line	612	24	122	1,467	3,803	97	399%	1,442	5916%	3,779	15499%
1 Cordon Line	OUT	I-580	At Altamont Pass	24,437	22,873	24,881	29,067	31,596	2,008	9%	6,194	27%	8,724	38%
1 Cordon Line	OUT	Altamont Pass Rd.	West of Dyer Road	1,421	88	434	2,043	5,539	346	393%	1,955	2220%	5,451	6189%
1 Cordon Line	OUT	Grant Line Road	At County Line	1,263	352	309	974	1,707	-43	-12%	622	177%	1,355	385%
1 Cordon Line	OUT	Vasco Road	Vasco Road at County Line	5,036	4,557	5,491	6,297	6,642	934	20%	1,740	38%	2,085	46%
1 Cordon Line	OUT	N. Livermore Ave.	South of Hartford Avenue	680	260	282	883	1,958	22	9%	623	240%	1,698	654%
1 Cordon Line	OUT	Collier Canyon Rd.	At County Line	71	11	11	21	643	0	4%	11	103%	632	6018%
1 Cordon Line	OUT	Tassajara Road	At County Line	1,452	1,197	931	1,779	3,957	-266	-22%	582	49%	2,760	231%
1 Cordon Line	OUT	Dougherty Road	At County Line	4,638	2,094	2,505	2,960	6,120	411	20%	866	41%	4,025	192%
1 Cordon Line	OUT	Stagecoach Road	Btwn Amador Vly and Turquoise	799	1,141	1,184	2,585	2,688	43	4%	1,444	127%	1,547	136%
1 Cordon Line	OUT	Village Parkway	At County Line	1,725	396	532	2,100	2,885	136	34%	1,704	431%	2,489	629%
1 Cordon Line	OUT	Davona Drive	Between Alcosta and Wicklow	1,211	415	534	985	1,555	119	29%	570	137%	1,140	275%
1 Cordon Line	OUT	I-680	At CC Co. Line/Alcosta	24,412	24,569	25,705	27,406	32,225	1,136	5%	2,837	12%	7,656	31%
1 Cordon Line	OUT	San Ramon Road	Between Alcosta Ave. and Volmac	4,239	2,027	2,374	6,717	7,609	347	17%	4,690	231%	5,582	275%
1 Cordon Line	OUT	Crow Canyon Rd.	At County Line	0	4,355	4,542	5,659	6,042	187	4%	1,304	30%	1,687	39%
1 Cordon Line	OUT	Pinehurst Rd.	At County Line	349	1,302	1,451	2,425	3,138	148	11%	1,122	86%	1,836	141%
1 Cordon Line	OUT	Redwood Rd.	East of Skyline	261	1,062	1,158	1,990	2,900	96	9%	928	87%	1,838	173%
1 Cordon Line	OUT	SR 24	At Caldecott Tunnel	30,110	28,376	29,672	37,904	42,894	1,296	5%	9,528	34%	14,518	51%
1 Cordon Line	OUT	Canyon Road	At County Line	0	0	0	0	0	0	0%	0	0%	0	0%
1 Cordon Line	OUT	Arlington Avenue	At County Line	0	2,658	2,720	2,907	3,178	61	2%	249	9%	519	20%
1 Cordon Line	OUT	Colusa Avenue	At County Line	0	1,177	1,227	558	1,552	51	4%	-619	-53%	375	32%
1 Cordon Line	OUT	San Pablo Avenue	At Solano and Central	4,832	7,680	7,474	7,751	8,016	-206	-3%	71	1%	337	4%
1 Cordon Line	OUT	I-80	At Central	25,737	25,840	26,282	32,043	37,234	442	2%	6,203	24%	11,394	44%
1 Cordon Line	OUT	I-580	At Portola and Albany/Jct 80 East	11,958	15,691	17,212	19,524	21,753	1,521	10%	3,833	24%	6,062	39%
<b>Subtotal</b>				<b>245,502</b>	<b>245,809</b>	<b>252,672</b>	<b>312,904</b>	<b>378,907</b>	<b>6,863</b>	<b>3%</b>	<b>67,096</b>	<b>27%</b>	<b>133,099</b>	<b>54%</b>
<b>Total</b>				<b>478,780</b>	<b>476,766</b>	<b>495,911</b>	<b>619,758</b>	<b>751,888</b>	<b>19,146</b>	<b>4%</b>	<b>142,992</b>	<b>30%</b>	<b>275,122</b>	<b>58%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
2 Albany - Berkeley	NB	I-80	Between Gilman and Buchanan	37,922	37,450	39,489	48,008	55,316	2,039	5%	10,558	28%	17,866	48%
2 Albany - Berkeley	NB	San Pablo Avenue	At Gilman and Marin	4,565	7,360	7,215	7,806	8,284	-145	-2%	445	6%	924	13%
2 Albany - Berkeley	NB	Marin Avenue	Near Cityline	2,884	4,104	5,307	4,100	3,926	1,204	29%	-4	0%	-178	-4%
2 Albany - Berkeley	NB	Solano Avenue	Near Cityline	1,726	647	717	2,189	1,982	69	11%	1,542	238%	1,335	206%
<b>Subtotal</b>				<b>47,097</b>	<b>49,561</b>	<b>52,728</b>	<b>62,103</b>	<b>69,508</b>	<b>3,167</b>	<b>6%</b>	<b>12,541</b>	<b>25%</b>	<b>19,946</b>	<b>40%</b>
2 Albany - Berkeley	SB	I-80	Between Gilman and Buchanan	25,957	31,484	31,719	35,778	42,263	234	1%	4,294	14%	10,779	34%
2 Albany - Berkeley	SB	San Pablo Avenue	At Gilman and Marin	3,596	3,935	5,080	7,393	7,241	1,144	29%	3,458	88%	3,305	84%
2 Albany - Berkeley	SB	Marin Avenue	Near Cityline	2,910	3,741	3,689	3,579	3,680	-52	-1%	-162	-4%	-61	-2%
2 Albany - Berkeley	SB	Solano Avenue	Near Cityline	3,548	644	665	1,236	1,690	21	3%	592	92%	1,046	163%
<b>Subtotal</b>				<b>36,011</b>	<b>39,804</b>	<b>41,152</b>	<b>47,986</b>	<b>54,874</b>	<b>1,348</b>	<b>3%</b>	<b>8,182</b>	<b>21%</b>	<b>15,070</b>	<b>38%</b>
<b>Total</b>				<b>83,108</b>	<b>89,366</b>	<b>93,881</b>	<b>110,089</b>	<b>124,382</b>	<b>4,515</b>	<b>5%</b>	<b>20,723</b>	<b>23%</b>	<b>35,016</b>	<b>39%</b>
3 Berkeley - Emeryville	NB	I-80	At Powell	33,846	35,199	36,123	40,575	48,893	924	3%	5,376	15%	13,693	39%
3 Berkeley - Emeryville	NB	Seventh	Near Ashby/City Limit	0	1,578	1,768	2,317	2,625	190	12%	739	47%	1,047	66%
3 Berkeley - Emeryville	NB	Hollis St.	Near Ashby/City Limit	0	1,449	1,620	2,175	2,552	171	12%	727	50%	1,103	76%
3 Berkeley - Emeryville	NB	West Frontage Road	Near Ashby/City Limit	2,525	3,401	3,506	3,653	3,778	106	3%	252	7%	377	11%
3 Berkeley - Emeryville	NB	Shellmound Street	Near Ashby/City Limit	0	1,810	1,831	2,657	3,872	21	1%	846	47%	2,062	114%
<b>Subtotal</b>				<b>36,371</b>	<b>43,437</b>	<b>44,848</b>	<b>51,377</b>	<b>61,720</b>	<b>1,411</b>	<b>3%</b>	<b>7,940</b>	<b>18%</b>	<b>18,283</b>	<b>42%</b>
3 Berkeley - Emeryville	SB	I-80	At Powell	25,640	29,303	29,815	32,712	36,302	512	2%	3,409	12%	6,999	24%
3 Berkeley - Emeryville	SB	Seventh	Near Ashby/City Limit	0	1,397	1,451	1,962	2,403	54	4%	565	40%	1,006	72%
3 Berkeley - Emeryville	SB	Hollis St.	Near Ashby/City Limit	0	1,044	1,051	1,973	2,433	7	1%	929	89%	1,389	133%
3 Berkeley - Emeryville	SB	West Frontage Road	Near Ashby/City Limit	1,689	3,603	3,735	5,780	7,039	132	4%	2,177	60%	3,436	95%
3 Berkeley - Emeryville	SB	Shellmound Street	Near Ashby/City Limit	0	487	536	1,094	2,643	49	10%	607	125%	2,155	442%
<b>Subtotal</b>				<b>27,329</b>	<b>35,834</b>	<b>36,588</b>	<b>48,522</b>	<b>50,820</b>	<b>754</b>	<b>2%</b>	<b>7,687</b>	<b>21%</b>	<b>14,986</b>	<b>42%</b>
<b>Total</b>				<b>63,700</b>	<b>79,271</b>	<b>81,436</b>	<b>94,899</b>	<b>112,540</b>	<b>2,165</b>	<b>3%</b>	<b>15,628</b>	<b>20%</b>	<b>33,269</b>	<b>42%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2020
4 Berkeley - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	4,079	5,463	5,698	7,783	7,806	235	4%	2,320	42%	2,343	43%
4 Berkeley - Oakland	NB	Sacramento Street	Near City Limits	0	4,261	4,991	6,862	7,337	730	17%	2,601	61%	3,076	72%
4 Berkeley - Oakland	NB	Adeline Street	South of Alcatraz	4,362	4,180	4,350	4,590	6,031	170	4%	410	10%	1,851	44%
4 Berkeley - Oakland	NB	Shattuck Avenue	Near City Limits	2,496	3,575	3,582	3,777	3,676	7	0%	202	6%	101	3%
4 Berkeley - Oakland	NB	Telegraph Avenue	Near City Limits	3,715	5,255	6,076	6,296	7,286	821	16%	1,042	20%	2,031	39%
4 Berkeley - Oakland	NB	College Avenue	Near City Limits	1,747	663	776	1,736	2,227	113	17%	1,073	162%	1,563	236%
4 Berkeley - Oakland	NB	Claremont Avenue	South of Ashby	2,386	2,586	2,898	3,863	6,124	312	12%	1,277	49%	3,538	137%
4 Berkeley - Oakland	NB	Tunnel Road	Near City Limits	4,565	3,707	3,656	3,762	3,681	-50	-1%	55	1%	-25	-1%
4 Berkeley - Oakland	NB	Grizzly Peak Blvd.	North of 24	1,506	537	730	870	1,995	193	36%	333	62%	1,458	271%
4 Berkeley - Oakland	NB	Fish Ranch Road	North of 24	1,001	2,474	2,774	2,178	2,522	300	12%	-297	-12%	48	2%
<b>Subtotal</b>				<b>25,857</b>	<b>32,701</b>	<b>35,531</b>	<b>41,717</b>	<b>48,683</b>	<b>2,830</b>	<b>9%</b>	<b>9,016</b>	<b>28%</b>	<b>15,982</b>	<b>49%</b>
4 Berkeley - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	3,709	3,596	3,872	6,384	7,390	276	8%	2,788	78%	3,794	106%
4 Berkeley - Oakland	SB	Sacramento Street	Near City Limits	0	2,793	2,923	4,786	7,302	130	5%	1,993	71%	4,509	161%
4 Berkeley - Oakland	SB	Adeline Street	South of Alcatraz	3,868	2,767	3,479	4,856	5,626	712	26%	2,089	76%	2,859	103%
4 Berkeley - Oakland	SB	Shattuck Avenue	Near City Limits	2,946	3,490	3,479	3,573	3,752	-11	0%	83	2%	262	8%
4 Berkeley - Oakland	SB	Telegraph Avenue	Near City Limits	4,870	6,047	6,741	7,228	7,558	694	11%	1,181	20%	1,511	25%
4 Berkeley - Oakland	SB	College Avenue	Near City Limits	1,719	1,353	1,573	1,681	2,134	221	16%	329	24%	781	58%
4 Berkeley - Oakland	SB	Claremont Avenue	South of Ashby	1,913	2,256	2,517	3,248	4,969	261	12%	992	44%	2,714	120%
4 Berkeley - Oakland	SB	Tunnel Road	Near City Limits	5,981	3,905	3,862	3,861	3,883	-43	-1%	-44	-1%	-22	-1%
4 Berkeley - Oakland	SB	Grizzly Peak Blvd.	North of 24	886	177	416	1,321	2,503	239	135%	1,144	647%	2,326	1316%
4 Berkeley - Oakland	SB	Fish Ranch Road	North of 24	2,163	2,799	2,996	3,397	3,561	197	7%	598	21%	762	27%
<b>Subtotal</b>				<b>28,055</b>	<b>29,182</b>	<b>31,859</b>	<b>40,835</b>	<b>48,679</b>	<b>2,677</b>	<b>9%</b>	<b>11,153</b>	<b>38%</b>	<b>19,497</b>	<b>67%</b>
<b>Total</b>				<b>53,912</b>	<b>61,883</b>	<b>67,390</b>	<b>82,052</b>	<b>97,362</b>	<b>5,507</b>	<b>9%</b>	<b>20,169</b>	<b>33%</b>	<b>35,479</b>	<b>57%</b>

**Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline**

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
5 Emeryville - Oakland	NB	I-80	At Powell	33,846	35,199	36,123	40,575	48,893	924	3%	5,376	15%	13,693	39%
5 Emeryville - Oakland	NB	Shellmound Street	Near 40th/City Limit	0	425	919	2,354	6,147	494	116%	1,929	454%	5,722	1347%
5 Emeryville - Oakland	NB	Adeline Street	South of Alcatraz	4,362	4,180	4,350	4,590	6,031	170	4%	410	10%	1,851	44%
5 Emeryville - Oakland	NB	Hollis St.	Near Powell	0	2,069	1,937	3,331	3,535	-133	-6%	1,262	61%	1,466	71%
5 Emeryville - Oakland	NB	San Pablo Avenue	At Stanford and Ashby Ave.	4,253	5,373	5,613	7,557	7,355	240	4%	2,184	41%	1,982	37%
<b>Subtotal</b>				<b>42,461</b>	<b>47,246</b>	<b>48,942</b>	<b>58,407</b>	<b>71,961</b>	<b>1,695</b>	<b>4%</b>	<b>11,161</b>	<b>24%</b>	<b>24,714</b>	<b>52%</b>
5 Emeryville - Oakland	SB	I-80	At Powell	25,640	29,303	29,815	32,712	36,302	512	2%	3,409	12%	6,999	24%
5 Emeryville - Oakland	SB	Shellmound Street	Near 40th/City Limit	0	1,368	2,056	3,103	6,835	688	50%	1,735	127%	5,467	400%
5 Emeryville - Oakland	SB	Adeline Street	South of Alcatraz	3,868	2,767	3,479	4,856	5,626	712	26%	2,089	76%	2,859	103%
5 Emeryville - Oakland	SB	Hollis St.	Near Powell	0	2,146	1,906	2,806	2,998	-240	-11%	661	31%	852	40%
5 Emeryville - Oakland	SB	San Pablo Avenue	At Stanford and Ashby Ave.	3,363	4,481	4,759	7,007	7,429	278	6%	2,526	56%	2,949	66%
<b>Subtotal</b>				<b>32,871</b>	<b>40,064</b>	<b>42,014</b>	<b>50,485</b>	<b>59,191</b>	<b>1,950</b>	<b>5%</b>	<b>10,421</b>	<b>26%</b>	<b>19,127</b>	<b>48%</b>
<b>Total</b>				<b>75,332</b>	<b>87,310</b>	<b>90,956</b>	<b>108,891</b>	<b>131,151</b>	<b>3,645</b>	<b>4%</b>	<b>21,581</b>	<b>25%</b>	<b>43,841</b>	<b>50%</b>
6 Oakland - Piedmont	NB	Pleasant Valley	Near City Limits	2,566	3,461	3,693	4,889	6,657	232	7%	1,428	41%	3,195	92%
6 Oakland - Piedmont	NB	Moraga Avenue	Eastern Border	2,107	1,259	1,414	1,670	1,741	155	12%	411	33%	482	38%
6 Oakland - Piedmont	NB	Moraga Avenue	Western Border	1,239	1,343	1,535	1,782	2,150	192	14%	439	33%	807	60%
6 Oakland - Piedmont	NB	Grand Avenue	Northern Border	1,769	2,301	2,564	3,228	4,947	263	11%	927	40%	2,647	115%
6 Oakland - Piedmont	NB	Grand Avenue	Southern Border	3,304	2,779	3,000	3,635	5,466	222	8%	857	31%	2,687	97%
6 Oakland - Piedmont	NB	Oakland Avenue	North of Monte Vista	1,948	2,148	2,203	2,298	2,959	55	3%	150	7%	811	38%
6 Oakland - Piedmont	NB	Lakeshore Avenue	Between Windsor and Walavista	629	94	105	110	167	11	12%	16	17%	73	77%
<b>Subtotal</b>				<b>13,562</b>	<b>13,385</b>	<b>14,515</b>	<b>17,611</b>	<b>24,088</b>	<b>1,130</b>	<b>8%</b>	<b>4,227</b>	<b>32%</b>	<b>10,703</b>	<b>80%</b>
6 Oakland - Piedmont	SB	Pleasant Valley	Near City Limits	2,402	2,754	3,174	4,094	5,998	420	15%	1,340	49%	3,244	118%
6 Oakland - Piedmont	SB	Moraga Avenue	Eastern Border	2,597	1,848	1,875	2,207	2,524	27	1%	359	19%	676	37%
6 Oakland - Piedmont	SB	Moraga Avenue	Western Border	1,767	1,942	2,085	2,332	2,503	143	7%	390	20%	561	29%
6 Oakland - Piedmont	SB	Grand Avenue	Northern Border	2,233	2,558	2,679	3,497	5,184	122	5%	940	37%	2,626	103%
6 Oakland - Piedmont	SB	Grand Avenue	Southern Border	3,721	2,670	2,889	3,504	5,169	219	8%	834	31%	2,499	94%
6 Oakland - Piedmont	SB	Oakland Avenue	North of Monte Vista	1,045	1,588	1,666	1,997	2,867	78	5%	410	26%	1,279	81%
6 Oakland - Piedmont	SB	Lakeshore Avenue	Between Windsor and Walavista	504	57	74	71	102	17	30%	14	24%	45	79%
<b>Subtotal</b>				<b>14,269</b>	<b>13,417</b>	<b>14,442</b>	<b>17,703</b>	<b>24,348</b>	<b>1,025</b>	<b>8%</b>	<b>4,285</b>	<b>32%</b>	<b>10,931</b>	<b>81%</b>
<b>Total</b>				<b>27,831</b>	<b>26,802</b>	<b>28,957</b>	<b>35,314</b>	<b>48,436</b>	<b>2,155</b>	<b>8%</b>	<b>8,512</b>	<b>32%</b>	<b>21,634</b>	<b>81%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
7 Alameda - Oakland	NB	Webster-Posey Tubes	Near entrance/exit Oakland side	8,256	8,705	8,899	10,095	12,122	194	2%	1,390	16%	3,417	39%
7 Alameda - Oakland	NB	Park St. Bridge	West of Bridge	5,698	5,944	5,923	7,689	9,101	-21	0%	1,745	29%	3,157	53%
7 Alameda - Oakland	NB	Fruitvale Bridge	West of Bridge	3,021	4,339	4,407	5,228	7,322	68	2%	889	20%	2,983	69%
7 Alameda - Oakland	NB	High St. Bridge	West of Bridge	3,276	2,286	2,202	3,155	4,239	-84	-4%	868	38%	1,953	85%
7 Alameda - Oakland	NB	Doolittle Street	Near City Limits	4,405	5,851	4,618	5,210	5,585	-1,233	-21%	-640	-11%	-266	-5%
7 Alameda - Oakland	NB	SR 61/Doolittle	North of Hegenberger	3,577	6,018	4,725	5,212	5,867	-1,292	-21%	-805	-13%	-151	-3%
7 Alameda - Oakland	NB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	1,811	2,223	5,162	1,811	0%	2,223	0%	5,162	0%
<b>Subtotal</b>				<b>28,233</b>	<b>33,143</b>	<b>32,585</b>	<b>38,812</b>	<b>49,398</b>	<b>-557</b>	<b>-2%</b>	<b>5,669</b>	<b>17%</b>	<b>16,256</b>	<b>49%</b>
7 Alameda - Oakland	SB	Webster-Posey Tubes	Near entrance/exit Oakland side	11,391	10,498	10,892	12,342	13,758	394	4%	1,845	18%	3,260	31%
7 Alameda - Oakland	SB	Park St. Bridge	West of Bridge	6,229	6,512	6,431	7,870	9,394	-82	-1%	1,357	21%	2,882	44%
7 Alameda - Oakland	SB	Fruitvale Bridge	West of Bridge	4,573	5,399	5,367	6,589	7,431	-32	-1%	1,190	22%	2,032	38%
7 Alameda - Oakland	SB	High St. Bridge	West of Bridge	3,764	3,633	3,612	3,765	4,554	-21	-1%	132	4%	921	25%
7 Alameda - Oakland	SB	Doolittle Street	Near City Limits	4,110	4,635	3,408	3,376	5,726	-1,228	-26%	-1,259	-27%	1,091	24%
7 Alameda - Oakland	SB	SR 61/Doolittle	North of Hegenberger	4,542	5,312	4,112	4,192	6,527	-1,200	-23%	-1,120	-21%	1,215	23%
7 Alameda - Oakland	SB	Ron Cowan Pkwy	South of Harbor Bay Pkwy	0	0	1,750	2,190	1,189	1,750	0%	2,190	0%	1,189	0%
<b>Subtotal</b>				<b>34,609</b>	<b>35,990</b>	<b>35,571</b>	<b>40,325</b>	<b>48,579</b>	<b>-419</b>	<b>-1%</b>	<b>4,335</b>	<b>12%</b>	<b>12,589</b>	<b>35%</b>
<b>Total</b>				<b>62,842</b>	<b>69,132</b>	<b>68,156</b>	<b>79,136</b>	<b>97,977</b>	<b>-977</b>	<b>-1%</b>	<b>10,004</b>	<b>14%</b>	<b>28,844</b>	<b>42%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count	Model Volume	Model Volume	Model Volume	Model Volume	Difference	Percent	Difference	Percent	Difference	Percent
				2000	2000	2005	2020	2035	2000-2005	Difference	2000-2005	2000-2020	Difference	2000-2035
8 Oak - San L E14th/Int	EB	Lakeshore Avenue	E/O International	3,773	5,499	5,310	4,903	3,495	-189	-3%	-596	-11%	-2,004	-36%
8 Oak - San L E14th/Int	EB	Park Blvd - 5th Avenue	E/O International	664	231	239	677	721	8	3%	446	193%	490	212%
8 Oak - San L E14th/Int	EB	14th Avenue	E/O International	3,440	4,627	4,708	6,130	5,777	81	2%	1,504	32%	1,150	25%
8 Oak - San L E14th/Int	EB	23rd Avenue	E/O International	1,104	627	578	1,218	2,599	-48	-8%	591	94%	1,973	315%
8 Oak - San L E14th/Int	EB	Fruitvale Avenue	E/O International	3,475	2,477	2,583	3,005	4,862	106	4%	529	21%	2,385	96%
8 Oak - San L E14th/Int	EB	35th Avenue	E/O International	2,209	1,014	1,003	1,463	3,452	-11	-1%	449	44%	2,437	240%
8 Oak - San L E14th/Int	EB	42nd/Courtland	E/O International	2,440	4,974	5,004	6,682	7,643	30	1%	1,708	34%	2,669	54%
8 Oak - San L E14th/Int	EB	High Street	E/O International	1,931	843	848	1,708	4,764	5	1%	865	103%	3,921	465%
8 Oak - San L E14th/Int	EB	55th Avenue	E/O International	696	681	660	791	946	-21	-3%	110	16%	264	39%
8 Oak - San L E14th/Int	EB	Seminary Avenue	E/O International	1,778	1,280	1,365	2,504	1,821	85	7%	1,224	96%	541	42%
8 Oak - San L E14th/Int	EB	73rd Avenue	E/O International	3,809	5,394	5,451	5,112	7,527	58	1%	-281	-5%	2,134	40%
8 Oak - San L E14th/Int	EB	82nd Avenue	E/O International	493	650	657	706	957	7	1%	56	9%	307	47%
8 Oak - San L E14th/Int	EB	98th Avenue	E/O International	3,000	3,012	2,894	3,141	5,555	-117	-4%	130	4%	2,543	84%
8 Oak - San L E14th/Int	EB	Davis Street (SR 112)	W/O International	4,259	3,435	3,724	5,718	7,448	289	8%	2,283	66%	4,013	117%
8 Oak - San L E14th/Int	EB	Estudillo	E/O International	1,724	2,537	2,567	2,760	3,325	31	1%	223	9%	789	31%
<b>Subtotal</b>				<b>34,795</b>	<b>37,279</b>	<b>37,592</b>	<b>46,520</b>	<b>60,891</b>	<b>313</b>	<b>1%</b>	<b>9,241</b>	<b>25%</b>	<b>23,612</b>	<b>63%</b>
8 Oak - San L E14th/Int	WB	Lakeshore Avenue	E/O International	1,606	890	994	1,066	1,718	104	12%	176	20%	827	93%
8 Oak - San L E14th/Int	WB	Park Blvd - 5th Avenue	E/O International	519	168	190	463	859	22	13%	295	176%	691	413%
8 Oak - San L E14th/Int	WB	14th Avenue	E/O International	2,833	3,541	3,838	5,123	6,830	297	8%	1,582	45%	3,289	93%
8 Oak - San L E14th/Int	WB	23rd Avenue	E/O International	665	513	513	556	2,373	0	0%	42	8%	1,860	362%
8 Oak - San L E14th/Int	WB	Fruitvale Avenue	E/O International	3,159	2,396	2,396	2,630	3,440	0	0%	234	10%	1,044	44%
8 Oak - San L E14th/Int	WB	35th Avenue	E/O International	1,669	790	801	958	2,711	12	2%	168	21%	1,922	243%
8 Oak - San L E14th/Int	WB	42nd/Courtland	E/O International	1,706	2,307	2,361	3,131	4,756	54	2%	824	36%	2,449	106%
8 Oak - San L E14th/Int	WB	High Street	E/O International	2,807	1,220	1,231	1,342	3,738	11	1%	122	10%	2,518	206%
8 Oak - San L E14th/Int	WB	55th Avenue	E/O International	705	429	446	574	761	17	4%	145	34%	332	77%
8 Oak - San L E14th/Int	WB	Seminary Avenue	E/O International	1,555	919	1,052	2,129	1,860	133	15%	1,210	132%	941	102%
8 Oak - San L E14th/Int	WB	73rd Avenue	E/O International	4,587	3,167	3,250	3,700	7,312	83	3%	533	17%	4,145	131%
8 Oak - San L E14th/Int	WB	82nd Avenue	E/O International	849	457	492	547	597	35	8%	90	20%	140	31%
8 Oak - San L E14th/Int	WB	98th Avenue	E/O International	2,771	1,920	2,056	2,412	3,770	136	7%	492	26%	1,850	96%
8 Oak - San L E14th/Int	WB	Davis Street (SR 112)	W/O International	3,406	2,303	2,488	3,831	5,084	185	8%	1,528	66%	2,781	121%
8 Oak - San L E14th/Int	WB	Estudillo	E/O International	1,592	2,222	2,323	2,278	2,352	101	5%	57	3%	130	6%
<b>Subtotal</b>				<b>30,429</b>	<b>23,241</b>	<b>24,431</b>	<b>30,740</b>	<b>48,162</b>	<b>1,190</b>	<b>5%</b>	<b>7,499</b>	<b>32%</b>	<b>24,921</b>	<b>107%</b>
<b>Total</b>				<b>65,224</b>	<b>60,520</b>	<b>62,023</b>	<b>77,259</b>	<b>109,052</b>	<b>1,503</b>	<b>2%</b>	<b>16,739</b>	<b>28%</b>	<b>48,532</b>	<b>80%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
9 Oakland - San Leandro	NB	Doolittle Drive	Near Davis	4,455	7,645	7,711	7,928	9,143	66	1%	283	4%	1,498	20%
9 Oakland - San Leandro	NB	I-880	Between Davis and 98th Avenue	26,058	29,640	29,684	31,978	38,756	44	0%	2,338	8%	9,116	31%
9 Oakland - San Leandro	NB	San Leandro Blvd.	Near City Limits	1,939	2,108	2,319	7,022	7,140	212	10%	4,914	233%	5,033	239%
9 Oakland - San Leandro	NB	Int'l/E. 14th	Near 98th Avenue	4,051	2,960	3,145	5,530	5,767	184	6%	2,569	87%	2,806	95%
9 Oakland - San Leandro	NB	Bancroft Avenue	Near City Limits	1,670	2,084	2,086	7,055	7,800	2	0%	4,972	239%	5,716	274%
9 Oakland - San Leandro	NB	MacArthur Blvd.	Near City Limits	1,711	2,196	2,206	3,007	2,883	10	0%	812	37%	688	31%
9 Oakland - San Leandro	NB	Foothill Blvd.	Near City Limits	895	769	760	761	2,091	-9	-1%	-8	-1%	1,322	172%
9 Oakland - San Leandro	NB	I-580	Between 98th and Estudillo	20,300	28,766	29,332	33,569	41,656	567	2%	4,804	17%	12,890	45%
<b>Subtotal</b>				<b>61,079</b>	<b>76,167</b>	<b>77,243</b>	<b>96,850</b>	<b>115,236</b>	<b>1,076</b>	<b>1%</b>	<b>20,683</b>	<b>27%</b>	<b>39,070</b>	<b>51%</b>
9 Oakland - San Leandro	SB	Doolittle Drive	Near Davis	5,859	7,615	7,829	8,041	9,345	213	3%	426	6%	1,730	23%
9 Oakland - San Leandro	SB	I-880	Between Davis and 98th Avenue	27,974	29,274	29,994	35,732	38,684	720	2%	6,458	22%	9,410	32%
9 Oakland - San Leandro	SB	San Leandro Blvd.	Near City Limits	2,280	3,199	3,844	6,434	7,271	645	20%	3,235	101%	4,072	127%
9 Oakland - San Leandro	SB	Int'l/E. 14th	Near 98th Avenue	3,557	2,743	3,161	4,791	5,942	417	15%	2,048	75%	3,199	117%
9 Oakland - San Leandro	SB	Bancroft Avenue	Near City Limits	1,621	1,272	1,306	2,578	7,278	35	3%	1,306	103%	6,006	472%
9 Oakland - San Leandro	SB	MacArthur Blvd.	Near City Limits	1,564	2,456	2,378	2,817	2,871	-78	-3%	361	15%	415	17%
9 Oakland - San Leandro	SB	Foothill Blvd.	Near City Limits	1,390	907	896	910	1,303	-11	-1%	3	0%	396	44%
9 Oakland - San Leandro	SB	I-580	Between 98th and Estudillo	21,616	29,602	30,153	32,202	35,582	551	2%	2,600	9%	5,980	20%
<b>Subtotal</b>				<b>65,861</b>	<b>77,069</b>	<b>79,560</b>	<b>93,505</b>	<b>108,276</b>	<b>2,492</b>	<b>3%</b>	<b>16,436</b>	<b>21%</b>	<b>31,208</b>	<b>40%</b>
<b>Total</b>				<b>126,941</b>	<b>153,235</b>	<b>156,803</b>	<b>190,355</b>	<b>223,513</b>	<b>3,568</b>	<b>2%</b>	<b>37,119</b>	<b>24%</b>	<b>70,277</b>	<b>46%</b>



Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
10 Hayward - Union City	NB	Union City Blvd.	Near City Limits	0	7,936	7,870	8,202	9,534	-66	-1%	266	3%	1,598	20%
10 Hayward - Union City	NB	I-880	At Industrial Parkway	26,383	29,851	30,411	36,012	45,047	560	2%	6,161	21%	15,196	51%
10 Hayward - Union City	NB	Industrial Pkwy	Near Huntwood	5,201	4,295	4,164	4,659	5,834	-132	-3%	364	8%	1,538	36%
10 Hayward - Union City	NB	Whipple Road	Near City Limit, E side of I-880	4,258	2,705	2,921	4,729	6,563	216	8%	2,024	75%	3,858	143%
10 Hayward - Union City	NB	Mission Blvd	At Greasel Street	5,923	5,738	6,337	6,983	7,952	599	10%	1,245	22%	2,214	39%
<b>Subtotal</b>				<b>41,765</b>	<b>50,525</b>	<b>51,702</b>	<b>60,585</b>	<b>74,929</b>	<b>1,178</b>	<b>2%</b>	<b>10,061</b>	<b>20%</b>	<b>24,404</b>	<b>48%</b>
10 Hayward - Union City	SB	Union City Blvd.	Near City Limits	0	7,933	7,945	7,992	8,519	12	0%	59	1%	586	7%
10 Hayward - Union City	SB	I-880	At Industrial Parkway	24,374	30,020	30,378	33,248	39,357	357	1%	3,228	11%	9,337	31%
10 Hayward - Union City	SB	Industrial Pkwy	Near Huntwood	4,397	3,340	3,511	3,421	5,242	172	5%	81	2%	1,902	57%
10 Hayward - Union City	SB	Whipple Road	Near City Limit, E side of I-880	4,201	3,942	4,459	5,135	5,921	517	13%	1,193	30%	1,979	50%
10 Hayward - Union City	SB	Mission Blvd	At Greasel Street	4,554	5,474	5,852	6,924	7,285	379	7%	1,450	26%	1,811	33%
<b>Subtotal</b>				<b>37,526</b>	<b>50,709</b>	<b>52,146</b>	<b>56,720</b>	<b>66,325</b>	<b>1,437</b>	<b>3%</b>	<b>6,011</b>	<b>12%</b>	<b>15,615</b>	<b>31%</b>
<b>Total</b>				<b>79,291</b>	<b>101,234</b>	<b>103,849</b>	<b>117,806</b>	<b>141,254</b>	<b>2,614</b>	<b>3%</b>	<b>16,072</b>	<b>16%</b>	<b>40,020</b>	<b>40%</b>
11 Hayward - Castro Vall	NB	Redwood Rd.	North of Seven Hills	1,906	796	907	1,849	2,938	110	14%	1,053	132%	2,142	269%
11 Hayward - Castro Vall	NB	Crow Canyon Rd.	North of Cold Water Drive	0	4,210	4,399	5,147	6,125	188	4%	936	22%	1,915	45%
11 Hayward - Castro Vall	NB	I-580	At Crow Canyon	25,109	29,700	31,707	37,215	42,207	2,007	7%	7,516	25%	12,507	42%
11 Hayward - Castro Vall	NB	Dublin Canyon Road	East of Palomares	654	344	368	1,772	2,441	24	7%	1,428	415%	2,097	609%
11 Hayward - Castro Vall	NB	Palomares Road	South of Palo Verde Road	309	610	535	1,307	1,927	-75	-12%	697	114%	1,317	216%
<b>Subtotal</b>				<b>27,978</b>	<b>35,661</b>	<b>37,915</b>	<b>47,290</b>	<b>55,639</b>	<b>2,254</b>	<b>6%</b>	<b>11,629</b>	<b>33%</b>	<b>19,978</b>	<b>56%</b>
11 Hayward - Castro Vall	SB	Redwood Rd.	North of Seven Hills	1,659	568	631	813	1,504	62	11%	245	43%	936	165%
11 Hayward - Castro Vall	SB	Crow Canyon Rd.	North of Cold Water Drive	0	3,942	4,006	4,162	4,902	64	2%	220	6%	960	24%
11 Hayward - Castro Vall	SB	I-580	At Crow Canyon	22,962	22,479	23,508	29,731	34,069	1,029	5%	7,251	32%	11,590	52%
11 Hayward - Castro Vall	SB	Dublin Canyon Road	East of Palomares	1,271	805	1,279	2,765	3,324	474	59%	1,960	244%	2,519	313%
11 Hayward - Castro Vall	SB	Palomares Road	South of Palo Verde Road	262	432	428	540	798	-4	-1%	108	25%	365	85%
<b>Subtotal</b>				<b>26,154</b>	<b>28,227</b>	<b>29,852</b>	<b>38,011</b>	<b>44,596</b>	<b>1,625</b>	<b>6%</b>	<b>9,784</b>	<b>35%</b>	<b>16,369</b>	<b>58%</b>
<b>Total</b>				<b>54,132</b>	<b>63,888</b>	<b>67,767</b>	<b>85,301</b>	<b>100,236</b>	<b>3,879</b>	<b>6%</b>	<b>21,413</b>	<b>34%</b>	<b>36,348</b>	<b>57%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
12 Union City - Fremont	NB	Ardenwood Blvd.	Near City Limits	5,972	6,712	6,849	7,951	8,219	137	2%	1,239	18%	1,507	22%
12 Union City - Fremont	NB	Alvarado Blvd.	Around Lowry Road	3,709	4,514	4,885	6,603	8,633	371	8%	2,088	46%	4,118	91%
12 Union City - Fremont	NB	I-880	South of Alvarado-Niles I/C	26,617	29,173	29,839	31,845	39,254	667	2%	2,672	9%	10,082	35%
12 Union City - Fremont	NB	Decoto Road	South of Alvarado Niles	0	7,765	7,874	7,317	8,006	110	1%	-447	-6%	242	3%
12 Union City - Fremont	NB	Isherwood Way	Near City Limits	1,943	1,328	1,624	663	2,635	296	22%	-665	-50%	1,307	98%
12 Union City - Fremont	NB	Alvarado-Niles Rd.	Near City Limits	0	2,117	1,885	1,192	3,069	-232	-11%	-925	-44%	952	45%
12 Union City - Fremont	NB	Mission Blvd	South of Decoto Road	4,832	4,630	4,755	6,629	7,323	125	3%	1,999	43%	2,692	58%
<b>Subtotal</b>				<b>43,073</b>	<b>56,239</b>	<b>57,712</b>	<b>62,200</b>	<b>77,139</b>	<b>1,473</b>	<b>3%</b>	<b>5,961</b>	<b>11%</b>	<b>20,900</b>	<b>37%</b>
12 Union City - Fremont	SB	Ardenwood Blvd.	Near City Limits	2,562	3,427	3,393	4,589	7,207	-34	-1%	1,162	34%	3,781	110%
12 Union City - Fremont	SB	Alvarado Blvd.	Around Lowry Road	2,645	4,011	4,450	6,008	7,572	439	11%	1,997	50%	3,561	89%
12 Union City - Fremont	SB	I-880	South of Alvarado-Niles I/C	24,825	27,845	27,883	29,058	33,413	38	0%	1,213	4%	5,568	20%
12 Union City - Fremont	SB	Decoto Road	South of Alvarado Niles	0	7,199	7,234	7,027	7,667	35	0%	-172	-2%	468	6%
12 Union City - Fremont	SB	Isherwood Way	Near City Limits	3,265	311	363	243	1,303	52	17%	-67	-22%	992	319%
12 Union City - Fremont	SB	Alvarado-Niles Rd.	Near City Limits	0	3,690	3,368	1,423	2,608	-322	-9%	-2,267	-61%	-1,082	-29%
12 Union City - Fremont	SB	Mission Blvd	South of Decoto Road	4,938	5,140	5,335	6,828	7,253	195	4%	1,688	33%	2,113	41%
<b>Subtotal</b>				<b>38,235</b>	<b>51,624</b>	<b>52,027</b>	<b>55,177</b>	<b>67,023</b>	<b>404</b>	<b>1%</b>	<b>3,553</b>	<b>7%</b>	<b>15,399</b>	<b>30%</b>
<b>Total</b>				<b>81,308</b>	<b>107,863</b>	<b>109,739</b>	<b>117,377</b>	<b>144,162</b>	<b>1,877</b>	<b>2%</b>	<b>9,514</b>	<b>9%</b>	<b>36,299</b>	<b>34%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
13 Fremont - Newark	NB	Thornton Ave.	South of SR 84	0	1,395	1,206	1,691	3,281	-188	-14%	297	21%	1,886	135%
13 Fremont - Newark	NB	Newark Blvd.	South of SR 84	0	3,774	3,957	5,298	6,265	183	5%	1,524	40%	2,492	66%
13 Fremont - Newark	NB	I-880	Near SR 84	27,472	28,436	29,058	31,248	37,075	622	2%	2,812	10%	8,639	30%
13 Fremont - Newark	NB	Thornton Ave.	Near I-880/City Limits	0	5,513	5,258	6,715	5,983	-256	-5%	1,202	22%	470	9%
13 Fremont - Newark	WB	Central Ave.	Near I-880/City Limits	2,128	618	646	741	1,814	-28	5%	123	20%	1,196	193%
13 Fremont - Newark	WB	Mowry Ave.	Near I-880/City Limits	7,204	4,025	4,128	4,405	5,312	102	3%	379	9%	1,286	32%
13 Fremont - Newark	WB	Stevenson Blvd.	Near I-880/City Limits	1,573	4,268	4,423	4,334	5,146	155	4%	66	2%	878	21%
13 Fremont - Newark	WB	Cedar Blvd.	Near City Limits	0	359	454	542	817	95	26%	183	51%	457	127%
13 Fremont - Newark	WB	Cherry Street	Near City Limits	0	2,857	3,448	5,326	6,837	591	21%	2,470	86%	3,980	139%
<b>Subtotal</b>				<b>38,377</b>	<b>51,245</b>	<b>52,578</b>	<b>60,800</b>	<b>72,580</b>	<b>1,333</b>	<b>3%</b>	<b>9,055</b>	<b>18%</b>	<b>21,284</b>	<b>42%</b>
13 Fremont - Newark	SB	Thornton Ave.	South of SR 84	0	1,200	1,154	1,961	3,828	-45	-4%	761	63%	2,628	219%
13 Fremont - Newark	SB	Newark Blvd.	South of SR 84	0	4,890	4,913	6,551	7,599	23	0%	1,662	34%	2,709	55%
13 Fremont - Newark	SB	I-880	Near SR 84	23,044	24,242	24,539	26,719	30,996	297	1%	2,478	10%	6,754	28%
13 Fremont - Newark	SB	Thornton Ave.	Near I-880/City Limits	0	5,258	5,366	5,505	6,788	108	2%	247	5%	1,530	29%
13 Fremont - Newark	EB	Central Ave.	Near I-880/City Limits	3,161	825	821	828	6,148	-5	-1%	2	0%	5,323	645%
13 Fremont - Newark	EB	Mowry Ave.	Near I-880/City Limits	9,341	6,959	7,169	7,081	10,300	210	3%	122	2%	3,341	48%
13 Fremont - Newark	EB	Stevenson Blvd.	Near I-880/City Limits	2,194	3,555	3,848	4,388	6,858	292	8%	832	23%	3,303	93%
13 Fremont - Newark	EB	Cedar Blvd.	Near City Limits	0	523	704	762	806	181	35%	238	46%	283	54%
13 Fremont - Newark	EB	Cherry Street	Near City Limits	0	2,133	2,358	3,446	5,352	225	11%	1,312	62%	3,219	151%
<b>Subtotal</b>				<b>37,740</b>	<b>49,585</b>	<b>50,872</b>	<b>57,240</b>	<b>78,675</b>	<b>1,287</b>	<b>3%</b>	<b>7,654</b>	<b>15%</b>	<b>29,090</b>	<b>59%</b>
<b>Total</b>				<b>76,117</b>	<b>100,831</b>	<b>103,451</b>	<b>117,540</b>	<b>151,205</b>	<b>2,620</b>	<b>3%</b>	<b>16,709</b>	<b>17%</b>	<b>50,374</b>	<b>50%</b>
14 County - Tri-Valley	NB	Niles Canyon Road	At Palomares	3,884	5,739	5,829	6,191	7,043	90	2%	453	8%	1,305	23%
14 County - Tri-Valley	NB	I-680	At SR 84 East	19,038	21,016	22,594	29,476	34,084	1,577	8%	8,460	40%	13,068	62%
14 County - Tri-Valley	NB	Foothill Road	North of Niles Canyon Road	0	1,385	2,016	2,982	3,284	631	46%	1,598	115%	1,899	137%
14 County - Tri-Valley	NB	Pleasanton-Sunol	North of Niles Canyon Road	0	3,236	3,640	3,730	4,072	404	12%	495	15%	837	26%
14 County - Tri-Valley	NB	Vallecitos Road	Near Vineyard	5,711	3,414	3,540	2,377	3,127	127	4%	-1,036	-30%	-287	-8%
<b>Subtotal</b>				<b>28,633</b>	<b>34,789</b>	<b>37,618</b>	<b>44,757</b>	<b>51,611</b>	<b>2,829</b>	<b>8%</b>	<b>9,969</b>	<b>29%</b>	<b>16,822</b>	<b>48%</b>
14 County - Tri-Valley	SB	Niles Canyon Road	At Palomares	2,393	2,347	2,215	5,026	5,850	-132	-6%	2,679	114%	3,504	149%
14 County - Tri-Valley	SB	I-680	At SR 84 East	13,842	15,147	16,840	20,109	21,745	1,693	11%	4,962	33%	6,597	44%
14 County - Tri-Valley	SB	Foothill Road	North of Niles Canyon Road	0	473	708	1,456	1,278	235	50%	983	208%	805	170%
14 County - Tri-Valley	SB	Pleasanton-Sunol	North of Niles Canyon Road	0	1,001	824	2,969	2,379	-177	-18%	1,968	197%	1,378	138%
14 County - Tri-Valley	SB	Vallecitos Road	Near Vineyard	1,781	3,116	3,019	1,248	2,938	-97	-3%	-1,868	-60%	-178	-6%
<b>Subtotal</b>				<b>18,016</b>	<b>22,084</b>	<b>23,606</b>	<b>30,808</b>	<b>34,191</b>	<b>1,522</b>	<b>7%</b>	<b>8,724</b>	<b>40%</b>	<b>12,107</b>	<b>55%</b>
<b>Total</b>				<b>46,649</b>	<b>56,873</b>	<b>61,224</b>	<b>75,566</b>	<b>85,802</b>	<b>4,351</b>	<b>8%</b>	<b>18,693</b>	<b>33%</b>	<b>28,929</b>	<b>51%</b>

Table C-5: PM Peak 4-Hour Traffic Forecast Model Volumes by Screenline

Screenline	Direction	Street Name	Location	Traffic Count 2000	Model Volume 2000	Model Volume 2005	Model Volume 2020	Model Volume 2035	Difference 2000-2005	Percent Difference 2000-2005	Difference 2000-2020	Percent Difference 2000-2020	Difference 2000-2035	Percent Difference 2000-2035
15 Dublin - Pleasanton	NB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	4,680	4,643	4,828	7,764	7,750	184	4%	3,121	67%	3,107	67%
15 Dublin - Pleasanton	NB	I-680	North of I-580	25,036	23,738	24,755	23,649	28,606	1,018	4%	-89	0%	4,868	21%
15 Dublin - Pleasanton	NB	Village Parkway	Between Dublin Blvd. and Lewis	3,365	2,298	2,606	4,846	5,216	308	13%	2,548	111%	2,918	127%
15 Dublin - Pleasanton	NB	Dougherty Road	Between Dublin Blvd. and Sierra	4,796	4,978	5,576	8,433	10,174	598	12%	3,455	69%	5,195	104%
15 Dublin - Pleasanton	NB	Hacienda Drive	Between I-580 and Dublin Blvd.	2,585	2,142	2,763	12,009	13,762	621	29%	9,867	461%	11,620	543%
15 Dublin - Pleasanton	NB	Tassajara Road	Between I-580 and Dublin Blvd.	2,351	1,587	3,033	10,208	13,043	1,446	91%	8,622	543%	11,456	722%
15 Dublin - Pleasanton	NB	Santa Rita Road	South of I-580	5,575	4,679	3,836	8,822	8,318	-843	-18%	4,143	89%	3,639	78%
15 Dublin - Pleasanton	NB	Hacienda Drive	South of I-580	5,583	5,757	6,284	12,701	13,376	527	9%	6,943	121%	7,619	132%
15 Dublin - Pleasanton	NB	Hopyard Rd.	South of I-580	5,719	9,156	9,940	11,802	12,078	784	9%	2,646	29%	2,922	32%
15 Dublin - Pleasanton	NB	Foothill Road	South of I-580	6,472	6,914	7,495	9,276	13,138	581	8%	2,362	34%	6,224	90%
<b>Subtotal</b>				<b>66,161</b>	<b>65,893</b>	<b>71,116</b>	<b>109,510</b>	<b>125,461</b>	<b>5,223</b>	<b>8%</b>	<b>43,616</b>	<b>66%</b>	<b>59,568</b>	<b>90%</b>
15 Dublin - Pleasanton	SB	San Ramon Road	Btwn Dublin Blvd. and Amador Vly	4,324	2,772	2,704	4,435	4,880	-68	-2%	1,663	60%	2,107	76%
15 Dublin - Pleasanton	SB	I-680	North of I-580	20,913	19,162	23,390	26,059	29,181	4,228	22%	6,897	36%	10,019	52%
15 Dublin - Pleasanton	SB	Village Parkway	Between Dublin Blvd. and Lewis	2,648	2,068	2,083	3,597	5,498	14	1%	1,528	74%	3,429	166%
15 Dublin - Pleasanton	SB	Dougherty Road	Between Dublin Blvd. and Sierra	3,982	4,366	4,129	5,238	5,782	-237	-5%	872	32%	1,416	32%
15 Dublin - Pleasanton	SB	Hacienda Drive	Between I-580 and Dublin Blvd.	4,172	2,919	2,275	4,420	8,880	-644	-22%	1,501	51%	5,961	204%
15 Dublin - Pleasanton	SB	Tassajara Road	Between I-580 and Dublin Blvd.	4,235	973	2,362	4,105	6,258	1,389	143%	3,132	322%	5,284	543%
15 Dublin - Pleasanton	SB	Santa Rita Road	South of I-580	3,297	3,263	4,167	5,635	5,135	904	28%	2,373	73%	1,873	57%
15 Dublin - Pleasanton	SB	Hacienda Drive	South of I-580	3,213	5,557	6,543	6,430	7,244	986	18%	872	16%	1,687	30%
15 Dublin - Pleasanton	SB	Hopyard Rd.	South of I-580	5,362	6,724	6,494	8,223	11,614	-229	-3%	1,499	22%	4,890	73%
15 Dublin - Pleasanton	SB	Foothill Road	South of I-580	4,025	6,437	5,701	7,219	8,343	-736	-11%	782	12%	1,905	30%
<b>Subtotal</b>				<b>56,171</b>	<b>54,242</b>	<b>59,848</b>	<b>75,861</b>	<b>92,814</b>	<b>5,607</b>	<b>10%</b>	<b>21,119</b>	<b>39%</b>	<b>38,572</b>	<b>71%</b>
<b>Total</b>				<b>122,332</b>	<b>120,135</b>	<b>130,964</b>	<b>184,870</b>	<b>218,275</b>	<b>10,829</b>	<b>9%</b>	<b>64,735</b>	<b>54%</b>	<b>98,140</b>	<b>82%</b>
16 Pleasanton - Livermore	EB	Dublin Blvd	West of Doolan Rd	0	0	0	5,673	7,337	0	0%	5,673	0%	7,337	0%
16 Pleasanton - Livermore	EB	I-580	At Airway	29,802	29,850	32,909	37,850	43,284	3,059	10%	8,000	27%	13,434	45%
16 Pleasanton - Livermore	EB	W Jack London Blvd	SW of Airport	0	0	0	3,336	6,555	0	0%	3,336	0%	6,555	0%
16 Pleasanton - Livermore	EB	Stanley Blvd.	West of Isabel Avenue	7,967	7,520	7,337	7,620	11,110	-183	-2%	100	1%	3,589	48%
16 Pleasanton - Livermore	EB	Vineyard Avenue	East of Ruby Hill	2,385	1,961	3,658	3,125	3,223	1,697	87%	1,164	59%	1,263	64%
16 Pleasanton - Livermore	EB	Vallecitos Road	S/O Isabel Avenue	5,834	5,503	5,752	5,685	11,284	249	5%	181	3%	5,781	105%
<b>Subtotal</b>				<b>45,988</b>	<b>44,834</b>	<b>49,656</b>	<b>63,288</b>	<b>82,793</b>	<b>4,822</b>	<b>11%</b>	<b>18,454</b>	<b>41%</b>	<b>37,959</b>	<b>85%</b>
16 Pleasanton - Livermore	WB	Dublin Blvd	West of Doolan Rd	0	0	0	931	6,025	0	0%	931	0%	6,025	0%
16 Pleasanton - Livermore	WB	I-580	At Airway	19,379	21,378	22,709	31,391	36,709	1,331	6%	10,013	47%	15,331	72%
16 Pleasanton - Livermore	WB	W Jack London Blvd	SW of Airport	0	0	0	430	1,397	0	0%	430	0%	1,397	0%
16 Pleasanton - Livermore	WB	Stanley Blvd.	West of Isabel Avenue	2,486	1,945	2,073	6,629	7,104	128	7%	4,684	241%	5,159	265%
16 Pleasanton - Livermore	WB	Vineyard Avenue	East of Ruby Hill	1,084	387	534	1,020	885	147	38%	633	163%	498	129%
16 Pleasanton - Livermore	WB	Vallecitos Road	S/O Isabel Avenue	2,399	5,046	5,134	5,198	9,951	88	2%	152	3%	4,905	97%
<b>Subtotal</b>				<b>25,348</b>	<b>28,756</b>	<b>30,450</b>	<b>45,598</b>	<b>62,071</b>	<b>1,694</b>	<b>6%</b>	<b>16,842</b>	<b>59%</b>	<b>33,315</b>	<b>116%</b>
<b>Total</b>				<b>71,336</b>	<b>73,590</b>	<b>80,106</b>	<b>108,886</b>	<b>144,864</b>	<b>6,516</b>	<b>9%</b>	<b>35,297</b>	<b>48%</b>	<b>71,274</b>	<b>97%</b>

## **10 Appendix D: Detailed TAZ Correspondence**

---

Appendix D is a separate electronic file:

“ACtoMTC\_TAZ\_Correspondence\_110510.pdf”

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1	ACCMA	Albany	1039	19	4	Alameda	Albany
2	ACCMA	Albany	1039	19	4	Alameda	Albany
3	ACCMA	Albany	1039	19	4	Alameda	Albany
4	ACCMA	Albany	1038	19	4	Alameda	Albany
5	ACCMA	Albany	1038	19	4	Alameda	Albany
6	ACCMA	Albany	1038	19	4	Alameda	Albany
7	ACCMA	Albany	1037	19	4	Alameda	Albany
8	ACCMA	Albany	1037	19	4	Alameda	Albany
9	ACCMA	Albany	1036	19	4	Alameda	Albany
10	ACCMA	Albany	1036	19	4	Alameda	Albany
11	ACCMA	Albany	1035	19	4	Alameda	Albany
12	ACCMA	Albany	1034	19	4	Alameda	Albany
13	ACCMA	Albany	1034	19	4	Alameda	Albany
14	ACCMA	Berkeley	1033	19	4	Alameda	Berkeley
15	ACCMA	Berkeley	1033	19	4	Alameda	Berkeley
16	ACCMA	Berkeley	1033	19	4	Alameda	Berkeley
17	ACCMA	Berkeley	1033	19	4	Alameda	Berkeley
18	ACCMA	Berkeley	1033	19	4	Alameda	Berkeley
19	ACCMA	Berkeley	1032	19	4	Alameda	Berkeley
20	ACCMA	Berkeley	1031	19	4	Alameda	Berkeley
21	ACCMA	Berkeley	1031	19	4	Alameda	Berkeley
22	ACCMA	Berkeley	1030	19	4	Alameda	Berkeley
23	ACCMA	Berkeley	1029	19	4	Alameda	Berkeley
24	ACCMA	Berkeley	1028	19	4	Alameda	Berkeley
25	ACCMA	Berkeley	1028	19	4	Alameda	Berkeley
26	ACCMA	Berkeley	1027	19	4	Alameda	Berkeley
27	ACCMA	Berkeley	1027	19	4	Alameda	Berkeley
28	ACCMA	Berkeley	1026	19	4	Alameda	Berkeley
29	ACCMA	Berkeley	1025	19	4	Alameda	Berkeley
30	ACCMA	Berkeley	1025	19	4	Alameda	Berkeley
31	ACCMA	Berkeley	1025	19	4	Alameda	Berkeley
32	ACCMA	Berkeley	1025	19	4	Alameda	Berkeley
33	ACCMA	Berkeley	1025	19	4	Alameda	Berkeley
34	ACCMA	Berkeley	1024	19	4	Alameda	Berkeley
35	ACCMA	Berkeley	1024	19	4	Alameda	Berkeley
36	ACCMA	Berkeley	1024	19	4	Alameda	Berkeley
37	ACCMA	Berkeley	1023	19	4	Alameda	Berkeley
38	ACCMA	Berkeley	1023	19	4	Alameda	Berkeley
39	ACCMA	Berkeley	1023	19	4	Alameda	Berkeley
40	ACCMA	Berkeley	1023	19	4	Alameda	Berkeley
41	ACCMA	Berkeley	1022	19	4	Alameda	Berkeley
42	ACCMA	Berkeley	1022	19	4	Alameda	Berkeley
43	ACCMA	Berkeley	1022	19	4	Alameda	Berkeley
44	ACCMA	Berkeley	1022	19	4	Alameda	Berkeley
45	ACCMA	Berkeley	1021	19	4	Alameda	Berkeley
46	ACCMA	Berkeley	1021	19	4	Alameda	Berkeley
47	ACCMA	Berkeley	1021	19	4	Alameda	Berkeley
48	ACCMA	Berkeley	1020	19	4	Alameda	Berkeley
49	ACCMA	Berkeley	1020	19	4	Alameda	Berkeley
50	ACCMA	Berkeley	1019	19	4	Alameda	Berkeley
51	ACCMA	Berkeley	1019	19	4	Alameda	Berkeley
52	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
53	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
54	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
55	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
56	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
57	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
58	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
59	ACCMA	Berkeley	1018	19	4	Alameda	Berkeley
60	ACCMA	Berkeley	1017	19	4	Alameda	Berkeley
61	ACCMA	Berkeley	1017	19	4	Alameda	Berkeley

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
62	ACCMA	Berkeley	1017	19	4	Alameda	Berkeley
63	ACCMA	Berkeley	1017	19	4	Alameda	Berkeley
64	ACCMA	Berkeley	1016	19	4	Alameda	Berkeley
65	ACCMA	Berkeley	1016	19	4	Alameda	Berkeley
66	ACCMA	Berkeley	1016	19	4	Alameda	Berkeley
67	ACCMA	Berkeley	1016	19	4	Alameda	Berkeley
68	ACCMA	Berkeley	1015	19	4	Alameda	Berkeley
69	ACCMA	Berkeley	1015	19	4	Alameda	Berkeley
70	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
71	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
72	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
73	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
74	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
75	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
76	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
77	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
78	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
79	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
80	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
81	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
82	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
83	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
84	ACCMA	Berkeley	1014	19	4	Alameda	Berkeley
85	ACCMA	Berkeley	1013	19	4	Alameda	Berkeley
86	ACCMA	Berkeley	1013	19	4	Alameda	Berkeley
87	ACCMA	Berkeley	1013	19	4	Alameda	Berkeley
88	ACCMA	Berkeley	1012	19	4	Alameda	Berkeley
89	ACCMA	Berkeley	1012	19	4	Alameda	Berkeley
90	ACCMA	Berkeley	1012	19	4	Alameda	Berkeley
91	ACCMA	Berkeley	1011	19	4	Alameda	Berkeley
92	ACCMA	Berkeley	1011	19	4	Alameda	Berkeley
93	ACCMA	Berkeley	1011	19	4	Alameda	Berkeley
94	ACCMA	Berkeley	1010	19	4	Alameda	Berkeley
95	ACCMA	Berkeley	1010	19	4	Alameda	Berkeley
96	ACCMA	Berkeley	1010	19	4	Alameda	Berkeley
97	ACCMA	Berkeley	1009	19	4	Alameda	Berkeley
98	ACCMA	Berkeley	1009	19	4	Alameda	Berkeley
99	ACCMA	Berkeley	1008	19	4	Alameda	Berkeley
100	ACCMA	Berkeley	1008	19	4	Alameda	Berkeley
101	ACCMA	Berkeley	1008	19	4	Alameda	Berkeley
102	ACCMA	Berkeley	1008	19	4	Alameda	Berkeley
103	ACCMA	Berkeley	1008	19	4	Alameda	Berkeley
104	ACCMA	Berkeley	1007	19	4	Alameda	Berkeley
105	ACCMA	Berkeley	1006	19	4	Alameda	Berkeley
106	ACCMA	Berkeley	1006	19	4	Alameda	Berkeley
107	ACCMA	Berkeley	1006	19	4	Alameda	Berkeley
108	ACCMA	Berkeley	1004	19	4	Alameda	Berkeley
109	ACCMA	Berkeley	1004	19	4	Alameda	Berkeley
110	ACCMA	Berkeley	1003	19	4	Alameda	Berkeley
111	ACCMA	Berkeley	1002	19	4	Alameda	Berkeley
112	ACCMA	Berkeley	1002	19	4	Alameda	Oakland
113	ACCMA	Berkeley	995	19	4	Alameda	Berkeley
114	ACCMA	Berkeley	994	19	4	Alameda	Berkeley
115	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
116	ACCMA	Emeryville	991	19	4	Alameda	Berkeley
117	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
118	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
119	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
120	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
121	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
122	ACCMA	Emeryville	991	19	4	Alameda	Emeryville



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
123	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
124	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
125	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
126	ACCMA	Emeryville	991	19	4	Alameda	Emeryville
127	ACCMA	Oakland	1005	19	4	Alameda	Oakland
128	ACCMA	Oakland	1001	19	4	Alameda	Oakland
129	ACCMA	Oakland	1001	19	4	Alameda	Oakland
130	ACCMA	Oakland	1001	19	4	Alameda	Oakland
131	ACCMA	Oakland	1000	19	4	Alameda	Oakland
132	ACCMA	Oakland	1000	19	4	Alameda	Oakland
133	ACCMA	Oakland	1000	19	4	Alameda	Oakland
134	ACCMA	Oakland	999	19	4	Alameda	Oakland
135	ACCMA	Oakland	999	19	4	Alameda	Oakland
136	ACCMA	Oakland	999	19	4	Alameda	Oakland
137	ACCMA	Oakland	998	19	4	Alameda	Oakland
138	ACCMA	Oakland	998	19	4	Alameda	Oakland
139	ACCMA	Oakland	998	19	4	Alameda	Oakland
140	ACCMA	Oakland	998	19	4	Alameda	Oakland
141	ACCMA	Oakland	997	19	4	Alameda	Oakland
142	ACCMA	Oakland	997	19	4	Alameda	Oakland
143	ACCMA	Oakland	996	19	4	Alameda	Oakland
144	ACCMA	Oakland	996	19	4	Alameda	Oakland
145	ACCMA	Oakland	993	19	4	Alameda	Oakland
146	ACCMA	Oakland	993	19	4	Alameda	Oakland
147	ACCMA	Oakland	993	19	4	Alameda	Oakland
148	ACCMA	Oakland	993	19	4	Alameda	Oakland
149	ACCMA	Oakland	992	19	4	Alameda	Oakland
150	ACCMA	Oakland	992	19	4	Alameda	Oakland
151	ACCMA	Oakland	990	18	4	Alameda	Oakland
152	ACCMA	Oakland	990	18	4	Alameda	Oakland
153	ACCMA	Oakland	989	18	4	Alameda	Oakland
154	ACCMA	Oakland	989	18	4	Alameda	Oakland
155	ACCMA	Oakland	988	18	4	Alameda	Oakland
156	ACCMA	Oakland	988	18	4	Alameda	Oakland
157	ACCMA	Oakland	988	18	4	Alameda	Oakland
158	ACCMA	Oakland	988	18	4	Alameda	Oakland
159	ACCMA	Oakland	988	18	4	Alameda	Oakland
160	ACCMA	Oakland	988	18	4	Alameda	Oakland
161	ACCMA	Oakland	988	18	4	Alameda	Oakland
162	ACCMA	Oakland	988	18	4	Alameda	Oakland
163	ACCMA	Oakland	988	18	4	Alameda	Oakland
164	ACCMA	Oakland	988	18	4	Alameda	Oakland
165	ACCMA	Oakland	988	18	4	Alameda	Oakland
166	ACCMA	Oakland	988	18	4	Alameda	Oakland
167	ACCMA	Oakland	988	18	4	Alameda	Oakland
168	ACCMA	Oakland	988	18	4	Alameda	Oakland
169	ACCMA	Oakland	988	18	4	Alameda	Oakland
170	ACCMA	Oakland	988	18	4	Alameda	Oakland
171	ACCMA	Oakland	988	18	4	Alameda	Oakland
172	ACCMA	Oakland	988	18	4	Alameda	Oakland
173	ACCMA	Oakland	988	18	4	Alameda	Oakland
174	ACCMA	Oakland	987	18	4	Alameda	Oakland
175	ACCMA	Oakland	986	18	4	Alameda	Oakland
176	ACCMA	Oakland	986	18	4	Alameda	Oakland
177	ACCMA	Oakland	985	18	4	Alameda	Oakland
178	ACCMA	Oakland	984	18	4	Alameda	Oakland
179	ACCMA	Oakland	983	18	4	Alameda	Oakland
180	ACCMA	Oakland	982	18	4	Alameda	Oakland
181	ACCMA	Oakland	981	18	4	Alameda	Oakland
182	ACCMA	Oakland	981	18	4	Alameda	Oakland
183	ACCMA	Oakland	980	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
184	ACCMA	Oakland	980	18	4	Alameda	Oakland
185	ACCMA	Oakland	979	18	4	Alameda	Oakland
186	ACCMA	Oakland	979	18	4	Alameda	Oakland
187	ACCMA	Oakland	979	18	4	Alameda	Oakland
188	ACCMA	Oakland	979	18	4	Alameda	Oakland
189	ACCMA	Oakland	979	18	4	Alameda	Oakland
190	ACCMA	Oakland	979	18	4	Alameda	Oakland
191	ACCMA	Oakland	978	18	4	Alameda	Oakland
192	ACCMA	Oakland	978	18	4	Alameda	Oakland
193	ACCMA	Oakland	978	18	4	Alameda	Oakland
194	ACCMA	Oakland	977	18	4	Alameda	Oakland
195	ACCMA	Oakland	977	18	4	Alameda	Oakland
196	ACCMA	Oakland	977	18	4	Alameda	Oakland
197	ACCMA	Oakland	977	18	4	Alameda	Oakland
198	ACCMA	Oakland	976	18	4	Alameda	Oakland
199	ACCMA	Oakland	976	18	4	Alameda	Oakland
200	ACCMA	Oakland	976	18	4	Alameda	Oakland
201	ACCMA	Oakland	976	18	4	Alameda	Oakland
202	ACCMA	Oakland	976	18	4	Alameda	Oakland
203	ACCMA	Oakland	976	18	4	Alameda	Oakland
204	ACCMA	Oakland	976	18	4	Alameda	Oakland
205	ACCMA	Oakland	976	18	4	Alameda	Oakland
206	ACCMA	Oakland	975	18	4	Alameda	Oakland
207	ACCMA	Oakland	975	18	4	Alameda	Oakland
208	ACCMA	Oakland	975	18	4	Alameda	Oakland
209	ACCMA	Oakland	974	18	4	Alameda	Oakland
210	ACCMA	Oakland	974	18	4	Alameda	Oakland
211	ACCMA	Oakland	974	18	4	Alameda	Oakland
212	ACCMA	Oakland	973	18	4	Alameda	Oakland
213	ACCMA	Oakland	973	18	4	Alameda	Oakland
214	ACCMA	Oakland	972	18	4	Alameda	Oakland
215	ACCMA	Oakland	972	18	4	Alameda	Oakland
216	ACCMA	Oakland	972	18	4	Alameda	Oakland
217	ACCMA	Oakland	972	18	4	Alameda	Oakland
218	ACCMA	Oakland	972	18	4	Alameda	Oakland
219	ACCMA	Oakland	971	18	4	Alameda	Oakland
220	ACCMA	Oakland	971	18	4	Alameda	Oakland
221	ACCMA	Oakland	971	18	4	Alameda	Oakland
222	ACCMA	Oakland	971	18	4	Alameda	Oakland
223	ACCMA	Oakland	971	18	4	Alameda	Oakland
224	ACCMA	Oakland	971	18	4	Alameda	Oakland
225	ACCMA	Oakland	970	18	4	Alameda	Oakland
226	ACCMA	Oakland	970	18	4	Alameda	Oakland
227	ACCMA	Oakland	970	18	4	Alameda	Oakland
228	ACCMA	Oakland	970	18	4	Alameda	Oakland
229	ACCMA	Oakland	970	18	4	Alameda	Oakland
230	ACCMA	Oakland	970	18	4	Alameda	Oakland
231	ACCMA	Oakland	970	18	4	Alameda	Oakland
232	ACCMA	Oakland	969	18	4	Alameda	Oakland
233	ACCMA	Oakland	969	18	4	Alameda	Oakland
234	ACCMA	Oakland	969	18	4	Alameda	Oakland
235	ACCMA	Oakland	969	18	4	Alameda	Oakland
236	ACCMA	Oakland	969	18	4	Alameda	Oakland
237	ACCMA	Oakland	969	18	4	Alameda	Oakland
238	ACCMA	Oakland	968	18	4	Alameda	Oakland
239	ACCMA	Oakland	968	18	4	Alameda	Oakland
240	ACCMA	Oakland	968	18	4	Alameda	Oakland
241	ACCMA	Oakland	968	18	4	Alameda	Oakland
242	ACCMA	Oakland	968	18	4	Alameda	Oakland
243	ACCMA	Oakland	968	18	4	Alameda	Oakland
244	ACCMA	Oakland	967	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
245	ACCMA	Oakland	967	18	4	Alameda	Oakland
246	ACCMA	Oakland	967	18	4	Alameda	Oakland
247	ACCMA	Oakland	967	18	4	Alameda	Oakland
248	ACCMA	Oakland	967	18	4	Alameda	Oakland
249	ACCMA	Oakland	967	18	4	Alameda	Oakland
250	ACCMA	Oakland	966	18	4	Alameda	Oakland
251	ACCMA	Oakland	966	18	4	Alameda	Oakland
252	ACCMA	Oakland	966	18	4	Alameda	Oakland
253	ACCMA	Oakland	966	18	4	Alameda	Oakland
254	ACCMA	Oakland	966	18	4	Alameda	Oakland
255	ACCMA	Oakland	965	18	4	Alameda	Oakland
256	ACCMA	Oakland	965	18	4	Alameda	Oakland
257	ACCMA	Oakland	965	18	4	Alameda	Oakland
258	ACCMA	Oakland	965	18	4	Alameda	Oakland
259	ACCMA	Oakland	965	18	4	Alameda	Oakland
260	ACCMA	Oakland	965	18	4	Alameda	Oakland
261	ACCMA	Oakland	947	18	4	Alameda	Oakland
262	ACCMA	Oakland	947	18	4	Alameda	Oakland
263	ACCMA	Oakland	947	18	4	Alameda	Oakland
264	ACCMA	Oakland	947	18	4	Alameda	Oakland
265	ACCMA	Oakland	947	18	4	Alameda	Oakland
266	ACCMA	Oakland	947	18	4	Alameda	Oakland
267	ACCMA	Oakland	947	18	4	Alameda	Oakland
268	ACCMA	Oakland	947	18	4	Alameda	Oakland
269	ACCMA	Oakland	947	18	4	Alameda	Oakland
270	ACCMA	Oakland	946	18	4	Alameda	Oakland
271	ACCMA	Oakland	946	18	4	Alameda	Oakland
272	ACCMA	Oakland	946	18	4	Alameda	Oakland
273	ACCMA	Oakland	946	18	4	Alameda	Oakland
274	ACCMA	Oakland	946	18	4	Alameda	Oakland
275	ACCMA	Oakland	946	18	4	Alameda	Oakland
276	ACCMA	Oakland	946	18	4	Alameda	Oakland
277	ACCMA	Oakland	946	18	4	Alameda	Oakland
278	ACCMA	Oakland	945	18	4	Alameda	Oakland
279	ACCMA	Oakland	945	18	4	Alameda	Oakland
280	ACCMA	Oakland	945	18	4	Alameda	Oakland
281	ACCMA	Oakland	944	18	4	Alameda	Oakland
282	ACCMA	Oakland	944	18	4	Alameda	Oakland
283	ACCMA	Oakland	943	18	4	Alameda	Oakland
284	ACCMA	Oakland	943	18	4	Alameda	Oakland
285	ACCMA	Oakland	943	18	4	Alameda	Oakland
286	ACCMA	Oakland	942	18	4	Alameda	Oakland
287	ACCMA	Oakland	942	18	4	Alameda	Oakland
288	ACCMA	Oakland	941	18	4	Alameda	Oakland
289	ACCMA	Oakland	940	18	4	Alameda	Oakland
290	ACCMA	Oakland	939	18	4	Alameda	Oakland
291	ACCMA	Oakland	938	18	4	Alameda	Oakland
292	ACCMA	Oakland	937	18	4	Alameda	Oakland
293	ACCMA	Oakland	936	18	4	Alameda	Oakland
294	ACCMA	Oakland	935	18	4	Alameda	Oakland
295	ACCMA	Oakland	935	18	4	Alameda	Oakland
296	ACCMA	Oakland	934	18	4	Alameda	Oakland
297	ACCMA	Oakland	934	18	4	Alameda	Oakland
298	ACCMA	Oakland	934	18	4	Alameda	Oakland
299	ACCMA	Oakland	934	18	4	Alameda	Oakland
300	ACCMA	Oakland	933	18	4	Alameda	Oakland
301	ACCMA	Oakland	933	18	4	Alameda	Oakland
302	ACCMA	Oakland	933	18	4	Alameda	Oakland
303	ACCMA	Oakland	933	18	4	Alameda	Oakland
304	ACCMA	Oakland	933	18	4	Alameda	Oakland
305	ACCMA	Oakland	932	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
306	ACCMA	Oakland	932	18	4	Alameda	Oakland
307	ACCMA	Oakland	931	18	4	Alameda	Oakland
308	ACCMA	Oakland	931	18	4	Alameda	Oakland
309	ACCMA	Oakland	930	18	4	Alameda	Oakland
310	ACCMA	Oakland	929	18	4	Alameda	Oakland
311	ACCMA	Oakland	928	18	4	Alameda	Oakland
312	ACCMA	Oakland	928	18	4	Alameda	Oakland
313	ACCMA	Oakland	927	18	4	Alameda	Oakland
314	ACCMA	Oakland	927	18	4	Alameda	Oakland
315	ACCMA	Oakland	926	18	4	Alameda	Oakland
316	ACCMA	Oakland	926	18	4	Alameda	Oakland
317	ACCMA	Oakland	926	18	4	Alameda	Oakland
318	ACCMA	Oakland	926	18	4	Alameda	Oakland
319	ACCMA	Oakland	926	18	4	Alameda	Oakland
320	ACCMA	Oakland	926	18	4	Alameda	Oakland
321	ACCMA	Oakland	925	18	4	Alameda	Oakland
322	ACCMA	Oakland	925	18	4	Alameda	Oakland
323	ACCMA	Oakland	924	18	4	Alameda	Oakland
324	ACCMA	Oakland	924	18	4	Alameda	Oakland
325	ACCMA	Oakland	923	18	4	Alameda	Oakland
326	ACCMA	Oakland	923	18	4	Alameda	Oakland
327	ACCMA	Oakland	922	18	4	Alameda	Oakland
328	ACCMA	Oakland	922	18	4	Alameda	Oakland
329	ACCMA	Oakland	921	18	4	Alameda	Oakland
330	ACCMA	Oakland	920	18	4	Alameda	Oakland
331	ACCMA	Oakland	919	18	4	Alameda	Oakland
332	ACCMA	Oakland	916	18	4	Alameda	Oakland
333	ACCMA	Oakland	916	18	4	Alameda	Oakland
334	ACCMA	Oakland	915	18	4	Alameda	Oakland
335	ACCMA	Oakland	915	18	4	Alameda	Oakland
336	ACCMA	Oakland	915	18	4	Alameda	Oakland
337	ACCMA	Oakland	914	18	4	Alameda	Oakland
338	ACCMA	Oakland	913	18	4	Alameda	Oakland
339	ACCMA	Oakland	913	18	4	Alameda	Oakland
340	ACCMA	Oakland	912	18	4	Alameda	Oakland
341	ACCMA	Oakland	912	18	4	Alameda	Oakland
342	ACCMA	Oakland	911	18	4	Alameda	Oakland
343	ACCMA	Oakland	910	18	4	Alameda	Oakland
344	ACCMA	Oakland	910	18	4	Alameda	Oakland
345	ACCMA	Oakland	909	18	4	Alameda	Oakland
346	ACCMA	Oakland	909	18	4	Alameda	Oakland
347	ACCMA	Oakland	908	18	4	Alameda	Oakland
348	ACCMA	Oakland	907	18	4	Alameda	Oakland
349	ACCMA	Oakland	906	18	4	Alameda	Oakland
350	ACCMA	Oakland	906	18	4	Alameda	Oakland
351	ACCMA	Oakland	905	18	4	Alameda	Oakland
352	ACCMA	Oakland	905	18	4	Alameda	Oakland
353	ACCMA	Oakland	905	18	4	Alameda	Oakland
354	ACCMA	Oakland	904	18	4	Alameda	Oakland
355	ACCMA	Oakland	904	18	4	Alameda	Oakland
356	ACCMA	Oakland	904	18	4	Alameda	Oakland
357	ACCMA	Oakland	903	18	4	Alameda	Oakland
358	ACCMA	Oakland	903	18	4	Alameda	Oakland
359	ACCMA	Oakland	903	18	4	Alameda	Oakland
360	ACCMA	Oakland	902	18	4	Alameda	Oakland
361	ACCMA	Oakland	902	18	4	Alameda	Oakland
362	ACCMA	Oakland	901	18	4	Alameda	Oakland
363	ACCMA	Oakland	901	18	4	Alameda	Oakland
364	ACCMA	Oakland	900	18	4	Alameda	Oakland
365	ACCMA	Oakland	900	18	4	Alameda	Oakland
366	ACCMA	Oakland	900	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
367	ACCMA	Oakland	900	18	4	Alameda	Oakland
368	ACCMA	Oakland	900	18	4	Alameda	Oakland
369	ACCMA	Oakland	899	18	4	Alameda	Oakland
370	ACCMA	Oakland	899	18	4	Alameda	Oakland
371	ACCMA	Oakland	899	18	4	Alameda	Oakland
372	ACCMA	Oakland	899	18	4	Alameda	Oakland
373	ACCMA	Oakland	898	18	4	Alameda	Oakland
374	ACCMA	Oakland	898	18	4	Alameda	Oakland
375	ACCMA	Oakland	898	18	4	Alameda	Oakland
376	ACCMA	Oakland	897	18	4	Alameda	Oakland
377	ACCMA	Oakland	897	18	4	Alameda	Oakland
378	ACCMA	Oakland	896	18	4	Alameda	Oakland
379	ACCMA	Oakland	896	18	4	Alameda	Oakland
380	ACCMA	Oakland	896	18	4	Alameda	Oakland
381	ACCMA	Oakland	896	18	4	Alameda	Oakland
382	ACCMA	Oakland	896	18	4	Alameda	Oakland
383	ACCMA	Oakland	895	18	4	Alameda	Oakland
384	ACCMA	Oakland	895	18	4	Alameda	Oakland
385	ACCMA	Oakland	895	18	4	Alameda	Oakland
386	ACCMA	Oakland	895	18	4	Alameda	Oakland
387	ACCMA	Oakland	894	18	4	Alameda	Oakland
388	ACCMA	Oakland	894	18	4	Alameda	Oakland
389	ACCMA	Oakland	894	18	4	Alameda	Oakland
390	ACCMA	Oakland	893	18	4	Alameda	Oakland
391	ACCMA	Oakland	893	18	4	Alameda	Oakland
392	ACCMA	Oakland	893	18	4	Alameda	Oakland
393	ACCMA	Oakland	892	18	4	Alameda	Oakland
394	ACCMA	Oakland	892	18	4	Alameda	Oakland
395	ACCMA	Oakland	892	18	4	Alameda	Oakland
396	ACCMA	Oakland	891	18	4	Alameda	Oakland
397	ACCMA	Oakland	891	18	4	Alameda	Oakland
398	ACCMA	Oakland	891	18	4	Alameda	Oakland
399	ACCMA	Oakland	891	18	4	Alameda	Oakland
400	ACCMA	Oakland	890	18	4	Alameda	Oakland
401	ACCMA	Oakland	890	18	4	Alameda	Oakland
402	ACCMA	Oakland	890	18	4	Alameda	Oakland
403	ACCMA	Oakland	890	18	4	Alameda	Oakland
404	ACCMA	Oakland	889	18	4	Alameda	Oakland
405	ACCMA	Oakland	889	18	4	Alameda	Oakland
406	ACCMA	Oakland	888	18	4	Alameda	Oakland
407	ACCMA	Oakland	888	18	4	Alameda	Oakland
408	ACCMA	Oakland	888	18	4	Alameda	Oakland
409	ACCMA	Oakland	888	18	4	Alameda	Oakland
410	ACCMA	Oakland	887	18	4	Alameda	Oakland
411	ACCMA	Oakland	887	18	4	Alameda	Oakland
412	ACCMA	Oakland	886	18	4	Alameda	Oakland
413	ACCMA	Oakland	886	18	4	Alameda	Oakland
414	ACCMA	Oakland	886	18	4	Alameda	Oakland
415	ACCMA	Oakland	885	18	4	Alameda	Oakland
416	ACCMA	Oakland	885	18	4	Alameda	Oakland
417	ACCMA	Oakland	885	18	4	Alameda	Oakland
418	ACCMA	Oakland	884	18	4	Alameda	Oakland
419	ACCMA	Oakland	884	18	4	Alameda	Oakland
420	ACCMA	Oakland	883	18	4	Alameda	Oakland
421	ACCMA	Oakland	883	18	4	Alameda	Oakland
422	ACCMA	Oakland	883	18	4	Alameda	Oakland
423	ACCMA	Oakland	883	18	4	Alameda	Oakland
424	ACCMA	Oakland	882	18	4	Alameda	Oakland
425	ACCMA	Oakland	882	18	4	Alameda	Oakland
426	ACCMA	Oakland	882	18	4	Alameda	Oakland
427	ACCMA	Oakland	881	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
428	ACCMA	Oakland	881	18	4	Alameda	Oakland
429	ACCMA	Oakland	881	18	4	Alameda	Oakland
430	ACCMA	Oakland	880	18	4	Alameda	Oakland
431	ACCMA	Oakland	880	18	4	Alameda	Oakland
432	ACCMA	Oakland	880	18	4	Alameda	Oakland
433	ACCMA	Oakland	880	18	4	Alameda	Oakland
434	ACCMA	Oakland	879	18	4	Alameda	Oakland
435	ACCMA	Oakland	879	18	4	Alameda	Oakland
436	ACCMA	Oakland	879	18	4	Alameda	Oakland
437	ACCMA	Oakland	878	18	4	Alameda	Oakland
438	ACCMA	Oakland	878	18	4	Alameda	Oakland
439	ACCMA	Oakland	878	18	4	Alameda	Oakland
440	ACCMA	Oakland	878	18	4	Alameda	Oakland
441	ACCMA	Oakland	877	18	4	Alameda	Oakland
442	ACCMA	Oakland	876	18	4	Alameda	Oakland
443	ACCMA	Oakland	875	18	4	Alameda	Oakland
444	ACCMA	Oakland	875	18	4	Alameda	Oakland
445	ACCMA	Oakland	875	18	4	Alameda	Oakland
446	ACCMA	Oakland	875	18	4	Alameda	Oakland
447	ACCMA	Oakland	875	18	4	Alameda	Oakland
448	ACCMA	Oakland	875	18	4	Alameda	Oakland
449	ACCMA	Oakland	875	18	4	Alameda	Oakland
450	ACCMA	Oakland	875	18	4	Alameda	Oakland
451	ACCMA	Oakland	875	18	4	Alameda	Oakland
452	ACCMA	Oakland	875	18	4	Alameda	Oakland
453	ACCMA	Oakland	874	18	4	Alameda	Oakland
454	ACCMA	Oakland	874	18	4	Alameda	Oakland
455	ACCMA	Piedmont	918	18	4	Alameda	Piedmont
456	ACCMA	Piedmont	918	18	4	Alameda	Piedmont
457	ACCMA	Piedmont	918	18	4	Alameda	Piedmont
458	ACCMA	Piedmont	917	18	4	Alameda	Piedmont
459	ACCMA	Piedmont	917	18	4	Alameda	Piedmont
460	ACCMA	Piedmont	917	18	4	Alameda	Piedmont
461	ACCMA	Alameda	964	18	4	Alameda	Alameda
462	ACCMA	Alameda	964	18	4	Alameda	Alameda
463	ACCMA	Alameda	964	18	4	Alameda	Alameda
464	ACCMA	Alameda	964	18	4	Alameda	Alameda
465	ACCMA	Alameda	964	18	4	Alameda	Alameda
466	ACCMA	Alameda	964	18	4	Alameda	Alameda
467	ACCMA	Alameda	964	18	4	Alameda	Alameda
468	ACCMA	Alameda	964	18	4	Alameda	Alameda
469	ACCMA	Alameda	964	18	4	Alameda	Alameda
470	ACCMA	Alameda	964	18	4	Alameda	Alameda
471	ACCMA	Alameda	964	18	4	Alameda	Alameda
472	ACCMA	Alameda	964	18	4	Alameda	Alameda
473	ACCMA	Alameda	964	18	4	Alameda	Alameda
474	ACCMA	Alameda	964	18	4	Alameda	Alameda
475	ACCMA	Alameda	964	18	4	Alameda	Alameda
476	ACCMA	Alameda	963	18	4	Alameda	Alameda
477	ACCMA	Alameda	963	18	4	Alameda	Alameda
478	ACCMA	Alameda	963	18	4	Alameda	Alameda
479	ACCMA	Alameda	962	18	4	Alameda	Alameda
480	ACCMA	Alameda	962	18	4	Alameda	Alameda
481	ACCMA	Alameda	961	18	4	Alameda	Alameda
482	ACCMA	Alameda	961	18	4	Alameda	Alameda
483	ACCMA	Alameda	961	18	4	Alameda	Alameda
484	ACCMA	Alameda	961	18	4	Alameda	Alameda
485	ACCMA	Alameda	961	18	4	Alameda	Alameda
486	ACCMA	Alameda	960	18	4	Alameda	Alameda
487	ACCMA	Alameda	960	18	4	Alameda	Alameda
488	ACCMA	Alameda	960	18	4	Alameda	Alameda

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
489	ACCMA	Alameda	960	18	4	Alameda	Alameda
490	ACCMA	Alameda	960	18	4	Alameda	Alameda
491	ACCMA	Alameda	960	18	4	Alameda	Alameda
492	ACCMA	Alameda	960	18	4	Alameda	Alameda
493	ACCMA	Alameda	960	18	4	Alameda	Alameda
494	ACCMA	Alameda	960	18	4	Alameda	Alameda
495	ACCMA	Alameda	960	18	4	Alameda	Alameda
496	ACCMA	Alameda	960	18	4	Alameda	Alameda
497	ACCMA	Alameda	960	18	4	Alameda	Alameda
498	ACCMA	Alameda	959	18	4	Alameda	Alameda
499	ACCMA	Alameda	959	18	4	Alameda	Alameda
500	ACCMA	Alameda	959	18	4	Alameda	Alameda
501	ACCMA	Alameda	958	18	4	Alameda	Alameda
502	ACCMA	Alameda	958	18	4	Alameda	Alameda
503	ACCMA	Alameda	958	18	4	Alameda	Alameda
504	ACCMA	Alameda	957	18	4	Alameda	Alameda
505	ACCMA	Alameda	957	18	4	Alameda	Alameda
506	ACCMA	Alameda	956	18	4	Alameda	Alameda
507	ACCMA	Alameda	956	18	4	Alameda	Alameda
508	ACCMA	Alameda	956	18	4	Alameda	Alameda
509	ACCMA	Alameda	955	18	4	Alameda	Alameda
510	ACCMA	Alameda	955	18	4	Alameda	Alameda
511	ACCMA	Alameda	954	18	4	Alameda	Alameda
512	ACCMA	Alameda	954	18	4	Alameda	Alameda
513	ACCMA	Alameda	953	18	4	Alameda	Alameda
514	ACCMA	Alameda	952	18	4	Alameda	Alameda
515	ACCMA	Alameda	952	18	4	Alameda	Alameda
516	ACCMA	Alameda	952	18	4	Alameda	Alameda
517	ACCMA	Alameda	951	18	4	Alameda	Alameda
518	ACCMA	Alameda	951	18	4	Alameda	Alameda
519	ACCMA	Alameda	951	18	4	Alameda	Alameda
520	ACCMA	Alameda	951	18	4	Alameda	Alameda
521	ACCMA	Alameda	950	18	4	Alameda	Alameda
522	ACCMA	Alameda	950	18	4	Alameda	Alameda
523	ACCMA	Alameda	950	18	4	Alameda	Alameda
524	ACCMA	Alameda	949	18	4	Alameda	Alameda
525	ACCMA	Alameda	949	18	4	Alameda	Alameda
526	ACCMA	Alameda	949	18	4	Alameda	Alameda
527	ACCMA	Alameda	948	18	4	Alameda	Alameda
528	ACCMA	Alameda	948	18	4	Alameda	Alameda
529	ACCMA	Alameda	948	18	4	Alameda	Alameda
530	ACCMA	Alameda	948	18	4	Alameda	Alameda
531	ACCMA	San Leandro	858	17	4	Alameda	San Leandro
532	ACCMA	San Leandro	858	17	4	Alameda	San Leandro
533	ACCMA	San Leandro	859	17	4	Alameda	San Leandro
534	ACCMA	San Leandro	859	17	4	Alameda	San Leandro
535	ACCMA	San Leandro	860	17	4	Alameda	San Leandro
536	ACCMA	San Leandro	860	17	4	Alameda	San Leandro
537	ACCMA	San Leandro	860	17	4	Alameda	San Leandro
538	ACCMA	San Leandro	861	17	4	Alameda	San Leandro
539	ACCMA	San Leandro	861	17	4	Alameda	San Leandro
540	ACCMA	San Leandro	861	17	4	Alameda	San Leandro
541	ACCMA	San Leandro	861	17	4	Alameda	San Leandro
542	ACCMA	San Leandro	862	17	4	Alameda	San Leandro
543	ACCMA	San Leandro	862	17	4	Alameda	San Leandro
544	ACCMA	San Leandro	862	17	4	Alameda	San Leandro
545	ACCMA	San Leandro	862	17	4	Alameda	San Leandro
546	ACCMA	San Leandro	863	17	4	Alameda	San Leandro
547	ACCMA	San Leandro	863	17	4	Alameda	San Leandro
548	ACCMA	San Leandro	863	17	4	Alameda	San Leandro
549	ACCMA	San Leandro	864	17	4	Alameda	San Leandro

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
550	ACCMA	San Leandro	864	17	4	Alameda	San Leandro
551	ACCMA	San Leandro	864	17	4	Alameda	San Leandro
552	ACCMA	San Leandro	864	17	4	Alameda	San Leandro
553	ACCMA	San Leandro	864	17	4	Alameda	San Leandro
554	ACCMA	San Leandro	864	17	4	Alameda	San Leandro
555	ACCMA	San Leandro	865	17	4	Alameda	San Leandro
556	ACCMA	San Leandro	865	17	4	Alameda	San Leandro
557	ACCMA	San Leandro	865	17	4	Alameda	San Leandro
558	ACCMA	San Leandro	865	17	4	Alameda	San Leandro
559	ACCMA	San Leandro	865	17	4	Alameda	San Leandro
560	ACCMA	San Leandro	866	17	4	Alameda	San Leandro
561	ACCMA	San Leandro	867	17	4	Alameda	San Leandro
562	ACCMA	San Leandro	867	17	4	Alameda	San Leandro
563	ACCMA	San Leandro	867	17	4	Alameda	San Leandro
564	ACCMA	San Leandro	868	17	4	Alameda	San Leandro
565	ACCMA	San Leandro	868	17	4	Alameda	San Leandro
566	ACCMA	San Leandro	868	17	4	Alameda	San Leandro
567	ACCMA	San Leandro	868	17	4	Alameda	San Leandro
568	ACCMA	San Leandro	869	17	4	Alameda	San Leandro
569	ACCMA	San Leandro	869	17	4	Alameda	San Leandro
570	ACCMA	San Leandro	869	17	4	Alameda	San Leandro
571	ACCMA	San Leandro	869	17	4	Alameda	San Leandro
572	ACCMA	San Leandro	870	17	4	Alameda	San Leandro
573	ACCMA	San Leandro	870	17	4	Alameda	San Leandro
574	ACCMA	San Leandro	870	17	4	Alameda	San Leandro
575	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
576	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
577	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
578	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
579	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
580	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
581	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
582	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
583	ACCMA	San Leandro	871	17	4	Alameda	San Leandro
584	ACCMA	San Leandro	872	17	4	Alameda	San Leandro
585	ACCMA	San Leandro	872	17	4	Alameda	San Leandro
586	ACCMA	San Leandro	872	17	4	Alameda	San Leandro
587	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
588	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
589	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
590	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
591	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
592	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
593	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
594	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
595	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
596	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
597	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
598	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
599	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
600	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
601	ACCMA	San Leandro	873	17	4	Alameda	San Leandro
602	ACCMA	Castro Valley	866	17	4	Alameda	Castro Valley
603	ACCMA	Castro Valley	853	17	4	Alameda	Castro Valley
604	ACCMA	Castro Valley	853	17	4	Alameda	Castro Valley
605	ACCMA	Castro Valley	852	17	4	Alameda	Castro Valley
606	ACCMA	Castro Valley	851	17	4	Alameda	Castro Valley
607	ACCMA	Castro Valley	850	17	4	Alameda	Castro Valley
608	ACCMA	Castro Valley	849	17	4	Alameda	Castro Valley
609	ACCMA	Castro Valley	848	17	4	Alameda	Castro Valley
610	ACCMA	Castro Valley	848	17	4	Alameda	Castro Valley



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
611	ACCMA	Castro Valley	847	17	4	Alameda	Castro Valley
612	ACCMA	Castro Valley	847	17	4	Alameda	Castro Valley
613	ACCMA	Castro Valley	847	17	4	Alameda	Castro Valley
614	ACCMA	Castro Valley	847	17	4	Alameda	Castro Valley
615	ACCMA	Castro Valley	846	17	4	Alameda	Castro Valley
616	ACCMA	Castro Valley	845	17	4	Alameda	Castro Valley
617	ACCMA	Castro Valley	844	17	4	Alameda	Castro Valley
618	ACCMA	Castro Valley	844	17	4	Alameda	Castro Valley
619	ACCMA	Castro Valley	842	17	4	Alameda	Castro Valley
620	ACCMA	Castro Valley	842	17	4	Alameda	Castro Valley
621	ACCMA	Castro Valley	840	17	4	Alameda	Castro Valley
622	ACCMA	Castro Valley	840	17	4	Alameda	Castro Valley
623	ACCMA	Castro Valley	840	17	4	Alameda	Castro Valley
624	ACCMA	Castro Valley	840	17	4	Alameda	Castro Valley
625	ACCMA	San Lorenzo	836	17	4	Alameda	San Lorenzo
626	ACCMA	San Lorenzo	835	17	4	Alameda	San Lorenzo
627	ACCMA	San Lorenzo	835	17	4	Alameda	San Lorenzo
628	ACCMA	San Lorenzo	835	17	4	Alameda	San Lorenzo
629	ACCMA	San Lorenzo	834	17	4	Alameda	San Lorenzo
630	ACCMA	San Lorenzo	834	17	4	Alameda	San Lorenzo
631	ACCMA	San Lorenzo	834	17	4	Alameda	San Lorenzo
632	ACCMA	San Lorenzo	833	17	4	Alameda	San Lorenzo
633	ACCMA	San Lorenzo	833	17	4	Alameda	San Lorenzo
634	ACCMA	San Lorenzo	832	17	4	Alameda	San Lorenzo
635	ACCMA	San Lorenzo	832	17	4	Alameda	San Lorenzo
636	ACCMA	San Lorenzo	831	17	4	Alameda	Hayward
637	ACCMA	Ashland	857	17	4	Alameda	Ashland
638	ACCMA	Ashland	857	17	4	Alameda	Ashland
639	ACCMA	Ashland	857	17	4	Alameda	Ashland
640	ACCMA	Ashland	857	17	4	Alameda	Ashland
641	ACCMA	Ashland	856	17	4	Alameda	Ashland
642	ACCMA	Ashland	856	17	4	Alameda	Ashland
643	ACCMA	Ashland	856	17	4	Alameda	Ashland
644	ACCMA	Ashland	856	17	4	Alameda	Ashland
645	ACCMA	Ashland	855	17	4	Alameda	Ashland
646	ACCMA	Ashland	855	17	4	Alameda	Ashland
647	ACCMA	Ashland	855	17	4	Alameda	Ashland
648	ACCMA	Ashland	854	17	4	Alameda	Ashland
649	ACCMA	Ashland	854	17	4	Alameda	Ashland
650	ACCMA	Cherryland	838	17	4	Alameda	Cherryland
651	ACCMA	Cherryland	838	17	4	Alameda	Cherryland
652	ACCMA	Cherryland	837	17	4	Alameda	Cherryland
653	ACCMA	Cherryland	837	17	4	Alameda	Cherryland
654	ACCMA	Cherryland	837	17	4	Alameda	Cherryland
655	ACCMA	Hayward	841	17	4	Alameda	Hayward
656	ACCMA	Hayward	840	17	4	Alameda	Hayward
657	ACCMA	Hayward	839	17	4	Alameda	Hayward
658	ACCMA	Hayward	839	17	4	Alameda	Hayward
659	ACCMA	Hayward	839	17	4	Alameda	Hayward
660	ACCMA	Hayward	839	17	4	Alameda	Hayward
661	ACCMA	Hayward	839	17	4	Alameda	Hayward
662	ACCMA	Hayward	839	17	4	Alameda	Hayward
663	ACCMA	Hayward	839	17	4	Alameda	Hayward
664	ACCMA	Hayward	839	17	4	Alameda	Hayward
665	ACCMA	Hayward	839	17	4	Alameda	Hayward
666	ACCMA	Hayward	839	17	4	Alameda	Hayward
667	ACCMA	Hayward	839	17	4	Alameda	Hayward
668	ACCMA	Hayward	839	17	4	Alameda	Hayward
669	ACCMA	Hayward	839	17	4	Alameda	Hayward
670	ACCMA	Hayward	839	17	4	Alameda	Hayward
671	ACCMA	Hayward	839	17	4	Alameda	Hayward

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
672	ACCMA	Hayward	839	17	4	Alameda	Hayward
673	ACCMA	Hayward	839	17	4	Alameda	Hayward
674	ACCMA	Hayward	838	17	4	Alameda	Hayward
675	ACCMA	Hayward	838	17	4	Alameda	Cherryland
676	ACCMA	Hayward	838	17	4	Alameda	Hayward
677	ACCMA	Hayward	836	17	4	Alameda	Hayward
678	ACCMA	Hayward	830	17	4	Alameda	Hayward
679	ACCMA	Hayward	830	17	4	Alameda	Hayward
680	ACCMA	Hayward	829	17	4	Alameda	Hayward
681	ACCMA	Hayward	828	17	4	Alameda	Hayward
682	ACCMA	Hayward	828	17	4	Alameda	Hayward
683	ACCMA	Hayward	828	17	4	Alameda	Cherryland
684	ACCMA	Hayward	828	17	4	Alameda	Hayward
685	ACCMA	Hayward	828	17	4	Alameda	Hayward
686	ACCMA	Hayward	828	17	4	Alameda	Hayward
687	ACCMA	Hayward	828	17	4	Alameda	Hayward
688	ACCMA	Hayward	828	17	4	Alameda	Hayward
689	ACCMA	Hayward	827	17	4	Alameda	Hayward
690	ACCMA	Hayward	826	17	4	Alameda	Hayward
691	ACCMA	Hayward	826	17	4	Alameda	Hayward
692	ACCMA	Hayward	825	17	4	Alameda	Hayward
693	ACCMA	Hayward	825	17	4	Alameda	Hayward
694	ACCMA	Hayward	824	17	4	Alameda	Hayward
695	ACCMA	Hayward	824	17	4	Alameda	Hayward
696	ACCMA	Hayward	824	17	4	Alameda	Hayward
697	ACCMA	Hayward	824	17	4	Alameda	Hayward
698	ACCMA	Hayward	824	17	4	Alameda	Hayward
699	ACCMA	Hayward	824	17	4	Alameda	Hayward
700	ACCMA	Hayward	823	17	4	Alameda	Hayward
701	ACCMA	Hayward	823	17	4	Alameda	Hayward
702	ACCMA	Hayward	823	17	4	Alameda	Fairview
703	ACCMA	Hayward	823	17	4	Alameda	Fairview
704	ACCMA	Hayward	822	17	4	Alameda	Fairview
705	ACCMA	Hayward	821	17	4	Alameda	Hayward
706	ACCMA	Hayward	821	17	4	Alameda	Hayward
707	ACCMA	Hayward	820	17	4	Alameda	Hayward
708	ACCMA	Hayward	820	17	4	Alameda	Hayward
709	ACCMA	Hayward	820	17	4	Alameda	Hayward
710	ACCMA	Hayward	820	17	4	Alameda	Hayward
711	ACCMA	Hayward	820	17	4	Alameda	Hayward
712	ACCMA	Hayward	820	17	4	Alameda	Hayward
713	ACCMA	Hayward	819	17	4	Alameda	Hayward
714	ACCMA	Hayward	819	17	4	Alameda	Hayward
715	ACCMA	Hayward	819	17	4	Alameda	Hayward
716	ACCMA	Hayward	818	17	4	Alameda	Hayward
717	ACCMA	Hayward	818	17	4	Alameda	Hayward
718	ACCMA	Hayward	817	17	4	Alameda	Hayward
719	ACCMA	Hayward	816	17	4	Alameda	Hayward
720	ACCMA	Hayward	816	17	4	Alameda	Hayward
721	ACCMA	Hayward	815	17	4	Alameda	Hayward
722	ACCMA	Hayward	814	17	4	Alameda	Hayward
723	ACCMA	Hayward	813	17	4	Alameda	Hayward
724	ACCMA	Hayward	813	17	4	Alameda	Hayward
725	ACCMA	Hayward	812	17	4	Alameda	Hayward
726	ACCMA	Hayward	812	17	4	Alameda	Hayward
727	ACCMA	Hayward	812	17	4	Alameda	Hayward
728	ACCMA	Hayward	811	17	4	Alameda	Hayward
729	ACCMA	Hayward	811	17	4	Alameda	Hayward
730	ACCMA	Hayward	811	17	4	Alameda	Hayward
731	ACCMA	Hayward	811	17	4	Alameda	Hayward
732	ACCMA	Hayward	811	17	4	Alameda	Hayward

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
733	ACCMA	Hayward	811	17	4	Alameda	Hayward
734	ACCMA	Hayward	811	17	4	Alameda	Hayward
735	ACCMA	Hayward	810	17	4	Alameda	Hayward
736	ACCMA	Hayward	810	17	4	Alameda	Hayward
737	ACCMA	Hayward	810	17	4	Alameda	Hayward
738	ACCMA	Hayward	810	17	4	Alameda	Hayward
739	ACCMA	Hayward	810	17	4	Alameda	Hayward
740	ACCMA	Hayward	810	17	4	Alameda	Hayward
741	ACCMA	Hayward	810	17	4	Alameda	Hayward
742	ACCMA	Hayward	810	17	4	Alameda	Hayward
743	ACCMA	Hayward	810	17	4	Alameda	Hayward
744	ACCMA	Hayward	810	17	4	Alameda	Hayward
745	ACCMA	Hayward	810	17	4	Alameda	Hayward
746	ACCMA	Hayward	810	17	4	Alameda	Hayward
747	ACCMA	Hayward	810	17	4	Alameda	Hayward
748	ACCMA	Hayward	810	17	4	Alameda	Hayward
749	ACCMA	Hayward	810	17	4	Alameda	Hayward
750	ACCMA	Hayward	810	17	4	Alameda	Hayward
751	ACCMA	Hayward	810	17	4	Alameda	Hayward
752	ACCMA	Hayward	810	17	4	Alameda	Hayward
753	ACCMA	Hayward	809	17	4	Alameda	Hayward
754	ACCMA	Hayward	809	17	4	Alameda	Hayward
755	ACCMA	Hayward	808	17	4	Alameda	Hayward
756	ACCMA	Hayward	808	17	4	Alameda	Hayward
757	ACCMA	Hayward	807	17	4	Alameda	Hayward
758	ACCMA	Hayward	806	17	4	Alameda	Hayward
759	ACCMA	Hayward	806	17	4	Alameda	Hayward
760	ACCMA	Hayward	806	17	4	Alameda	Hayward
761	ACCMA	Hayward	806	17	4	Alameda	Hayward
762	ACCMA	Hayward	806	17	4	Alameda	Hayward
763	ACCMA	Hayward	806	17	4	Alameda	Hayward
764	ACCMA	Hayward	806	17	4	Alameda	Hayward
765	ACCMA	Hayward	806	17	4	Alameda	Hayward
766	ACCMA	Hayward	805	17	4	Alameda	Hayward
767	ACCMA	Hayward	805	17	4	Alameda	Hayward
768	ACCMA	Hayward	804	17	4	Alameda	Hayward
769	ACCMA	Union City	804	17	4	Alameda	Union City
770	ACCMA	Union City	803	16	4	Alameda	Union City
771	ACCMA	Union City	803	16	4	Alameda	Union City
772	ACCMA	Union City	802	16	4	Alameda	Union City
773	ACCMA	Union City	801	16	4	Alameda	Union City
774	ACCMA	Union City	801	16	4	Alameda	Union City
775	ACCMA	Union City	801	16	4	Alameda	Union City
776	ACCMA	Union City	801	16	4	Alameda	Union City
777	ACCMA	Union City	801	16	4	Alameda	Union City
778	ACCMA	Union City	801	16	4	Alameda	Union City
779	ACCMA	Union City	800	16	4	Alameda	Union City
780	ACCMA	Union City	800	16	4	Alameda	Union City
781	ACCMA	Union City	800	16	4	Alameda	Union City
782	ACCMA	Union City	798	16	4	Alameda	Union City
783	ACCMA	Union City	798	16	4	Alameda	Union City
784	ACCMA	Union City	797	16	4	Alameda	Union City
785	ACCMA	Union City	797	16	4	Alameda	Union City
786	ACCMA	Union City	797	16	4	Alameda	Union City
787	ACCMA	Union City	797	16	4	Alameda	Union City
788	ACCMA	Union City	797	16	4	Alameda	Union City
789	ACCMA	Union City	796	16	4	Alameda	Union City
790	ACCMA	Union City	796	16	4	Alameda	Union City
791	ACCMA	Union City	796	16	4	Alameda	Union City
792	ACCMA	Union City	796	16	4	Alameda	Union City
793	ACCMA	Union City	796	16	4	Alameda	Union City

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
794	ACCMA	Union City	795	16	4	Alameda	Union City
795	ACCMA	Union City	795	16	4	Alameda	Union City
796	ACCMA	Union City	795	16	4	Alameda	Union City
797	ACCMA	Union City	794	16	4	Alameda	Union City
798	ACCMA	Union City	793	16	4	Alameda	Union City
799	ACCMA	Union City	792	16	4	Alameda	Union City
800	ACCMA	Union City	791	16	4	Alameda	Union City
801	ACCMA	Union City	790	16	4	Alameda	Union City
802	ACCMA	Fremont	799	16	4	Alameda	Fremont
803	ACCMA	Fremont	789	16	4	Alameda	Fremont
804	ACCMA	Fremont	789	16	4	Alameda	Fremont
805	ACCMA	Fremont	788	16	4	Alameda	Fremont
806	ACCMA	Fremont	787	16	4	Alameda	Fremont
807	ACCMA	Fremont	787	16	4	Alameda	Fremont
808	ACCMA	Fremont	787	16	4	Alameda	Fremont
809	ACCMA	Fremont	786	16	4	Alameda	Fremont
810	ACCMA	Fremont	786	16	4	Alameda	Fremont
811	ACCMA	Fremont	785	16	4	Alameda	Fremont
812	ACCMA	Fremont	785	16	4	Alameda	Fremont
813	ACCMA	Fremont	784	16	4	Alameda	Fremont
814	ACCMA	Fremont	784	16	4	Alameda	Fremont
815	ACCMA	Fremont	784	16	4	Alameda	Fremont
816	ACCMA	Fremont	783	16	4	Alameda	Fremont
817	ACCMA	Fremont	783	16	4	Alameda	Fremont
818	ACCMA	Fremont	783	16	4	Alameda	Fremont
819	ACCMA	Fremont	783	16	4	Alameda	Fremont
820	ACCMA	Fremont	782	16	4	Alameda	Fremont
821	ACCMA	Fremont	782	16	4	Alameda	Fremont
822	ACCMA	Fremont	782	16	4	Alameda	Fremont
823	ACCMA	Fremont	782	16	4	Alameda	Fremont
824	ACCMA	Fremont	781	16	4	Alameda	Fremont
825	ACCMA	Fremont	781	16	4	Alameda	Fremont
826	ACCMA	Fremont	781	16	4	Alameda	Fremont
827	ACCMA	Fremont	780	16	4	Alameda	Fremont
828	ACCMA	Fremont	780	16	4	Alameda	Fremont
829	ACCMA	Fremont	779	16	4	Alameda	Fremont
830	ACCMA	Fremont	779	16	4	Alameda	Fremont
831	ACCMA	Fremont	778	16	4	Alameda	Fremont
832	ACCMA	Fremont	778	16	4	Alameda	Fremont
833	ACCMA	Fremont	778	16	4	Alameda	Fremont
834	ACCMA	Fremont	778	16	4	Alameda	Fremont
835	ACCMA	Fremont	778	16	4	Alameda	Fremont
836	ACCMA	Fremont	778	16	4	Alameda	Fremont
837	ACCMA	Fremont	778	16	4	Alameda	Fremont
838	ACCMA	Fremont	778	16	4	Alameda	Fremont
839	ACCMA	Fremont	778	16	4	Alameda	Fremont
840	ACCMA	Fremont	778	16	4	Alameda	Fremont
841	ACCMA	Fremont	777	16	4	Alameda	Fremont
842	ACCMA	Fremont	777	16	4	Alameda	Fremont
843	ACCMA	Fremont	777	16	4	Alameda	Fremont
844	ACCMA	Fremont	777	16	4	Alameda	Fremont
845	ACCMA	Fremont	777	16	4	Alameda	Fremont
846	ACCMA	Fremont	776	16	4	Alameda	Fremont
847	ACCMA	Fremont	776	16	4	Alameda	Fremont
848	ACCMA	Fremont	776	16	4	Alameda	Fremont
849	ACCMA	Fremont	776	16	4	Alameda	Fremont
850	ACCMA	Fremont	775	16	4	Alameda	Fremont
851	ACCMA	Fremont	775	16	4	Alameda	Fremont
852	ACCMA	Fremont	775	16	4	Alameda	Fremont
853	ACCMA	Fremont	775	16	4	Alameda	Fremont
854	ACCMA	Fremont	774	16	4	Alameda	Fremont

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
855	ACCMA	Fremont	774	16	4	Alameda	Fremont
856	ACCMA	Fremont	774	16	4	Alameda	Fremont
857	ACCMA	Fremont	769	16	4	Alameda	Fremont
858	ACCMA	Fremont	769	16	4	Alameda	Fremont
859	ACCMA	Fremont	769	16	4	Alameda	Fremont
860	ACCMA	Fremont	768	16	4	Alameda	Fremont
861	ACCMA	Fremont	766	16	4	Alameda	Fremont
862	ACCMA	Fremont	766	16	4	Alameda	Fremont
863	ACCMA	Fremont	765	16	4	Alameda	Fremont
864	ACCMA	Fremont	764	16	4	Alameda	Fremont
865	ACCMA	Fremont	763	16	4	Alameda	Fremont
866	ACCMA	Fremont	763	16	4	Alameda	Fremont
867	ACCMA	Fremont	762	16	4	Alameda	Fremont
868	ACCMA	Fremont	761	16	4	Alameda	Fremont
869	ACCMA	Fremont	761	16	4	Alameda	Fremont
870	ACCMA	Fremont	761	16	4	Alameda	Fremont
871	ACCMA	Fremont	760	16	4	Alameda	Fremont
872	ACCMA	Fremont	760	16	4	Alameda	Fremont
873	ACCMA	Fremont	759	16	4	Alameda	Fremont
874	ACCMA	Fremont	758	16	4	Alameda	Fremont
875	ACCMA	Fremont	758	16	4	Alameda	Fremont
876	ACCMA	Fremont	757	16	4	Alameda	Fremont
877	ACCMA	Fremont	756	16	4	Alameda	Fremont
878	ACCMA	Fremont	756	16	4	Alameda	Fremont
879	ACCMA	Fremont	756	16	4	Alameda	Fremont
880	ACCMA	Fremont	755	16	4	Alameda	Fremont
881	ACCMA	Fremont	755	16	4	Alameda	Fremont
882	ACCMA	Fremont	755	16	4	Alameda	Fremont
883	ACCMA	Fremont	755	16	4	Alameda	Fremont
884	ACCMA	Fremont	755	16	4	Alameda	Fremont
885	ACCMA	Fremont	754	16	4	Alameda	Fremont
886	ACCMA	Fremont	754	16	4	Alameda	Fremont
887	ACCMA	Fremont	754	16	4	Alameda	Fremont
888	ACCMA	Fremont	753	16	4	Alameda	Fremont
889	ACCMA	Fremont	753	16	4	Alameda	Fremont
890	ACCMA	Fremont	753	16	4	Alameda	Fremont
891	ACCMA	Fremont	753	16	4	Alameda	Fremont
892	ACCMA	Fremont	752	16	4	Alameda	Fremont
893	ACCMA	Fremont	752	16	4	Alameda	Fremont
894	ACCMA	Fremont	752	16	4	Alameda	Fremont
895	ACCMA	Fremont	752	16	4	Alameda	Fremont
896	ACCMA	Fremont	752	16	4	Alameda	Fremont
897	ACCMA	Fremont	752	16	4	Alameda	Fremont
898	ACCMA	Fremont	752	16	4	Alameda	Fremont
899	ACCMA	Fremont	751	16	4	Alameda	Fremont
900	ACCMA	Fremont	751	16	4	Alameda	Fremont
901	ACCMA	Fremont	751	16	4	Alameda	Fremont
902	ACCMA	Fremont	751	16	4	Alameda	Fremont
903	ACCMA	Fremont	751	16	4	Alameda	Fremont
904	ACCMA	Fremont	751	16	4	Alameda	Fremont
905	ACCMA	Fremont	751	16	4	Alameda	Fremont
906	ACCMA	Fremont	751	16	4	Alameda	Fremont
907	ACCMA	Fremont	751	16	4	Alameda	Fremont
908	ACCMA	Fremont	750	16	4	Alameda	Fremont
909	ACCMA	Fremont	750	16	4	Alameda	Fremont
910	ACCMA	Fremont	750	16	4	Alameda	Fremont
911	ACCMA	Fremont	750	16	4	Alameda	Fremont
912	ACCMA	Fremont	749	16	4	Alameda	Fremont
913	ACCMA	Fremont	749	16	4	Alameda	Fremont
914	ACCMA	Fremont	748	16	4	Alameda	Fremont
915	ACCMA	Fremont	748	16	4	Alameda	Fremont

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
916	ACCMA	Fremont	747	16	4	Alameda	Fremont
917	ACCMA	Fremont	747	16	4	Alameda	Fremont
918	ACCMA	Newark	773	16	4	Alameda	Newark
919	ACCMA	Newark	773	16	4	Alameda	Newark
920	ACCMA	Newark	773	16	4	Alameda	Newark
921	ACCMA	Newark	772	16	4	Alameda	Newark
922	ACCMA	Newark	772	16	4	Alameda	Newark
923	ACCMA	Newark	771	16	4	Alameda	Newark
924	ACCMA	Newark	771	16	4	Alameda	Newark
925	ACCMA	Newark	771	16	4	Alameda	Newark
926	ACCMA	Newark	770	16	4	Alameda	Newark
927	ACCMA	Newark	770	16	4	Alameda	Newark
928	ACCMA	Newark	768	16	4	Alameda	Newark
929	ACCMA	Newark	768	16	4	Alameda	Newark
930	ACCMA	Newark	768	16	4	Alameda	Newark
931	ACCMA	Newark	768	16	4	Alameda	Newark
932	ACCMA	Newark	768	16	4	Alameda	Newark
933	ACCMA	Newark	767	16	4	Alameda	Newark
934	ACCMA	Newark	767	16	4	Alameda	Newark
935	ACCMA	Newark	767	16	4	Alameda	Newark
936	ACCMA	Newark	767	16	4	Alameda	Newark
937	ACCMA	Newark	767	16	4	Alameda	Newark
938	ACCMA	Newark	767	16	4	Alameda	Newark
939	ACCMA	Newark	767	16	4	Alameda	Newark
940	ACCMA	Newark	767	16	4	Alameda	Newark
941	ACCMA	Dublin	734	15	4	Alameda	Dublin
942	ACCMA	Dublin	734	15	4	Alameda	Dublin
943	ACCMA	Dublin	734	15	4	Alameda	Dublin
944	ACCMA	Dublin	734	15	4	Alameda	Dublin
945	ACCMA	Dublin	734	15	4	Alameda	Dublin
946	ACCMA	Dublin	734	15	4	Alameda	Dublin
947	ACCMA	Dublin	734	15	4	Alameda	Dublin
948	ACCMA	Dublin	734	15	4	Alameda	Dublin
949	ACCMA	Dublin	734	15	4	Alameda	Dublin
950	ACCMA	Dublin	734	15	4	Alameda	Dublin
951	ACCMA	Dublin	733	15	4	Alameda	Dublin
952	ACCMA	Dublin	733	15	4	Alameda	Dublin
953	ACCMA	Dublin	733	15	4	Alameda	Dublin
954	ACCMA	Dublin	733	15	4	Alameda	Dublin
955	ACCMA	Dublin	733	15	4	Alameda	Dublin
956	ACCMA	Dublin	733	15	4	Alameda	Dublin
957	ACCMA	Dublin	733	15	4	Alameda	Dublin
958	ACCMA	Dublin	733	15	4	Alameda	Dublin
959	ACCMA	Dublin	733	15	4	Alameda	Dublin
960	ACCMA	Dublin	733	15	4	Alameda	Dublin
961	ACCMA	Dublin	733	15	4	Alameda	Dublin
962	ACCMA	Dublin	733	15	4	Alameda	Dublin
963	ACCMA	Dublin	733	15	4	Alameda	Dublin
964	ACCMA	Dublin	733	15	4	Alameda	Dublin
965	ACCMA	Dublin	732	15	4	Alameda	Dublin
966	ACCMA	Dublin	732	15	4	Alameda	Dublin
967	ACCMA	Dublin	732	15	4	Alameda	Dublin
968	ACCMA	Dublin	732	15	4	Alameda	Dublin
969	ACCMA	Dublin	732	15	4	Alameda	Dublin
970	ACCMA	Dublin	732	15	4	Alameda	Dublin
971	ACCMA	Dublin	732	15	4	Alameda	Dublin
972	ACCMA	Dublin	732	15	4	Alameda	Dublin
973	ACCMA	Dublin	732	15	4	Alameda	Dublin
974	ACCMA	Dublin	732	15	4	Alameda	Dublin
975	ACCMA	Dublin	732	15	4	Alameda	Dublin
976	ACCMA	Dublin	732	15	4	Alameda	Dublin

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
977	ACCMA	Dublin	732	15	4	Alameda	Dublin
978	ACCMA	Dublin	731	15	4	Alameda	Dublin
979	ACCMA	Dublin	731	15	4	Alameda	Dublin
980	ACCMA	Dublin	731	15	4	Alameda	Dublin
981	ACCMA	Dublin	731	15	4	Alameda	Dublin
982	ACCMA	Dublin	730	15	4	Alameda	Dublin
983	ACCMA	Dublin	730	15	4	Alameda	Dublin
984	ACCMA	Dublin	730	15	4	Alameda	Dublin
985	ACCMA	Dublin	730	15	4	Alameda	Dublin
986	ACCMA	Dublin	730	15	4	Alameda	Dublin
987	ACCMA	Dublin	730	15	4	Alameda	Dublin
988	ACCMA	Dublin	730	15	4	Alameda	Dublin
989	ACCMA	Dublin	730	15	4	Alameda	Dublin
990	ACCMA	Dublin	730	15	4	Alameda	Dublin
991	ACCMA	Dublin	730	15	4	Alameda	Dublin
992	ACCMA	Dublin	730	15	4	Alameda	Dublin
993	ACCMA	Dublin	730	15	4	Alameda	Dublin
994	ACCMA	Dublin	730	15	4	Alameda	Dublin
995	ACCMA	Dublin	730	15	4	Alameda	Dublin
996	ACCMA	Dublin	730	15	4	Alameda	Dublin
997	ACCMA	Dublin	730	15	4	Alameda	Dublin
998	ACCMA	Dublin	730	15	4	Alameda	Dublin
999	ACCMA	Dublin	730	15	4	Alameda	Dublin
1000	ACCMA	Dublin	730	15	4	Alameda	Dublin
1001	ACCMA	Dublin	730	15	4	Alameda	Dublin
1002	ACCMA	Dublin	730	15	4	Alameda	Dublin
1003	ACCMA	Dublin	730	15	4	Alameda	Dublin
1004	ACCMA	Dublin	730	15	4	Alameda	Dublin
1005	ACCMA	Dublin	730	15	4	Alameda	Dublin
1006	ACCMA	Dublin	730	15	4	Alameda	Dublin
1007	ACCMA	Dublin	730	15	4	Alameda	Dublin
1008	ACCMA	Dublin	730	15	4	Alameda	Dublin
1009	ACCMA	Dublin	730	15	4	Alameda	Dublin
1010	ACCMA	Dublin	730	15	4	Alameda	Dublin
1011	ACCMA	Dublin	730	15	4	Alameda	Dublin
1012	ACCMA	Dublin	730	15	4	Alameda	Dublin
1013	ACCMA	Dublin	729	15	4	Alameda	Livermore
1014	ACCMA	Dublin	729	15	4	Alameda	Dublin
1015	ACCMA	Dublin	729	15	4	Alameda	
1016	ACCMA	Dublin	729	15	4	Alameda	Dublin
1017	ACCMA	Dublin	729	15	4	Alameda	Dublin
1018	ACCMA	Dublin	729	15	4	Alameda	Dublin
1019	ACCMA	Dublin	729	15	4	Alameda	Dublin
1020	ACCMA	Dublin	729	15	4	Alameda	Dublin
1021	ACCMA	Dublin	729	15	4	Alameda	Dublin
1022	ACCMA	Dublin	729	15	4	Alameda	Dublin
1023	ACCMA	Dublin	729	15	4	Alameda	Dublin
1024	ACCMA	Dublin	729	15	4	Alameda	Dublin
1025	ACCMA	Dublin	729	15	4	Alameda	Dublin
1026	ACCMA	Dublin	729	15	4	Alameda	Dublin
1027	ACCMA	Dublin	729	15	4	Alameda	Dublin
1028	ACCMA	Dublin	729	15	4	Alameda	
1029	ACCMA	Dublin	729	15	4	Alameda	Dublin
1030	ACCMA	Dublin	729	15	4	Alameda	Dublin
1031	ACCMA	Dublin	729	15	4	Alameda	Dublin
1032	ACCMA	Dublin	729	15	4	Alameda	Dublin
1033	ACCMA	Dublin	729	15	4	Alameda	Dublin
1034	ACCMA	Dublin	729	15	4	Alameda	Dublin
1035	ACCMA	Dublin	729	15	4	Alameda	Dublin
1036	ACCMA	Dublin	729	15	4	Alameda	Dublin
1037	ACCMA	Dublin	729	15	4	Alameda	Dublin

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1038	ACCMA	Dublin	729	15	4	Alameda	Dublin
1039	ACCMA	Dublin	729	15	4	Alameda	Dublin
1040	ACCMA	Dublin	729	15	4	Alameda	Dublin
1041	ACCMA	Dublin	729	15	4	Alameda	Dublin
1042	ACCMA	Dublin	729	15	4	Alameda	Dublin
1043	ACCMA	Dublin	729	15	4	Alameda	Dublin
1044	ACCMA	Dublin	729	15	4	Alameda	
1045	ACCMA	Dublin	729	15	4	Alameda	
1046	ACCMA	Dublin	729	15	4	Alameda	Dublin
1047	ACCMA	Dublin	729	15	4	Alameda	
1048	ACCMA	Dublin	729	15	4	Alameda	Dublin
1049	ACCMA	Dublin	729	15	4	Alameda	
1050	ACCMA	Dublin	729	15	4	Alameda	Dublin
1051	ACCMA	Dublin	729	15	4	Alameda	
1052	ACCMA	Dublin	729	15	4	Alameda	Dublin
1053	ACCMA	Pleasanton	746	15	4	Alameda	Pleasanton
1054	ACCMA	Pleasanton	746	15	4	Alameda	Sunol
1055	ACCMA	Pleasanton	746	15	4	Alameda	Pleasanton
1056	ACCMA	Pleasanton	746	15	4	Alameda	Pleasanton
1057	ACCMA	Pleasanton	746	15	4	Alameda	Pleasanton
1058	ACCMA	Pleasanton	746	15	4	Alameda	Sunol
1059	ACCMA	Pleasanton	746	15	4	Alameda	Pleasanton
1060	ACCMA	Pleasanton	745	15	4	Alameda	Pleasanton
1061	ACCMA	Pleasanton	745	15	4	Alameda	Pleasanton
1062	ACCMA	Pleasanton	745	15	4	Alameda	Livermore
1063	ACCMA	Pleasanton	745	15	4	Alameda	Pleasanton
1064	ACCMA	Pleasanton	744	15	4	Alameda	Pleasanton
1065	ACCMA	Pleasanton	744	15	4	Alameda	Pleasanton
1066	ACCMA	Pleasanton	744	15	4	Alameda	Pleasanton
1067	ACCMA	Pleasanton	744	15	4	Alameda	Pleasanton
1068	ACCMA	Pleasanton	744	15	4	Alameda	Pleasanton
1069	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1070	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1071	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1072	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1073	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1074	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1075	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1076	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1077	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1078	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1079	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1080	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1081	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1082	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1083	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1084	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1085	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1086	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1087	ACCMA	Pleasanton	743	15	4	Alameda	
1088	ACCMA	Pleasanton	743	15	4	Alameda	Pleasanton
1089	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1090	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1091	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1092	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1093	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1094	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1095	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1096	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1097	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1098	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1099	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1100	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1101	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1102	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1103	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1104	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1105	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1106	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1107	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1108	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1109	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1110	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1111	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1112	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1113	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1114	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1115	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1116	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1117	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1118	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1119	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1120	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1121	ACCMA	Pleasanton	742	15	4	Alameda	Dublin
1122	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1123	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1124	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1125	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1126	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1127	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1128	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1129	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1130	ACCMA	Pleasanton	742	15	4	Alameda	Pleasanton
1131	ACCMA	Pleasanton	741	15	4	Alameda	Pleasanton
1132	ACCMA	Pleasanton	741	15	4	Alameda	Pleasanton
1133	ACCMA	Pleasanton	741	15	4	Alameda	Pleasanton
1134	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1135	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1136	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1137	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1138	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1139	ACCMA	Pleasanton	740	15	4	Alameda	Pleasanton
1140	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1141	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1142	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1143	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1144	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1145	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1146	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1147	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1148	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1149	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1150	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1151	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1152	ACCMA	Pleasanton	739	15	4	Alameda	Pleasanton
1153	ACCMA	Pleasanton	738	15	4	Alameda	Pleasanton
1154	ACCMA	Pleasanton	738	15	4	Alameda	Pleasanton
1155	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1156	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1157	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1158	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1159	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1160	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1161	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1162	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1163	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1164	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1165	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1166	ACCMA	Pleasanton	737	15	4	Alameda	Pleasanton
1167	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1168	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1169	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1170	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1171	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1172	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1173	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1174	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1175	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1176	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1177	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1178	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1179	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1180	ACCMA	Pleasanton	736	15	4	Alameda	Pleasanton
1181	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1182	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1183	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1184	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1185	ACCMA	Pleasanton	735	15	4	Alameda	Sunol
1186	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1187	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1188	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1189	ACCMA	Pleasanton	735	15	4	Alameda	Pleasanton
1190	ACCMA	Pleasanton	735	15	4	Alameda	Dublin
1191	ACCMA	Pleasanton	728	15	4	Alameda	Livermore
1192	ACCMA	Livermore	729	15	4	Alameda	Livermore
1193	ACCMA	Livermore	729	15	4	Alameda	Livermore
1194	ACCMA	Livermore	729	15	4	Alameda	Livermore
1195	ACCMA	Livermore	729	15	4	Alameda	Livermore
1196	ACCMA	Livermore	729	15	4	Alameda	Livermore
1197	ACCMA	Livermore	729	15	4	Alameda	Livermore
1198	ACCMA	Livermore	729	15	4	Alameda	Livermore
1199	ACCMA	Livermore	729	15	4	Alameda	Livermore
1200	ACCMA	Livermore	728	15	4	Alameda	Livermore
1201	ACCMA	Livermore	728	15	4	Alameda	Livermore
1202	ACCMA	Livermore	728	15	4	Alameda	Livermore
1203	ACCMA	Livermore	728	15	4	Alameda	Livermore
1204	ACCMA	Livermore	728	15	4	Alameda	Livermore
1205	ACCMA	Livermore	728	15	4	Alameda	Livermore
1206	ACCMA	Livermore	728	15	4	Alameda	Livermore
1207	ACCMA	Livermore	728	15	4	Alameda	Livermore
1208	ACCMA	Livermore	728	15	4	Alameda	Livermore
1209	ACCMA	Livermore	728	15	4	Alameda	Livermore
1210	ACCMA	Livermore	728	15	4	Alameda	Livermore
1211	ACCMA	Livermore	728	15	4	Alameda	Livermore
1212	ACCMA	Livermore	728	15	4	Alameda	Livermore
1213	ACCMA	Livermore	728	15	4	Alameda	Livermore
1214	ACCMA	Livermore	728	15	4	Alameda	Livermore
1215	ACCMA	Livermore	728	15	4	Alameda	Livermore
1216	ACCMA	Livermore	728	15	4	Alameda	Livermore
1217	ACCMA	Livermore	728	15	4	Alameda	Livermore
1218	ACCMA	Livermore	728	15	4	Alameda	Livermore
1219	ACCMA	Livermore	728	15	4	Alameda	Livermore
1220	ACCMA	Livermore	727	15	4	Alameda	Livermore





ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1343	ACCMA	Livermore	715	15	4	Alameda	
1344	ACCMA	Livermore	715	15	4	Alameda	Livermore
1345	ACCMA	Livermore	715	15	4	Alameda	
1346	ACCMA	Livermore	715	15	4	Alameda	Livermore
1347	ACCMA	Livermore	715	15	4	Alameda	Livermore
1348	ACCMA	Livermore	715	15	4	Alameda	Livermore
1349	ACCMA	Livermore	715	15	4	Alameda	
1350	ACCMA	Livermore	715	15	4	Alameda	Livermore
1351	ACCMA	Livermore	715	15	4	Alameda	Livermore
1352	ACCMA	Livermore	715	15	4	Alameda	Livermore
1353	ACCMA	Livermore	715	15	4	Alameda	Livermore
1354	ACCMA	Livermore	715	15	4	Alameda	Livermore
1355	ACCMA	Livermore	715	15	4	Alameda	Livermore
1356	ACCMA	Livermore	715	15	4	Alameda	Livermore
1357	ACCMA	Livermore	715	15	4	Alameda	Livermore
1358	ACCMA	Livermore	715	15	4	Alameda	Livermore
1359	ACCMA	Livermore	715	15	4	Alameda	Livermore
1360	ACCMA	Livermore	715	15	4	Alameda	Livermore
1361	ACCMA	Livermore	715	15	4	Alameda	Livermore
1362	ACCMA	Livermore	715	15	4	Alameda	Livermore
1363	ACCMA	Livermore	715	15	4	Alameda	Livermore
1364	ACCMA	Livermore	715	15	4	Alameda	Livermore
1365	ACCMA	Livermore	715	15	4	Alameda	Livermore
1366	ACCMA	Livermore	715	15	4	Alameda	Livermore
1367	ACCMA	Livermore	715	15	4	Alameda	Livermore
1368	ACCMA	Livermore	715	15	4	Alameda	Livermore
1369	ACCMA	Livermore	715	15	4	Alameda	
1370	ACCMA	Livermore	715	15	4	Alameda	Livermore
1371	ACCMA	Livermore	715	15	4	Alameda	
1372	ACCMA	Livermore	715	15	4	Alameda	Livermore
1373	ACCMA	Livermore	715	15	4	Alameda	
1374	ACCMA	Livermore	715	15	4	Alameda	Livermore
1375	ACCMA	Livermore	715	15	4	Alameda	Livermore
1376	ACCMA	Alameda County	844	17	4	Alameda	Castro Valley
1377	ACCMA	Alameda County	843	17	4	Alameda	Fairview
1378	ACCMA	Alameda County	841	17	4	Alameda	Fairview
1379	ACCMA	Alameda County	822	17	4	Alameda	Fairview
1380	ACCMA	Alameda County	820	17	4	Alameda	Castro Valley
1381	ACCMA	Alameda County	820	17	4	Alameda	Hayward
1382	ACCMA	Alameda County	820	17	4	Alameda	Castro Valley
1383	ACCMA	Alameda County	820	17	4	Alameda	Fairview
1384	ACCMA	Alameda County	820	17	4	Alameda	Fairview
1385	ACCMA	Alameda County	746	15	4	Alameda	Fremont
1386	ACCMA	Alameda County	735	15	4	Alameda	Sunol
1387	ACCMA	Alameda County	734	15	4	Alameda	Dublin
1388	ACCMA	Alameda County	729	15	4	Alameda	Livermore
1389	ACCMA	Alameda County	720	15	4	Alameda	
1390	ACCMA	Alameda County	720	15	4	Alameda	
1391	ACCMA	Alameda County	720	15	4	Alameda	Livermore
1392	ACCMA	Alameda County	720	15	4	Alameda	Livermore
1393	ACCMA	Alameda County	720	15	4	Alameda	
1394	ACCMA	Alameda County	720	15	4	Alameda	Livermore
1395	ACCMA	Alameda County	720	15	4	Alameda	Livermore
1396	ACCMA	Alameda County	720	15	4	Alameda	
1397	ACCMA	Alameda County	720	15	4	Alameda	Livermore
1398	ACCMA	Alameda County	715	15	4	Alameda	Livermore
1399	ACCMA	Alameda County	715	15	4	Alameda	
1400	ACCMA	Alameda County	715	15	4	Alameda	
1401	ACCMA	Oakland	988	18	4	Alameda	Oakland
1402	ACCMA	Oakland	967	18	4	Alameda	Oakland
1403	ACCMA	Oakland	875	18	4	Alameda	Oakland

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
1404	ACCMA	Oakland	896	18	4	Alameda	Oakland
1405	ACCMA	Oakland	874	18	4	Alameda	Oakland
2001	CCTA_1454	West Contra Cost	1044	20	5	Contra Costa	Berkeley
2002	CCTA_REAGG	West Contra Cost	1043	20	5	Contra Costa	Albany
2003	CCTA_REAGG	West Contra Cost	1043	20	5	Contra Costa	Kensington
2004	CCTA_REAGG	West Contra Cost	1043	20	5	Contra Costa	Kensington
2005	CCTA_REAGG	West Contra Cost	1042	20	5	Contra Costa	Albany
2006	CCTA_REAGG	West Contra Cost	1042	20	5	Contra Costa	El Cerrito
2007	CCTA_REAGG	West Contra Cost	1041	20	0	Contra Costa	Albany
2008	CCTA_REAGG	West Contra Cost	1041	20	5	Contra Costa	Albany
2009	CCTA_REAGG	West Contra Cost	1041	20	5	Contra Costa	El Cerrito
2010	CCTA_REAGG	West Contra Cost	1041	20	5	Contra Costa	El Cerrito
2011	CCTA_REAGG	West Contra Cost	1041	20	5	Contra Costa	El Cerrito
2012	CCTA_1454	West Contra Cost	1040	20	5	Contra Costa	Albany
2013	CCTA_1454	West Contra Cost	1046	20	5	Contra Costa	El Cerrito
2014	CCTA_REAGG	West Contra Cost	1048	20	5	Contra Costa	El Cerrito
2015	CCTA_REAGG	West Contra Cost	1048	20	5	Contra Costa	El Cerrito
2016	CCTA_REAGG	West Contra Cost	1048	20	5	Contra Costa	El Cerrito
2017	CCTA_REAGG	West Contra Cost	1048	20	5	Contra Costa	El Cerrito
2018	CCTA_REAGG	West Contra Cost	1045	20	5	Contra Costa	El Cerrito
2019	CCTA_REAGG	West Contra Cost	1045	20	5	Contra Costa	El Cerrito
2020	CCTA_REAGG	West Contra Cost	1047	20	5	Contra Costa	El Cerrito
2021	CCTA_REAGG	West Contra Cost	1047	20	5	Contra Costa	El Cerrito
2022	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2023	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2024	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2025	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2026	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2027	CCTA_REAGG	West Contra Cost	1051	20	5	Contra Costa	El Cerrito
2028	CCTA_1454	West Contra Cost	1052	20	5	Contra Costa	El Cerrito
2029	CCTA_REAGG	West Contra Cost	1053	20	5	Contra Costa	El Cerrito
2030	CCTA_REAGG	West Contra Cost	1053	20	5	Contra Costa	El Cerrito
2031	CCTA_REAGG	West Contra Cost	1053	20	5	Contra Costa	El Cerrito
2032	CCTA_REAGG	West Contra Cost	1049	20	5	Contra Costa	Richmond
2033	CCTA_REAGG	West Contra Cost	1049	20	5	Contra Costa	Richmond
2034	CCTA_REAGG	West Contra Cost	1049	20	5	Contra Costa	Richmond
2035	CCTA_REAGG	West Contra Cost	1049	20	5	Contra Costa	Richmond
2036	CCTA_REAGG	West Contra Cost	1049	20	5	Contra Costa	Albany
2037	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Albany
2038	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2039	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2040	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2041	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2042	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2043	CCTA_REAGG	West Contra Cost	1050	20	5	Contra Costa	Richmond
2044	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Albany
2045	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Richmond
2046	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Richmond
2047	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Richmond
2048	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Richmond
2049	CCTA_REAGG	West Contra Cost	1059	20	5	Contra Costa	Richmond
2050	CCTA_REAGG	West Contra Cost	1058	20	5	Contra Costa	Richmond
2051	CCTA_REAGG	West Contra Cost	1058	20	5	Contra Costa	Richmond
2052	CCTA_REAGG	West Contra Cost	1058	20	5	Contra Costa	Richmond
2101	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	
2102	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	
2103	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon
2104	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon
2105	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon
2106	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon
2107	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2108	CCTA_REAGG	South Contra Cos	1171	23	5	Contra Costa	San Ramon
2109	CCTA_REAGG	South Contra Cos	1170	23	5	Contra Costa	San Ramon
2110	CCTA_REAGG	South Contra Cos	1170	23	5	Contra Costa	San Ramon
2111	CCTA_REAGG	South Contra Cos	1170	23	5	Contra Costa	Danville
2112	CCTA_REAGG	South Contra Cos	1172	23	5	Contra Costa	
2113	CCTA_REAGG	South Contra Cos	1172	23	5	Contra Costa	San Ramon
2114	CCTA_REAGG	South Contra Cos	1172	23	5	Contra Costa	
2115	CCTA_REAGG	South Contra Cos	1172	23	5	Contra Costa	San Ramon
2116	CCTA_REAGG	South Contra Cos	1172	23	5	Contra Costa	San Ramon
2117	CCTA_REAGG	South Contra Cos	1173	23	5	Contra Costa	San Ramon
2118	CCTA_REAGG	South Contra Cos	1173	23	5	Contra Costa	San Ramon
2119	CCTA_REAGG	South Contra Cos	1174	23	5	Contra Costa	San Ramon
2120	CCTA_REAGG	South Contra Cos	1174	23	5	Contra Costa	San Ramon
2121	CCTA_REAGG	South Contra Cos	1174	23	5	Contra Costa	San Ramon
2122	CCTA_REAGG	South Contra Cos	1174	23	5	Contra Costa	
2123	CCTA_REAGG	South Contra Cos	1174	23	5	Contra Costa	
2124	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2125	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2126	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2127	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2128	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2129	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2130	CCTA_REAGG	South Contra Cos	1175	23	5	Contra Costa	San Ramon
2131	CCTA_REAGG	South Contra Cos	1168	23	5	Contra Costa	San Ramon
2132	CCTA_REAGG	South Contra Cos	1168	23	5	Contra Costa	San Ramon
2133	CCTA_REAGG	South Contra Cos	1168	23	5	Contra Costa	San Ramon
2134	CCTA_REAGG	South Contra Cos	1168	23	5	Contra Costa	San Ramon
2135	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	San Ramon
2136	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2137	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2138	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2139	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2140	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2141	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2142	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	San Ramon
2143	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	Danville
2144	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2145	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2146	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	
2147	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	Blackhawk-Camino Tassajara
2148	CCTA_REAGG	South Contra Cos	1176	23	5	Contra Costa	Alamo
2201	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Fremont
2202	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Fremont
2203	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Milpitas
2204	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Milpitas
2205	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Milpitas
2206	VTA_REAGG	Santa Clara	612	12	3	Santa Clara	Milpitas
2207	VTA_REAGG	Santa Clara	613	12	3	Santa Clara	Fremont
2208	VTA_REAGG	Santa Clara	613	12	3	Santa Clara	Milpitas
2209	VTA_REAGG	Santa Clara	613	12	3	Santa Clara	Milpitas
2210	VTA_REAGG	Santa Clara	614	12	3	Santa Clara	Milpitas
2211	VTA_REAGG	Santa Clara	614	12	3	Santa Clara	Milpitas
2212	VTA_REAGG	Santa Clara	614	12	3	Santa Clara	Milpitas
2213	VTA_REAGG	Santa Clara	614	12	3	Santa Clara	Milpitas
2214	VTA_REAGG	Santa Clara	611	12	3	Santa Clara	Milpitas
2215	VTA_REAGG	Santa Clara	611	12	3	Santa Clara	Milpitas
2216	VTA_REAGG	Santa Clara	611	12	3	Santa Clara	Milpitas
2217	VTA_REAGG	Santa Clara	611	12	3	Santa Clara	Milpitas
2218	VTA_REAGG	Santa Clara	611	12	3	Santa Clara	Milpitas
2219	VTA_REAGG	Santa Clara	610	12	3	Santa Clara	Milpitas
2220	VTA_REAGG	Santa Clara	610	12	3	Santa Clara	Milpitas

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2221	VTA_REAGG	Santa Clara	610	12	3	Santa Clara	Milpitas
2222	VTA_REAGG	Santa Clara	609	12	3	Santa Clara	Milpitas
2223	VTA_REAGG	Santa Clara	609	12	3	Santa Clara	Milpitas
2224	VTA_REAGG	Santa Clara	609	12	3	Santa Clara	Milpitas
2225	VTA_REAGG	Santa Clara	615	12	3	Santa Clara	Fremont
2226	VTA_REAGG	Santa Clara	615	12	3	Santa Clara	Fremont
2227	VTA_REAGG	Santa Clara	615	12	3	Santa Clara	Milpitas
2228	VTA_REAGG	Santa Clara	615	12	3	Santa Clara	Milpitas
2229	VTA_REAGG	Santa Clara	616	12	3	Santa Clara	Milpitas
2230	VTA_REAGG	Santa Clara	616	12	3	Santa Clara	Milpitas
2231	VTA_REAGG	Santa Clara	405	9	3	Santa Clara	Fremont
2232	VTA_REAGG	Santa Clara	405	9	3	Santa Clara	Milpitas
2233	VTA_REAGG	Santa Clara	405	9	3	Santa Clara	Fremont
2301	SJCOG	San Joaquin	0	35	10	San Joaquin	Walnut Grove
2302	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2303	SJCOG	San Joaquin	0	35	10	San Joaquin	Lockeford
2304	SJCOG	San Joaquin	0	35	10	San Joaquin	Linden
2305	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2306	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2307	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2308	SJCOG	San Joaquin	0	35	10	San Joaquin	Country Club
2309	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2310	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2311	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2312	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2313	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2314	SJCOG	San Joaquin	0	35	10	San Joaquin	Stockton
2315	SJCOG	San Joaquin	0	35	10	San Joaquin	Kennedy
2316	SJCOG	San Joaquin	0	35	10	San Joaquin	French Camp
2317	SJCOG	San Joaquin	0	35	10	San Joaquin	Lathrop
2318	SJCOG	San Joaquin	0	35	10	San Joaquin	Manteca
2319	SJCOG	San Joaquin	0	35	10	San Joaquin	Manteca
2320	SJCOG	San Joaquin	0	35	10	San Joaquin	Escalon
2321	SJCOG	San Joaquin	0	35	10	San Joaquin	Lathrop
2322	SJCOG	San Joaquin	0	35	10	San Joaquin	Lathrop
2323	SJCOG	San Joaquin	0	35	10	San Joaquin	Tracy
2324	SJCOG	San Joaquin	0	35	10	San Joaquin	Tracy
2325	SJCOG	San Joaquin	0	35	10	San Joaquin	Tracy
2326	SJCOG	San Joaquin	0	35	10	San Joaquin	Tracy
2501	MTC_1454		1	1	1	San Francisco	San Francisco
2502	MTC_1454		2	1	1	San Francisco	San Francisco
2503	MTC_1454		3	1	1	San Francisco	San Francisco
2504	MTC_1454		4	1	1	San Francisco	San Francisco
2505	MTC_1454		5	1	1	San Francisco	San Francisco
2506	MTC_1454		6	1	1	San Francisco	San Francisco
2507	MTC_1454		7	1	1	San Francisco	San Francisco
2508	MTC_1454		8	1	1	San Francisco	San Francisco
2509	MTC_1454		9	1	1	San Francisco	San Francisco
2510	MTC_1454		10	1	1	San Francisco	San Francisco
2511	MTC_1454		11	1	1	San Francisco	San Francisco
2512	MTC_1454		12	1	1	San Francisco	San Francisco
2513	MTC_1454		13	1	1	San Francisco	San Francisco
2514	MTC_1454		14	1	1	San Francisco	San Francisco
2515	MTC_1454		15	1	1	San Francisco	San Francisco
2516	MTC_1454		16	1	1	San Francisco	San Francisco
2517	MTC_1454		17	1	1	San Francisco	San Francisco
2518	MTC_1454		18	1	1	San Francisco	San Francisco
2519	MTC_1454		19	1	1	San Francisco	San Francisco
2520	MTC_1454		20	1	1	San Francisco	San Francisco
2521	MTC_1454		21	1	1	San Francisco	San Francisco
2522	MTC_1454		22	1	1	San Francisco	San Francisco



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2523	MTC_1454		23	1	1	San Francisco	San Francisco
2524	MTC_1454		24	1	1	San Francisco	San Francisco
2525	MTC_1454		25	1	1	San Francisco	San Francisco
2526	MTC_1454		26	1	1	San Francisco	San Francisco
2527	MTC_1454		27	1	1	San Francisco	San Francisco
2528	MTC_1454		28	1	1	San Francisco	San Francisco
2529	MTC_1454		29	1	1	San Francisco	San Francisco
2530	MTC_1454		30	1	1	San Francisco	San Francisco
2531	MTC_1454		31	1	1	San Francisco	San Francisco
2532	MTC_1454		32	1	1	San Francisco	San Francisco
2533	MTC_1454		33	1	1	San Francisco	San Francisco
2534	MTC_1454		34	1	1	San Francisco	San Francisco
2535	MTC_1454		35	1	1	San Francisco	San Francisco
2536	MTC_1454		36	1	1	San Francisco	San Francisco
2537	MTC_1454		37	1	1	San Francisco	San Francisco
2538	MTC_1454		38	1	1	San Francisco	San Francisco
2539	MTC_1454		39	1	1	San Francisco	San Francisco
2540	MTC_1454		40	1	1	San Francisco	San Francisco
2541	MTC_1454		41	1	1	San Francisco	San Francisco
2542	MTC_1454		42	1	1	San Francisco	San Francisco
2543	MTC_1454		43	2	1	San Francisco	San Francisco
2544	MTC_1454		44	2	1	San Francisco	San Francisco
2545	MTC_1454		45	2	1	San Francisco	San Francisco
2546	MTC_1454		46	2	1	San Francisco	San Francisco
2547	MTC_1454		47	2	1	San Francisco	San Francisco
2548	MTC_1454		48	2	1	San Francisco	San Francisco
2549	MTC_1454		49	2	1	San Francisco	San Francisco
2550	MTC_1454		50	2	1	San Francisco	San Francisco
2551	MTC_1454		51	2	1	San Francisco	San Francisco
2552	MTC_1454		52	2	1	San Francisco	San Francisco
2553	MTC_1454		53	2	1	San Francisco	San Francisco
2554	MTC_1454		54	2	1	San Francisco	San Francisco
2555	MTC_1454		55	2	1	San Francisco	San Francisco
2556	MTC_1454		56	2	1	San Francisco	San Francisco
2557	MTC_1454		57	2	1	San Francisco	San Francisco
2558	MTC_1454		58	2	1	San Francisco	San Francisco
2559	MTC_1454		59	2	1	San Francisco	San Francisco
2560	MTC_1454		60	2	1	San Francisco	San Francisco
2561	MTC_1454		61	2	1	San Francisco	San Francisco
2562	MTC_1454		62	2	1	San Francisco	San Francisco
2563	MTC_1454		63	2	1	San Francisco	San Francisco
2564	MTC_1454		64	2	1	San Francisco	San Francisco
2565	MTC_1454		65	2	1	San Francisco	San Francisco
2566	MTC_1454		66	2	1	San Francisco	San Francisco
2567	MTC_1454		67	2	1	San Francisco	San Francisco
2568	MTC_1454		68	2	1	San Francisco	San Francisco
2569	MTC_1454		69	2	1	San Francisco	San Francisco
2570	MTC_1454		70	2	1	San Francisco	San Francisco
2571	MTC_1454		71	2	1	San Francisco	San Francisco
2572	MTC_1454		72	2	1	San Francisco	San Francisco
2573	MTC_1454		73	2	1	San Francisco	San Francisco
2574	MTC_1454		74	2	1	San Francisco	San Francisco
2575	MTC_1454		75	2	1	San Francisco	San Francisco
2576	MTC_1454		76	2	1	San Francisco	San Francisco
2577	MTC_1454		77	2	1	San Francisco	San Francisco
2578	MTC_1454		78	2	1	San Francisco	San Francisco
2579	MTC_1454		79	2	1	San Francisco	San Francisco
2580	MTC_1454		80	2	1	San Francisco	San Francisco
2581	MTC_1454		81	2	1	San Francisco	San Francisco
2582	MTC_1454		82	2	1	San Francisco	San Francisco
2583	MTC_1454		83	2	1	San Francisco	San Francisco

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2584	MTC_1454		84	2	1	San Francisco	San Francisco
2585	MTC_1454		85	2	1	San Francisco	San Francisco
2586	MTC_1454		86	2	1	San Francisco	San Francisco
2587	MTC_1454		87	2	1	San Francisco	San Francisco
2588	MTC_1454		88	2	1	San Francisco	San Francisco
2589	MTC_1454		89	2	1	San Francisco	San Francisco
2590	MTC_1454		90	3	1	San Francisco	San Francisco
2591	MTC_1454		91	3	1	San Francisco	San Francisco
2592	MTC_1454		92	3	1	San Francisco	San Francisco
2593	MTC_1454		93	3	1	San Francisco	San Francisco
2594	MTC_1454		94	3	1	San Francisco	San Francisco
2595	MTC_1454		95	3	1	San Francisco	San Francisco
2596	MTC_1454		96	3	1	San Francisco	San Francisco
2597	MTC_1454		97	3	1	San Francisco	San Francisco
2598	MTC_1454		98	3	1	San Francisco	San Francisco
2599	MTC_1454		99	3	1	San Francisco	San Francisco
2600	MTC_1454		100	3	1	San Francisco	San Francisco
2601	MTC_1454		101	3	1	San Francisco	San Francisco
2602	MTC_1454		102	3	1	San Francisco	San Francisco
2603	MTC_1454		103	3	1	San Francisco	San Francisco
2604	MTC_1454		104	3	1	San Francisco	San Francisco
2605	MTC_1454		105	3	1	San Francisco	San Francisco
2606	MTC_1454		106	3	1	San Francisco	San Francisco
2607	MTC_1454		107	3	1	San Francisco	San Francisco
2608	MTC_1454		108	3	1	San Francisco	San Francisco
2609	MTC_1454		109	3	1	San Francisco	San Francisco
2610	MTC_1454		110	3	1	San Francisco	San Francisco
2611	MTC_1454		111	3	1	San Francisco	San Francisco
2612	MTC_1454		112	3	1	San Francisco	San Francisco
2613	MTC_1454		113	3	1	San Francisco	San Francisco
2614	MTC_1454		114	3	1	San Francisco	San Francisco
2615	MTC_1454		115	3	1	San Francisco	San Francisco
2616	MTC_1454		116	3	1	San Francisco	San Francisco
2617	MTC_1454		117	3	1	San Francisco	San Francisco
2618	MTC_1454		118	3	1	San Francisco	San Francisco
2619	MTC_1454		119	3	1	San Francisco	San Francisco
2620	MTC_1454		120	3	1	San Francisco	San Francisco
2621	MTC_1454		121	3	1	San Francisco	San Francisco
2622	MTC_1454		122	3	1	San Francisco	San Francisco
2623	MTC_1454		123	3	1	San Francisco	San Francisco
2624	MTC_1454		124	3	1	San Francisco	San Francisco
2625	MTC_1454		125	3	1	San Francisco	San Francisco
2626	MTC_1454		126	3	1	San Francisco	San Francisco
2627	MTC_1454		127	3	1	San Francisco	San Francisco
2628	MTC_1454		128	3	1	San Francisco	San Francisco
2629	MTC_1454		129	3	1	San Francisco	San Francisco
2630	MTC_1454		130	3	1	San Francisco	San Francisco
2631	MTC_1454		131	3	1	San Francisco	San Francisco
2632	MTC_1454		132	3	1	San Francisco	San Francisco
2633	MTC_1454		133	3	1	San Francisco	San Francisco
2634	MTC_1454		134	3	1	San Francisco	San Francisco
2635	MTC_1454		135	3	1	San Francisco	San Francisco
2636	MTC_1454		136	3	1	San Francisco	San Francisco
2637	MTC_1454		137	3	1	San Francisco	San Francisco
2638	MTC_1454		138	3	1	San Francisco	San Francisco
2639	MTC_1454		139	3	1	San Francisco	San Francisco
2640	MTC_1454		140	3	1	San Francisco	San Francisco
2641	MTC_1454		141	3	1	San Francisco	San Francisco
2642	MTC_1454		142	3	1	San Francisco	San Francisco
2643	MTC_1454		143	3	1	San Francisco	San Francisco
2644	MTC_1454		144	3	1	San Francisco	San Francisco

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2645	MTC_1454		145	3	1	San Francisco	San Francisco
2646	MTC_1454		146	3	1	San Francisco	San Francisco
2647	MTC_1454		147	3	1	San Francisco	San Francisco
2648	MTC_1454		148	3	1	San Francisco	San Francisco
2649	MTC_1454		149	3	1	San Francisco	San Francisco
2650	MTC_1454		150	3	1	San Francisco	San Francisco
2651	MTC_1454		151	3	1	San Francisco	San Francisco
2652	MTC_1454		152	3	1	San Francisco	San Francisco
2653	MTC_1454		153	3	1	San Francisco	San Francisco
2654	MTC_1454		154	3	1	San Francisco	San Francisco
2655	MTC_1454		155	3	1	San Francisco	San Francisco
2656	MTC_1454		156	3	1	San Francisco	San Francisco
2657	MTC_1454		157	3	1	San Francisco	San Francisco
2658	MTC_1454		158	3	1	San Francisco	San Francisco
2659	MTC_1454		159	3	1	San Francisco	San Francisco
2660	MTC_1454		160	3	1	San Francisco	San Francisco
2661	MTC_1454		161	3	1	San Francisco	San Francisco
2662	MTC_1454		162	3	1	San Francisco	San Francisco
2663	MTC_1454		163	3	1	San Francisco	San Francisco
2664	MTC_1454		164	3	1	San Francisco	San Francisco
2665	MTC_1454		165	3	1	San Francisco	San Francisco
2666	MTC_1454		166	3	1	San Francisco	San Francisco
2667	MTC_1454		167	3	1	San Francisco	San Francisco
2668	MTC_1454		168	4	1	San Francisco	San Francisco
2669	MTC_1454		169	4	1	San Francisco	San Francisco
2670	MTC_1454		170	4	1	San Francisco	San Francisco
2671	MTC_1454		171	4	1	San Francisco	San Francisco
2672	MTC_1454		172	4	1	San Francisco	San Francisco
2673	MTC_1454		173	4	1	San Francisco	San Francisco
2674	MTC_1454		174	4	1	San Francisco	San Francisco
2675	MTC_1454		175	4	1	San Francisco	San Francisco
2676	MTC_1454		176	4	1	San Francisco	San Francisco
2677	MTC_1454		177	4	1	San Francisco	San Francisco
2678	MTC_1454		178	4	1	San Francisco	San Francisco
2679	MTC_1454		179	4	1	San Francisco	San Francisco
2680	MTC_1454		180	4	1	San Francisco	San Francisco
2681	MTC_1454		181	4	1	San Francisco	San Francisco
2682	MTC_1454		182	4	1	San Francisco	San Francisco
2683	MTC_1454		183	4	1	San Francisco	San Francisco
2684	MTC_1454		184	4	1	San Francisco	San Francisco
2685	MTC_1454		185	4	1	San Francisco	San Francisco
2686	MTC_1454		186	4	1	San Francisco	San Francisco
2687	MTC_1454		187	4	1	San Francisco	San Francisco
2688	MTC_1454		188	4	1	San Francisco	San Francisco
2689	MTC_1454		189	4	1	San Francisco	San Francisco
2690	MTC_1454		190	4	1	San Francisco	San Francisco
2691	MTC_1454		191	5	2	San Mateo	Daly City
2692	MTC_1454		192	5	2	San Mateo	Daly City
2693	MTC_1454		193	5	2	San Mateo	Broadmoor
2694	MTC_1454		194	5	2	San Mateo	Daly City
2695	MTC_1454		195	5	2	San Mateo	Daly City
2696	MTC_1454		196	5	2	San Mateo	Daly City
2697	MTC_1454		197	5	2	San Mateo	Daly City
2698	MTC_1454		198	5	2	San Mateo	Daly City
2699	MTC_1454		199	5	2	San Mateo	Daly City
2700	MTC_1454		200	5	2	San Mateo	Colma
2701	MTC_1454		201	5	2	San Mateo	Daly City
2702	MTC_1454		202	5	2	San Mateo	Daly City
2703	MTC_1454		203	5	2	San Mateo	Daly City
2704	MTC_1454		204	5	2	San Mateo	Daly City
2705	MTC_1454		205	5	2	San Mateo	Daly City

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2706	MTC_1454		206	5	2	San Mateo	San Francisco
2707	MTC_1454		207	5	2	San Mateo	Daly City
2708	MTC_1454		208	5	2	San Mateo	San Francisco
2709	MTC_1454		209	5	2	San Mateo	South San Francisco
2710	MTC_1454		210	5	2	San Mateo	South San Francisco
2711	MTC_1454		211	5	2	San Mateo	South San Francisco
2712	MTC_1454		212	5	2	San Mateo	South San Francisco
2713	MTC_1454		213	5	2	San Mateo	San Bruno
2714	MTC_1454		214	5	2	San Mateo	South San Francisco
2715	MTC_1454		215	5	2	San Mateo	South San Francisco
2716	MTC_1454		216	5	2	San Mateo	South San Francisco
2717	MTC_1454		217	5	2	San Mateo	South San Francisco
2718	MTC_1454		218	5	2	San Mateo	Daly City
2719	MTC_1454		219	5	2	San Mateo	Daly City
2720	MTC_1454		220	5	2	San Mateo	Pacifica
2721	MTC_1454		221	5	2	San Mateo	Pacifica
2722	MTC_1454		222	5	2	San Mateo	Pacifica
2723	MTC_1454		223	5	2	San Mateo	Pacifica
2724	MTC_1454		224	5	2	San Mateo	Pacifica
2725	MTC_1454		225	5	2	San Mateo	Pacifica
2726	MTC_1454		226	5	2	San Mateo	Pacifica
2727	MTC_1454		227	5	2	San Mateo	Pacifica
2728	MTC_1454		228	5	2	San Mateo	Pacifica
2729	MTC_1454		229	5	2	San Mateo	San Bruno
2730	MTC_1454		230	5	2	San Mateo	South San Francisco
2731	MTC_1454		231	5	2	San Mateo	South San Francisco
2732	MTC_1454		232	5	2	San Mateo	San Bruno
2733	MTC_1454		233	5	2	San Mateo	San Bruno
2734	MTC_1454		234	5	2	San Mateo	San Bruno
2735	MTC_1454		235	5	2	San Mateo	San Bruno
2736	MTC_1454		236	5	2	San Mateo	San Bruno
2737	MTC_1454		237	5	2	San Mateo	San Bruno
2738	MTC_1454		238	5	2	San Mateo	San Bruno
2739	MTC_1454		239	5	2	San Mateo	Millbrae
2740	MTC_1454		240	5	2	San Mateo	Millbrae
2741	MTC_1454		241	5	2	San Mateo	Millbrae
2742	MTC_1454		242	5	2	San Mateo	Millbrae
2743	MTC_1454		243	5	2	San Mateo	Millbrae
2744	MTC_1454		244	5	2	San Mateo	Millbrae
2745	MTC_1454		245	5	2	San Mateo	Millbrae
2746	MTC_1454		246	5	2	San Mateo	Millbrae
2747	MTC_1454		247	5	2	San Mateo	Burlingame
2748	MTC_1454		248	5	2	San Mateo	Burlingame
2749	MTC_1454		249	6	2	San Mateo	Burlingame
2750	MTC_1454		250	6	2	San Mateo	Burlingame
2751	MTC_1454		251	6	2	San Mateo	Burlingame
2752	MTC_1454		252	6	2	San Mateo	Hillsborough
2753	MTC_1454		253	6	2	San Mateo	San Mateo
2754	MTC_1454		254	6	2	San Mateo	Hillsborough
2755	MTC_1454		255	6	2	San Mateo	San Mateo
2756	MTC_1454		256	6	2	San Mateo	San Mateo
2757	MTC_1454		257	6	2	San Mateo	San Mateo
2758	MTC_1454		258	6	2	San Mateo	San Mateo
2759	MTC_1454		259	6	2	San Mateo	San Mateo
2760	MTC_1454		260	6	2	San Mateo	San Mateo
2761	MTC_1454		261	6	2	San Mateo	San Mateo
2762	MTC_1454		262	6	2	San Mateo	San Mateo
2763	MTC_1454		263	6	2	San Mateo	San Mateo
2764	MTC_1454		264	6	2	San Mateo	San Mateo
2765	MTC_1454		265	6	2	San Mateo	San Mateo
2766	MTC_1454		266	6	2	San Mateo	Foster City

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2767	MTC_1454		267	6	2	San Mateo	Foster City
2768	MTC_1454		268	6	2	San Mateo	Foster City
2769	MTC_1454		269	6	2	San Mateo	Foster City
2770	MTC_1454		270	6	2	San Mateo	Foster City
2771	MTC_1454		271	6	2	San Mateo	Foster City
2772	MTC_1454		272	6	2	San Mateo	Foster City
2773	MTC_1454		273	6	2	San Mateo	Foster City
2774	MTC_1454		274	6	2	San Mateo	San Mateo
2775	MTC_1454		275	6	2	San Mateo	Belmont
2776	MTC_1454		276	6	2	San Mateo	San Mateo
2777	MTC_1454		277	6	2	San Mateo	San Mateo
2778	MTC_1454		278	6	2	San Mateo	San Mateo
2779	MTC_1454		279	6	2	San Mateo	San Mateo
2780	MTC_1454		280	6	2	San Mateo	San Mateo
2781	MTC_1454		281	6	2	San Mateo	San Mateo
2782	MTC_1454		282	6	2	San Mateo	Hillsborough
2783	MTC_1454		283	6	2	San Mateo	San Mateo
2784	MTC_1454		284	6	2	San Mateo	San Mateo
2785	MTC_1454		285	6	2	San Mateo	San Mateo
2786	MTC_1454		286	6	2	San Mateo	Belmont
2787	MTC_1454		287	6	2	San Mateo	Belmont
2788	MTC_1454		288	6	2	San Mateo	Belmont
2789	MTC_1454		289	6	2	San Mateo	Belmont
2790	MTC_1454		290	6	2	San Mateo	San Mateo
2791	MTC_1454		291	6	2	San Mateo	Highlands-Baywood Park
2792	MTC_1454		292	6	2	San Mateo	Highlands-Baywood Park
2793	MTC_1454		293	6	2	San Mateo	Montara
2794	MTC_1454		294	6	2	San Mateo	El Granada
2795	MTC_1454		295	6	2	San Mateo	Pacifica
2796	MTC_1454		296	6	2	San Mateo	Half Moon Bay
2797	MTC_1454		297	7	2	San Mateo	Palo Alto
2798	MTC_1454		298	7	2	San Mateo	Portola Valley
2799	MTC_1454		299	7	2	San Mateo	Woodside
2800	MTC_1454		300	7	2	San Mateo	Woodside
2801	MTC_1454		301	7	2	San Mateo	Redwood City
2802	MTC_1454		302	7	2	San Mateo	Redwood City
2803	MTC_1454		303	7	2	San Mateo	Emerald Lake Hills
2804	MTC_1454		304	7	2	San Mateo	San Carlos
2805	MTC_1454		305	7	2	San Mateo	San Carlos
2806	MTC_1454		306	7	2	San Mateo	Belmont
2807	MTC_1454		307	7	2	San Mateo	San Carlos
2808	MTC_1454		308	7	2	San Mateo	San Carlos
2809	MTC_1454		309	7	2	San Mateo	San Carlos
2810	MTC_1454		310	7	2	San Mateo	San Carlos
2811	MTC_1454		311	7	2	San Mateo	Redwood City
2812	MTC_1454		312	7	2	San Mateo	Redwood City
2813	MTC_1454		313	7	2	San Mateo	Redwood City
2814	MTC_1454		314	7	2	San Mateo	Redwood City
2815	MTC_1454		315	7	2	San Mateo	Redwood City
2816	MTC_1454		316	7	2	San Mateo	Redwood City
2817	MTC_1454		317	7	2	San Mateo	Redwood City
2818	MTC_1454		318	7	2	San Mateo	San Carlos
2819	MTC_1454		319	7	2	San Mateo	Redwood City
2820	MTC_1454		320	7	2	San Mateo	Redwood City
2821	MTC_1454		321	7	2	San Mateo	Redwood City
2822	MTC_1454		322	7	2	San Mateo	Atherton
2823	MTC_1454		323	7	2	San Mateo	Redwood City
2824	MTC_1454		324	7	2	San Mateo	Redwood City
2825	MTC_1454		325	7	2	San Mateo	Redwood City
2826	MTC_1454		326	7	2	San Mateo	Redwood City
2827	MTC_1454		327	7	2	San Mateo	North Fair Oaks

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2828	MTC_1454		328	7	2	San Mateo	North Fair Oaks
2829	MTC_1454		329	7	2	San Mateo	North Fair Oaks
2830	MTC_1454		330	7	2	San Mateo	Redwood City
2831	MTC_1454		331	7	2	San Mateo	Menlo Park
2832	MTC_1454		332	7	2	San Mateo	Menlo Park
2833	MTC_1454		333	7	2	San Mateo	East Palo Alto
2834	MTC_1454		334	7	2	San Mateo	East Palo Alto
2835	MTC_1454		335	7	2	San Mateo	East Palo Alto
2836	MTC_1454		336	7	2	San Mateo	Menlo Park
2837	MTC_1454		337	7	2	San Mateo	Atherton
2838	MTC_1454		338	7	2	San Mateo	Menlo Park
2839	MTC_1454		339	7	2	San Mateo	Atherton
2840	MTC_1454		340	7	2	San Mateo	Menlo Park
2841	MTC_1454		341	7	2	San Mateo	Menlo Park
2842	MTC_1454		342	7	2	San Mateo	Atherton
2843	MTC_1454		343	7	2	San Mateo	Menlo Park
2844	MTC_1454		344	7	2	San Mateo	Menlo Park
2845	MTC_1454		345	7	2	San Mateo	West Menlo Park
2846	MTC_1454		346	7	2	San Mateo	Menlo Park
2847	VTA_1454		347	8	3	Santa Clara	Los Altos
2848	VTA_1454		348	8	3	Santa Clara	Palo Alto
2849	VTA_1454		349	8	3	Santa Clara	Palo Alto
2850	VTA_1454		350	8	3	Santa Clara	Stanford
2851	VTA_1454		351	8	3	Santa Clara	Palo Alto
2852	VTA_1454		352	8	3	Santa Clara	Stanford
2853	VTA_1454		353	8	3	Santa Clara	Stanford
2854	VTA_1454		354	8	3	Santa Clara	Stanford
2855	VTA_1454		355	8	3	Santa Clara	Stanford
2856	VTA_1454		356	8	3	Santa Clara	Palo Alto
2857	VTA_1454		357	8	3	Santa Clara	Palo Alto
2858	VTA_1454		358	8	3	Santa Clara	Palo Alto
2859	VTA_1454		359	8	3	Santa Clara	Palo Alto
2860	VTA_1454		360	8	3	Santa Clara	Palo Alto
2861	VTA_1454		361	8	3	Santa Clara	Palo Alto
2862	VTA_1454		362	8	3	Santa Clara	Palo Alto
2863	VTA_1454		363	8	3	Santa Clara	Palo Alto
2864	VTA_1454		364	8	3	Santa Clara	Palo Alto
2865	VTA_1454		365	8	3	Santa Clara	Mountain View
2866	VTA_1454		366	8	3	Santa Clara	Palo Alto
2867	VTA_1454		367	8	3	Santa Clara	Palo Alto
2868	VTA_1454		368	8	3	Santa Clara	Los Altos Hills
2869	VTA_1454		369	8	3	Santa Clara	Los Altos
2870	VTA_1454		370	8	3	Santa Clara	Los Altos
2871	VTA_1454		371	8	3	Santa Clara	Los Altos
2872	VTA_1454		372	8	3	Santa Clara	Mountain View
2873	VTA_1454		373	8	3	Santa Clara	Mountain View
2874	VTA_1454		374	8	3	Santa Clara	Mountain View
2875	VTA_1454		375	8	3	Santa Clara	Mountain View
2876	VTA_1454		376	8	3	Santa Clara	Mountain View
2877	VTA_1454		377	8	3	Santa Clara	Mountain View
2878	VTA_1454		378	8	3	Santa Clara	Mountain View
2879	VTA_1454		379	8	3	Santa Clara	Mountain View
2880	VTA_1454		380	8	3	Santa Clara	Mountain View
2881	VTA_1454		381	8	3	Santa Clara	Mountain View
2882	VTA_1454		382	8	3	Santa Clara	Mountain View
2883	VTA_1454		383	8	3	Santa Clara	Mountain View
2884	VTA_1454		384	8	3	Santa Clara	Los Altos
2885	VTA_1454		385	8	3	Santa Clara	Loyola
2886	VTA_1454		386	8	3	Santa Clara	Los Altos
2887	VTA_1454		387	8	3	Santa Clara	Los Altos
2888	VTA_1454		388	8	3	Santa Clara	Los Altos

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2889	VTA_1454		389	8	3	Santa Clara	Mountain View
2890	VTA_1454		390	8	3	Santa Clara	Mountain View
2891	VTA_1454		391	9	3	Santa Clara	Mountain View
2892	VTA_1454		392	9	3	Santa Clara	Sunnyvale
2893	VTA_1454		393	9	3	Santa Clara	Sunnyvale
2894	VTA_1454		394	9	3	Santa Clara	Sunnyvale
2895	VTA_1454		395	9	3	Santa Clara	Sunnyvale
2896	VTA_1454		396	9	3	Santa Clara	Sunnyvale
2897	VTA_1454		397	9	3	Santa Clara	Mountain View
2898	VTA_1454		398	9	3	Santa Clara	Mountain View
2899	VTA_1454		399	9	3	Santa Clara	Mountain View
2900	VTA_1454		400	9	3	Santa Clara	Mountain View
2901	VTA_1454		401	9	3	Santa Clara	Mountain View
2902	VTA_1454		402	9	3	Santa Clara	Mountain View
2903	VTA_1454		403	9	3	Santa Clara	Sunnyvale
2904	VTA_1454		404	9	3	Santa Clara	San Jose
2905	VTA_1454		406	9	3	Santa Clara	Milpitas
2906	VTA_1454		407	9	3	Santa Clara	San Jose
2907	VTA_1454		408	9	3	Santa Clara	San Jose
2908	VTA_1454		409	9	3	Santa Clara	San Jose
2909	VTA_1454		410	9	3	Santa Clara	San Jose
2910	VTA_1454		411	9	3	Santa Clara	San Jose
2911	VTA_1454		412	9	3	Santa Clara	San Jose
2912	VTA_1454		413	9	3	Santa Clara	Santa Clara
2913	VTA_1454		414	9	3	Santa Clara	Santa Clara
2914	VTA_1454		415	9	3	Santa Clara	Santa Clara
2915	VTA_1454		416	9	3	Santa Clara	Santa Clara
2916	VTA_1454		417	9	3	Santa Clara	Santa Clara
2917	VTA_1454		418	9	3	Santa Clara	Sunnyvale
2918	VTA_1454		419	9	3	Santa Clara	Sunnyvale
2919	VTA_1454		420	9	3	Santa Clara	Sunnyvale
2920	VTA_1454		421	9	3	Santa Clara	Sunnyvale
2921	VTA_1454		422	9	3	Santa Clara	Sunnyvale
2922	VTA_1454		423	9	3	Santa Clara	Sunnyvale
2923	VTA_1454		424	9	3	Santa Clara	Sunnyvale
2924	VTA_1454		425	9	3	Santa Clara	Sunnyvale
2925	VTA_1454		426	9	3	Santa Clara	Sunnyvale
2926	VTA_1454		427	9	3	Santa Clara	Sunnyvale
2927	VTA_1454		428	9	3	Santa Clara	Sunnyvale
2928	VTA_1454		429	9	3	Santa Clara	Santa Clara
2929	VTA_1454		430	9	3	Santa Clara	Santa Clara
2930	VTA_1454		431	9	3	Santa Clara	Santa Clara
2931	VTA_1454		432	9	3	Santa Clara	Santa Clara
2932	VTA_1454		433	9	3	Santa Clara	Santa Clara
2933	VTA_1454		434	9	3	Santa Clara	San Jose
2934	VTA_1454		435	9	3	Santa Clara	San Jose
2935	VTA_1454		436	9	3	Santa Clara	Santa Clara
2936	VTA_1454		437	9	3	Santa Clara	Santa Clara
2937	VTA_1454		438	9	3	Santa Clara	Santa Clara
2938	VTA_1454		439	9	3	Santa Clara	Santa Clara
2939	VTA_1454		440	9	3	Santa Clara	Santa Clara
2940	VTA_1454		441	9	3	Santa Clara	Santa Clara
2941	VTA_1454		442	9	3	Santa Clara	Santa Clara
2942	VTA_1454		443	9	3	Santa Clara	Santa Clara
2943	VTA_1454		444	9	3	Santa Clara	Santa Clara
2944	VTA_1454		445	9	3	Santa Clara	Sunnyvale
2945	VTA_1454		446	9	3	Santa Clara	Sunnyvale
2946	VTA_1454		447	9	3	Santa Clara	Sunnyvale
2947	VTA_1454		448	9	3	Santa Clara	Sunnyvale
2948	VTA_1454		449	9	3	Santa Clara	Sunnyvale
2949	VTA_1454		450	9	3	Santa Clara	Sunnyvale

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
2950	VTA_1454		451	9	3	Santa Clara	Sunnyvale
2951	VTA_1454		452	9	3	Santa Clara	Sunnyvale
2952	VTA_1454		453	9	3	Santa Clara	Sunnyvale
2953	VTA_1454		454	9	3	Santa Clara	Sunnyvale
2954	VTA_1454		455	9	3	Santa Clara	Sunnyvale
2955	VTA_1454		456	9	3	Santa Clara	Sunnyvale
2956	VTA_1454		457	9	3	Santa Clara	Sunnyvale
2957	VTA_1454		458	9	3	Santa Clara	Sunnyvale
2958	VTA_1454		459	9	3	Santa Clara	Sunnyvale
2959	VTA_1454		460	10	3	Santa Clara	Cupertino
2960	VTA_1454		461	10	3	Santa Clara	Santa Clara
2961	VTA_1454		462	10	3	Santa Clara	Santa Clara
2962	VTA_1454		463	10	3	Santa Clara	Santa Clara
2963	VTA_1454		464	10	3	Santa Clara	Santa Clara
2964	VTA_1454		465	10	3	Santa Clara	Santa Clara
2965	VTA_1454		466	10	3	Santa Clara	San Jose
2966	VTA_1454		467	10	3	Santa Clara	San Jose
2967	VTA_1454		468	10	3	Santa Clara	Campbell
2968	VTA_1454		469	10	3	Santa Clara	Campbell
2969	VTA_1454		470	10	3	Santa Clara	San Jose
2970	VTA_1454		471	10	3	Santa Clara	San Jose
2971	VTA_1454		472	10	3	Santa Clara	San Jose
2972	VTA_1454		473	10	3	Santa Clara	San Jose
2973	VTA_1454		474	10	3	Santa Clara	San Jose
2974	VTA_1454		475	10	3	Santa Clara	San Jose
2975	VTA_1454		476	10	3	Santa Clara	San Jose
2976	VTA_1454		477	10	3	Santa Clara	San Jose
2977	VTA_1454		478	10	3	Santa Clara	San Jose
2978	VTA_1454		479	10	3	Santa Clara	Cupertino
2979	VTA_1454		480	10	3	Santa Clara	San Jose
2980	VTA_1454		481	10	3	Santa Clara	San Jose
2981	VTA_1454		482	10	3	Santa Clara	San Jose
2982	VTA_1454		483	10	3	Santa Clara	San Jose
2983	VTA_1454		484	10	3	Santa Clara	Cupertino
2984	VTA_1454		485	10	3	Santa Clara	Cupertino
2985	VTA_1454		486	10	3	Santa Clara	Cupertino
2986	VTA_1454		487	10	3	Santa Clara	Cupertino
2987	VTA_1454		488	10	3	Santa Clara	Cupertino
2988	VTA_1454		489	10	3	Santa Clara	Cupertino
2989	VTA_1454		490	10	3	Santa Clara	Cupertino
2990	VTA_1454		491	10	3	Santa Clara	Cupertino
2991	VTA_1454		492	10	3	Santa Clara	Cupertino
2992	VTA_1454		493	10	3	Santa Clara	Saratoga
2993	VTA_1454		494	10	3	Santa Clara	Saratoga
2994	VTA_1454		495	10	3	Santa Clara	Saratoga
2995	VTA_1454		496	10	3	Santa Clara	Monte Sereno
2996	VTA_1454		497	10	3	Santa Clara	Saratoga
2997	VTA_1454		498	10	3	Santa Clara	Saratoga
2998	VTA_1454		499	10	3	Santa Clara	San Jose
2999	VTA_1454		500	10	3	Santa Clara	Campbell
3000	VTA_1454		501	10	3	Santa Clara	San Jose
3001	VTA_1454		502	10	3	Santa Clara	Campbell
3002	VTA_1454		503	10	3	Santa Clara	Campbell
3003	VTA_1454		504	10	3	Santa Clara	Campbell
3004	VTA_1454		505	10	3	Santa Clara	Campbell
3005	VTA_1454		506	10	3	Santa Clara	Campbell
3006	VTA_1454		507	10	3	Santa Clara	Los Gatos
3007	VTA_1454		508	10	3	Santa Clara	Los Gatos
3008	VTA_1454		509	10	3	Santa Clara	Los Gatos
3009	VTA_1454		510	10	3	Santa Clara	Monte Sereno
3010	VTA_1454		511	10	3	Santa Clara	Los Gatos



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3011	VTA_1454		512	10	3	Santa Clara	Lexington Hills
3012	VTA_1454		513	10	3	Santa Clara	Los Gatos
3013	VTA_1454		514	10	3	Santa Clara	Los Gatos
3014	VTA_1454		515	10	3	Santa Clara	San Jose
3015	VTA_1454		516	10	3	Santa Clara	San Jose
3016	VTA_1454		517	10	3	Santa Clara	San Jose
3017	VTA_1454		518	10	3	Santa Clara	Los Gatos
3018	VTA_1454		519	10	3	Santa Clara	San Jose
3019	VTA_1454		520	10	3	Santa Clara	San Jose
3020	VTA_1454		521	10	3	Santa Clara	San Jose
3021	VTA_1454		522	11	3	Santa Clara	San Jose
3022	VTA_1454		523	11	3	Santa Clara	San Jose
3023	VTA_1454		524	11	3	Santa Clara	San Jose
3024	VTA_1454		525	11	3	Santa Clara	San Jose
3025	VTA_1454		526	11	3	Santa Clara	San Jose
3026	VTA_1454		527	11	3	Santa Clara	San Jose
3027	VTA_1454		528	11	3	Santa Clara	San Jose
3028	VTA_1454		529	11	3	Santa Clara	San Jose
3029	VTA_1454		530	11	3	Santa Clara	Campbell
3030	VTA_1454		531	11	3	Santa Clara	San Jose
3031	VTA_1454		532	11	3	Santa Clara	San Jose
3032	VTA_1454		533	11	3	Santa Clara	San Jose
3033	VTA_1454		534	11	3	Santa Clara	San Jose
3034	VTA_1454		535	11	3	Santa Clara	Burbank
3035	VTA_1454		536	11	3	Santa Clara	San Jose
3036	VTA_1454		537	11	3	Santa Clara	San Jose
3037	VTA_1454		538	11	3	Santa Clara	San Jose
3038	VTA_1454		539	11	3	Santa Clara	San Jose
3039	VTA_1454		540	11	3	Santa Clara	San Jose
3040	VTA_1454		541	11	3	Santa Clara	San Jose
3041	VTA_1454		542	11	3	Santa Clara	San Jose
3042	VTA_1454		543	11	3	Santa Clara	Santa Clara
3043	VTA_1454		544	11	3	Santa Clara	Santa Clara
3044	VTA_1454		545	11	3	Santa Clara	Santa Clara
3045	VTA_1454		546	11	3	Santa Clara	San Jose
3046	VTA_1454		547	11	3	Santa Clara	San Jose
3047	VTA_1454		548	11	3	Santa Clara	San Jose
3048	VTA_1454		549	11	3	Santa Clara	San Jose
3049	VTA_1454		550	11	3	Santa Clara	San Jose
3050	VTA_1454		551	11	3	Santa Clara	San Jose
3051	VTA_1454		552	11	3	Santa Clara	San Jose
3052	VTA_1454		553	11	3	Santa Clara	San Jose
3053	VTA_1454		554	11	3	Santa Clara	San Jose
3054	VTA_1454		555	11	3	Santa Clara	San Jose
3055	VTA_1454		556	11	3	Santa Clara	San Jose
3056	VTA_1454		557	11	3	Santa Clara	San Jose
3057	VTA_1454		558	11	3	Santa Clara	San Jose
3058	VTA_1454		559	11	3	Santa Clara	San Jose
3059	VTA_1454		560	11	3	Santa Clara	San Jose
3060	VTA_1454		561	11	3	Santa Clara	San Jose
3061	VTA_1454		562	11	3	Santa Clara	San Jose
3062	VTA_1454		563	11	3	Santa Clara	San Jose
3063	VTA_1454		564	11	3	Santa Clara	San Jose
3064	VTA_1454		565	11	3	Santa Clara	San Jose
3065	VTA_1454		566	11	3	Santa Clara	San Jose
3066	VTA_1454		567	11	3	Santa Clara	San Jose
3067	VTA_1454		568	11	3	Santa Clara	San Jose
3068	VTA_1454		569	11	3	Santa Clara	San Jose
3069	VTA_1454		570	11	3	Santa Clara	San Jose
3070	VTA_1454		571	11	3	Santa Clara	San Jose
3071	VTA_1454		572	11	3	Santa Clara	San Jose

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3072	VTA_1454		573	11	3	Santa Clara	San Jose
3073	VTA_1454		574	11	3	Santa Clara	San Jose
3074	VTA_1454		575	11	3	Santa Clara	San Jose
3075	VTA_1454		576	11	3	Santa Clara	San Jose
3076	VTA_1454		577	11	3	Santa Clara	San Jose
3077	VTA_1454		578	11	3	Santa Clara	San Jose
3078	VTA_1454		579	11	3	Santa Clara	San Jose
3079	VTA_1454		580	11	3	Santa Clara	San Jose
3080	VTA_1454		581	12	3	Santa Clara	San Jose
3081	VTA_1454		582	12	3	Santa Clara	San Jose
3082	VTA_1454		583	12	3	Santa Clara	San Jose
3083	VTA_1454		584	12	3	Santa Clara	San Jose
3084	VTA_1454		585	12	3	Santa Clara	San Jose
3085	VTA_1454		586	12	3	Santa Clara	San Jose
3086	VTA_1454		587	12	3	Santa Clara	San Jose
3087	VTA_1454		588	12	3	Santa Clara	San Jose
3088	VTA_1454		589	12	3	Santa Clara	San Jose
3089	VTA_1454		590	12	3	Santa Clara	San Jose
3090	VTA_1454		591	12	3	Santa Clara	San Jose
3091	VTA_1454		592	12	3	Santa Clara	San Jose
3092	VTA_1454		593	12	3	Santa Clara	San Jose
3093	VTA_1454		594	12	3	Santa Clara	San Jose
3094	VTA_1454		595	12	3	Santa Clara	San Jose
3095	VTA_1454		596	12	3	Santa Clara	San Jose
3096	VTA_1454		597	12	3	Santa Clara	San Jose
3097	VTA_1454		598	12	3	Santa Clara	San Jose
3098	VTA_1454		599	12	3	Santa Clara	San Jose
3099	VTA_1454		600	12	3	Santa Clara	San Jose
3100	VTA_1454		601	12	3	Santa Clara	San Jose
3101	VTA_1454		602	12	3	Santa Clara	San Jose
3102	VTA_1454		603	12	3	Santa Clara	San Jose
3103	VTA_1454		604	12	3	Santa Clara	San Jose
3104	VTA_1454		605	12	3	Santa Clara	San Jose
3105	VTA_1454		606	12	3	Santa Clara	Milpitas
3106	VTA_1454		607	12	3	Santa Clara	Milpitas
3107	VTA_1454		608	12	3	Santa Clara	Milpitas
3108	VTA_1454		617	12	3	Santa Clara	Milpitas
3109	VTA_1454		618	12	3	Santa Clara	Milpitas
3110	VTA_1454		619	12	3	Santa Clara	Milpitas
3111	VTA_1454		620	12	3	Santa Clara	Milpitas
3112	VTA_1454		621	12	3	Santa Clara	San Jose
3113	VTA_1454		622	12	3	Santa Clara	San Jose
3114	VTA_1454		623	12	3	Santa Clara	San Jose
3115	VTA_1454		624	12	3	Santa Clara	San Jose
3116	VTA_1454		625	12	3	Santa Clara	San Jose
3117	VTA_1454		626	12	3	Santa Clara	San Jose
3118	VTA_1454		627	12	3	Santa Clara	San Jose
3119	VTA_1454		628	12	3	Santa Clara	East Foothills
3120	VTA_1454		629	12	3	Santa Clara	East Foothills
3121	VTA_1454		630	12	3	Santa Clara	San Jose
3122	VTA_1454		631	12	3	Santa Clara	San Jose
3123	VTA_1454		632	12	3	Santa Clara	San Jose
3124	VTA_1454		633	12	3	Santa Clara	San Jose
3125	VTA_1454		634	12	3	Santa Clara	Alum Rock
3126	VTA_1454		635	12	3	Santa Clara	Alum Rock
3127	VTA_1454		636	12	3	Santa Clara	Alum Rock
3128	VTA_1454		637	12	3	Santa Clara	East Foothills
3129	VTA_1454		638	12	3	Santa Clara	San Jose
3130	VTA_1454		639	12	3	Santa Clara	San Jose
3131	VTA_1454		640	12	3	Santa Clara	San Jose
3132	VTA_1454		641	12	3	Santa Clara	San Jose

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3133	VTA_1454		642	12	3	Santa Clara	San Jose
3134	VTA_1454		643	12	3	Santa Clara	San Jose
3135	VTA_1454		644	12	3	Santa Clara	San Jose
3136	VTA_1454		645	12	3	Santa Clara	San Jose
3137	VTA_1454		646	12	3	Santa Clara	San Jose
3138	VTA_1454		647	12	3	Santa Clara	San Jose
3139	VTA_1454		648	12	3	Santa Clara	San Jose
3140	VTA_1454		649	12	3	Santa Clara	San Jose
3141	VTA_1454		650	12	3	Santa Clara	San Jose
3142	VTA_1454		651	12	3	Santa Clara	San Jose
3143	VTA_1454		652	12	3	Santa Clara	San Jose
3144	VTA_1454		653	12	3	Santa Clara	San Jose
3145	VTA_1454		654	12	3	Santa Clara	San Jose
3146	VTA_1454		655	12	3	Santa Clara	San Jose
3147	VTA_1454		656	13	3	Santa Clara	San Jose
3148	VTA_1454		657	13	3	Santa Clara	San Jose
3149	VTA_1454		658	13	3	Santa Clara	San Jose
3150	VTA_1454		659	13	3	Santa Clara	San Jose
3151	VTA_1454		660	13	3	Santa Clara	San Jose
3152	VTA_1454		661	13	3	Santa Clara	San Jose
3153	VTA_1454		662	13	3	Santa Clara	San Jose
3154	VTA_1454		663	13	3	Santa Clara	San Jose
3155	VTA_1454		664	13	3	Santa Clara	San Jose
3156	VTA_1454		665	13	3	Santa Clara	San Jose
3157	VTA_1454		666	13	3	Santa Clara	San Jose
3158	VTA_1454		667	13	3	Santa Clara	San Jose
3159	VTA_1454		668	13	3	Santa Clara	San Jose
3160	VTA_1454		669	13	3	Santa Clara	San Jose
3161	VTA_1454		670	13	3	Santa Clara	San Jose
3162	VTA_1454		671	13	3	Santa Clara	San Jose
3163	VTA_1454		672	13	3	Santa Clara	San Jose
3164	VTA_1454		673	13	3	Santa Clara	San Jose
3165	VTA_1454		674	13	3	Santa Clara	San Jose
3166	VTA_1454		675	13	3	Santa Clara	San Jose
3167	VTA_1454		676	13	3	Santa Clara	San Jose
3168	VTA_1454		677	13	3	Santa Clara	San Jose
3169	VTA_1454		678	13	3	Santa Clara	San Jose
3170	VTA_1454		679	13	3	Santa Clara	San Jose
3171	VTA_1454		680	13	3	Santa Clara	San Jose
3172	VTA_1454		681	13	3	Santa Clara	San Jose
3173	VTA_1454		682	13	3	Santa Clara	San Jose
3174	VTA_1454		683	13	3	Santa Clara	San Jose
3175	VTA_1454		684	13	3	Santa Clara	San Jose
3176	VTA_1454		685	13	3	Santa Clara	San Jose
3177	VTA_1454		686	13	3	Santa Clara	San Jose
3178	VTA_1454		687	13	3	Santa Clara	San Jose
3179	VTA_1454		688	13	3	Santa Clara	San Jose
3180	VTA_1454		689	13	3	Santa Clara	San Jose
3181	VTA_1454		690	13	3	Santa Clara	San Jose
3182	VTA_1454		691	13	3	Santa Clara	San Jose
3183	VTA_1454		692	13	3	Santa Clara	San Jose
3184	VTA_1454		693	13	3	Santa Clara	San Jose
3185	VTA_1454		694	13	3	Santa Clara	San Jose
3186	VTA_1454		695	13	3	Santa Clara	Los Gatos
3187	VTA_1454		696	13	3	Santa Clara	San Jose
3188	VTA_1454		697	14	3	Santa Clara	San Jose
3189	VTA_1454		698	14	3	Santa Clara	San Jose
3190	VTA_1454		699	14	3	Santa Clara	Morgan Hill
3191	VTA_1454		700	14	3	Santa Clara	Morgan Hill
3192	VTA_1454		701	14	3	Santa Clara	Morgan Hill
3193	VTA_1454		702	14	3	Santa Clara	Morgan Hill

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3194	VTA_1454		703	14	3	Santa Clara	Morgan Hill
3195	VTA_1454		704	14	3	Santa Clara	San Jose
3196	VTA_1454		705	14	3	Santa Clara	Gilroy
3197	VTA_1454		706	14	3	Santa Clara	Gilroy
3198	VTA_1454		707	14	3	Santa Clara	Gilroy
3199	VTA_1454		708	14	3	Santa Clara	Gilroy
3200	VTA_1454		709	14	3	Santa Clara	Gilroy
3201	VTA_1454		710	14	3	Santa Clara	Gilroy
3202	VTA_1454		711	14	3	Santa Clara	Gilroy
3203	VTA_1454		712	14	3	Santa Clara	Gilroy
3204	VTA_1454		713	14	3	Santa Clara	Morgan Hill
3205	VTA_1454		714	14	3	Santa Clara	San Jose
3206	CCTA_1454		1054	20	5	Contra Costa	Richmond
3207	CCTA_1454		1055	20	5	Contra Costa	Richmond
3208	CCTA_1454		1056	20	5	Contra Costa	Richmond
3209	CCTA_1454		1057	20	5	Contra Costa	Richmond
3210	CCTA_1454		1060	20	5	Contra Costa	Richmond
3211	CCTA_1454		1061	20	5	Contra Costa	Richmond
3212	CCTA_1454		1062	20	5	Contra Costa	Richmond
3213	CCTA_1454		1063	20	5	Contra Costa	Richmond
3214	CCTA_1454		1064	20	5	Contra Costa	Richmond
3215	CCTA_1454		1065	20	5	Contra Costa	Richmond
3216	CCTA_1454		1066	20	5	Contra Costa	San Pablo
3217	CCTA_1454		1067	20	5	Contra Costa	San Pablo
3218	CCTA_1454		1068	20	5	Contra Costa	Richmond
3219	CCTA_1454		1069	20	5	Contra Costa	Richmond
3220	CCTA_1454		1070	20	5	Contra Costa	San Pablo
3221	CCTA_1454		1071	20	5	Contra Costa	San Pablo
3222	CCTA_1454		1072	20	5	Contra Costa	San Pablo
3223	CCTA_1454		1073	20	5	Contra Costa	Richmond
3224	CCTA_1454		1074	20	5	Contra Costa	Richmond
3225	CCTA_1454		1075	20	5	Contra Costa	Richmond
3226	CCTA_1454		1076	20	5	Contra Costa	East Richmond Heights
3227	CCTA_1454		1077	20	5	Contra Costa	Richmond
3228	CCTA_1454		1078	20	5	Contra Costa	Richmond
3229	CCTA_1454		1079	20	5	Contra Costa	Richmond
3230	CCTA_1454		1080	20	5	Contra Costa	Tara Hills
3231	CCTA_1454		1081	20	5	Contra Costa	Bayview-Montalvin
3232	CCTA_1454		1082	20	5	Contra Costa	Pinole
3233	CCTA_1454		1083	20	5	Contra Costa	Hercules
3234	CCTA_1454		1084	20	5	Contra Costa	Pinole
3235	CCTA_1454		1085	20	5	Contra Costa	Hercules
3236	CCTA_1454		1086	20	5	Contra Costa	Hercules
3237	CCTA_1454		1087	20	5	Contra Costa	Berkeley
3238	CCTA_1454		1088	20	5	Contra Costa	Rodeo
3239	CCTA_1454		1089	20	5	Contra Costa	Rodeo
3240	CCTA_1454		1090	20	5	Contra Costa	Crockett
3241	CCTA_1454		1091	21	5	Contra Costa	Port Costa
3242	CCTA_1454		1092	21	5	Contra Costa	Martinez
3243	CCTA_1454		1093	21	5	Contra Costa	Vine Hill
3244	CCTA_1454		1094	21	5	Contra Costa	Martinez
3245	CCTA_1454		1095	21	5	Contra Costa	Vine Hill
3246	CCTA_1454		1096	21	5	Contra Costa	Vine Hill
3247	CCTA_1454		1097	21	5	Contra Costa	Bay Point
3248	CCTA_1454		1098	21	5	Contra Costa	Concord
3249	CCTA_1454		1099	21	5	Contra Costa	Concord
3250	CCTA_1454		1100	21	5	Contra Costa	Clayton
3251	CCTA_1454		1101	21	5	Contra Costa	Clayton
3252	CCTA_1454		1102	21	5	Contra Costa	Concord
3253	CCTA_1454		1103	21	5	Contra Costa	Concord
3254	CCTA_1454		1104	21	5	Contra Costa	Concord

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3255	CCTA_1454		1105	21	5	Contra Costa	Concord
3256	CCTA_1454		1106	21	5	Contra Costa	Concord
3257	CCTA_1454		1107	21	5	Contra Costa	Concord
3258	CCTA_1454		1108	21	5	Contra Costa	Concord
3259	CCTA_1454		1109	21	5	Contra Costa	Concord
3260	CCTA_1454		1110	21	5	Contra Costa	Concord
3261	CCTA_1454		1111	21	5	Contra Costa	Concord
3262	CCTA_1454		1112	21	5	Contra Costa	Concord
3263	CCTA_1454		1113	21	5	Contra Costa	Concord
3264	CCTA_1454		1114	21	5	Contra Costa	Concord
3265	CCTA_1454		1115	21	5	Contra Costa	Concord
3266	CCTA_1454		1116	21	5	Contra Costa	Concord
3267	CCTA_1454		1117	21	5	Contra Costa	Concord
3268	CCTA_1454		1118	21	5	Contra Costa	Concord
3269	CCTA_1454		1119	21	5	Contra Costa	Concord
3270	CCTA_1454		1120	21	5	Contra Costa	Concord
3271	CCTA_1454		1121	21	5	Contra Costa	Pleasant Hill
3272	CCTA_1454		1122	21	5	Contra Costa	Concord
3273	CCTA_1454		1123	21	5	Contra Costa	Pacheco
3274	CCTA_1454		1124	21	5	Contra Costa	Martinez
3275	CCTA_1454		1125	21	5	Contra Costa	Martinez
3276	CCTA_1454		1126	21	5	Contra Costa	Pleasant Hill
3277	CCTA_1454		1127	21	5	Contra Costa	Pleasant Hill
3278	CCTA_1454		1128	21	5	Contra Costa	Pleasant Hill
3279	CCTA_1454		1129	21	5	Contra Costa	Pleasant Hill
3280	CCTA_1454		1130	21	5	Contra Costa	Pleasant Hill
3281	CCTA_1454		1131	21	5	Contra Costa	Pleasant Hill
3282	CCTA_1454		1132	22	5	Contra Costa	Lafayette
3283	CCTA_1454		1133	22	5	Contra Costa	Walnut Creek
3284	CCTA_1454		1134	22	5	Contra Costa	Walnut Creek
3285	CCTA_1454		1135	22	5	Contra Costa	Walnut Creek
3286	CCTA_1454		1136	22	5	Contra Costa	Waldon
3287	CCTA_1454		1137	22	5	Contra Costa	Walnut Creek
3288	CCTA_1454		1138	22	5	Contra Costa	Concord
3289	CCTA_1454		1139	22	5	Contra Costa	Walnut Creek
3290	CCTA_1454		1140	22	5	Contra Costa	Walnut Creek
3291	CCTA_1454		1141	22	5	Contra Costa	Walnut Creek
3292	CCTA_1454		1142	22	5	Contra Costa	Walnut Creek
3293	CCTA_1454		1143	22	5	Contra Costa	Walnut Creek
3294	CCTA_1454		1144	22	5	Contra Costa	Walnut Creek
3295	CCTA_1454		1145	22	5	Contra Costa	Walnut Creek
3296	CCTA_1454		1146	22	5	Contra Costa	Walnut Creek
3297	CCTA_1454		1147	22	5	Contra Costa	Alamo
3298	CCTA_1454		1148	22	5	Contra Costa	Walnut Creek
3299	CCTA_1454		1149	22	5	Contra Costa	Walnut Creek
3300	CCTA_1454		1150	22	5	Contra Costa	Lafayette
3301	CCTA_1454		1151	22	5	Contra Costa	Lafayette
3302	CCTA_1454		1152	22	5	Contra Costa	Lafayette
3303	CCTA_1454		1153	22	5	Contra Costa	Orinda
3304	CCTA_1454		1154	22	5	Contra Costa	Orinda
3305	CCTA_1454		1155	22	5	Contra Costa	Berkeley
3306	CCTA_1454		1156	22	5	Contra Costa	Oakland
3307	CCTA_1454		1157	22	5	Contra Costa	Oakland
3308	CCTA_1454		1158	22	5	Contra Costa	Moraga
3309	CCTA_1454		1159	22	5	Contra Costa	Moraga
3310	CCTA_1454		1160	22	5	Contra Costa	Moraga
3311	CCTA_1454		1161	23	5	Contra Costa	Walnut Creek
3312	CCTA_1454		1162	23	5	Contra Costa	Alamo
3313	CCTA_1454		1163	23	5	Contra Costa	Alamo
3314	CCTA_1454		1164	23	5	Contra Costa	Alamo
3315	CCTA_1454		1165	23	5	Contra Costa	Diablo

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3316	CCTA_REAGG		1166	23	5	Contra Costa	Danville
3317	CCTA_REAGG		1166	23	5	Contra Costa	Danville
3318	CCTA_1454		1167	23	5	Contra Costa	Danville
3319	CCTA_1454		1169	23	5	Contra Costa	Danville
3320	CCTA_1454		1177	24	5	Contra Costa	Brentwood
3321	CCTA_1454		1178	24	5	Contra Costa	Brentwood
3322	CCTA_1454		1179	24	5	Contra Costa	Brentwood
3323	CCTA_1454		1180	24	5	Contra Costa	Oakley
3324	CCTA_1454		1181	24	5	Contra Costa	Bethel Island
3325	CCTA_1454		1182	24	5	Contra Costa	Oakley
3326	CCTA_1454		1183	24	5	Contra Costa	Antioch
3327	CCTA_1454		1184	24	5	Contra Costa	Antioch
3328	CCTA_1454		1185	24	5	Contra Costa	Oakley
3329	CCTA_1454		1186	24	5	Contra Costa	Antioch
3330	CCTA_1454		1187	24	5	Contra Costa	Antioch
3331	CCTA_1454		1188	24	5	Contra Costa	Antioch
3332	CCTA_1454		1189	24	5	Contra Costa	Antioch
3333	CCTA_1454		1190	24	5	Contra Costa	Antioch
3334	CCTA_1454		1191	24	5	Contra Costa	Antioch
3335	CCTA_1454		1192	24	5	Contra Costa	Antioch
3336	CCTA_1454		1193	24	5	Contra Costa	Antioch
3337	CCTA_1454		1194	24	5	Contra Costa	Antioch
3338	CCTA_1454		1195	21	5	Contra Costa	Antioch
3339	CCTA_1454		1196	21	5	Contra Costa	Pittsburg
3340	CCTA_1454		1197	24	5	Contra Costa	Antioch
3341	CCTA_1454		1198	24	5	Contra Costa	Pittsburg
3342	CCTA_1454		1199	24	5	Contra Costa	Pittsburg
3343	CCTA_1454		1200	21	5	Contra Costa	Pittsburg
3344	CCTA_1454		1201	24	5	Contra Costa	Pittsburg
3345	CCTA_1454		1202	24	5	Contra Costa	Pittsburg
3346	CCTA_1454		1203	24	5	Contra Costa	Pittsburg
3347	CCTA_1454		1204	24	5	Contra Costa	Pittsburg
3348	CCTA_1454		1205	24	5	Contra Costa	Pittsburg
3349	CCTA_1454		1206	24	5	Contra Costa	Pittsburg
3350	CCTA_1454		1207	24	5	Contra Costa	Pittsburg
3351	CCTA_1454		1208	24	5	Contra Costa	Bay Point
3352	CCTA_1454		1209	24	5	Contra Costa	Bay Point
3353	CCTA_1454		1210	24	5	Contra Costa	Bay Point
3354	MTC_1454		1211	25	6	Solano	Benicia
3355	MTC_1454		1212	25	6	Solano	Benicia
3356	MTC_1454		1213	25	6	Solano	Benicia
3357	MTC_1454		1214	25	6	Solano	Benicia
3358	MTC_1454		1215	25	6	Solano	Benicia
3359	MTC_1454		1216	25	6	Solano	Benicia
3360	MTC_1454		1217	25	6	Solano	Benicia
3361	MTC_1454		1218	25	6	Solano	Vallejo
3362	MTC_1454		1219	25	6	Solano	Vallejo
3363	MTC_1454		1220	25	6	Solano	Vallejo
3364	MTC_1454		1221	25	6	Solano	Vallejo
3365	MTC_1454		1222	25	6	Solano	Vallejo
3366	MTC_1454		1223	25	6	Solano	Vallejo
3367	MTC_1454		1224	25	6	Solano	Vallejo
3368	MTC_1454		1225	25	6	Solano	Vallejo
3369	MTC_1454		1226	25	6	Solano	Vallejo
3370	MTC_1454		1227	25	6	Solano	Vallejo
3371	MTC_1454		1228	25	6	Solano	Vallejo
3372	MTC_1454		1229	25	6	Solano	Vallejo
3373	MTC_1454		1230	25	6	Solano	Vallejo
3374	MTC_1454		1231	25	6	Solano	Vallejo
3375	MTC_1454		1232	25	6	Solano	Vallejo
3376	MTC_1454		1233	25	6	Solano	Vallejo

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3377	MTC_1454		1234	25	6	Solano	Vallejo
3378	MTC_1454		1235	25	6	Solano	Vallejo
3379	MTC_1454		1236	25	6	Solano	Vallejo
3380	MTC_1454		1237	25	6	Solano	Vallejo
3381	MTC_1454		1238	25	6	Solano	Vallejo
3382	MTC_1454		1239	25	6	Solano	Vallejo
3383	MTC_1454		1240	25	6	Solano	Vallejo
3384	MTC_1454		1241	25	6	Solano	Vallejo
3385	MTC_1454		1242	25	6	Solano	Vallejo
3386	MTC_1454		1243	25	6	Solano	Vallejo
3387	MTC_1454		1244	25	6	Solano	Vallejo
3388	MTC_1454		1245	25	6	Solano	Vallejo
3389	MTC_1454		1246	25	6	Solano	Vallejo
3390	MTC_1454		1247	26	6	Solano	Fairfield
3391	MTC_1454		1248	26	6	Solano	Green Valley
3392	MTC_1454		1249	26	6	Solano	Fairfield
3393	MTC_1454		1250	26	6	Solano	Suisun City
3394	MTC_1454		1251	26	6	Solano	Pittsburg
3395	MTC_1454		1252	26	6	Solano	Fairfield
3396	MTC_1454		1253	26	6	Solano	Suisun City
3397	MTC_1454		1254	26	6	Solano	Suisun City
3398	MTC_1454		1255	26	6	Solano	Suisun City
3399	MTC_1454		1256	26	6	Solano	Suisun City
3400	MTC_1454		1257	26	6	Solano	Fairfield
3401	MTC_1454		1258	26	6	Solano	Fairfield
3402	MTC_1454		1259	26	6	Solano	Fairfield
3403	MTC_1454		1260	26	6	Solano	Fairfield
3404	MTC_1454		1261	26	6	Solano	Suisun City
3405	MTC_1454		1262	26	6	Solano	Fairfield
3406	MTC_1454		1263	26	6	Solano	Fairfield
3407	MTC_1454		1264	26	6	Solano	Fairfield
3408	MTC_1454		1265	26	6	Solano	Fairfield
3409	MTC_1454		1266	26	6	Solano	Fairfield
3410	MTC_1454		1267	26	6	Solano	Fairfield
3411	MTC_1454		1268	26	6	Solano	Fairfield
3412	MTC_1454		1269	26	6	Solano	Fairfield
3413	MTC_1454		1270	26	6	Solano	Fairfield
3414	MTC_1454		1271	26	6	Solano	Vacaville
3415	MTC_1454		1272	26	6	Solano	Vacaville
3416	MTC_1454		1273	26	6	Solano	Vacaville
3417	MTC_1454		1274	26	6	Solano	Vacaville
3418	MTC_1454		1275	26	6	Solano	Vacaville
3419	MTC_1454		1276	26	6	Solano	Vacaville
3420	MTC_1454		1277	26	6	Solano	Vacaville
3421	MTC_1454		1278	26	6	Solano	Vacaville
3422	MTC_1454		1279	26	6	Solano	Vacaville
3423	MTC_1454		1280	26	6	Solano	Vacaville
3424	MTC_1454		1281	26	6	Solano	Vacaville
3425	MTC_1454		1282	26	6	Solano	Vacaville
3426	MTC_1454		1283	26	6	Solano	Vacaville
3427	MTC_1454		1284	26	6	Solano	Vacaville
3428	MTC_1454		1285	26	6	Solano	Vacaville
3429	MTC_1454		1286	26	6	Solano	Vacaville
3430	MTC_1454		1287	26	6	Solano	Vacaville
3431	MTC_1454		1288	26	6	Solano	Dixon
3432	MTC_1454		1289	26	6	Solano	Dixon
3433	MTC_1454		1290	26	6	Solano	Rio Vista
3434	MTC_1454		1291	27	7	Napa	Napa
3435	MTC_1454		1292	27	7	Napa	Napa
3436	MTC_1454		1293	27	7	Napa	Napa
3437	MTC_1454		1294	27	7	Napa	Napa

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3438	MTC_1454		1295	27	7	Napa	Napa
3439	MTC_1454		1296	27	7	Napa	Napa
3440	MTC_1454		1297	27	7	Napa	Napa
3441	MTC_1454		1298	27	7	Napa	Napa
3442	MTC_1454		1299	27	7	Napa	Napa
3443	MTC_1454		1300	27	7	Napa	Napa
3444	MTC_1454		1301	27	7	Napa	Napa
3445	MTC_1454		1302	27	7	Napa	Napa
3446	MTC_1454		1303	27	7	Napa	Napa
3447	MTC_1454		1304	27	7	Napa	Napa
3448	MTC_1454		1305	27	7	Napa	Napa
3449	MTC_1454		1306	27	7	Napa	Napa
3450	MTC_1454		1307	27	7	Napa	Napa
3451	MTC_1454		1308	27	7	Napa	Napa
3452	MTC_1454		1309	28	7	Napa	Yountville
3453	MTC_1454		1310	28	7	Napa	Yountville
3454	MTC_1454		1311	28	7	Napa	Napa
3455	MTC_1454		1312	28	7	Napa	
3456	MTC_1454		1313	28	7	Napa	Angwin
3457	MTC_1454		1314	28	7	Napa	St. Helena
3458	MTC_1454		1315	28	7	Napa	Deer Park
3459	MTC_1454		1316	28	7	Napa	Calistoga
3460	MTC_1454		1317	28	7	Napa	Calistoga
3461	MTC_1454		1318	29	8	Sonoma	Eldridge
3462	MTC_1454		1319	29	8	Sonoma	Boyes Hot Springs
3463	MTC_1454		1320	29	8	Sonoma	El Verano
3464	MTC_1454		1321	29	8	Sonoma	Boyes Hot Springs
3465	MTC_1454		1322	29	8	Sonoma	Boyes Hot Springs
3466	MTC_1454		1323	29	8	Sonoma	Sonoma
3467	MTC_1454		1324	29	8	Sonoma	Sonoma
3468	MTC_1454		1325	29	8	Sonoma	Petaluma
3469	MTC_1454		1326	29	8	Sonoma	Petaluma
3470	MTC_1454		1327	29	8	Sonoma	Petaluma
3471	MTC_1454		1328	29	8	Sonoma	
3472	MTC_1454		1329	29	8	Sonoma	Petaluma
3473	MTC_1454		1330	29	8	Sonoma	Petaluma
3474	MTC_1454		1331	29	8	Sonoma	Petaluma
3475	MTC_1454		1332	29	8	Sonoma	Petaluma
3476	MTC_1454		1333	29	8	Sonoma	Petaluma
3477	MTC_1454		1334	29	8	Sonoma	Petaluma
3478	MTC_1454		1335	29	8	Sonoma	Petaluma
3479	MTC_1454		1336	29	8	Sonoma	Petaluma
3480	MTC_1454		1337	29	8	Sonoma	Cotati
3481	MTC_1454		1338	29	8	Sonoma	Cotati
3482	MTC_1454		1339	29	8	Sonoma	Rohnert Park
3483	MTC_1454		1340	29	8	Sonoma	Rohnert Park
3484	MTC_1454		1341	29	8	Sonoma	Rohnert Park
3485	MTC_1454		1342	29	8	Sonoma	Rohnert Park
3486	MTC_1454		1343	29	8	Sonoma	Rohnert Park
3487	MTC_1454		1344	29	8	Sonoma	Rohnert Park
3488	MTC_1454		1345	29	8	Sonoma	Rohnert Park
3489	MTC_1454		1346	29	8	Sonoma	Rohnert Park
3490	MTC_1454		1347	29	8	Sonoma	Rohnert Park
3491	MTC_1454		1348	30	8	Sonoma	Santa Rosa
3492	MTC_1454		1349	30	8	Sonoma	Santa Rosa
3493	MTC_1454		1350	30	8	Sonoma	Santa Rosa
3494	MTC_1454		1351	30	8	Sonoma	Santa Rosa
3495	MTC_1454		1352	30	8	Sonoma	Santa Rosa
3496	MTC_1454		1353	30	8	Sonoma	Santa Rosa
3497	MTC_1454		1354	30	8	Sonoma	Santa Rosa
3498	MTC_1454		1355	30	8	Sonoma	Santa Rosa



ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3499	MTC_1454		1356	30	8	Sonoma	Santa Rosa
3500	MTC_1454		1357	30	8	Sonoma	Santa Rosa
3501	MTC_1454		1358	30	8	Sonoma	Santa Rosa
3502	MTC_1454		1359	30	8	Sonoma	Santa Rosa
3503	MTC_1454		1360	30	8	Sonoma	Santa Rosa
3504	MTC_1454		1361	30	8	Sonoma	Santa Rosa
3505	MTC_1454		1362	30	8	Sonoma	Santa Rosa
3506	MTC_1454		1363	30	8	Sonoma	Santa Rosa
3507	MTC_1454		1364	30	8	Sonoma	Santa Rosa
3508	MTC_1454		1365	30	8	Sonoma	Santa Rosa
3509	MTC_1454		1366	30	8	Sonoma	Santa Rosa
3510	MTC_1454		1367	30	8	Sonoma	Larkfield-Wikiup
3511	MTC_1454		1368	30	8	Sonoma	Santa Rosa
3512	MTC_1454		1369	30	8	Sonoma	Santa Rosa
3513	MTC_1454		1370	30	8	Sonoma	Santa Rosa
3514	MTC_1454		1371	30	8	Sonoma	Santa Rosa
3515	MTC_1454		1372	30	8	Sonoma	Santa Rosa
3516	MTC_1454		1373	30	8	Sonoma	Santa Rosa
3517	MTC_1454		1374	30	8	Sonoma	Santa Rosa
3518	MTC_1454		1375	30	8	Sonoma	Santa Rosa
3519	MTC_1454		1376	30	8	Sonoma	Santa Rosa
3520	MTC_1454		1377	30	8	Sonoma	Roseland
3521	MTC_1454		1378	30	8	Sonoma	Santa Rosa
3522	MTC_1454		1379	30	8	Sonoma	Roseland
3523	MTC_1454		1380	30	8	Sonoma	Santa Rosa
3524	MTC_1454		1381	30	8	Sonoma	Santa Rosa
3525	MTC_1454		1382	30	8	Sonoma	Sebastopol
3526	MTC_1454		1383	30	8	Sonoma	Graton
3527	MTC_1454		1384	30	8	Sonoma	Graton
3528	MTC_1454		1385	30	8	Sonoma	Sebastopol
3529	MTC_1454		1386	30	8	Sonoma	Sebastopol
3530	MTC_1454		1387	30	8	Sonoma	
3531	MTC_1454		1388	30	8	Sonoma	Occidental
3532	MTC_1454		1389	31	8	Sonoma	Bodega Bay
3533	MTC_1454		1390	31	8	Sonoma	Guerneville
3534	MTC_1454		1391	31	8	Sonoma	Guerneville
3535	MTC_1454		1392	31	8	Sonoma	Forestville
3536	MTC_1454		1393	31	8	Sonoma	Forestville
3537	MTC_1454		1394	31	8	Sonoma	Windsor
3538	MTC_1454		1395	31	8	Sonoma	Windsor
3539	MTC_1454		1396	31	8	Sonoma	Windsor
3540	MTC_1454		1397	31	8	Sonoma	Healdsburg
3541	MTC_1454		1398	31	8	Sonoma	Healdsburg
3542	MTC_1454		1399	31	8	Sonoma	Healdsburg
3543	MTC_1454		1400	31	8	Sonoma	Healdsburg
3544	MTC_1454		1401	31	8	Sonoma	
3545	MTC_1454		1402	31	8	Sonoma	Cloverdale
3546	MTC_1454		1403	31	8	Sonoma	Bodega Bay
3547	MTC_1454		1404	32	9	Marin	Black Point-Green Point
3548	MTC_1454		1405	32	9	Marin	Novato
3549	MTC_1454		1406	32	9	Marin	Novato
3550	MTC_1454		1407	32	9	Marin	Novato
3551	MTC_1454		1408	32	9	Marin	Novato
3552	MTC_1454		1409	32	9	Marin	Novato
3553	MTC_1454		1410	32	9	Marin	Novato
3554	MTC_1454		1411	32	9	Marin	Novato
3555	MTC_1454		1412	32	9	Marin	Novato
3556	MTC_1454		1413	32	9	Marin	Novato
3557	MTC_1454		1414	32	9	Marin	Novato
3558	MTC_1454		1415	33	9	Marin	Bodega Bay
3559	MTC_1454		1416	33	9	Marin	Inverness

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
3560	MTC_1454		1417	33	9	Marin	Lagunitas-Forest Knolls
3561	MTC_1454		1418	33	9	Marin	San Geronimo
3562	MTC_1454		1419	33	9	Marin	Fairfax
3563	MTC_1454		1420	33	9	Marin	San Anselmo
3564	MTC_1454		1421	33	9	Marin	San Rafael
3565	MTC_1454		1422	33	9	Marin	San Rafael
3566	MTC_1454		1423	33	9	Marin	Lucas Valley-Marinwood
3567	MTC_1454		1424	33	9	Marin	Lucas Valley-Marinwood
3568	MTC_1454		1425	33	9	Marin	Santa Venetia
3569	MTC_1454		1426	33	9	Marin	San Rafael
3570	MTC_1454		1427	33	9	Marin	San Rafael
3571	MTC_1454		1428	33	9	Marin	San Rafael
3572	MTC_1454		1429	33	9	Marin	San Rafael
3573	MTC_1454		1430	33	9	Marin	San Rafael
3574	MTC_1454		1431	33	9	Marin	San Rafael
3575	MTC_1454		1432	33	9	Marin	San Anselmo
3576	MTC_1454		1433	33	9	Marin	San Anselmo
3577	MTC_1454		1434	33	9	Marin	San Anselmo
3578	MTC_1454		1435	33	9	Marin	Ross
3579	MTC_1454		1436	33	9	Marin	Kentfield
3580	MTC_1454		1437	34	9	Marin	Kentfield
3581	MTC_1454		1438	34	9	Marin	Corte Madera
3582	MTC_1454		1439	34	9	Marin	
3583	MTC_1454		1440	34	9	Marin	Larkspur
3584	MTC_1454		1441	34	9	Marin	Corte Madera
3585	MTC_1454		1442	34	9	Marin	Mill Valley
3586	MTC_1454		1443	34	9	Marin	Mill Valley
3587	MTC_1454		1444	34	9	Marin	Strawberry
3588	MTC_1454		1445	34	9	Marin	Tiburon
3589	MTC_1454		1446	34	9	Marin	Tiburon
3590	MTC_1454		1447	34	9	Marin	Belvedere
3591	MTC_1454		1448	34	9	Marin	Sausalito
3592	MTC_1454		1449	34	9	Marin	Sausalito
3593	MTC_1454		1450	34	9	Marin	Tamalpais-Homestead Valley
3594	MTC_1454		1451	34	9	Marin	Tamalpais-Homestead Valley
3595	MTC_1454		1452	34	9	Marin	Mill Valley
3596	MTC_1454		1453	34	9	Marin	Sausalito
3597	MTC_1454		1454	34	9	Marin	Bolinas
4455	Gateways						
4456	Gateways						
4457	Gateways						
4458	Gateways						
4459	Gateways						
4460	Gateways						
4461	Gateways						
4462	Gateways						
4463	Gateways						
4464	Gateways	San Joaquin				San Joaquin	
4465	Gateways	San Joaquin				San Joaquin	
4466	Gateways	San Joaquin				San Joaquin	
4467	Gateways	San Joaquin				San Joaquin	
4468	Gateways						
4469	Gateways						
4470	Gateways						
4471	Gateways						
4472	Gateways						
4473	Gateways						
4474	Gateways						
4475	Gateways						
4476	Gateways	San Joaquin				San Joaquin	
4477	Gateways	San Joaquin				San Joaquin	

ACCMA_TAZ	SUBREGION	JURISDICTION	MTC_TAZ	SDISTRICT	COUNTY	COUNTY_LABEL	CDP
4478	Gateways	San Joaquin				San Joaquin	
4479	Gateways	San Joaquin				San Joaquin	
4480	Gateways	San Joaquin				San Joaquin	
4481	Gateways	San Joaquin				San Joaquin	
4482	Gateways	San Joaquin				San Joaquin	
4483	Gateways	San Joaquin				San Joaquin	
4484	Gateways	San Joaquin				San Joaquin	
4485	Gateways	San Joaquin				San Joaquin	

|



## 11 Appendix E: Ramp Metering

---

Table E-1 is contained in the file “Ramp\_Metering\_081016\_Print.PDF”

Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane 2000 AM	Rate/ Lane 2000 PM	Rate/ Lane 2005 AM	Rate/ Lane 2005 PM	Rate/ Lane 2015 AM	Rate/ Lane 2015 PM	Rate/ Lane 2035 AM	Rate/ Lane 2035 PM
580	?	WB ON FR 580 WB CONNECTOR.	WB	ON	YES	2008	2					470	0	470	0
580	001.661	WB ON FR GRANT LINE RD.	WB	ON	YES	2008	1					470	0	470	0
580	006.221	WB ON FR N.FLYNN RD.	WB	ON	YES	2008	1					470	0	470	0
580	008.521	EB ON FR GREENVILLE RD. (will be removed in 2030)	EB	ON	YES	2008	1					0	590		
580	XXX	EB ON FR GREENVILLE RD. (built in 2030)	EB	ON	YES	2030	1							0	590
580	XXX	EB ON FR GREENVILLE RD. (built in 2030)	EB	ON	YES	2030	1							0	820
580	008.551	WB ON FR GREENVILLE RD. (will be removed in 2030)	WB	ON	YES	2008	1					470	0		
580	XXX	WB ON FR GREENVILLE RD. (built in 2030)	WB	ON	YES	2030	1							470	0
580	XXX	WB ON FR GREENVILLE RD. (built in 2030)	WB	ON	YES	2030	1							820	0
580	009.481	EB ON NB FR VASCO RD	EB	ON	YES	2008	1					0	630	0	630
580	009.481	EB ON NB FR VASCO RD	EB	ON	YES	2030	1							0	820
580	XXX	EB ON SB FR VASCO RD	EB	ON	YES	2030	1							0	470
580	XXX	EB ON SB FR VASCO RD	EB	ON	YES	2030	1							0	820
580	009.791	SEG WB ON FR NB VASCO RD	WB	ON	YES	2008	1					470	0	470	0
580	009.791	SEG WB ON FR NB VASCO RD	WB	ON	YES	2030	1							820	0
580	009.792	SEG WB ON FR SB VASCO RD	WB	ON	YES	2008	1					470	0	470	0
580	009.792	SEG WB ON FR SB VASCO RD	WB	ON	YES	2030	1							820	0
580	010.571	EB ON FR NB RTE 84/FIRST	EB	ON	YES	2008	1					0	680	0	680
580	XXX	EB ON FR SB RTE 84/FIRST	EB	ON	YES	2030	1							0	470
580	XXX	WB ON FR NB RTE84/FIRST ST	WB	ON	YES	2030	1							470	0
580	010.825	WB ON FR SB RTE84/FIRST ST	WB	ON	YES	2008	2					470	0	470	0
580	012.421	EB ON FR LIVERMORE AVE	EB	ON	YES	2008	2					0	310	0	310
580	012.645	WB ON FR LIVERMORE AVE.	WB	ON	YES	2008	2					470	0	470	0
580	013.366	WB ON FR PORTOLA AVE.	WB	ON	YES	2008	1								
580	XXX	EB ON FR NB ISABEL AVE.	EB	ON	YES	2010	2					0	470	0	470
580	XXX	EB ON FR NB ISABEL AVE.	EB	ON	YES	2010	1					0	820	0	820
580	XXX	EB ON FR SB ISABEL AVE.	EB	ON	YES	2010	1					0	470	0	470
580	XXX	EB ON FR SB ISABEL AVE.	EB	ON	YES	2010	1					0	820	0	820
580	XXX	WB ON FR NB ISABEL AVE.	WB	ON	YES	2010	1					470	0	470	0
580	XXX	WB ON FR NB ISABEL AVE.	WB	ON	YES	2010	1					820	0	820	0
580	XXX	WB ON FR SB ISABEL AVE.	WB	ON	YES	2010	1					470	0	470	0
580	XXX	WB ON FR SB ISABEL AVE.	WB	ON	YES	2010	1					820	0	820	0
580	014.980	EB ON FR AIRWAY BLVD	EB	ON	YES	2008	1					0	810	0	810
580	014.980	EB ON FR AIRWAY BLVD	EB	ON	YES	2008	1					0	900	0	900
580	015.003	WB ON FR NB AIRWAY BLVD	WB	ON	YES	2008	1					470	0	470	0
580	015.003	WB ON FR NB AIRWAY BLVD	WB	ON	YES	2008	1					820	0	820	0
580	015.170	WB ON FR SB AIRWAY BLVD.	WB	ON	YES	2008	1					470	0	470	0
580	015.170	WB ON FR SB AIRWAY BLVD.	WB	ON	YES	2008	1					820	0	820	0
580	016.504	EB ON FR NB EL CHARRO RD	EB	ON	YES	2008	1					0	360	0	360
580	016.504	EB ON FR NB EL CHARRO RD	EB	ON	YES	2015	1					0	820	0	820
580	XXX	EB ON FR SB EL CHARRO RD	EB	ON	YES	2010	1					0	470	0	470
580	XXX	EB ON FR SB EL CHARRO RD	EB	ON	YES	2010	1					0	820	0	820
580	XXX	WB ON FR NB EL CHARRO RD	WB	ON	YES	2010	1					470	0	470	0
580	XXX	WB ON FR NB EL CHARRO RD	WB	ON	YES	2010	1					820	0	820	0
580	016.903	WB ON FR SB EL CHARRO RD	WB	ON	YES	2010	1					470	0	470	0
580	016.903	WB ON FR SB EL CHARRO RD	WB	ON	YES	2010	1					820	0	820	0
580	017.738	EB ON FR NB TASSAJARA	EB	ON	YES	2003	2			0	235	0	235	0	235
580	017.940	EB ON FR SB TASSAJARA RD	EB	ON	YES	2003	1			0	415	0	415	0	415
580	017.944	WB ON FR NB TASSAJARA RD	WB	ON	YES	2008	1					470	0	470	0
580	018.070	WB ON FR SB TASSAJARA RD	WB	ON	YES	2008	1					470	0	470	0
580	018.070	WB ON FR SB TASSAJARA RD	WB	ON	YES	2008	1					820	0	820	0

Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane 2000 AM	Rate/ Lane 2000 PM	Rate/ Lane 2005 AM	Rate/ Lane 2005 PM	Rate/ Lane 2015 AM	Rate/ Lane 2015 PM	Rate/ Lane 2035 AM	Rate/ Lane 2035 PM
580	018.671	EB ON FR NB HACIENDA DR	EB	ON	YES	2003	1			0	470	0	470	0	470
580	018.671	EB ON FR NB HACIENDA DR	EB	ON	YES	2003	1			0	820	0	820	0	820
580	018.791	WB ON FR NB HACIENDA DR	WB	ON	YES	2008	1					470	0	470	0
580	018.791	WB ON FR NB HACIENDA DR	WB	ON	YES	2008	1					820	0	820	0
580	018.851	EB ON FR SB HACIENDA	EB	ON	YES	2003	1			0	350	0	350	0	350
580	018.941	WB ON FR SB HACIENDA DR	WB	ON	YES	2008	1					470	0	470	0
580	018.941	WB ON FR SB HACIENDA DR	WB	ON	YES	2008	1					820	0	820	0
580	019.741	EB ON FR NB HOPYARD	EB	ON	YES	2003	1			0	350	0	350	0	350
580	019.851	WB ON FR NB HOPYARD RD	WB	ON	YES	2008	1					470	0	470	0
580	019.851	WB ON FR NB HOPYARD RD	WB	ON	YES	2008	1					820	0	820	0
580	019.871	EB ON FR SB HOPYARD	EB	ON	YES	2003	1			0	350	0	350	0	350
580	019.871	EB ON FR SB HOPYARD	EB	ON	YES	2003	1			0	820	0	820	0	820
580	019.961	WB ON FR SB HOPYARD RD	WB	ON	YES	2008	1					470	0	470	0
580	019.961	WB ON FR SB HOPYARD RD	WB	ON	YES	2008	1					820	0	820	0
580	021.319	EB ON FR NB SAN RAMON RD	EB	ON	YES	2008	1					0	590	0	590
580	021.319	EB ON FR NB SAN RAMON RD	EB	ON	YES	2008	1					0	820	0	820
580	021.320	EB ON FR SB SAN RAMON RD	EB	ON	YES	2008	1					0	400	0	400
580	021.539	WB ON FR SB SAN RAMON	WB	ON	YES	2008	1					470	0	470	0
580	021.539	WB ON FR SB SAN RAMON	WB	ON	YES	2008	1					820	0	820	0
580	021.540	WB ON FR NB SAN RAMON	WB	ON	YES	2008	1					470	0	470	0



Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane 2000 AM	Rate/ Lane 2000 PM	Rate/ Lane 2005 AM	Rate/ Lane 2005 PM	Rate/ Lane 2015 AM	Rate/ Lane 2015 PM	Rate/ Lane 2035 AM	Rate/ Lane 2035 PM
680	000.411	SB ON FR SCOTT CR RD	SB	ON	YES	2015	1					470	0	470	0
680	000.411	NB ON FR SCOTT CR RD	NB	ON	YES	2015	1					0	470	0	470
680	002.271	SEGSB ON FR SB MISSION BL/262	SB	ON	YES	2015	1					470	0	470	0
680	002.271	SEGSB ON FR SB MISSION BL/262	SB	ON	YES	2015	1					820	0	820	0
680	002.272	SEGSB ON FR NB MISSION BL/262	SB	ON	YES	2015	1					470	0	470	0
680	002.272	SEGSB ON FR NB MISSION BL/262	SB	ON	YES	2015	1					820	0	820	0
680	002.531	SEG NB ON FR SB MISSION/262	NB	ON	YES	2015	1					0	470	0	470
680	002.531	SEG NB ON FR SB MISSION/262	NB	ON	YES	2015	1					820	0	820	0
680	002.532	SEG NB ON FR NB MISSION/262	NB	ON	YES	2015	1					0	470	0	470
680	002.532	SEG NB ON FR NB MISSION/262	NB	ON	YES	2015	1					820	0	820	0
680	003.851	SB ON FR DURHAM RD	SB	ON	YES	2015	2					470	0	470	0
680	003.991	NB ON FR DURHAM RD	NB	ON	YES	2015	1					0	470	0	470
680	005.331	SB ON FR WASHINGTON BLVD	SB	ON	YES	2015	1					470	0	470	0
680	005.601	NB ON FR WASHINGTON BLVD	NB	ON	YES	2015	1					0	470	0	470
680	006.391	SB ON FR MISSION/238	SB	ON	YES	2015	2					470	0	470	0
680	006.461	NB ON FR MISSION/238	NB	ON	YES	2015	1					0	470	0	470
680	007.191	NB ON FR VARGAS RD.	NB	ON	YES	2015	1					0	470	0	470
680	007.371	SB ON FR VARGAS RD.	SB	ON	YES	2015	1					470	0	470	0
680	008.195	SB ON FR SHERIDAN RD	SB	ON	YES	2015	1					470	0	470	0
680	009.571	SB ON FR ANDRADE RD	SB	ON	YES	2015	1					470	0	470	0
680	009.841	NB ON FR ANDRADE RD	NB	ON	YES	2015	1					0	470	0	470
680	010.881	SB ON FR CALAVERAS/84	SB	ON	YES	2015	1					470	0	470	0
680	010.971	NB ON FR CALAVERAS/84	NB	ON	YES	2015	1					0	470	0	470
680	011.621	SB ON FR SB RTE 84	SB	ON	YES	2015	1					470	0	470	0
680	012.021	NB ON FR SB RTE 84	NB	ON	YES	2015	1					0	470	0	470
680	012.611	NB ON FR SUNOL (KOOPMAN)	NB	ON	YES	2015	1					0	470	0	470
680	015.251	SB ON FR PLEASTN/SUNOL	SB	ON	YES	2015	1					470	0	470	0
680	015.481	NB ON FR PLEASTN/SUNOL	NB	ON	YES	2015	1					0	470	0	470
680	016.561	SB ON FR BERNAL AVE.	SB	ON	YES	2015	1					470	0	470	0
680	016.991	NB ON FR BERNAL AVE	NB	ON	YES	2015	1					0	470	0	470
680	019.151	SB ON FR EB STONERIDGE DR	SB	ON	YES	2015	1					470	0	470	0
680	019.261	NB ON FR EB STONERIDGE DR	NB	ON	YES	2015	1					0	470	0	470
680	019.351	SB ON FR WB STONERIDGE DR	SB	ON	YES	2015	1					470	0	470	0
680	019.371	NB ON FR WB STONERIDGE DR	NB	ON	YES	2015	1					0	470	0	470
680	019.851	SB ON FR RTE 580	SB	ON	YES	2015	1					470	0	470	0
680	020.281	NB ON FR WB RTE 580	NB	ON	YES	2015	1					0	470	0	470
680	021.731	SB ON FR ALCOSTA BLVD	SB	ON	YES	2015	1					470	0	470	0

Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane 2000 AM	Rate/ Lane 2000 PM	Rate/ Lane 2005 AM	Rate/ Lane 2005 PM	Rate/ Lane 2015 AM	Rate/ Lane 2015 PM	Rate/ Lane 2035 AM	Rate/ Lane 2035 PM
880	000.041	SB ON FR WB DIXON RD	SB	ON	YES	1996	2	450	850	450	850	450	850	450	850
880	000.041	SB ON FR WB DIXON RD	SB	ON	YES	1996	1	850	850	850	850	850	850	850	850
880	?	SB ON FR EB DIXON RD	SB	ON	YES	1996	1	0	0	0	0	0	0	0	0
880	?	SB ON FR EB DIXON RD	SB	ON	YES	1996	1	0	0	0	0	0	0	0	0
880	000.051	NB ON FR DIXON RD	NB	ON	YES	1996	1	900	550	900	550	900	550	900	550
880	000.051	NB ON FR DIXON RD	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	001.670	SB ON FR Rte 262	SB	ON	YES	2015	2					480	900	480	900
880	001.670	SB ON FR Rte 262	SB	ON	YES	2015	1					820	900	820	900
880	001.671	SB ON FR RTE 262	SB	ON	YES	2015	1					480	900	480	900
880	002.431	NB ON FR SB RTE 262	NB	ON	YES	2015	2					900	480	900	480
880	002.431	NB ON FR SB RTE 262	NB	ON	YES	2015	1					900	820	900	820
880	003.050	SB ON FR EB LANDING RD (Fremont)	SB	ON	YES	1996	2	510	900	510	900	510	900	510	900
880	003.050	SB ON FR EB LANDING RD (Fremont)	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	003.280	NB ON FR EB LANDING RD (Fremont)	NB	ON	YES	1996	1	900	550	900	550	900	550	900	550
880	003.280	NB ON FR EB LANDING RD (Fremont)	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	003.240	SB ON FR WB LANDING RD (Fremont)	SB	ON	YES	1996	1	460	900	460	900	460	900	460	900
880	003.240	SB ON FR WB LANDING RD (Fremont)	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	003.470	NB ON FR WB LANDING RD (Fremont)	NB	ON	YES	1996	1	900	510	900	510	900	510	900	510
880	004.553	SB ON FR EB AUTO MALL PKWY	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	004.553	SB ON FR EB AUTO MALL PKWY	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	004.697	NB ON FR EB AUTO MALL PKWY	NB	ON	YES	1996	1	900	480	900	480	900	480	900	480
880	004.697	NB ON FR EB AUTO MALL PKWY	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	004.741	SB ON FR WB AUTO MALL PKWY	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	004.741	SB ON FR WB AUTO MALL PKWY	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	004.888	NB ON FR WB AUTO MALL PKWY	NB	ON	YES	1996	1	900	550	900	550	900	550	900	550
880	004.888	NB ON FR WB AUTO MALL PKWY	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	006.075	SB ON FR EB STEVENSON BL	SB	ON	YES	1996	1	450	900	450	900	450	900	450	900
880	006.203	NB ON FR EB STEVENSON	NB	ON	YES	1996	1	900	550	900	550	900	550	900	550
880	006.279	SB ON FR WB STEVENSON BL	SB	ON	YES	1996	1	450	900	450	900	450	900	450	900
880	006.397	NB ON FR WB STEVENSON	NB	ON	YES	1996	2	900	450	900	450	900	450	900	450
880	006.397	NB ON FR WB STEVENSON	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	007.032	SB ON FR EB MOWRY	SB	ON	YES	1996	1	450	900	450	900	450	900	450	900
880	007.157	NB ON FR EB MOWRY AVE	NB	ON	YES	1996	1	900	510	900	510	900	510	900	510
880	007.157	NB ON FR EB MOWRY AVE	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	007.227	SB ON FR WB MOWRY AVE	SB	ON	YES	1996	1	430	900	430	900	430	900	430	900
880	007.227	SB ON FR WB MOWRY AVE	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	007.368	NB ON FR WB MOWRY	NB	ON	YES	1996	2	900	450	900	450	900	450	900	450
880	008.645	SB ON FR EB THORNTON AV	SB	ON	YES	1996	2	420	900	420	900	420	900	420	900
880	008.645	SB ON FR EB THORNTON AV	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	008.827	NB ON FR EB THORNTON AV	NB	ON	YES	1996	1	900	450	900	450	900	450	900	450
880	008.827	NB ON FR EB THORNTON AV	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	008.868	SB ON FR WB THORTON AVE	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	008.868	SB ON FR WB THORTON AVE	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	009.008	NB ON FR WB THORNTON AV	NB	ON	YES	1996	2	900	430	900	430	900	430	900	430
880	009.008	NB ON FR WB THORNTON AV	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	010.146	SB ON FR EB 84	SB	ON	YES	1996	1	590	900	590	900	590	900	590	900
880	010.259	NB ON FR EB 84	NB	ON	YES	1996	1	900	0	900	0	900	0	900	0
880	010.331	SB ON FR WB DECOTO RD	SB	ON	YES	1996	1	600	600	600	600	600	600	600	600
880	010.457	NB ON FR WB DECOTO RD	NB	ON	YES	1996	1	900	510	900	510	900	510	900	510
880	?	SB ON FR WB FREMONT BLVD	SB	ON	YES	1996	1	550	900	550	900	550	900	550	900
880	011.341	SB ON EB FR FREMONT BLVD	SB	ON	YES	1996	2	450	900	450	900	450	900	450	900
880	011.341	SB ON EB FR FREMONT BLVD	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	011.661	NB ON FR FREMONT BLVD	NB	ON	YES	1996	2	900	300	900	300	900	300	900	300
880	011.661	NB ON FR FREMONT BLVD	NB	ON	YES	1996	1	900	720	900	720	900	720	900	720

Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane	Rate/ Lane	Rate/ Lane	Rate/ Lane	Rate/ Lane	Rate/ Lane	Rate/ Lane	Rate/ Lane
								2000 AM	2000 PM	2005 AM	2005 PM	2015 AM	2015 PM	2035 AM	2035 PM
880	012.871	SB ON FR EB ALVARADO NILES	SB	ON	YES	1996	1	480	900	480	900	480	900	480	900
880	012.871	SB ON FR EB ALVARADO NILES	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	?	SB ON FR WB ALVARADO NILES	SB	ON	YES	1996	1	480	900	480	900	480	900	480	900
880	?	SB ON FR WB ALVARADO NILES	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	013.136	NB ON FR ALVARADO-NILES	NB	ON	YES	1996	2	900	510	900	510	900	510	900	510
880	013.136	NB ON FR ALVARADO-NILES	NB	ON	YES	1996	1	900	820	900	820	900	820	900	820
880	013.554	SB ON FR WHIPPLE RD	SB	ON	YES	1996	2	450	900	450	900	450	900	450	900
880	013.554	SB ON FR WHIPPLE RD	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	013.764	NB ON FR WHIPPLE	NB	ON	YES	1996	1	550	550	550	550	550	550	550	550
880	014.524	SB ON FR INDUSTRIAL PKWY	SB	ON	YES	1996	1	550	900	550	900	550	900	550	900
880	014.633	NB ON FR INDUSTRIAL PKWY	NB	ON	YES	1996	1	430	575	430	575	430	575	430	575
880	014.633	NB ON FR INDUSTRIAL PKWY	NB	ON	YES	1996	1	580	580	580	580	580	580	580	580
880	015.548	SEG SB ON FR EB TENNYSON	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	015.548	SEG SB ON FR EB TENNYSON	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	015.549	SEG SB ON FR WB TENNYSON	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	015.747	NB ON FR WB TENNYSON	NB	ON	YES	1996	1	360	360	360	360	360	360	360	360
880	015.747	NB ON FR WB TENNYSON	NB	ON	YES	1996	1	820	720	820	720	820	720	820	720
880	015.748	NB ON FR EB TENNYSON RD	NB	ON	YES	1996	1	360	360	360	360	360	360	360	360
880	016.430	SB ON FR RTE 92\JACKSON	SB	ON	YES	1996	1	550	480	550	480				
880	016.430	SB ON FR RTE 92\JACKSON	SB	ON	YES	1996	1	550	480	550	480				
880	XXX	SB ON FR EB RTE 92\JACKSON	SB	ON	YES	2015	1					480	480	480	480
880	XXX	SB ON FR EB RTE 92\JACKSON	SB	ON	YES	2015	1					820	820	820	820
880	XXX	SB CONNECTOR FR RTE 92/JACKSON	SB	ON	YES	2015	1					480	480	480	480
880	XXX	SB CONNECTOR FR RTE 92/JACKSON	SB	ON	YES	2015	1					820	820	820	820
880	016.957	NB ON FR RTE 92/JACKSON	NB	ON	YES	1996	1	0	0	0	0				
880	016.957	NB ON FR RTE 92/JACKSON	NB	ON	YES	1996	1	0	0	0	0				
880	XXX	NB ON FR WB RTE 92\JACKSON	NB	ON	YES	2015	1	480	480	480	480	480	480	480	480
880	XXX	NB ON FR WB RTE 92\JACKSON	NB	ON	YES	2015	1	820	820	820	820	820	820	820	820
880	XXX	NB CONNECTOR FR RTE 92/JACKSON	NB	ON	YES	2015	1	480	480	480	480	480	480	480	480
880	XXX	NB CONNECTOR FR RTE 92/JACKSON	NB	ON	YES	2015	1	820	820	820	820	820	820	820	820
880	017.483	SEG SB ON FR EB WINTON	SB	ON	YES	1996	1	510	510	510	510	510	510	510	510
880	017.483	SEG SB ON FR EB WINTON	SB	ON	YES	1996	1	820	820	820	820	820	820	820	820
880	017.484	SEG SB ON FR WB WINTON	SB	ON	YES	1996	1	510	510	510	510	510	510	510	510
880	017.825	NB ON FR WINTON AVE	NB	ON	YES	1996	1	420	600	420	600	420	600	420	600
880	018.246	SB ON FR A STREET	SB	ON	YES	1996	1	600	900	600	900	600	900	600	900
880	018.246	SB ON FR A STREET	SB	ON	YES	1996	1	630	900	630	900	630	900	630	900
880	018.480	NB ON FR A STREET	NB	ON	YES	1996	1	400	400	400	400	400	400	400	400
880	018.480	NB ON FR A STREET	NB	ON	YES	1996	1	720	720	720	720	720	720	720	720
880	019.961	SB ON FR HESPERIAN BLVD	SB	ON	YES	1996	1	480	900	480	900	480	900	480	900
880	020.420	NB ON FR WB LEWELLING RD	NB	ON	YES	1996	1	510	600	510	600	510	600	510	600
880	020.420	NB ON FR WB LEWELLING RD	NB	ON	YES	1996	1	820	820	820	820	820	820	820	820
880	020.651	SB ON FR WB WASHINGTON AVE.	SB	ON	YES	1996	1	600	900	600	900				
880	XXX	SB ON FR EB WASHINGTON AVE.	SB	ON	YES	2015	1					640	900	640	900
880	XXX	SB ON FR EB WASHINGTON AVE.	SB	ON	YES	2015	1					640	900	640	900
880	020.820	SEG NB ON FROM EB WASHINGTON	NB	ON	YES	1996	1	820	600	820	600				
880	XXX	SEG NB ON FROM WB WASHINGTON	NB	ON	YES	2015	1					820	600	820	600
880	XXX	SEG NB ON FROM WB WASHINGTON	NB	ON	YES	2015	1					820	600	820	600
880	022.727	SB ON FR EB MARINA BLVD.	SB	ON	YES	1996	2	480	900	480	900	480	900	480	900
880	022.727	SB ON FR EB MARINA BLVD.	SB	ON	YES	2015	1					820	900	820	900
880	XXX	SB ON FR WB MARINA BLVD.	SB	ON	YES	2015	1					480	900	480	900
880	XXX	SB ON FR WB MARINA BLVD.	SB	ON	YES	2015	1					820	900	820	900
880	022.946	NB ON FR WB MARINA BLVD	NB	ON	YES	1996	2	510	550	510	550	510	550	510	550
880	022.946	NB ON FR WB MARINA BLVD	NB	ON	YES	2015	1					820	820	820	820
880	XXX	NB ON FR EB MARINA BLVD	NB	ON	YES	2015	1					510	550	510	550
880	XXX	NB ON FR EB MARINA BLVD	NB	ON	YES	2015	1					820	820	820	820

Table G-1: Alameda County Travel Demand Model Ramp Metering Rates

Route	Post Mile	Description	Direction	Type	Meter	Year Open	Number of Lanes	Rate/ Lane 2000 AM	Rate/ Lane 2000 PM	Rate/ Lane 2005 AM	Rate/ Lane 2005 PM	Rate/ Lane 2015 AM	Rate/ Lane 2015 PM	Rate/ Lane 2035 AM	Rate/ Lane 2035 PM
880	023.598	NB ON FR EB DAVIS ST	NB	ON	YES	1996	1	550	600	550	600	550	600	550	600
880	023.624	SB ON FR EB DAVIS ST	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	023.624	SB ON FR EB DAVIS ST	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	023.694	NB ON FR WB DAVIS ST	NB	ON	YES	1996	1	550	600	550	600	550	600	550	600
880	023.709	SB ON FR WB DAVIS ST	SB	ON	YES	1996	1	510	900	510	900	510	900	510	900
880	023.709	SB ON FR WB DAVIS ST	SB	ON	YES	1996	1	820	900	820	900	820	900	820	900
880	024.680	SB ON FR EB 98TH AVE	SB	ON	YES	1996	2	400	360	400	360	400	360	400	360
880	024.680	SB ON FR EB 98TH AVE	SB	ON	YES	1996	1	720	720	720	720	720	720	720	720
880	024.716	NB ON FR EB 98TH AVE	NB	ON	YES	1996	1	550	600	550	600	550	600	550	600
880	024.716	NB ON FR EB 98TH AVE	NB	ON	YES	1996	1	820	820	820	820	820	820	820	820
880	024.787	SB ON FR WB 98TH AVE	SB	ON	YES	1996	1	550	480	550	480	550	480	550	480
880	024.899	NB ON FR WB 98TH AVE	NB	ON	YES	1996	1	480	480	480	480	480	480	480	480
880	025.268	SB ON FR NB HEGENBERGER	SB	ON	YES	1996	2	420	400	420	400	420	400	420	400
880	025.268	SB ON FR NB HEGENBERGER	SB	ON	YES	1996	1	820	820	820	820	820	820	820	820
880	025.471	SB ON FR SB HEGENBERGER	SB	ON	YES	1996	1	480	480	480	480	480	480	480	480
880	025.522	NB ON FR NB HEGENBGR/EDES	NB	ON	YES	1996	2	510	600	510	600	510	600	510	600
880	025.611	NB ON FR SB HEGENBERGER	NB	ON	YES	1996	1	510	510	510	510	510	510	510	510
880	026.581	SEG SB ON FR OAKPORT ST	SB	ON	YES	1996	1	480	480	480	480	480	480	480	480
880	026.582	SEG SB ON FR WB 66TH	SB	ON	YES	1996	1	480	480	480	480	480	480	480	480
880	026.701	SEG NB ON FR WB 66TH AVE (diagonal)	NB	ON	YES	1996	1	400	450	400	450	400	450	400	450
880	026.702	SEG NB ON FR EB 66TH/COL (loop)	NB	ON	YES	1996	2	400	450	400	450	400	450	400	450
880	027.531	SB ON FR HIGH ST.	SB	ON	YES	1996	1	0	0	0	0	0	0	0	0
880	028.071	NB ON FR RTE 77/HIGH ST	NB	ON	YES	1996	1	480	550	480	550	480	550	480	550
880	028.651	SB ON FR 29TH ST	SB	ON	YES	1996	1	600	550	600	550	600	550	600	550
880	028.881	SB ON FR 23RD/KENNEDY	SB	ON	YES	1996	1	510	550	510	550	510	550	510	550
880	029.101	NB ON FR EB 23RD AVE	NB	ON	YES	1996	1	690	550	690	550	690	550	690	550
880	029.101	NB ON FR EB 23RD AVE	NB	ON	YES	1996	1	690	690	690	690	690	690	690	690
880	029.151	NB ON FR WB 23RD AVE	NB	ON	YES	1996	1	550	900	550	900	550	900	550	900
880	030.961	SB ON FR OAK ST	SB	ON	YES	1996	2	330	330	330	330	330	330	330	330
880	030.961	SB ON FR OAK ST	SB	ON	YES	1996	1	720	720	720	720	720	720	720	720
880	031.308	SB ON FR BROADWAY	SB	ON	YES	1996	2	450	450	450	450	450	450	450	450
880	031.421	NB ON FR JACKSON ST.	NB	ON	YES	1996	2	0	0	0	0	0	0	0	0

## 12 Appendix F: Transportation Project List

---

A list of planned transportation improvement projects was prepared as part of the Projections 2007 model update. The project list is based on several sources:

- The Alameda County Congestion Management Agency (ACCMA) Transportation 2035 Project Submittal to the Metropolitan Transportation Commission dated March 5, 2008
- Detailed project descriptions contained in the Alameda County Transportation Improvement Program (TIP) ID Report dated November 13, 2006
- Assumed improvements inherited from the MTC travel model files as obtained in 2005
- Road and local street improvements which were coded into the Alameda County Model based on review of the travel model networks by local jurisdictions in 2006

The following pages list the road and major transit improvements included in the model networks. An exhibit for each Planning Area highlights the locations of the road improvements after 2005.

Appendix F Tables and exhibits are contained in the file:

“110706\_ACCMA\_NetworkImproveList.pdf”

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	I-580	EB & WB	Castro Valley I/C Improvements	Redwood Road		New ramps: EB Redwood on-ramp, WB Redwood off-ramp	2015	50009			27740
Caltrans	I-580	EB & WB	Castro Valley I/C Improvements	Center St		Remove: EB Center off-ramp, WB Castro Valley/Center St on-ramp	2010	50009			31101
Caltrans	I-580	EB	Castro Valley I/C Improvements	Grove Way		New ramp: Grove off-ramp.	2010	50009			28575
Caltrans	I-580	EB	Castro Valley I/C Improvements	Redwood Road	Grove Way	New auxiliary lane	2011	50009			28502
Caltrans	I-580	EB	I-680 Fly-over ramps	I-680	Hopyard	Widen from 4 to 6 lanes	2005				28994
Caltrans	I-580	EB & WB	Fallon Road I/C Improvements	El Charro Rd		Widen on-ramps and off-ramps, new loop on-ramps, install traffic signals	2015	50008	12	Tier 1 & 2	27759
Caltrans	I-580	EB	Local I/C Improvements in Dublin	El Charro Rd	Airway Blvd (SR84)	New aux lane	2012		12	Tier 1 & 2	27760
Caltrans	I-580	EB	Isabel Ave/SR 84/Portola Ave I/C Mod	Airway Blvd	Isabel Ave	New aux lane	2012	990072	15	Tier 1 & 2	8319
Caltrans	I-580	EB & WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Isabel Ave		New Isabel I/C - partial cloverleaf	2015	990072	15	Tier 1 & 2	40914
Caltrans	I-580	EB & WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Portola Ave		Remove existing Portola Ave ramps	2015	990072	15	Tier 1 & 2	32062
Caltrans	I-580	EB	First Street I/C Modification	First Street		Expand off ramp to 2 lanes	2035		13	Tier 1 & 2	40927
Caltrans	I-580	EB	Vasco Road I/C Modification	1st St	Vasco	New aux lane	2012	10013	13	Tier 1 & 2	29087
Caltrans	I-580	EB & WB	Vasco Road I/C Modification	Vasco Road		Modify Vasco I/C to partial cloverleaf	2035	10013	13	Tier 1 & 2	29112
Caltrans	I-580	EB	Eastbound HOV Lane	Tassajara	Greenville/Southfront	New HOV/HOT lane	2011	70020	15	Tier 1 & 2	9529
Caltrans	I-580	EB & WB	Greenville Road I/C Modification	Greenville		Relocate I/C from Southfront/Northfront to Greenville Road, new interchange will be modified diamond type	2035		13	Tier 1 & 2	40897
Caltrans	I-580	WB	Tri-Valley WB Aux Lanes	El Charro	Tassajara	New aux lane	2012	50011	12	Tier 1 & 2	27757
Caltrans	I-580	WB	Tri-Valley WB Aux Lanes	Airway Blvd (SR 84)	El Charro	New aux lane	2015	50011	15	Tier 1 & 2	8316
Caltrans	I-580	WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Isabel Ave	Airway Blvd (SR84)	New aux lane	2035	990072	15	Tier 1 & 2	8318
Caltrans	I-580	WB	Local I/C Improvements in Livermore	Vasco	1st Ave	New aux lane	2015		13	Tier 1 & 2	29097
Caltrans	I-580	WB	Westbound HOV Lane	Northfront Rd on ramp	I-680	New HOV/HOT lane	2013	70017	15	Tier 1 & 2	9464
Caltrans	I-580	WB	I-580 WB to I-680 SB fly-over	I-680		New fly-over direct connectors - mixed flow and HOV	Not included		14	Tier 1 & 2	9479

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	I-680	NB & SB	I-580 & Hopyard ramp reconfiguration	I-580	Hopyard	Modified NB & SB freeway-freeway ramp to I580 EB & Hopyard	2005				29003
Caltrans	I-680	NB	Northbound HOV Lane	SR 237 (Milpitas)	Stoneridge Dr (Pleasanton)	New HOV lane	2015	10014			5775
Caltrans	I-680	NB	Auxiliary Lane	Washington Blvd on ramp	Mission (SR238) off ramp	New aux lane	2015				28814
Caltrans	I-680	NB	Auxiliary Lane	Durham Rd on ramp	Washington Blvd off ramp	New aux lane	2015				28583
Caltrans	I-680	NB	Auxiliary Lane	Mission (SR 262) on ramp	Durham Rd off ramp	New aux lane	2015		11	Tier 1 & 2	28873
Caltrans	I-680	NB	Auxiliary Lane	Scott Creek Rd interchange	Mission (SR262) on ramp	New aux lane	2015		11	Tier 1 & 2	28866
Caltrans	I-680	NB	Auxiliary Lane	Jacklin Rd	Scott Creek Rd interchange	New aux lane	2015				5775
Caltrans	I-680	SB	Amador Plaza interchange modification	Amador Plaza		Modify on-ramp and off-ramp from 1 lane to 2 lanes near ramp terminal	2005				40775
Caltrans	I-680	SB	SB HOV Final Phase	Sunol Blvd	SR84 interchange	New HOV lane	2035	991084			9539
Caltrans	I-680	SB	SB HOV Lane	SR 84 interchange	Vargas Rd interchange	New HOV lane	2005				9175
Caltrans	I-680	SB	SB HOV Lane	Vargas Rd interchange	Scott Creek Rd interchange	New HOV lane	2005				9187
Caltrans	I-680	SB	Auxiliary Lane	Washington Blvd on ramp	Durham Rd off ramp	New aux lane	2015				28817
Caltrans	I-680	SB	Auxiliary Lane	Mission (SR 262) off ramp	Scott Creek Rd interchange	New aux lane	2015		11	Tier 1 & 2	28870
Caltrans	I-680	SB	Auxiliary Lane	Scott Creek Rd interchange	Jacklin Rd	New aux lane	2015				5777
Caltrans	I-880	NB	HOV Lane	Dixon Landing Rd	Mission Blvd (SR262)	New HOV lane	2015	978027			9049
Caltrans	I-880	NB	SR 262 I/C	Dixon Landing Rd	Mission Blvd (SR262)	Widen from 3 lanes to 4	2005	978027			5795
Caltrans	I-880	NB	SR 262 I/C	Dixon Landing Rd	Mission Blvd (SR262)	Widen from 4 lanes to 5	2015	978027			5795
Caltrans	I-880	NB	Broadway Jackson	Broadway		New off-ramp to 5th/Market	2035		9	Tier 1 & 2	27785
Caltrans	I-880	NB	SR 92 I/C	Tennyson	SR 92	New aux lane	2015				26666
Caltrans	I-880	NB	SR 92 I/C Reconstruction	SR 92	Winton	New aux lane	2012				28597
Caltrans	I-880	SB	66th/Hegenberger Local I/C improvements	66th	Hegenberger	5th lane added	2015		9	Tier 1 & 2	27682
Caltrans	I-880	SB	SB HOV Lane	Hegenberger	Marina	New HOV Lane	2014				9853
Caltrans	I-880	SB	Central I-880 Local I/C improvements	Hesperian Blvd	A St	5th lane added	2010	990013	10	Tier 1 & 2	28416
Caltrans	I-880	SB	SR 92 I/C Reconstruction	Winton	SR 92	New aux lane	2012				28640
Caltrans	I-880	SB	SR 92 I/C Reconstruction	SR 92	Tennyson	New aux lane	2015				26638
Caltrans	I-880	SB	HOV Lane	Mission Blvd (SR 262)	Dixon Landing Rd	New HOV lane	2015	978027			9197
Caltrans	I-880	SB	SR 262 I/C	Mission Blvd (SR 262)	Dixon Landing Rd	Widen from 4 lanes to 5	2015	978027			28844
Caltrans	I-880	SB	Widening	Dixon Landing Rd	SR 237	Widen from 4 lanes to 5	2015				41268
Caltrans	SR 24	EB or WB	Caldecott Tunnel	Caldecott Tunnel		Widen from 2 lanes to 4	2035				28015
Caltrans	SR 84	WB	WB HOV Lane Extension	I-880 off ramp	Ardenwood Blvd off ramp	Extend HOV lane	2010	10006			9433
Caltrans	SR 84	WB	HOV on-ramp	Newark Boulevard		Direct HOV on-ramp		10005			28875
Caltrans	SR 84	EB & WB	Roadway widening	Overacker *	Mission (SR238)	Widen from 2 lanes to 4	2035				28795



Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	SR 84	EB & WB	Roadway widening	Mowrv	Fremont	Widen from 2 lanes to 4	2015				32872
Caltrans	SR 84	EB & WB	SR 84 Expwy/East-West Connector	I880 ramps	Paseo Padre	New 6-lane expressway	Not included	978004	20	Tier 1 & 2	12020
Caltrans	SR 84	EB & WB	SR 84 Expwy/East-West Connector	Paseo Padre	Mission (SR238)	New 6-lane expressway	2015	978004	20	Tier 1 & 2	8756
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Isabel Rd	I680 ramps	Widen from 2 lanes to 4	2035	50014	21-22	Tier 1 & 2	27762
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Stanley Blvd ramp	Vallecitos Rd	Widen from 2 lanes to 4	2015	50014	21-22	Tier 1 & 2	32015
Caltrans	SR 84	WB	SR 84 Expwy Widening	Stanley		New on-ramp to WB SR 84	2015	50014	21-22	Tier 1 & 2	8329
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Stanley		Widen ramp from 1 to 2 lanes each way	2015	50014	21-22	Tier 1 & 2	32015
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	W Jack London	Stanley Blvd ramp	Widen from 2 lanes to 4	2015	50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	W Jack London	Stanley Blvd ramp	New 2 lane road, done	2005	50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Isabel	W Jack London	Widen from 4 lanes to 6	2015	50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Airway Blvd	North Canyon Pkwy	New 4-6 lane road	2015	50014	21-22	Tier 1 & 2	8766
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	Clawiter on ramp	Industrial off ramp	Widen from 3 lanes to 4	2005	H970002			28230
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	Industrial Blvd on ramp	Hesperian Blvd off ramp	Widen from 3 lanes to 4	2005	H970002			28651
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	Through I-880 interchange	End of freeway	Redesigned ramps and mainline, part of I-880 work	2015	H970002			40903
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	I-880		New flyover ramp and HOV ramp to I-880 NB	2015	H970002			40906
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	Clawiter off ramp	toll plaza	Widen from 2 lanes to 3	2005	H970002			28224
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	Industrial on ramp	Clawiter off ramp	Widen from 2 lanes to 4	2005	H970002			28653
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	I-880 interchange	Hesperian on ramp	Widen from 3 lanes to 4	2015	H970002			28634
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	I-880		New flyover ramp and HOV ramp to I-880 SB	2015	H970002			40903
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	freeway start	I880 interchange	Widen from 2 lanes to 3	2015	H970002			28612
Caltrans	SR185	EB & WB	SR 238 Corridor Improvement Project/Miniloon	A St	Foothill	Convert to one way SB	2015	977007			33026
Caltrans	SR 238	NB	I-238 Widening	I-880		Widen ramp to I-880 from 1 lane to 2	2010	990013			31040
Caltrans	SR 238	NB	I-238 Widening	I-880	Hesperian	Widen from 2 lanes to 3	2010	990013			28435
Caltrans	SR 238	SB	I-238 Widening	I-580		Widen from 2 lanes to 3 at the I-580 interchange	2010	990013			28411
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	Mattox	City Center	Widen from 6 lanes to 8	2015	977007			31051
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	City Center	A St	Widen from 6 lanes to 10	2015	977007			12219

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	A St	Mission	Convert to one way NB (Mission to A)	2015	977007			28522
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	E St	Highland	Widen from 6 lanes to 8	2015	977007			28579
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	Highland	Industrial	Widen from 4 lanes to 6	2015	977007			28580
Caltrans	SR238	NB & SB	Roadway widening	Mowry (SR 84)	Pickering	Widen from 4 lanes to 6	2015				12048
Caltrans	SR 262	NB	SR 262 I/C Reconstruction	Warren	Warm Springs	Widen from 2 lanes to 3	2015	978027			28879
Caltrans	SR 262	SB	SR 262 I/C Reconstruction	Warm Springs	Warren	Widen from 2 lanes to 3	2015	978027			28864
Alameda	Atlantic Ave			Monarch St	Ferry Point	New 2 lane roadway	2015				
Alameda	Clement Ave			Grand St	Sherman St	4 lane extension	2015				
Alameda	Clement Ave			Park	Tilden	2 lane connection	2030				
Alameda	Lexington St			Monarch St	Ferry Point	New 2 lane roadway	2015				
Alameda	Lincoln Ave			Central Ave (SR 61)	Hornet Way	2 lane extension	Not included				
Alameda	Lincoln Ave			Oak	Park	Widen from 2 lanes to 4	2030				
Alameda	Midway Ave			Pan Am Way	Main St	Widen from 2 lanes to 4	Not included				
Alameda	Monarch St			Tower Ave	Atlantic Ave	New 2 lane roadway	2015				
Alameda	Naval Air Station area			Several new streets		New 2 lane roadway	2015				
Alameda	Saratoga St			Monarch St	Ferry Point	New 2 lane roadway	2015				
Alameda	Tinker Ave		Tinker Ave Reconfiguration	Mariner Square Loop	Constitution Way	Widen from 2 lanes to 4	2015	990054			
Alameda	Tinker Ave		Tinker Ave Reconfiguration	Moseley Ave	future road	New 2 lane roadway	2010	990054			
Alameda	Tinker Ave area			several new streets		New 2 lane roadway	2005				
Albany	Marin Ave			The Alameda	San Pablo Ave (SR 123)	Reduce from 4 lanes to 2	2015				
Castro Valley	Redwood Rd			I-580 EB ramps	Grove Way	Widen from 4 lanes to 6	2005				
Dublin	5th Street			Dougherty Rd	Arnold	Extend 2-lane public street	2035				
Dublin	Arnold Dr			Dublin Blvd	Gleason	Widen from 2 lanes to 4	2035				
Dublin	Dougherty Rd		Dougherty Rd Widening	Amador Valley Blvd	County Line	Widen from 4 lanes to 6	2015	50007			
Dublin	Dougherty Rd		Dougherty Rd Widening	Dublin Blvd	Amador Valley Blvd	Widen from 4 lanes to 6	2015	50007			28977
Dublin	Dublin Blvd			Hansen Dr *	Silvergate Dr	Widen from 2 lanes to 4	2015				
Dublin	Dublin Blvd			Tassajara Rd	terminus	New 4 lane roadway	2005				
Dublin	Dublin Blvd			Tassajara Rd	terminus	Widen from 4 lanes to 6	2015				
Dublin	Dublin Blvd Ext			Croak Rd	Doolan Rd	New 4 lane roadway	2015 & 2020				
Dublin	Dublin Blvd Ext			Lockhart St	Croak Rd	New 6 lane roadway	2015				
Dublin	Martinelli Way			Keppler	Hacienda	New 2 lane roadway	2008				
Dublin	St. Patrick			west of I-680 ramp		New 2 lane roadway	2015				
Dublin	San Ramon Rd			I-580 WB ramps	Dublin Blvd	Widen from 6 lanes to 8	Not included				
Dublin	Scarlett Dr			Dougherty Rd	Houston Pl	New 4 lane roadway	2005				
Dublin	Scarlett Dr			Houston Pl	Dublin Blvd	New 4 lane roadway	2015				
Dublin	Tassajara Rd			I-580	Dublin Blvd	Widen from 6 lanes to 8	2015				
Dublin	Tassajara Rd			Central	Fallon	Widen from 4 lanes to 6	2015				

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Fremont	Auto Mall Pkwy		Auto Mall Pkwy Intersection Impr	Grimmer Blvd	Osgood Rd	Widen from 4 lanes to 6	2015		19	Tier 1 & 2	
Fremont	Blacow Rd			terminus	Osgood Rd	New 4-lane roadway (rail overpass)	2015				
Fremont	Cushing Pkwy			terminus	Fremont Blvd	Extension	2005				
Fremont	Dixon Landing Rd			Warm Springs Blvd	I-880 ramps	New 4-lane roadway	2005				
Fremont	Dixon Landing Rd			Warm Springs Blvd	I-880 ramps	Widen from 4 lanes to 6	2015				
Fremont	Fremont Blvd			Cushing Blvd	Lakeview Blvd *	Widen from 2 lanes to 4	2005				
Fremont	Fremont Blvd			Lakeview Blvd *	Dixon Landing Rd	Extension	2015				
Fremont	Paseo Padre Pkwy			Decoto Rd	Isherwood Way	Widen from 4 lanes to 6	2015				
Fremont	Paseo Padre Pkwy			Thornton Ave	Eggers Dr	Widen from 4 lanes to 6	2015				
Fremont	Warren Ave			Kato Rd	Mission Blvd (SR 262)	Extension of existing street	2015				
Hayward	A St			Foothill Blvd (SR 238)	Mission Blvd (SR 185)	Convert to one-way EB	2015				
Hayward	Corsair Blvd			terminus	West A St extension	Extension of existing street	2015				
Hayward	Tennyson Extension			Mission Blvd (SR 238)	new development	New 4-lane roadway	2015				
Hayward	West A St			Skywest Dr	Corsair Blvd extension	Extension of existing street	2015				
Hayward	Whitesell St			Breakwater Ave	shopping center	Widen from 2 lanes to 4	2015				
Hayward	Whitesell St			Enterprise Ave	Depot Rd	New 4 lane connector to Cabot Blvd	2015				
Livermore	1st St			Maple St	L Street	Decrease from 4 lanes to 2	2005				
Livermore	Greenville Rd			Northfront Rd	Las Positas Rd	Widen from 4 lanes to 6	2035				
Livermore	Holmes St			Lexington Way	Wetmore Rd	Widen from 2 lanes to 4	2035				
Livermore	Las Positas Rd		Las Positas Road Conn Ph 2	1st St	Capitol St	Widen from 2 lanes to 4	2015	30005			
Livermore	Las Positas Rd			Livermore Ave	shopping center	Widen from 2 lanes to 4	2015				32252
Livermore	Las Positas Rd			Vasco Rd	Lawrence Dr	New 2 lane roadway	2005				
Livermore	Las Positas Rd			Vasco Rd	Lawrence Dr	Widen from 2 lanes to 4	2035				
Livermore	Isabel Ave			North Canyons Pkwy	new 580 interchange	New 4 lane roadway	2015				
Livermore	North Canyons Pkwy			Collier Canyon Rd	Airway Blvd (SR 84)	Widen to 6 lanes	2035				
Livermore	North Canyons Pkwy			Portola Ave	Campus Hill Dr	New 4 lane roadway	2015				
Livermore	Northfront Rd			Vasco Rd	Herman Ave	Widen from 2 lanes to 4	2035				
Livermore	P St			Railroad Ave	Chestnut St	Widen from 2 lanes to 4	2035				
Livermore	Redwood Rd			terminus	Las Colinas Rd	Extension of 2-lane roadway	2035				
Livermore	Stanley Blvd			Isabel Ave (SR 84)	farm road	Widen from 4 lanes to 6	2005				
Livermore	Stanley Blvd			Murietta Blvd	Isabel Ave (SR 84)	Widen from 4 lanes to 6	2035				
Livermore	Vasco	SB		Dalton Ave	Scenic Ave	Widen from 2 lanes to 4 SB	2005				
Livermore	Vasco			I-580 EB ramps	Las Positas Rd	Widen from 4 lanes to 8	2035				
Livermore	Vasco			I-580 WB ramps	I-580 EB ramps	Widen from 2 lanes to 6	2035				
Livermore	Vasco			Scenic Ave	I-580 WB ramps	Widen from 4 lanes to 6	2035				
Livermore	W Jack London Blvd			Isabel Ave (SR 84)	terminus	Widen from 2 lanes to 4	2035				
Livermore	W Jack London Blvd			terminus	El Charro Rd	New 2 lane roadway	2015				
Livermore	W Jack London Blvd			terminus	El Charro Rd	Widen from 2 lanes to 4	2035				
Livermore	Wetmore Rd			Deer Hollow Lane	Vallecitos Rd	Realign 2 lane roadway	2015				
Livermore				I-580 EB ramps	I-580 WB ramps	Widen from 4 lanes to 6	2035				
Newark	Thornton Ave			Gateway Blvd	Hickory St *	Widen from 2 lanes to 4	2035	10053			
Oakland	Macarthur Blvd.			Lakeshore	Park	Narrow to 1 lane each way	2005				
Oakland	Mandela Pkwy		Mandela Pkwy Ext Ph2	32nd St	Horton	Extension of existing street	2005	30003			27763
Oakland	Airport Dr			Doolittle	Airport Dr	Widen from 4 lanes to 6	2005				
Oakland	Ron Cowan Pkwy			Harbor Bay Pkwy	Airport Dr	New 4-lane expressway	2005				
Pleasanton	Airway Blvd			North Canyons Pkwy	I-580 WB ramps	Widen from 4 lanes to 6	2035				
Pleasanton	Bernal Ave			1st St	Independence St *	Widen from 2 lanes to 4	2035				
Pleasanton	Bernal Ave			Foothill Rd	I-680 SB ramps	Widen from 2 lanes to 4	2015				
Pleasanton	Bernal Ave			I-680 SB ramps	I-680 NB ramps	Widen from 2 lanes to 4	2035				
Pleasanton	Busch Rd			Valley Ave	El Charro Rd	New 4 lane roadway	2035				

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Pleasanton	Castlewood Dr			Pleasanton Sunol	I-680 SB ramps	Widen from 2 lanes to 4	2035				
Pleasanton	El Charro Rd			farm road	Stanley Blvd	New 4 lane roadway	2035				
Pleasanton	El Charro Rd			I580 EB ramps	Staples Ranch Dr	Widen from 2 lanes to 6	2015				
Pleasanton	El Charro Rd			Staples Ranch Dr	farm road	Widen from 2 lanes to 4	2015				
Pleasanton	Foothill Rd			Deodar Way	I580 EB ramps	Widen from 6 lanes to 8	2015				
Pleasanton	Foothill Rd			Stoneridge Dr	school	Widen from 2 lanes to 4	2035				
Dublin	Foothill Rd			I-580 EB ramps	I-580 WB ramps	Widen from 4 lanes to 8	2035				
Pleasanton	Hacienda Dr			I-580 EB ramps	Owens Dr	Widen from 6 lanes to 8	2005				
Pleasanton	Hopvard Rd			Valley Ave	Golden Rd	Widen from 2 lanes to 4	2005				
Pleasanton	North Canyons Pkwy			Collier Canyon Rd	Doolan Rd	Widen from 4 lanes to 6	2035				
Pleasanton	North Canyons Pkwy		North Canyon Pkwy Widening	Dublin Blvd	Collier Canyon Rd	New 6 lane roadway	2015	50012			32044
Pleasanton	Santa Rita Rd			Valley Ave	Mohr Ave	Widen from 6 lanes to 8	2035				
Pleasanton	Stoneridge Dr			Belleza Dr	Santa Rita Rd	Widen from 4 lanes to 6	2015				
Pleasanton	Stoneridge Dr			Santa Rita Rd	terminus	Widen from 4 lanes to 6	2035				
Pleasanton	Stoneridge Dr			terminus	El Charro Rd	New 4 lane roadway	2035				
Pleasanton	Sunol Blvd			I-680 NB ramps	Svcamore Rd	Widen from 4 lanes to 6	2005				
Pleasanton	Vineyard Ave			Bernal Ave	W Old Vineyard Ave	Widen from 2 lanes to 4	2035				
Pleasanton	W Las Positas Blvd			Foothill Rd	Payne Rd	Widen from 2 lanes to 4	2035				
San Leandro	Alvarado			Alladin	Marina	Widen from 2 lanes to 4	2015				
San Leandro	Lewelling Blvd		Lewelling Blvd Widening	Hesperian Blvd	Meekland Ave	Widen from 2 lanes to 4	2015	70008			28410
San Leandro	Marina Blvd			Alvarado St	Merced St	Widen from 4 lanes to 6	2035				
San Leandro	Marina Blvd			Teagarden	Alvarado	Widen from 4 lanes to 6	2015				
San Leandro	Westgate Pkwy.					Extension	2005				
Union City	11th St			future SR 84	Decoto Rd	New 4-lane roadway	2005 & 2015				

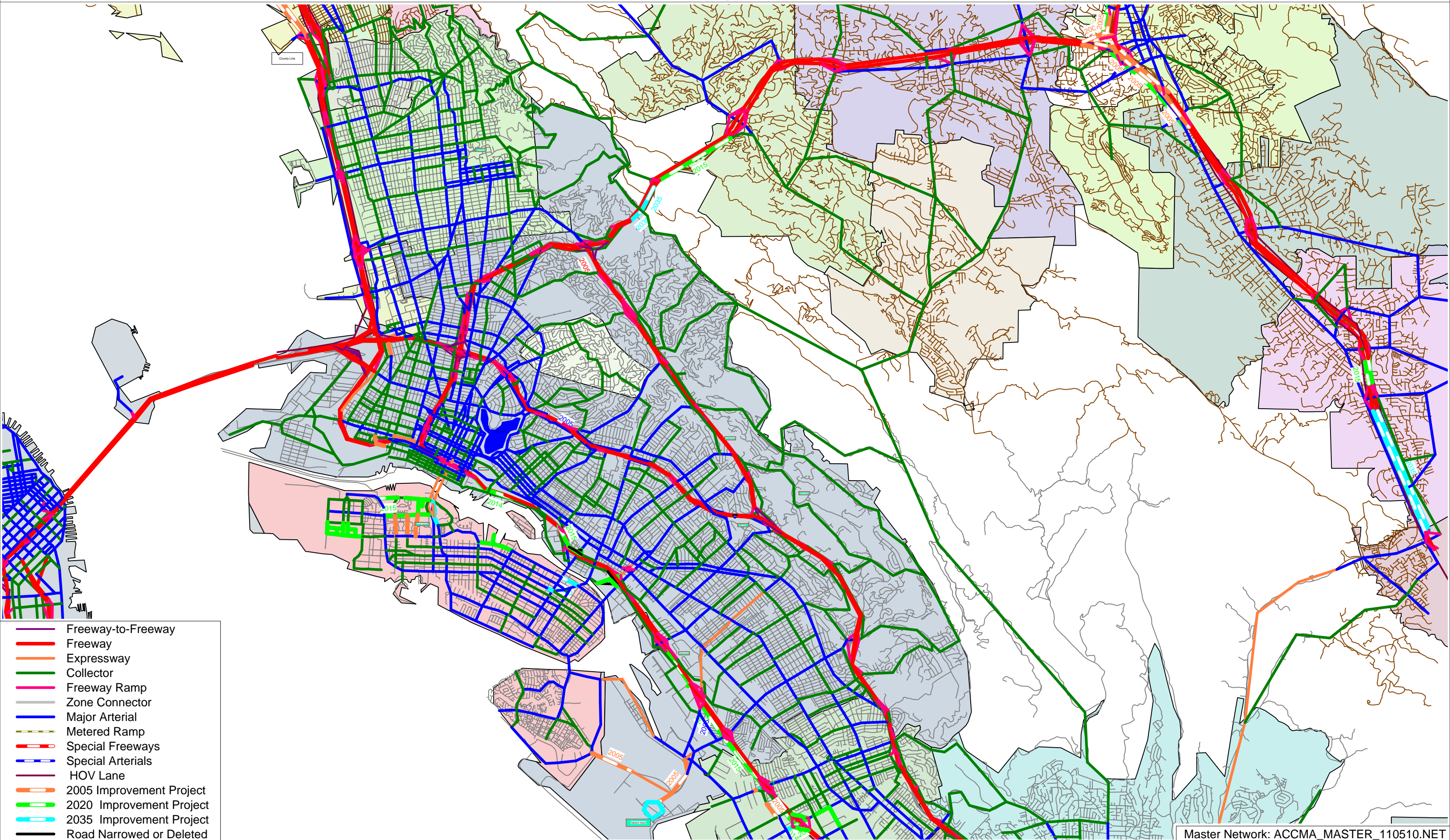
Table F-2: Alameda County Model Transit Network Improvements After 2005

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
AC Transit	Local Service South		Revised Routes				2008	50017	23		
AC Transit	Bus Rapid Transit		Telegraph/ International BRT	San Leandro BART	UC Berkeley	Bus Rapid Transit corridor	2015	50017	23		
AC Transit	Local Service North		Line 325			Add Line 325	2015				
AC Transit	Local Service Fremont/Newark		Line 380			Add Line 380	2015				
BART	Dublin/Pleasanton Line		West Dublin/Pleasanton Station			Service to new station	2011	50016			
BART	E-BART		E-BART	Baypoint BART	Byron	E-BART service to Pittsburg, Antioch, Brentwood	2015				
BART	Fremont Line		Warm Springs Extension	Fremont BART	Warm Springs BART	Extension to new station	2015	50015	31		
BART	Oakland Airport Connector		Oakland Airport Connector	Coliseum BART	Oakland Airport	New automated guideway service, 8 minute travel time, 3.5 minute frequency	2015				
BART	Fremont Line		Berrvessa Extension	Warm Springs BART	Berrvessa BART	Extension to new station	2019				
BART	Fremont Line		Santa Clara Extension	Berrvessa BART	Santa Clara BART	Extension to new station	2035				
Capitol Corridor	Capitol Corridor		Hercules Station			Add service to Hercules station	2015				
Dumbarton Rail	Dumbarton Rail		Dumbarton Rail	Union City	Millbrae and San Jose	New peak period rail service	2015		32		
Ferries	South San Francisco		South San Francisco Service	Oyster Point	San Francisco and Harbor Bay	Add new ferry service	2015				
Ferries	Redwood City		Redwood City Service	Redwood City	San Francisco and Harbor Bay	Add new ferry service	2035				
LAVTA	Bus Rapid Transit		Route 10 Bus Rapid Transit Project			Implement BRT service	Not included				





# Alameda Countywide Model Master Road Network with Improvements After 2000 Planning Area 1

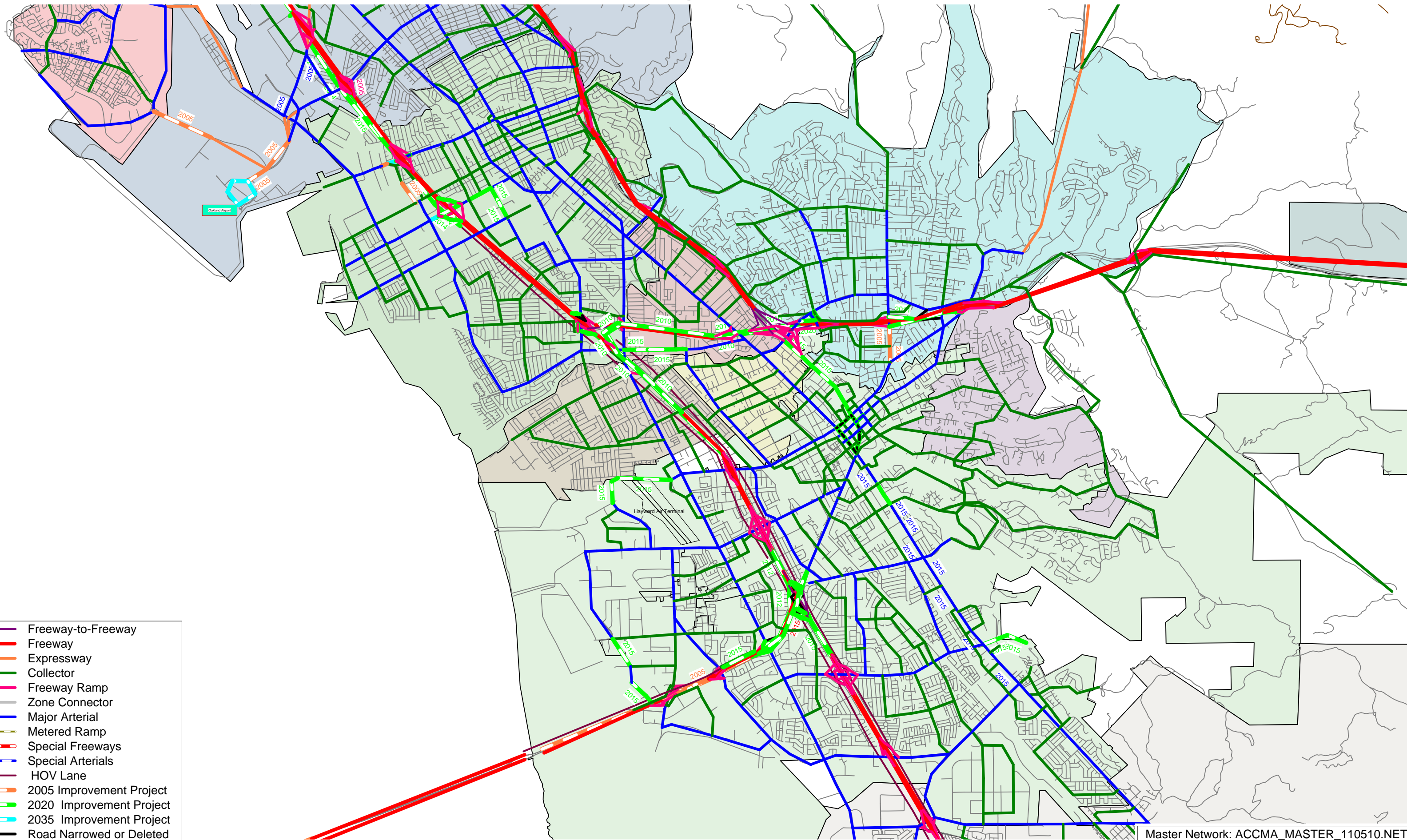


- Freeway-to-Freeway
- Freeway
- Expressway
- Collector
- Freeway Ramp
- Zone Connector
- Major Arterial
- Metered Ramp
- Special Freeways
- Special Arterials
- HOV Lane
- 2005 Improvement Project
- 2020 Improvement Project
- 2035 Improvement Project
- Road Narrowed or Deleted

Master Network: ACCMA\_MASTER\_110510.NET



# Alameda Countywide Model Master Road Network with Improvements After 2000 Planning Area 2

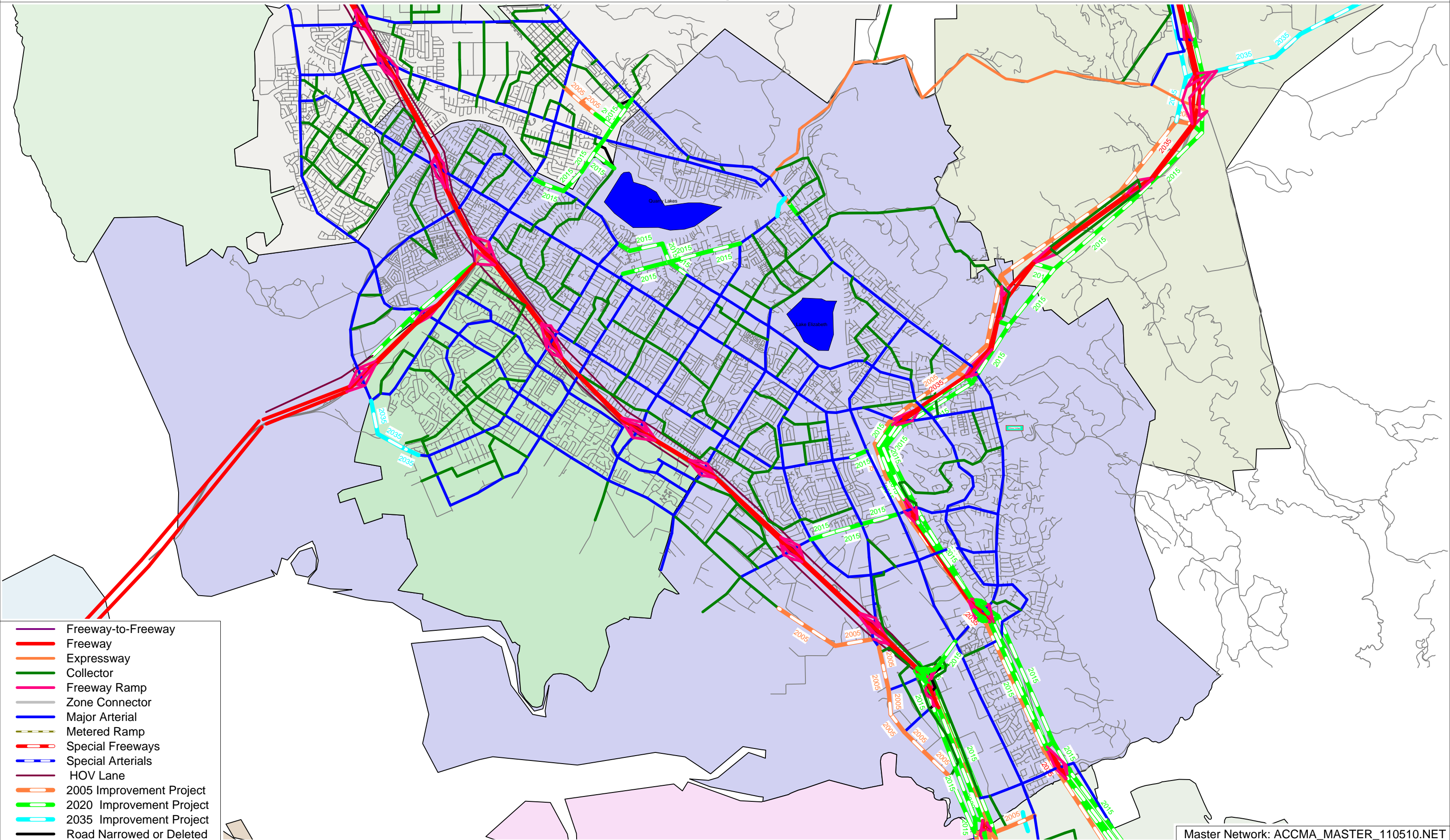


- Freeway-to-Freeway
- Freeway
- Expressway
- Collector
- Freeway Ramp
- Zone Connector
- Major Arterial
- - - Metered Ramp
- - - Special Freeways
- - - Special Arterials
- HOV Lane
- - - 2005 Improvement Project
- - - 2020 Improvement Project
- - - 2035 Improvement Project
- Road Narrowed or Deleted

Master Network: ACCMA\_MASTER\_110510.NET



# Alameda Countywide Model Master Road Network with Improvements After 2000 Planning Area 3



- Freeway-to-Freeway
- Freeway
- Expressway
- Collector
- Freeway Ramp
- Zone Connector
- Major Arterial
- Metered Ramp
- Special Freeways
- Special Arterials
- HOV Lane
- 2005 Improvement Project
- 2020 Improvement Project
- 2035 Improvement Project
- Road Narrowed or Deleted

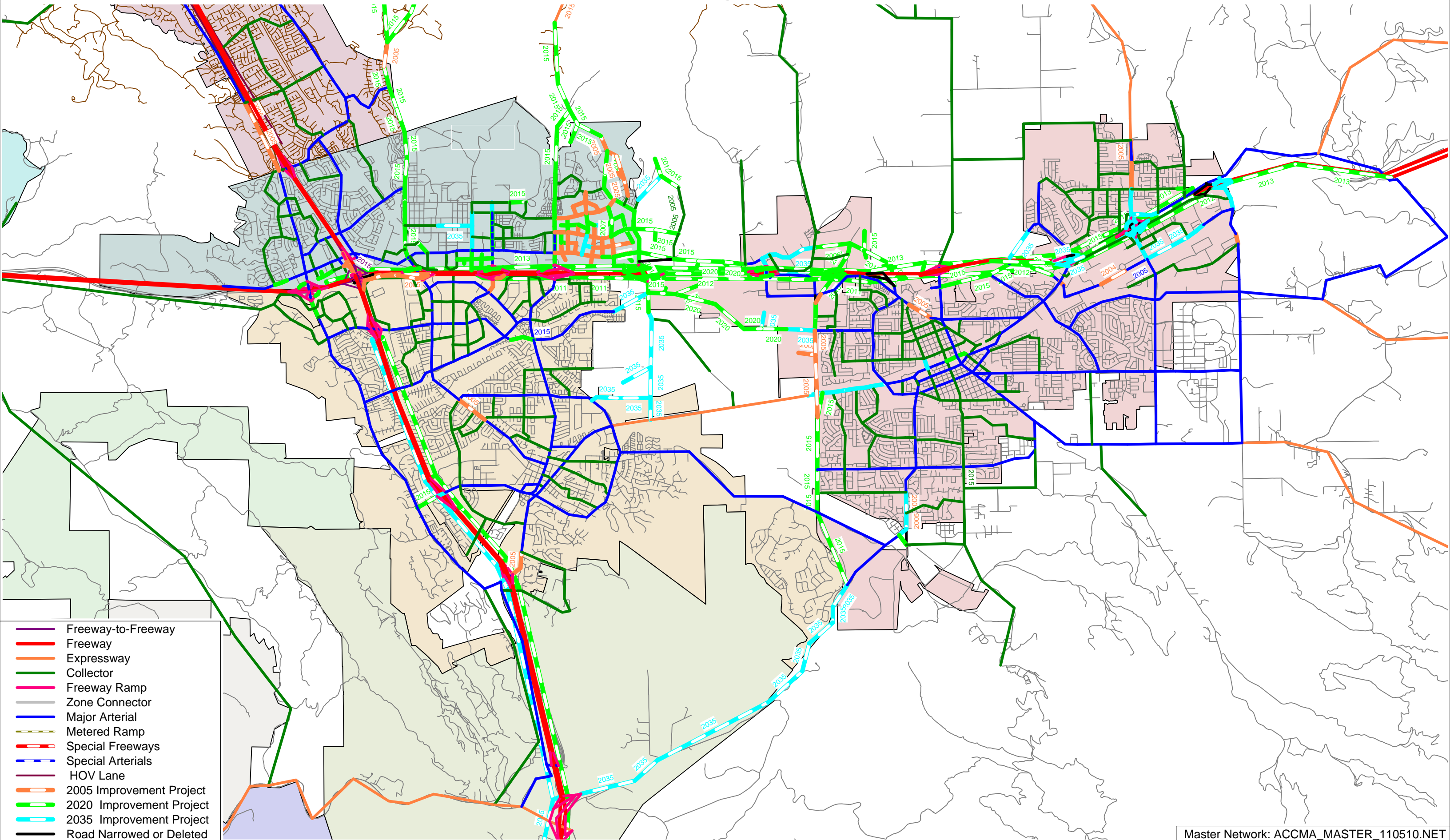
Master Network: ACCMA\_MASTER\_110510.NET



# Alameda Countywide Model

## Master Road Network with Improvements After 2000

### Planning Area 4



- Freeway-to-Freeway
- Freeway
- Expressway
- Collector
- Freeway Ramp
- Zone Connector
- Major Arterial
- Metered Ramp
- Special Freeways
- Special Arterials
- HOV Lane
- 2005 Improvement Project
- 2020 Improvement Project
- 2035 Improvement Project
- Road Narrowed or Deleted

Master Network: ACCMA\_MASTER\_110510.NET

## 13 Appendix G: User Guide

---

This chapter provides instructions on starting a model run using the Alameda Countywide Travel Demand Model. Users should be familiar with the MTC model system, its documentation, and the CUBE modeling environment.

### 13.1 Model Process Updates

Several changes have been made in the process used to run the Alameda County Model since the Projections 2005 version of the model was developed.

#### 13.1.1 Projections 2007 Update

The P05 version of the Alameda County Model used a “batch file” to call the Citilabs TP+ software (predecessor to Cube Voyager) and run individual model steps one at a time. If one of the steps encountered an error, the batch process would continue and attempt to complete the model run with the error included. This system made errors difficult to trace.

The P07 update of the model created a single script incorporating all steps. The single script stops running when a significant error is encountered. The updated version of the model still uses individual scripts compatible with the older TP+ software but now runs in the standard Cube Voyager environment.

The P07 update version of the model references a list of inputs (“Input\_List.DAT”), such as file names or fuel costs. This allows the user to change inputs without reviewing any of the model scripts. It also allows the user complete freedom in naming important input files such as road networks or land use inputs.

#### 13.1.2 Projections 2009 Update

The P09 update included the following process changes:

- ◆ All input files to the model are now organized under a single subdirectory titled “Inputs.” This allows new scenarios to be developed by copying only the files contained in the Inputs subdirectory rather than copying all model subdirectories. The modification also makes it much simpler to archive model scenarios.
- ◆ Other model subdirectories have been renamed to more descriptive names, with model outputs clearly separated from model inputs (Figure 13-1).
- ◆ The master road network has been modified to allow coding of any year for an improvement project. Instead of coding all attributes for each discrete model year (i.e. 2000, 2005, 2015, 2035), the existing links are now coded

with BASE attributes for the 2000 base year. The only road segments with additional attributes in the IMP1 fields are those with changes from the 2000 base year, with a specified year for the improvements to be implemented (IMP1\_YEAR).

**Figure 13-1. Alameda County Model Directory Structure**

Name	Date modified	Type	Size
Airport	4/1/2011 8:46 AM	File folder	
Assignment	4/4/2011 6:12 PM	File folder	
AutoOwnership	4/1/2011 8:46 AM	File folder	
Inputs	4/1/2011 8:46 AM	File folder	
ModeChoice	4/1/2011 8:48 AM	File folder	
NetUpdate	4/1/2011 8:48 AM	File folder	
PersonTrips	4/1/2011 8:49 AM	File folder	
PostProcess	4/5/2011 5:36 PM	File folder	
Skims	4/1/2011 8:50 AM	File folder	
Transit	4/1/2011 8:51 AM	File folder	
TripDistribution	4/1/2011 8:51 AM	File folder	
TripGeneration	4/1/2011 8:52 AM	File folder	
VehicleTrips	4/1/2011 8:53 AM	File folder	
AC35.VAR	4/7/2011 3:30 PM	VAR File	1 KB
AC350001.PRN	3/31/2011 9:36 AM	PRN File	15 KB
AC350002.PRN	3/31/2011 11:27 PM	PRN File	3,552 KB
AC350150.PRN	4/7/2011 12:52 AM	PRN File	15 KB
AC350151.PRN	4/7/2011 3:30 PM	PRN File	3,595 KB
Airport.S	2/4/2011 9:43 AM	S File	23 KB
Assign_AM1.S	2/4/2011 2:03 PM	S File	4 KB
Assign_AM1_Constrained.S	4/4/2011 6:08 PM	S File	6 KB
Assign_AM2.S	2/2/2011 3:06 PM	S File	4 KB
Assign_Combine.S	2/4/2011 5:28 PM	S File	6 KB
Assign_Daily.S	2/4/2011 2:04 PM	S File	4 KB
Assign_PM1.S	2/4/2011 2:03 PM	S File	4 KB
Assign_PM1_Constrained.S	4/4/2011 6:11 PM	S File	5 KB
Assign_PM2.S	2/4/2011 2:03 PM	S File	4 KB
Assign_PM4.S	2/4/2011 2:04 PM	S File	4 KB
AutoOwnership.S	12/6/2010 11:50 PM	S File	16 KB

## 13.2 Input Files

All model input files are contained in the subdirectory “Inputs,” except for script files which are contained in the main directory for each scenario.

### 13.2.1 Script Files

All script files are located in the main directory of each model run. There is a master script that implements the full model run called “RunACTDM.S”. This script incorporates a sequence of scripts that each implement a step of the model. The “RunACTDM.S” script is created using the “Build\_Run.S” script.

### 13.2.2 Run Control Files

The run control files are in the Inputs directory. The model user would only edit two of these files:

#### Input List

The Input List file can be given any file name, as long as the file name in the Build\_Run.S script is consistent. It sets up all of the input files and parameters for the model run.

The important parts of the Input List file for the model user are:

INP_Year	Year of the model scenario (such as 2035)
INP_NetMaster	File name for master network in Road_Network subdirectory
INP_NetYear	Year to designate level of improvements to use in master road network
INP_TurnPen	File name for turn penalty file network in Road_Network subdirectory
INP_RampMeter	File name for ramp metering rates network in Road_Network subdirectory
INP_Landuse	File name for land use scenario in Land_Use subdirectory
INP_IX_Ptrips:	File name for internal/external trips from gateway workbook in Land_Use subdirectory
INP_XX_Vtrips	File name for through trips from gateway workbook in Land_Use subdirectory



INP_SG	File name for truck special generators in Trucks subdirectory
INP_MTC_Year	MTC mode choice data for closest analysis year (must be 2000, 2006, 2020 or 2035)
INP_GCOST	Gas cost per mile in 1990 cents (calibrated at 6.13)
INP_NGCOST	Non-gas auto operating cost per mile in 1990 cents (calibrated at 4.09 or 2/3 of gas cost)
INP_OAK_Passengers	Daily average air passengers requiring ground access at Oakland International Airport (potential values are described in the Input List file)
INP_RunCluster	“Y” if the computer has Cube Cluster available, otherwise set to “N”

### Save Turns

The file Save\_Turns.DAT can be edited in a text editor to specify intersection node numbers where turn movements should be saved during the peak hour traffic assignments.

### 13.2.3 Calib

The Calib subdirectory contains calibrated model parameters such as trip generation rates, trip distribution friction factors and mode choice coefficients. The model user should not have to modify any of these files.

### 13.2.4 Correspondence

The Correspondence subdirectory contains files that relate the Alameda County model TAZs to other grouping systems such as counties, MTC Superdistricts or MTC RTAZs.

The model user would need to edit the correspondence files if any new TAZs are added to the Alameda County Model.

### 13.2.5 KFactors

The KFactors subdirectory contains the trip distribution adjustment factors (K Factors) from the MTC model as well as the county-to- county adjustments to the MTC K Factors used for the Alameda County Model. The model user should not have to modify any of these files.

### **13.2.6 Land Use**

The Land\_Use subdirectory contains the ZMAST land use input file. The subdirectory also contains the internal-external and through trips as well as the gateway workbook used to calculate them for each analysis year.

### **13.2.7 MTC Person Trips**

The MTC\_Person\_Trips subdirectory contains the person trip outputs from the MTC 2009 RTP mode choice model results for the year closest to the Alameda County Model analysis year (2000, 2006, 2020 or 2035). There is a script in the subdirectory that reformats the MTC outputs into the form required for the Alameda County Model. The model user should not have to modify any of these files.

### **13.2.8 Peak Factors**

The Peak\_Factors subdirectory contains the district-specific peak spread or diurnal factors for each time period, as well as an Excel workbook that contains the current, prior and original MTC versions of the factors. The model user should not have to modify any of these files.

### **13.2.9 Road Network**

The Road\_Network subdirectory contains the user input master road network, turn penalties and ramp metering rates. When the model is run, there is a process called “NetUpdate.S” that creates the specific year scenario network from the master network.

The subdirectory also contains files that do not generally need to be modified by the model user, including the 2000 traffic count validation database, the road capacity lookup tables and the lane switch between AM and PM peak periods (such as the Golden Gate Bridge).

### **13.2.10 Transit**

The Transit subdirectory contains inputs relating to the transit system.

The Transit\_List files are user inputs that specify which specific versions of each transit operator’s transit line files should be used for this model scenario.

The two AC00\_PTrips\_Transit files contain the 2000 transit mode shares from the MTC model and from the Alameda County Model 2000 validation, and are used to adjust transit forecasts for trips with neither end in Alameda County. The “transit.intrazonal.dat” and “transit\_combined\_headways.block” are standard inputs from the MTC model. The model user should not have to modify these files.

## Transit Fares

Transit fare inputs are contained in the “tfares” subdirectory. The fares are in 1990 dollars. Most standard bus fares are specified in the “Xfare.far” file. Rail station-to-station fares (such as BART) are specified by service provider.

## Transit Lines

The “tlines” subdirectory contains separate transit line files for each provider and service type. The P09 version of the Alameda County Model includes transit line files for all years in the “tlines” subdirectory. The Transit List files are used to specify which line file will be used for each scenario. This allows the user to quickly respecify the implementation year for a planned transit improvement.

## Transit Access

The “tsupport” subdirectory contains specifications for walk access and drive access for each of the transit providers. These files should only need editing if new or relocated rail stations or ferry terminals are tested, or if new TAZs are added to the model.

### 13.2.11 Trucks

The Trucks subdirectory contains the special generator inputs for truck trips, as calibrated during the development of the Alameda County truck model. The truck special generators were calibrated to 2005 conditions, and forecast values should be based on factoring of the 2005 values rather than independent estimates of truck volumes.

## 13.3 Output Files

Output files generated by the model run will be located in appropriate sub-directories. Important output files and their locations are listed in Table 13-1. The code “xxxx” is a placeholder for a four (or three) character file prefix selected by the user when starting each model run.

## 13.4 Prepare Input Files

1. Copy files from the model run closest to the scenario year (for example, copy AC05 for a 2008 model run). The files to be copied are:

- ◆ The script files in the main directory
- ◆ The Inputs subdirectory

These are all of the files required to generate a new model run.



**Table 13-1. Model Output Files**

<b>Output Information</b>	<b>File Name</b>	<b>Location</b>
Person trips by TAZ by purpose	XXXX_[TripPurpose]PA.DBF	\TripGeneration
Trip distribution and summaries	XXXX_[TripPurpose].MAT XXXX_CO2CO.MAT (county summary)	\TripDistribution
Person trips by mode by trip purpose	XXXX_PTrips_[TripPurpose].MAT	\PersonTrips
Road network with volumes for all periods	xxxx_MERGE.NET	\Assignment
Transit volumes	XXXX_TR_Links_[Submode]_[Period].DBF (14 files) XXXX_Transit_Assign_[Period]_[Submode].PRN (14 files)	\Transit\tassign

2. Review any input files containing assumptions which will be changed for the current scenario.

- ◆ Land use inputs (Inputs\Land\_Use\ZMASTnn.DBF)
- ◆ Road network (Inputs\Road\_Network\ACCMA\_MASTER\_[Date].NET)
- ◆ Transit lines (\*.TPL in Inputs\Transit\tlines)
- ◆ Transit station access (\*.PNR, \*.KNR, \*.ZAC in Inputs\Transit\tsupport)
- ◆ Transit fares (\*.FAR in Inputs\Transit\tfares)
- ◆ Turn prohibitors (Inputs\Road\_Network\TURNPENxxxx.PEN)
- ◆ List of intersections to report peak hour turn movements (Save\_Turns.DAT)

3. Make a copy of the appropriate input file, edit the inputs and save using a different file name. Model users should always keep the original source files with the correct names and dates.

4. Open “Input\_List.DAT” (use a text editor or Cube) and change the input file names where needed to read in the revised files.

5. In “Input\_List.DAT”, set INP\_RunCluster to “Y” or “N” depending on whether the computer has Cube Cluster available.

6. Change other parameters in “Input\_List.DAT” as required.
  - ◆ INP\_MTC\_Year can only be MTC2000, MTC2006, MTC2020 or MTC2035

## 13.5 Run the Model

Once the input files are prepared, the following steps are used to run the model.

1. Start the Cube software
2. Open the file “BuildRun.S” in the correct scenario directory
3. Use the semicolon comment indicator to mark which steps of the model should be run. In general, a full model run requires every step except “Assign\_AM1\_Constrained.S” and Assign\_PM1\_Constrained.S” which generate the optional capacity constrained versions of the AM and PM peak one-hour traffic assignments.
4. Select **Run** from the top menu and then **Current File**. A Voyager run window will appear.
5. In Project Prefix, type in a 3 or 4 character identifier which will be part of each output file name (for example, “AC35” or “Alt1”).
6. (OPTIONAL) In Run ID, type in a description of the model run.
7. Click **Start**.
8. Model run is complete when it indicates in the Cube Run Window.
9. Open the file “RunACTDM.S” in the same scenario directory. This is the combined script for the full model run.
10. Select **Run** from the top menu and then **Current File**.
11. Click **Start**. The model run will generally take at least 10 hours if all traffic assignment scenarios are selected.
12. If the GHG processor has been included in the model run, the model run will stop with the window for the Emfac software still open. This window cannot be closed automatically. Close the window to complete the model run.

## 13.6 GHG Processor

A separate detailed user guide for the Alameda County GHG processor has been included in a separate document. This section describes the basic procedures. Many of these procedures occur automatically if the Run\_GHG.S script is included in the model run.

1. Input files must be in the same directory (folder):

- ◆ GHG\_inp.exe
- ◆ Configuration file (see example below)
- ◆ Percentage matrix files (3 files) for the county

These files have been provided in the correct location for each Alameda County model year.

2. Model output file(s) with crosstab of speed & VMT for time periods (one for each calendar year in the scenario) must be where the configuration file indicates they can be located.

The automatic process creates the file “xxxx\_Assign\_Combine.PRN” and places it on the PostProcess subdirectory.

3. Run the GHGrun.bat file (the model run will do this automatically):

```
GHGrun.bat filePrefix
```

```
filePrefix = configuration file name without the .cfg extension
```

4. What will happen:

- ◆ GHG\_inp.exe will run and create
  - the Speed Fractions file (\_SpeedFractions\_yyyy.dta)
  - the EMFAC input file (*filePrefix*.INP)
- ◆ EMFAC will run and create several files with *filePrefix* in their names. (The EMFAC software can be downloaded at [http://www.arb.ca.gov/msei/onroad/latest\\_version.htm](http://www.arb.ca.gov/msei/onroad/latest_version.htm).)
- ◆ User must close EMFAC manually
- ◆ GHG\_inp.exe will run and create the GHG Report file (*filePrefix*\_GHG Report.rtf & .txt)
- ◆ Word will be launched with the *filePrefix*\_GHG Report.rtf file

5. If there are runtime problems Error Codes will be displayed:

EC001 Error creating percentage matrices  
EC002 Error processing \_VMTPrcts.dta file  
EC003 Error processing \_PopPrcts.dta file  
EC004 Error processing \_TripPrcts.dta  
EC005 Error reported from startup module  
EC006 Error reading EMFAC INP file  
EC007 Error creating reports document  
EC008 Error reading Burden CSV file  
EC009 Error reading Speed Bins crosstab file

**Sample GHG configuration file ( *project.cfg* ):**

```
EMFAC Version : Version 2 30 3 501
Scen Cnt : 1
;Speed-fraction-hour-groups-----
SpdFrac : 3 1 6
SpdFrac : 1 7 9
SpdFrac : 3 10 15
SpdFrac : 2 16 18
SpdFrac : 3 19 24
;Begin-scen-data-----
Scenario : Test inputs for 2011 & 2025
Geo Type : County
Area : A California County
Id No : 54
Calendar Years : 2011 2025
;   year vehpop   vmt     trips Spd-Frac-File
Cyr : 2011 300000 11000000 2330000 SF140002.PRN
Cyr : 2025 400000 13000000 3000000 SF140012.PRN
;End-scen-data-----
```