

APPENDIX S

TRAVEL FORECASTS FOR RTP ALTERNATIVES

Travel demand modeling was conducted to evaluate the five 2027 RTP alternatives (each of these alternatives are described in detail in the 2027 RTP Draft Supplemental Environmental Impact Report). The evaluation compared three performance measures for each alternative: transit ridership; peak period vehicle-mile of travel (VMT) by level of service (LOS); and peak period vehicle hours of delay (VHD). The travel demand modeling results for the RTP planning area are as follows:

Year - RTP Alternative	VMT by LOS ¹	VHD ²
2001 – No Project (2022 RTP)	3,310,000	2,853
2027 - Funding Constrained	6,415,000	19,167
2027 - Funding Unconstrained	6,601,000	15,497
2027 - Transit Emphasis	6,410,000	18,927
2027 – Roadway Emphasis	6,612,000	15,722

Notes:

¹ Vehicle miles of travel during a.m. and p.m. three-hour commute periods within Placer County, excluding Tahoe basin area.

² Vehicle hours of delay \geq LOS D during a.m. and p.m. three-hour commute periods within traffic analysis study area.

Source: DKS Associates, 2005.

The traffic model results show increases in both VMT and VHD over the No Project alternative, which will result in increased air pollutant emissions over the planning horizon. Higher VMT and VHD will result in higher vehicle emissions. The projected 2027 peak period vehicle miles of travel are comparable among the four alternatives, with the Transit Emphasis alternative and Funding Constrained alternative (6,410,000 and 6,415,000, respectively) being the lowest and the Roadway Emphasis alternative being the highest (6,612,000 miles). The projected 2027 peak period vehicle hours of delay are lowest for the Funding Unconstrained alternative (15,497) and highest for the Funding Constrained alternative (19,167).

The key conclusions of the travel demand analysis are (DKS Associates memorandum dated March 18, 2005):

- **Change between 2001 and 2007 conditions under Funding Constrained Alternative:** Traffic congestion levels would increase substantially by 2027 if only the transportation projects included in the Funding Constrained Alternative are implemented.
- **Comparison between 2027 conditions for Funding Constrained Alternative and Funding Unconstrained Alternative:** The added transportation projects in the Funding Unconstrained Alternative would significantly reduce traffic congestion from the projected levels under the Funding Constrained Alternative. However, congestion levels would still be substantially greater than today.
- **Comparison of 2027 conditions for the Roadway Emphasis Alternative to both the Funding Constrained Alternative and Funding Unconstrained Alternative:** The

added transportation projects in the Roadway Emphasis Alternative would reduce traffic volumes on some roadways but increase traffic volumes on others from those under the Funding Unconstrained Alternative. Thus this alternative would result in about the same overall congestion levels in Placer County as the Funding Unconstrained Alternative.

- **Comparison between 2027 conditions for the Transit Emphasis Alternative and the Funding Constrained Alternative:** The Transit Emphasis Alternative would substantially increase transit ridership in Placer County but would not significantly reduce traffic congestion levels.

Detailed descriptions of each alternative including transportation projects considered for each alternative are described in the 2027 RTP Supplemental Program Draft EIR.