



I-710 CORRIDOR RDEIR/SDEIS SUMMARY OF THE TECHNICAL MEMORANDUM FOR MODEL INPUT DATA AND KEY ASSUMPTIONS FOR PERSON TRAVEL

Information provided in this summary documents the revisions made to the travel forecasting input data for the I-710 Corridor Recirculated Draft EIR/Supplemental EIS (RDEIR/SDEIS) to be circulated for public comment in 2014. This new information updates the original 2008 source data for traffic that was used for the I-710 Corridor Project Draft EIR/EIS in order to be consistent with the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) Baseline Scenario as well as current Port cargo forecasting assumptions.

This Summary describes updates to key factors that are relevant to person travel in the I-710 Study Area. Updates to travel conditions and key assumptions related to goods movement and heavy duty truck trips in the I-710 Study Area are described in a separate technical memo.

The key factors affecting person travel forecasts are listed below along with a description of how they differ, if at all, from the assumptions used in the I-710 Draft EIR/EIS:

- **Population and Employment Forecasts**

The SCAG 2012 RTP year 2035 population forecast for the I-710 Study Area is 1,552,000, 104,000 lower than the 2008 RTP year 2035 forecast used in the Draft EIR/EIS and the SCAG 2012 RTP year 2035 employment forecast for the I-710 Study Area is 612,000, or 13,000 less than assumed in the Draft EIR/EIS. These values will be used to develop the traffic forecasts for the I-710 RDEIR/SDEIS No Build and Build alternatives.

- **Future Transportation Projects**

Extending SR-710, by constructing four general purpose lanes with tolls in each direction, in a tunnel, from Valley Boulevard to California Boulevard is included in the I-710 RDEIR/SDEIS No Build and Build alternatives, but was not assumed in the I-710 DEIR/DEIS. A sensitivity test will also be performed producing a traffic forecast that excludes SR-710. Additional sensitivity tests may be conducted, if needed, to assess the effects of different SR-710 Study assumptions on the I-710 Project.

- **Transit**

The SCAG 2012 RTP 2035 Baseline includes a few additional major transit projects not assumed in the 2008 RTP. These additional projects are included in the I-710

RDEIR/SDEIS No Build and Build alternatives. The I-710 RDEIR/SDEIS includes Study Area rail and bus transit service increases identical to those that have been included as components of the proposed I-710 Build alternatives early in the DEIR/DEIS process. These I-710 Build alternative transit service increases include a 15% increase in Blue and Green Line service frequency and a cumulative 68% in I-710 Study Area local bus service frequency and 33% increase in express bus service frequencies. In both analyses, these proposed a substantial transit service increases are forecast to result in a 1.4% reduction in daily peak period I-710 Study Area auto trips.

- **Travel Demand Management (TDM)**

TDM includes strategies to reduce auto person trips such as telecommuting, flexible work hours and ridesharing. The I-710 RDEIR/SDEIS includes the same TDM assumption as the I-710 DEIR/DEIS, based on the SCAG 2012 RTP 2035 Baseline, specifically a 3.8% reduction in daily work person auto trips as a result of TDM. This assumption applies to both the I-710 No Build and Build alternatives.

- **Transportation Systems Management (TSM) / Intelligent Transportation Systems (ITS)**

There are numerous funded and committed TSM/ITS projects included in the I-710 No Build Alternative via the SCAG 2012 RTP 2035 Baseline through travel time reductions and capacity increases for the applicable freeways and that result in arterials in the I-710 Study Area. The I-710 Build alternatives include an additional set of TSM and ITS projects and strategies over and above the I-710 No Build and are applied to both I-710 and the Study Area arterials. This set of projects in the I-710 Build alternatives is the same in both the DEIR/DEIS and the RDEIR/SDEIS. Collectively, they increase both the travel speed and effective capacity of the roadways to which they are applied.

- **Active Transportation**

Active transportation includes pedestrian and bicycle travel. The I-710 DEIR/DEIS and I-710 RDEIR/SDEIS assumption for the amount of Study Area active transportation use for the I-710 No Build Alternative is the same as the SCAG RTP 2035 Baseline assumption. The DEIR/DEIS I-710 Build alternatives were assumed to generate a 10% increase in Study Area active transportation trips, while the I-710 RDEIR/SDEIS assumes a 12% increase in Study Area active transportation trips (a 20% increase over the DEIR/DEIS assumption), due to an increase in the amount of active transportation facilities included in the I-710 RDEIR/SDEIS Build alternatives.

In addition to the person travel forecasting assumptions to be used in the development of the traffic forecasts for the I-710 RDEIR/SDEIS, the Gateway Cities Strategic Transportation Plan (STP) study will include traffic forecasts for a range of future scenarios. The STP will integrate the analyses of the various individual projects and planning studies within the Gateway Cities Area in order to understand the interrelationships of these projects and establish a unified transportation development strategy for the sub-region. The Gateway Cities STP will analyze

the entire GC subregion (including the I-710 Corridor) and is being conducted in parallel with the I-710 Corridor RDEIR/SDEIS, using a consistent set of regional baseline traffic forecasting model input data and forecasting assumptions. A variety of future scenarios will be assessed in the STP, including key assumptions from the SCAG 2012 RTP Year 2035 Plan Scenario (as compared to Baseline Scenario), such as an assumed TDM daily work auto trip reduction of 15.2% versus the 3.8% in the Baseline Scenario.