

APPENDIX F

**LEVEL OF SERVICE DEFINITIONS
AND TRAVEL FORECAST PROCEDURES**

LEVEL OF SERVICE DEFINITIONS

Level of Service	Definition	Volume-to-Capacity Ratios	
		Freeways	All Other Roadways
A	Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical roadway conditions	0.0 - 0.34	0.0 - 0.34
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles	0.35 - 0.54	0.35 - 0.50
C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections	0.55 - 0.77	0.51 - 0.74
D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersection, some motorists, especially those making left turns, may wait through one or more signal changes	0.78 - 0.93	0.75 - 0.89
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited	0.94 - 0.99	0.90 - 0.99
F	Forced flow conditions; stoppages for long periods; low operating speeds	1.00 or >	1.00 or >

Source: San Joaquin County General Plan 2010.

This appendix documents travel model procedures, inputs and results for the Mountain House Master Plan/Specific Plan I DEIR.

TRAVEL FORECAST MODEL

The 2000 and 2010 travel projections used for assessing impacts of the Specific Plan I and Master Plan, respectively, are based on applications of the San Joaquin COG Travel Model. The COG travel model is a conventional travel demand forecasting model that uses land use/socioeconomic data and transportation network data to estimate facility-specific highway and transit volumes. The COG model was most recently revised in 1993 for use in the COG's evaluation of Regional Transportation Plan alternatives.¹ Three major revisions were made during the RTP to enhance the earlier version of the CGOG model:

- Addition of A.M. and P.M. peak hour traffic forecasts to the daily traffic forecasts previously available
- Addition of a mode choice capability, allowing estimation of transit and carpool volumes
- Re-estimation and validation of model components based on newly available 1990 Census data, including county-to-county work trip patterns, and to reflect new traffic counts on county roadways

The enhanced version of the COG model is described in detail in a separate report.² This version of the model was used for Mountain House transportation impact analysis.

Overview of Model

Four sequential steps are used in the COG Travel Model:

- *Trip Generation:* This initial step translates land use quantities into person trips using trip generation rates established during model calibration.
- *Trip Distribution:* The second step estimates how many trips travel from one zone to any other zone within the model area, using a "gravity model." Trip distribution is based on the quantity and mix of land uses in each zone and the travel time between each zone pair. For the Mountain House project area, the trip distribution model determines the proportion of trips that stay within the site vs. leaving the site.

¹ Draft Environmental Impact Report for the Revised Regional Transportation Plan for San Joaquin County, David Evans and Associates, August, 1993.

² San Joaquin County Peak Hour and Mode Choice Model, Draft Final Report, prepared for San Joaquin County Council of Governments, DKS Associates, June, 1993.

- *Mode Choice:* Total person trips between each pair of zones are allocated to drive-alone, shared ride and transit modes based on the comparative travel times and costs on each mode. A "logit" model is used for work trips, the primary market for transit modes, while factoring is used for other trips. The travel times and costs are determined based on the assumed future transportation network descriptions for each mode.
- *Trip Assignment:* Vehicle trips and transit passenger trips between each pair of zones are assigned to specific travel routes based on shortest paths. For vehicle trips, daily trips are factored to represent directional peak hour trips between each pair of zones, and daily and peak hour trip assignments are done separately using an "equilibrium assignment" process.

Model Area and Zones

In 1991/92, the COG Travel Model was expanded beyond San Joaquin County to include the nine-county San Francisco Bay Area, Stanislaus County, the Sacramento region, and the Mountain Counties of Amador, Calaveras and Tuolumne³. There are provisions in the model for up to 1,100 zones. Study zones are smallest within San Joaquin County. Outside San Joaquin County, larger zones are used, and are aggregations of zones from models used in the respective areas. For example, in the nine-county Bay Area, MTC Superdistricts were used except in the eastern portions of Alameda and Contra Costa Counties where the Superdistricts were divided into several zones.

For this DEIR transportation impact analysis, the Mountain House project area was further subdivided into about 68 zones for more detailed analysis of project area roadways and intersections.

2000 AND 2010 TRANSPORTATION NETWORK INPUTS

The 2000 and 2010 transportation network inputs include highway facilities, HOV lanes, rail and bus lines and park-and-ride stations within the multi-county model area. Consistent with the zone system, greatest detail is represented within San Joaquin County, where all freeways, arterials, bus lines and passenger rail lines and stations are included. In other counties, only the primary transit and highway facilities are represented, such as freeways, some major arterials, and selected transit lines such as BART and AMTRAK.

The charts and memoranda at the end of this appendix document the 2000 and 2010 highway and transit improvements assumed for the travel forecasts. The improvements reflect "financially feasible" networks as defined in Regional Transportation Plans of each responsible regional agency, adopted city General Plans, and/or projects committed in the Draft Master or Specific Plan I.

³ San Joaquin County Travel Demand Model Development for the General Plan Update DEIR, DKS Associates, March, 1992.

2000 AND 2010 LAND USE/SOCIOECONOMIC INPUTS

Year 2000 and 2010 land use/socioeconomic inputs were derived separately for the Mountain House project area, the remainder of San Joaquin County, and other counties.

Mountain House Project Area

Land use categories include single and multiple family dwelling units, and retail, service and other employment. For the Master Plan Project alternative, 2010 land use inputs for Mountain House are based on dwelling units and non-residential acreages by neighborhood shown in Table 3.1 of the Draft Master Plan. Acreages were converted to retail, service and other employment by applying employment density factors for each land use category. Dwelling units and employment were then allocated to individual traffic zones based on the Draft Master Plan land use diagram.

The same procedure was used to develop 2000 land use inputs for the Full Employment Project Scenario of the Draft Specific Plan I, based on Table 3.1 of the Draft Specific Plan I. The year 2000 housing units for the Expected Employment scenario are the same as for the Full Employment scenario. The employment inputs for the Expected Employment scenario were derived by retaining full employment for land uses that support the resident population, such as neighborhood commercial, community commercial, parks and schools, and by scaling back employment for other land use categories by 57 percent. The total employment derived by this method (4,593 jobs) represents slightly more than the 4,370 jobs currently projected by 2000 (seventh year of the project) as indicated in Table 3.3 of the Draft Specific Plan I.

Other San Joaquin County

For the remainder of San Joaquin County, projections from the Mountain House Supplemental EIR (January, 1993) were used for 2010. This forecast incorporates San Joaquin County projections developed for its General Plan 2010 FEIR, with adjustments to reflect "new town" projects that were deleted from the General Plan and to include higher growth projections in Tracy, Lathrop and Stockton than were assumed in the General Plan FEIR.

For 2000, it was assumed that other proposed new towns (including New Jerusalem and Gold Rush City) would remain undeveloped by 2000, and that 40 percent of the projected growth from 1990 to 2010 would occur in all remaining areas of the county.

Other Counties in the Region

For the other counties within the model area, Sacramento and Stanislaus County, 2010 land use inputs reflect the applicable agencies' most current regionally approved forecasts as of Fall, 1993, as follows:

- San Francisco Bay Area forecasts are based on ABAG Projections '92, using travel projections developed by MTC for its Regional Transportation Plan as of October, 1993.
- For the Sacramento region, SACOG projections were utilized.

- For Stanislaus County, projections were based on forecasts prepared in 1993 by Economic & Planning Systems for the I-5 Strategic Corridor Study.
- For the Mountain Counties, no changes were made from previous forecasts which were based on State Department of Finance population forecasts.

The table on the following page summarizes the 2010 housing, population and employment forecasts for the various counties within the region. Forecasts of employed residents (in most cases, estimated from the population forecasts) are also shown for comparison to the employment forecasts. These estimates, although only rough approximations, do not indicate any serious imbalance between employment and population throughout the multi-county region as a whole that would invalidate the modelling process.

MODEL FORECASTS

The COG Travel Model was used to project traffic volumes (daily, A.M. peak hour and P.M. peak hour) and transit ridership for the following study scenarios:

- 2010 No Project
- 2010 Project (Master Plan)
- 2000 Expected Employment (Specific Plan)
- 2000 Full Employment (Specific Plan)

Selected trip generation, trip distribution and mode choice results are shown on the tables at the end of this appendix. Other traffic volume and transit ridership forecasts are included in the text of the DEIR.

**Mtn House Final
San Joaquin Model Assumptions**

Region	Single-Family Dwelling Units	Multi-Family Dwelling Units	Total Dwelling Units	Employed Residents	Total Employment	Emp/ Emp Res
MTC 2010 (ABAG Proj '92)						
San Francisco	102,062	229,344	331,406	424,200	683,100	1.61
San Mateo	180,151	93,925	274,076	389,800	393,400	1.01
Santa Clara	388,594	213,960	602,554	985,600	1,105,900	1.12
Alameda	339,566	224,437	564,003	805,300	830,500	1.03
Contra Costa	274,603	108,622	383,225	548,600	438,300	0.80
Solano	118,715	42,960	161,675	259,200	211,800	0.82
Napa	40,251	15,150	55,401	69,800	77,200	1.11
Sonoma	111,335	51,490	162,825	279,500	253,600	0.91
<u>Marin</u>	<u>78,468</u>	<u>34,468</u>	<u>112,936</u>	<u>145,400</u>	<u>134,000</u>	<u>0.92</u>
Bay Area	1,633,745	1,014,356	2,648,101	3,907,400	4,127,800	1.06
SACOG						
Year 2010	673,133	291,614	964,747	1,423,530 *	1,205,601	0.85
SJCOG						
RTP No Project (SJNP)	200,918	75,484	276,402	407,844 *	289,405	0.71
Mtn House Build-out	13,463	2,634	16,097	23,752 *	19,919	0.84
SAAG						
Riverbrook (EPS I-5 Study)	147,416	73,986	221,402	326,689 *	227,269	0.70
Total Model Area	2,655,212	1,455,440	4,110,652	6,065,464 *	5,850,075	0.96

* Calculated based on average Bay Area number of Employed Residents/Dwelling Unit

2000/2010 Transportation Network Assumptions

12-14-93

ASSUMPTIONS
REGIONAL TRANSPORTATION IMPROVEMENTS
MOUNTAIN HOUSE MASTER PLAN/SPECIFIC PLAN EIR

For the year 2000:

- Altamont train service, 4 round trips/day, 80 m.p.h. Sacramento service, same frequency and speed;
- Same regional bus service as for 2010 (see below) but with frequency scaled back;
- BART service to Dublin/Pleasanton and to West Pittsburg;
- On State Route 120 is widened to 4 lanes;
- No portions of the planned Escalon Bypass;
- On State Route 132, no additional improvements;
- No other new-expanded communities (Tracy Hills, New Jerusalem, Riverbrook);
- Other 2000 land uses will be interpolated for the period between 1990 and 2010;
- No new east-west routes north of I-205;
- No arterial extensions or widenings of Lammers, Linne, Valpico, Schulte, Bird, etc.;
- No road extension to serve Gold Rush City;
- No new interchanges on I-580 or I-205;
- I-205 is widened to 4 mixed-flow lanes and 2 HOV lanes.

For the year 2010:

- Altamont train service, 8 round trips/day, 110 m.p.h. Sacramento service with comparable frequency and speed;
- No Mococo line service between Brentwood and Tracy (possible qualitative discussion as a regional mitigation);
- Regional bus service, eg. Stockton to Livermore, bus service between the cities of San Joaquin County, and bus service between Tracy and Mountain House, County bus

- feeder service, as assumed in the RTP;
- BART service to Dublin/Pleasanton and to West Pittsburg;
 - On I-5, 6 lanes between Charter Way and State Route 120 (no widening); this is a correction to the RTP;
 - On State Route 99, 4 lanes between Lathrop Road and Yosemite Avenue (no widening); this is a correction to the RTP;
 - State Route 120 is widened to 4 lanes;
 - A portion of Escalon Bypass is constructed, the Sexton Road-to-Harrold Road segment;
 - On State Route 132, the same 2010 improvements as were included in the Mountain House SEIR (finish freeway)
 - I-205 is widened to 6 mixed-flow lanes and 2 HOV lanes;
 - Byron Road is widened to a 4-lane expressway east of Mountain House; the Tracy Roadway Plan show a 2-lane rural highway;
 - To serve Gold Rush City, Stanford Boulevard is constructed to a 6-lane expressway and is extended southwesterly as a 4-lane expressway to connect with an I-205 interchange at or east of Chrisman Road;
 - A new east-west route is extended along the north side of I-205 as a 2-lane arterial extending from Middle Road easterly to connect to the 4-lane expressway serving Gold Rush City;
 - Grant Line Road is realigned east of Byron Road to extend from the I-205/Grant Line interchange north and then west, past the Tracy Mall, and connecting with existing Grant Line Road west of Byron Road;
 - Lammers Road and Eleventh Street are 4-lane expressways on the west side of Tracy; the Tracy Roadway Plan shows them to be 6 lanes ultimately;
 - Included in the network are the Tracy Roadway Plan proposals for new interchanges at I-205/Chrisman and I-580/Linne and I-580/Lammers; however, the I-205/Lammers interchange is assumed to be post-2010;
 - On-site improvements for Riverbrook, New Jerusalem and Tracy Hills, as assumed in the Mountain House SEIR.

rgTRASSM.HI

Source: San Joaquin County Community Development Dept., Dec.14, 1993.

Mountain House Master Plan/Specific Plan EIR
 Bay Area Network Assumptions

Route	Limits	Project	Yr 2000	Yr 2010	Source
<u>Transit Corridors:</u>					
BART	Concord Line Livermore Line Fremont Line Tasman Line	Extend to West Pittsburg Extend to Dublin (2 stns total) Warm Springs Ext. or Alternative Extend LRT	x x x	x x x	MTC Baseline MTC Baseline MTC Track 1
<u>Contra Costa County:</u>					
SR 4	Willow Pass – Bailey Rd SR242 – Bailey Rd Bailey Rd – Railroad	Widen to 6 lanes + aux Add HOV lanes Widen to 6 mixed/2 HOV	x x x	x x x	MTC Baseline MTC Baseline MTC Baseline
I-80	Alameda Cty line to SR4 SR4 to Carquinez Br.	Widen for HOV lanes Add HOV Lanes	x x	x x	MTC Baseline, CMP CIP MTC Track 1, CMP CIP
I-680	Benecia Bridge I-680/24 Interchange Diablo to Bollinger Cyn SR 242 to SR 4 SR 4 to Benecia Bridge Rudgear to AL County Line	New Span (3 + aux SB; 4 + truck NB) Widening Auxiliary Lane Add HOV Lanes Add HOV Lanes Widen to 6 lanes + 2 HOV	x x	x x x x x x	MTC Baseline, CMP CIP MTC Baseline, CMP CIP MTC Baseline MTC Baseline, CMP CIP MTC Baseline CMP CIP
SR 242	I-680 to SR 4	Widen to 6 lanes (possible HOV)		x	MTC Baseline, CMP CIP
Rich Pkwy	I-80 to I-580	New 4-6 lane expressway	x	x	MTC Baseline, CMP CIP
Delta Xway	SR 4 to S/Brentwood	New 2-lane expressway		x	CMP CIP
Vasco	Walnut to AL Cty Line	Relocate/upgrade 2 lane road	x	x	CMP CIP
Buchanan Bypass	Kirker P. to Somersville	New 4-lane expressway	x	x	CMP CIP

Mountain House Master Plan/Specific Plan EIR
 Bay Area Network Assumptions

Route	Limits	Project	Yr 2000	Yr 2010	Source
<u>Alameda County:</u>					
I-80	Powell to CC Cty Line	Widening with HOV	x	x	MTC Baseline
I-680	I-580 to CC Cty Line	Widen to 6 lanes + 2 HOV		x	MTC Baseline, ECAP
I-880	SR 262 to SCL Cty Line	Add aux. lanes		x	MTC Track 1
SR 84/Isabel	I-580 to Vallecitos	New 2-lane road along Isabel		x	MTC Baseline
SR 84/First	I-580 - Portola (Livermore)	Widen to 6 lanes	Completed project		
SR84	SR238 (Mission) to Paseo Padre (Fremont)	Upgrade to expressway	x	x	MTC Baseline
Vasco Rd	S/Brentwood to N/Livermore	Realign 2-lane highway	x	x	MTC Baseline
SR 238	I-580 to Harder (Hayward)	Interim 2-lane expressway	x		MTC Baseline;
		New 4-lane expressway		x	MTC Track 1
I-238	I-880 to I-580	Widen to 6 lanes	x	x	Alameda CMA

baynet.wk3

14-Dec-93

DKS Associates



**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3120 Fax: 209/468-3163

December 6, 1993

Ms. Pam Carder, Director
Community Development Department
City of Lathrop
16775 Howland Road, Suite 1
Lathrop, CA 95330

RE: GOLD RUSH CITY, TRANSPORTATION MODEL ASSUMPTIONS FOR THE
MOUNTAIN HOUSE MASTER PLAN/SPECIFIC PLAN EIR

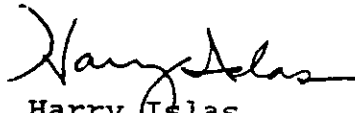
Dear Pam:

This letter is a follow-up to our recent conversation regarding the connection of Gold Rush City to I-205 in the Tracy area. The following assumptions have been included in the Mountain House EIR transportation model:

- For the year 2000, no Louise Avenue extension to I-205; and
- For the year 2010, Louise Avenue is widened to a 6-lane expressway and is extended southwesterly as a 4-lane expressway to connect with an I-205 interchange at or east of Chrisman Road.

I will send you a copy of the Draft EIR when it is available, probably in mid-February. If I may be of assistance to you, please call me at 209-468-3155.

Sincerely,


Harry Islas
Senior Planner



**SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT**

1810 E. HAZELTON AVE., STOCKTON, CA 95205-8232
PHONE: 209/468-3120 Fax: 209/468-3183

December 6, 1993

Mr. Barry Hand, Director
Community Development Department
City of Tracy
520 Tracy Boulevard
Tracy, CA 95376

RE: MOUNTAIN HOUSE TRANSPORTATION MODEL ASSUMPTIONS FOR THE TRACY
AREA

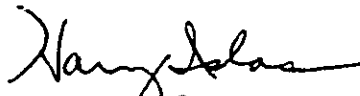
Dear Barry:

The purpose of this letter is to inform you of the Tracy area transportation assumptions that are being included in the Master Plan/Specific Plan EIR. Generally, the assumptions are the same as those you previously agreed to for use in the the Mountain House General Plan Amendment Supplemental EIR (approved in February 1993).

The enclosed memorandum and sketch from Mike Kennedy of DKS Associates describe differences between the assumptions that were used in the SEIR and those that will be used in the Master Plan/Specific Plan EIR. Two plans have been adopted since the SEIR was approved: the County Regional Transportation Plan and the City of Tracy Urban Management Plan. The Mountain House assumptions were compared for feasibility with the Regional Transportation Plan. In the Tracy area, the assumptions were revised to reflect a 2010 scaled-back version of your Urban Management Plan.

You are on the mailing list to receive the Draft EIR. If I may be of assistance to you, please call me at 209-468-3155.

Sincerely,


Harry Islas
Senior Planner

Enclosure

c: Mr. Bill Vizza, Director, Public Works Department
Mr. Jerry Walters, Fehr & Peers Associates

DKS Associates

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Oakland, CA 94612-2939

(510) 763-2061

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December 3, 1993

Mr. Harry Islas
Community Development Department
San Joaquin County
1810 E. Hazelton Avenue
Stockton, CA 95206

Subject: Mountain House MP/SP EIR Traffic Model Assumptions

p93193x0

Dear Harry:

This letter documents our current understanding about transportation network assumptions for the Master Plan and Specific Plan scenarios for Mountain House, with emphasis on the Mountain House/Tracy area.

Master Plan Network

Attached is a sketch showing the 2010 highway network assumptions based on the COG's draft RTP "Balanced Alternative", revised in the Tracy area per the Mountain House Supplemental EIR. The Tracy area network is generally consistent with the Tracy Master Roadway Plan, with some scaling back to reflect less than full buildout of the Tracy General Plan by 2010.

The sketch shows the number of travel lanes. Segments coded as higher capacity expressways are so noted; other roadways are generally either arterials or rural highways. Please note in particular the following:

- I-205 is assumed to have 6 mixed flow lanes and 2 HOV lanes.
- Byron Road is assumed to be a 4 lane expressway east of Mountain House; the Tracy Roadway Plan shows a 2 lane rural highway.
- To serve Gold Rush City, Louise Avenue is widened to a 6-lane expressway and is extended southwesterly as a 4-lane expressway to connect with an I-205 interchange at or east of Chrisman Road.

- A new east-west route is extended along the north side of I-205 as a 2-lane arterial extending from Middle Road easterly to connect to the 4-lane expressway serving Gold Rush City.
- Grant Line Road is realigned east of Byron Road to extend from the Grant Line/I-205 interchange north and then west, past Tracy Mall, and connecting with existing Grant Line Road west of Byron Road.
- Lammers and 11th are 4-lane expressways on the west side of Tracy (the Tracy Plan shows them to be ultimately 6 lanes.)
- Tracy Roadway Plan proposals for new interchanges at I-205/Chrisman and I-580/Linne and I-580/Lammers are included in the network. However, the I-205/Lammers interchange is assumed to be post-2010.

Other regional improvements that we agreed to include for 2010 include:

- Altamont train service (8 daily round trips/110 mph speed)
- Sacramento train service with frequency/speed comparable to Altamont
- No Mococo line service between Brentwood and Tracy (possible qualitative discussion as a regional mitigation measure)
- BART service to Dublin/Pleasanton and to West Pittsburg
- On-site improvements for Riverbrook, New Jerusalem and Tracy Hills as assumed for Mountain House SEIR

Specific Plan Network

The Specific Plan network would be derived from this by eliminating selected widening projects to represent about a 2000 time frame.

- No new east-west routes north of I-205
- No arterial extensions or widenings of Lammers, Linne, Valpico, Schulte, Bird, etc.
- No Louise Avenue extension to serve Gold Rush City
- No new interchanges on I-580 or I-205.
- I-205 would be widened to 4 mixed flow and 2 HOV lanes.
- Altamont train service (4 daily round trips/80 mph service)

Mr. Harry Islas
December 3, 1993
Page 3

- Sacramento rail service at same frequency/speed
- Same regional bus service as for 2010 but with frequency scaled back
- BART service to Dublin/Pleasanton and to West Pittsburg
- No other new/expanded communities (Tracy Hills, New Jerusalem, Riverbrook) by 2000.
- Other 2000 land uses will be interpolated for the period between 1990 and 2010.

Subject to your review and approval, including coordination with the City of Tracy, these networks are proposed as the Mountain House Master Plan and Specific Plan networks. I look forward to receiving your comments and approval early in the week of December 6 in order to maintain the agreed upon schedule. We will then proceed with the modeling work immediately.

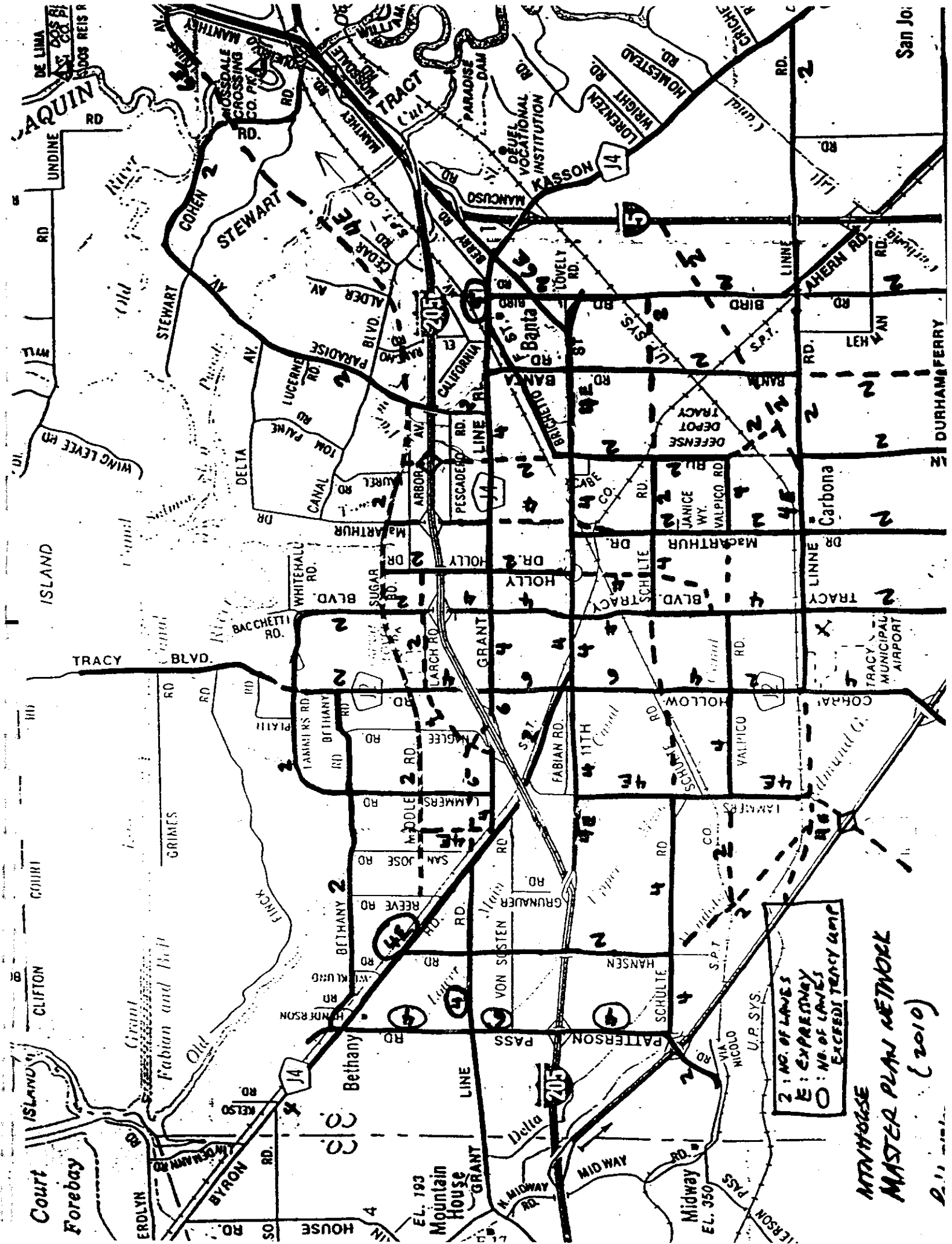
Sincerely,

DKS ASSOCIATES
A California Corporation



Michael A. Kennedy
Principal

MAK/mthnet.let



2 : NO. OF LANES
 E : EXPRESSWAY
 O : NO. OF LANES
 EXCEEDS TRACY AMP

MOUNTAIN HOUSE
 MASTER PLAN NETWORK
 (2010)

San Jo

P. 11

2000/2010 Model Results

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2010 Master Plan (MHM1)

WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	16,066	45.0%	16,066	44.6%	32,132	44.8%
2 Tracy Area	4,102	11.5%	8,149	22.6%	12,251	17.1%
3 Other SJ County	2,819	7.9%	4,405	12.2%	7,224	10.1%
4 Stanislaus County	213	0.6%	1,630	4.5%	1,843	2.6%
5 Mountain Counties	34	0.1%	123	0.3%	157	0.2%
6 Sacramento Area	56	0.2%	360	1.0%	416	0.6%
7 Alameda County	8,925	25.0%	1,890	5.2%	10,815	15.1%
8 Contra Costa County	2,180	6.1%	3,126	8.7%	5,306	7.4%
9 Other Bay Area	1,320	3.7%	284	0.8%	1,604	2.2%
TOTAL	35,715	100.0%	36,033	100.0%	71,748	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2010 Master Plan (MHM1)

NON - WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	180,770	75.5%	180,770	64.8%	361,540	69.8%
2 Tracy Area	33,762	14.1%	47,499	17.0%	81,261	15.7%
3 Other SJ County	10,440	4.4%	14,202	5.1%	24,642	4.8%
4 Stanislaus County	1,527	0.6%	3,582	1.3%	5,109	1.0%
5 Mountain Counties	152	0.1%	1,565	0.6%	1,717	0.3%
6 Sacramento Area	715	0.3%	1,878	0.7%	2,593	0.5%
7 Alameda County	5,138	2.1%	9,316	3.3%	14,454	2.8%
8 Contra Costa County	3,510	1.5%	7,762	2.8%	11,272	2.2%
9 Other Bay Area	3,330	1.4%	12,277	4.4%	15,607	3.0%
TOTAL	239,344	100.0%	278,851	100.0%	518,195	100.0%

MOUNTAIN HOUSE PERSON TRIP DISTRIBUTION
 2010 Master Plan (MHM1)

TOTAL PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	196,836	71.6%	196,836	62.5%	393,672	66.7%
2 Tracy Area	37,864	13.8%	55,648	17.7%	93,512	15.9%
3 Other SJ County	13,259	4.8%	18,607	5.9%	31,866	5.4%
4 Stanislaus County	1,740	0.6%	5,212	1.7%	6,952	1.2%
5 Mountain Counties	186	0.1%	1,688	0.5%	1,874	0.3%
6 Sacramento Area	771	0.3%	2,238	0.7%	3,009	0.5%
7 Alameda County	14,063	5.1%	11,206	3.6%	25,269	4.3%
8 Contra Costa County	5,690	2.1%	10,888	3.5%	16,578	2.8%
9 Other Bay Area	4,650	1.7%	12,561	4.0%	17,211	2.9%
TOTAL	275,059	100.0%	314,884	100.0%	589,943	100.0%

MOUNTAIN HOUSE MODE CHOICE

2010 Master Plan (MHM1)

Travel Mode	Productions		Attractions		Intra		TOTAL
301 HBW Transit Walk	605	1.7%	531	1.5%	398	2.5%	1,136
302 HBW Transit Drive	371	1.0%	229	0.6%	0	0.0%	600
303 HBW Drive Alone	29,511	82.6%	29,882	82.9%	13,611	84.7%	59,393
304 HBW SR 2	3,839	10.7%	3,952	11.0%	1,538	9.6%	7,791
305 HBW SR 3 +	1,389	3.9%	1,439	4.0%	519	3.2%	2,828
TOTAL WORK	35,715	100.0%	36,033	100.0%	16,066	100.0%	71,748
306 HBO Transit Walk	169		214		153		383
307 HBO Transit Drive	15		195		0		210
308 HBO Auto Persons	151,246		191,261		119,196		342,507
309 NHB Transit Walk	38		51		34		89
310 NHB Transit Drive	5		125		130		130
311 NHB Auto Persons	87,871		87,005		61,387		174,876
Non - Work Transit	227	0.1%	585	0.2%	317	0.2%	812
Non - Work Auto	239,117	99.9%	278,266	99.8%	180,583	99.8%	517,383
TOTAL NON - WORK	239,344	100.0%	278,851	100.0%	180,900	100.0%	518,195
Total Transit	1,203	0.4%	1,345	0.4%	715	0.4%	2,548
Total Auto	273,856	99.6%	313,539	99.6%	196,251	99.6%	587,395
TOTAL TRIPS	275,059	100.0%	314,884	100.0%	196,966	100.0%	589,943

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2000 Specific Plan (MHS1)

WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	3,352	39.9%	3,352	26.1%	6,704	31.6%
2 Tracy Area	849	10.1%	3,373	26.3%	4,222	19.9%
3 Other SJ County	629	7.5%	2,563	20.0%	3,192	15.0%
4 Stanislaus County	81	1.0%	806	6.3%	887	4.2%
5 Mountain Counties	10	0.1%	58	0.5%	68	0.3%
6 Sacramento Area	15	0.2%	148	1.2%	163	0.8%
7 Alameda County	2,660	31.7%	908	7.1%	3,568	16.8%
8 Contra Costa County	432	5.1%	1,483	11.5%	1,915	9.0%
9 Other Bay Area	367	4.4%	151	1.2%	518	2.4%
TOTAL	8,395	100.0%	12,842	100.0%	21,237	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2000 Specific Plan (MHS1)

NON - WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	35,498	61.1%	35,498	58.2%	70,996	59.7%
2 Tracy Area	11,518	19.8%	14,018	23.0%	25,536	21.5%
3 Other SJ County	4,454	7.7%	3,847	6.3%	8,301	7.0%
4 Stanislaus County	689	1.2%	1,176	1.9%	1,865	1.6%
5 Mountain Counties	71	0.1%	215	0.4%	286	0.2%
6 Sacramento Area	290	0.5%	316	0.5%	606	0.5%
7 Alameda County	1,961	3.4%	2,415	4.0%	4,376	3.7%
8 Contra Costa County	697	1.2%	2,925	4.8%	3,622	3.0%
9 Other Bay Area	2,896	5.0%	533	0.9%	3,429	2.9%
TOTAL	58,074	100.0%	60,943	100.0%	119,017	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2000 Specific Plan (MHS1)

TOTAL PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	38,850	58.4%	38,850	52.7%	77,700	55.4%
2 Tracy Area	12,367	18.6%	17,391	23.6%	29,758	21.2%
3 Other SJ County	5,083	7.6%	6,410	8.7%	11,493	8.2%
4 Stanislaus County	770	1.2%	1,982	2.7%	2,752	2.0%
5 Mountain Counties	81	0.1%	273	0.4%	354	0.3%
6 Sacramento Area	305	0.5%	464	0.6%	769	0.5%
7 Alameda County	4,621	7.0%	3,323	4.5%	7,944	5.7%
8 Contra Costa County	1,129	1.7%	4,408	6.0%	5,537	3.9%
9 Other Bay Area	3,263	4.9%	684	0.9%	3,947	2.8%
TOTAL	66,469	100.0%	73,785	100.0%	140,254	100.0%

MOUNTAIN HOUSE MODE CHOICE
2000 Specific Plan (MHS1)

Travel Mode	Productions		Attractions		Intra		TOTAL	
	Count	%	Count	%	Count	%	Count	%
301 HBW Transit Walk	118	1.4%	160	1.2%	90	2.7%	278	1.3%
302 HBW Transit Drive	42	0.5%	83	0.6%	0	0.0%	125	0.6%
303 HBW Drive Alone	6,964	83.0%	10,561	82.2%	2,839	84.7%	17,525	82.5%
304 HBW SR 2	930	11.1%	1,487	11.6%	316	9.4%	2,417	11.4%
305 HBW SR 3+	341	4.1%	551	4.3%	107	3.2%	892	4.2%
TOTAL WORK	8,395	100.0%	12,842	100.0%	3,352	100.0%	21,237	100.0%
306 HBO Transit Walk	29		46		23		75	
307 HBO Transit Drive	6		76		0		82	
308 HBO Auto Persons	38,092		42,297		24,986		80,389	
309 NHB Transit Walk	0		9		0		9	
310 NHB Transit Drive	2		90		0		92	
311 NHB Auto Persons	19,945		18,425		10,489		38,370	
Non - Work Transit	37	0.1%	221	0.4%	23	0.1%	258	0.2%
Non - Work Auto	58,037	99.9%	60,722	99.6%	35,475	99.9%	118,759	99.8%
TOTAL NON - WORK	58,074	100.0%	60,943	100.0%	35,498	100.0%	119,017	100.0%
Total Transit	197	0.3%	464	0.6%	113	0.3%	661	0.5%
Total Auto	66,272	99.7%	73,321	99.4%	38,737	99.7%	139,593	99.5%
TOTAL TRIPS	66,469	100.0%	73,785	100.0%	38,850	100.0%	140,254	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION

2000 Specific Plan Expected Employment (MHS2)

WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	2,056	24.5%	2,056	32.3%	4,112	27.8%
2 Tracy Area	1,001	11.9%	1,613	25.3%	2,614	17.7%
3 Other SJ County	767	9.1%	1,118	17.6%	1,885	12.8%
4 Stanislaus County	91	1.1%	374	5.9%	465	3.1%
5 Mountain Counties	15	0.2%	32	0.5%	47	0.3%
6 Sacramento Area	22	0.3%	64	1.0%	86	0.6%
7 Alameda County	3,403	40.5%	397	6.2%	3,800	25.7%
8 Contra Costa County	559	6.7%	662	10.4%	1,221	8.3%
9 Other Bay Area	483	5.8%	53	0.8%	536	3.6%
TOTAL	8,397	100.0%	6,369	100.0%	14,766	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2000 Specific Plan Expected Employment (MHS2)

NON - WORK PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	28,679	55.7%	28,679	65.9%	57,358	60.4%
2 Tracy Area	12,338	24.0%	8,097	18.6%	20,435	21.5%
3 Other SJ County	5,541	10.8%	2,471	5.7%	8,012	8.4%
4 Stanislaus County	812	1.6%	660	1.5%	1,472	1.6%
5 Mountain Counties	101	0.2%	114	0.3%	215	0.2%
6 Sacramento Area	454	0.9%	171	0.4%	625	0.7%
7 Alameda County	2,189	4.3%	1,346	3.1%	3,535	3.7%
8 Contra Costa County	751	1.5%	1,638	3.8%	2,389	2.5%
9 Other Bay Area	584	1.1%	320	0.7%	904	1.0%
TOTAL	51,449	100.0%	43,496	100.0%	94,945	100.0%

MOUNTAINHOUSE PERSON TRIP DISTRIBUTION
 2000 Specific Plan Expected Employment (MHS2)

TOTAL PERSON TRIPS

District	Mtn Hse Productions		Mtn Hse Attractions		Total Trip Ends	
	Number	Percent	Number	Percent	Number	Percent
1 Mountain House	30,735	51.4%	30,735	61.6%	61,470	56.0%
2 Tracy Area	13,339	22.3%	9,710	19.5%	23,049	21.0%
3 Other SJ County	6,308	10.5%	3,589	7.2%	9,897	9.0%
4 Stanislaus County	903	1.5%	1,034	2.1%	1,937	1.8%
5 Mountain Counties	116	0.2%	146	0.3%	262	0.2%
6 Sacramento Area	476	0.8%	235	0.5%	711	0.6%
7 Alameda County	5,592	9.3%	1,743	3.5%	7,335	6.7%
8 Contra Costa County	1,310	2.2%	2,300	4.6%	3,610	3.3%
9 Other Bay Area	1,067	1.8%	373	0.7%	1,440	1.3%
TOTAL	59,846	100.0%	49,865	100.0%	109,711	100.0%

MOUNTAIN HOUSE MODE CHOICE
 2000 Specific Plan Expected Employment (MHS2)

Travel Mode	Productions			Attractions			Intra	TOTAL	
	Count	%	%	Count	%	%		Count	%
301 HBW Transit Walk	94	1.1%	1.3%	84	1.3%	2.5%	52	178	1.2%
302 HBW Transit Drive	56	0.7%	0.6%	38	0.6%	0.0%	0	94	0.6%
303 HBW Drive Alone	6,922	82.4%	82.4%	5,249	82.4%	84.8%	1,744	12,171	82.4%
304 HBW SR 2	966	11.5%	11.1%	704	11.1%	9.4%	193	1,670	11.3%
305 HBW SR 3+	359	4.3%	4.6%	294	4.6%	3.3%	67	653	4.4%
TOTAL WORK	8,397	100.0%	100.0%	6,369	100.0%	100.0%	2,056	14,766	100.0%
306 HBO Transit Walk	22			24			15	46	
307 HBO Transit Drive	12			26			0	38	
308 HBO Auto Persons	38,093			30,217			21,373	68,310	
309 NHB Transit Walk	0			6			0	6	
310 NHB Transit Drive	1			75			0	76	
311 NHB Auto Persons	13,321			13,148			7,291	26,469	
Non - Work Transit	35	0.1%	0.3%	131	0.3%	0.1%	15	166	0.2%
Non - Work Auto	51,414	99.9%	99.7%	43,365	99.7%	99.9%	28,664	94,779	99.8%
TOTAL NON - WORK	51,449	100.0%	100.0%	43,496	100.0%	100.0%	28,679	94,945	100.0%
Total Transit	185	0.3%	0.5%	253	0.5%	0.2%	67	438	0.4%
Total Auto	59,661	99.7%	99.5%	49,612	99.5%	99.8%	30,668	109,273	99.6%
TOTAL TRIPS	59,846	100.0%	100.0%	49,865	100.0%	100.0%	30,735	109,711	100.0%