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# Introduction

## SENATE BILL 391

Senate Bill (SB) 391 (Liu 2009) requires the California Department of Transportation (Caltrans) to update the California Transportation Plan (CTP) to address how the State will achieve maximum feasible reductions in greenhouse gas (GHG) emissions consistent with Assembly Bill (AB) 32 (Nunez 2006) and Executive Order S-03-05 by 2015, and every five years thereafter. AB 32 is California's Global Warming Solutions Act of 2006 to reduce GHG emissions to 1990 levels, a 25-percent reduction in GHG emissions by 2020 from current levels. Governor Arnold Schwarzenegger's Executive Order S-03-05 further identifies an 80-percent reduction in GHG emissions by 2050. AB 32 requires the California Air Resources Board to develop regulations and market mechanisms that will ultimately reduce the State's GHG emissions.

SB 391 also requires Caltrans to identify the statewide, integrated, multimodal transportation system needed to achieve these GHG emission results. It specifies that the CTP take into consideration the use of alternative fuels, new vehicle technology, tailpipe emissions reductions, and the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

Furthermore, by December 31, 2012, Caltrans is required under SB 391 to submit an interim report with a list and overview of Sustainable Communities Strategies (SCS) and Alternative Planning Strategies (APS) prepared by the Metropolitan Planning Organizations (MPO) under SB 375 (Steinberg 2008). This interim report will also require an assessment of how the implementation of these SCS and APS will influence the design of the statewide, integrated, multimodal transportation system.

Each MPO's SCS will demonstrate how the region will meet its GHG emissions reduction target through integrated land use, housing and transportation. Once the MPO adopts the SCS, the SCS will be incorporated into that region's RTP. In those cases, where the SCS does not achieve the target, the MPO will prepare a separate APS that demonstrates how the target could be met.

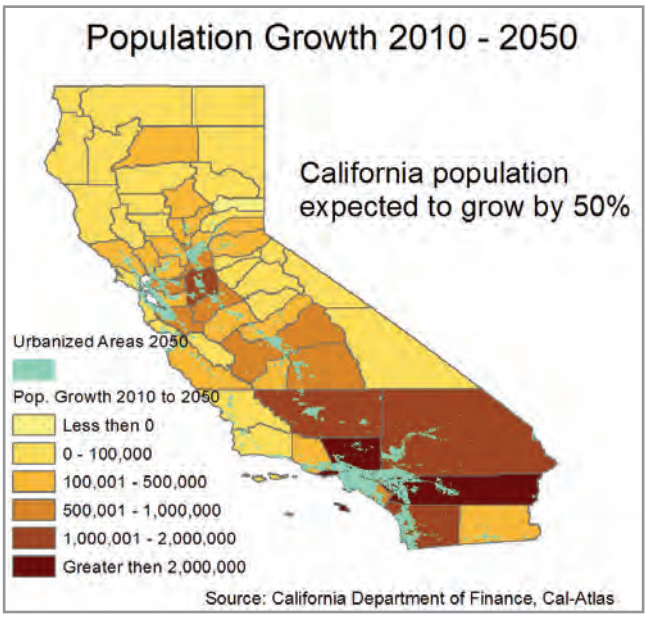
*Emissions from the transportation sector account for 38-percent of California's greenhouse gas emissions.*

## CALIFORNIA'S CHALLENGES

California faces significant challenges that will impact the transportation system now and into the future, including these projections:

- By 2050, our population will have risen from 39 million today to 59 million—an increase of nearly 50-percent. As part of this increase, the number of older adults is expected to more than double.
- Scientists predict rises in sea level, higher temperatures, and variable rainfall as the climate changes, because of increasing GHG emissions.

PUBLIC TRANSIT IN CALIFORNIA POWERPOINT, CALTRANS STATEWIDE TRANSIT STRATEGIC PLAN, UNIVERSITY OF CALIFORNIA TRANSPORTATION CENTER




*Population Growth 2010-2050*

- California will continue to experience chronic budget deficits, including shortfalls in transportation funding.

Caltrans will address our climate change goals and the challenges facing our State by working with our partners and the public in the development of the CTP to create a sustainable transportation system. This sustainable transportation system will reduce GHG emissions, promote economic development, and improve the quality of life for all Californians.

## INTERREGIONAL TRAVEL

Interregional travel (defined as crossing an MPO or RTPA boundary) is vital to California's economy and significantly affects our quality of life. Every day, commuters move between communities and regions to employment sites throughout the State. Every day, freight moves through global gateways and across regions to destinations in California and across the nation. This interregional movement of people and goods contributes to our individual prosperity and the economy of both the State and the nation. However, it is becoming increasingly clear that the long-term costs of interregional travel to families, communities and the State's transportation system are no longer sustainable.

## THE CALIFORNIA INTERREGIONAL BLUEPRINT: A NEW PLAN FOR A NEW TRANSPORTATION ERA

In response to SB 391, Caltrans is preparing a State-level transportation blueprint focused on the State's role in the interregional movement of people and goods. The California Interregional Blueprint will lay the groundwork for the next CTP and will articulate the State's vision for an integrated, multimodal, interregional transportation system that complements regional transportation plans and land use visions.

The California Interregional Blueprint will integrate proposed interregional highway, transit, intercity passenger rail, high-speed rail, goods movement, and other transportation system and strategic plans into a common framework for analysis. Regional growth and land use projections—including those in regional blueprints plans and the soon-to-be-developed SB 375 SCS and APS—will also be integrated to define future land use. The California Interregional Blueprint will also integrate various Caltrans-sponsored programs (such as the Smart Mobility Framework, page 17), along with the latest technology (such as Real-Time Transit, page 19)

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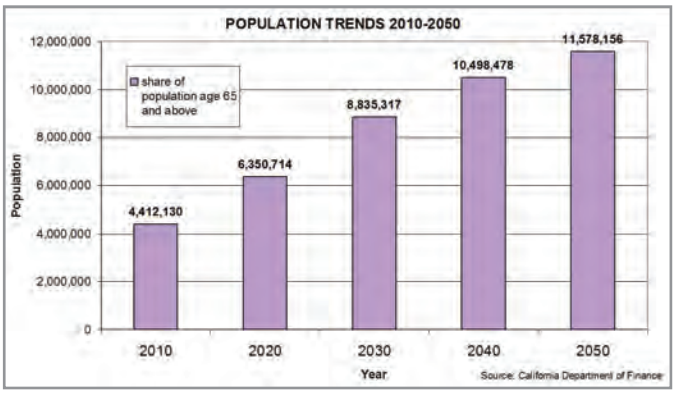


*Population Trends 2010-2050*

to enhance our ability to manage the multimodal transportation system in real-time.

The California Interregional Blueprint will be completed in two phases. The first phase of the California Interregional Blueprint includes a snapshot of the best planning information available in 2010 and the completion of this progress report. The second phase includes updates to critical planning documents and the development of robust modeling and data programs to evaluate how the future planned system will meet projected demand. Once fully developed, the California Interregional Blueprint will become the foundation of the 2040 update to the State's long-range transportation plan, the CTP.

## PURPOSE OF THE CALIFORNIA INTERREGIONAL BLUEPRINT

The California Interregional Blueprint will help Caltrans and regional agencies evaluate how well both State and regional plans will address the future demand for interregional travel, while meeting goals for a sustainable transportation system. A sustainable transportation system, as defined in the current CTP: 1) provides mobility and accessibility, 2) is integrated and multimodal, 3) is developed through collaboration, and 4) achieves a prosperous economy, a quality environment, and social equity.

The California Interregional Blueprint will enhance the CTP and increase our understanding of the interactions between land use and transportation investments, especially interactions related to GHG emissions. This understanding will position Caltrans to respond to the new legislative requirements under SB 391. In addition, the California Interregional Blueprint will help metropolitan planning organizations as they develop their SCS and APS to meet their region's GHG targets under SB 375.

The California Interregional Blueprint will provide Caltrans and regional agencies with better data, tools and information on interregional travel, and a coordinated approach to planning and modeling transportation projects. Ultimately, these outcomes will improve decision-making at the State, regional, and local levels. With this information, transportation projects can be selected that not only reduce GHG emissions, but also create a statewide, multimodal, sustainable transportation system.

Caltrans and regional agencies recognize that we cannot be successful in meeting California's climate change goals under AB 32, SB 375, and SB 391, without close collaboration. Caltrans in particular has a responsibility for ensuring the interregional movement of goods, while the regions have responsibility for ensuring mobility within their boundaries and with neighboring regions. Together we need to cooperatively, comprehensively, and efficiently plan for our future transportation system in order to improve the economy and quality of life for all Californians. As the regional agencies strive to create a sustainable regional system, the California Interregional Blueprint will provide a platform on which to unite these efforts with State efforts to create a sustainable transportation system that serves all Californians.