

Integrating Statewide Programs Overview

The California Interregional Blueprint will also integrate these long-range plans with several Caltrans-sponsored programs which include:

- California Regional Blueprint Planning Program
- Smart Mobility Framework
- Complete Streets
- California Essential Habitat Connectivity Project
- Climate Action Program

By integrating these long-range plans and programs through the California Interregional Blueprint, Caltrans will select and fund transportation projects that will help ensure the sustainability of California's transportation system. These programs are summarized in the following table.

TABLE 2: CALIFORNIA'S SUSTAINABLE TRANSPORTATION SYSTEM




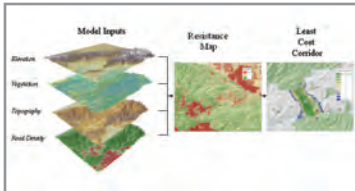

Program	Purpose	How the Program Supports California Interregional Blueprint
<p>California Regional Blueprint Planning Program www.calblueprint.dot.ca.gov/</p> 	<p>Regional Blueprint Planning promotes the linking of transportation, land use, housing, and the environment while developing visions that support transportation plans and projects.</p> <p>Regional Blueprint Planning grants help metropolitan planning organizations and regional transportation planning agencies carry out these visions during public outreach using scenario planning tools to select community-preferred growth scenarios for future growth and development.</p>	<p>Regional Blueprint Planning and land use visions will complement the California Interregional Blueprint and allow the State to define an integrated multimodal transportation system that addresses the State's GHG emissions reduction targets established by AB 32. In addition, more robust modeling and data programs will ensure that this integrated multimodal transportation system builds upon existing regional transportation plans and Regional Blueprint Plans.</p>
<p>Smart Mobility 2010—A Call to Action for the Next Decade www.dot.ca.gov/hq/tpp/offices/ocp/smf/html</p> <p>SHUTTERSTOCK IMAGE</p>  <p><i>Freeway-Rail Bridge, Ventura, California</i></p>	<p>The Caltrans Smart Mobility 2010 provides a framework for moving people and freight while enhancing California's economic, environmental and human resources by emphasizing convenient and safe multimodal travel, speed suitability, accessibility, management of circulation network, and the efficient use of land.</p> <p>The Caltrans Smart Mobility 2010 framework of strategies, principles, and performance measures offers tools to evaluate how well transportation plans, programs, and projects in urban, suburban, and rural areas meet the "Smart Mobility" definition.</p>	<p>Smart Mobility 2010 provides principles and performance measures to guide the progress on the successful implementation of the California Interregional Blueprint.</p>

TABLE 2: CALIFORNIA'S SUSTAINABLE TRANSPORTATION SYSTEM, <i>CONTINUED</i>		
Program	Purpose	How the Program Supports California Interregional Blueprint
<p>Complete Streets www.dot.ca.gov/hq/offices/ocp/complete_streets.htm</p> <p>CALTRANS PHOTOGRAPHY</p>  <p><i>Bicycle racks and lockers at San Francisco-BART Station in Oakland, California.</i></p>	<p>Complete Streets are roadways designed to enable safe access for all legal users, including bicyclists, pedestrians, people using mobility aids, motorists, and transit riders of all ages and abilities.</p> <p>Caltrans has revised its policies and adopted the Complete Streets Implementation Action Plan to reflect the need to design facilities as Complete Streets.</p>	<p>Complete Streets policies support the goals of an integrated multimodal transportation system needed to ensure choices for all travelers.</p> <p>Complete Streets also provides further opportunities to address the safety needs of walking and bicycling through specific challenge areas identified in the Strategic Highway Safety Plan and its implementation plan.</p>
<p>California Essential Habitat Connectivity Study www.dot.ca.gov/hq/env/bio/program_efforts.htm</p> <p>SC WILDLANDS</p>  <p><i>The Least Cost Corridor Analysis illustrates the relative cost of movement between two targeted areas based on various landscape characteristics, such as vegetation, topography, elevation, and road density.</i></p>	<p>Caltrans and the California Department of Fish and Game (CDFG) sponsored this study to conserve and ensure the continued existence of California wildlife and biodiversity by integrating natural resource information into planning.</p> <p>By considering environmental needs of transportation projects early in the planning process, this study will also allow Caltrans and CDFG to meet requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Section 6001.</p>	<p>The California Essential Habitat Connectivity Study provides a statewide wildlife habitat connectivity map using GIS analysis and modeling. These data layers can be then be integrated into transportation and land use planning in order to help sustain the State's unique natural heritage.</p> <p>When this information is considered in the integrated land use and transportation planning process, this study provides another layer of information for decision-makers when developing a sustainable integrated multimodal transportation system.</p>
<p>Climate Action Program www.dot.ca.gov/climateaction.htm</p> <p>CALTRANS PHOTOGRAPHY</p>  <p><i>Interstate-80 Mudslide</i></p>	<p>Established as a result of the California Global Warming Solutions Act of 2006 (AB 32), the Caltrans Climate Action Program promotes clean and energy efficient transportation, coordinates climate change activities, and provides guidance for mainstreaming climate issues into Caltrans business operations.</p> <p>Caltrans is also developing a first-ever climate adaptation strategy to address potential impacts to transportation infrastructure as a result of sea level rise, temperature increase, and variable rainfall.</p>	<p>These mitigation and adaptation strategies will ultimately ensure a more sustainable transportation system essential to a successful California Interregional Blueprint.</p>

REAL-TIME MULTIMODAL SYSTEM MANAGEMENT

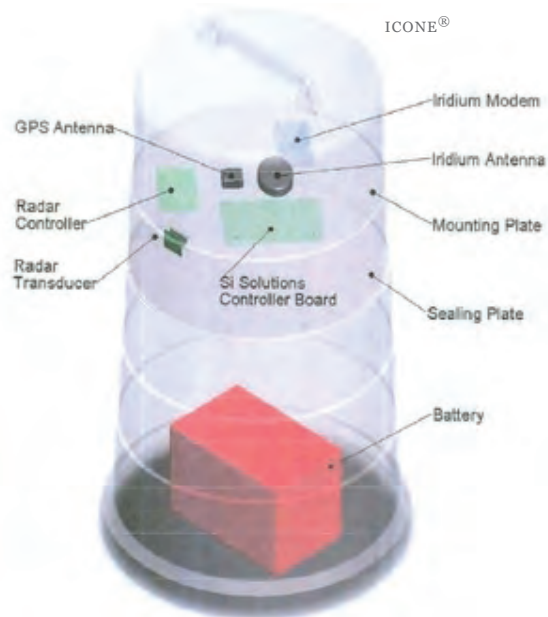
In addition, the California Interregional Blueprint will integrate the latest real-time technology for managing the transportation system. Drivers and transit riders with up-to-the-minute information can make informed decisions about their travel options. This real-time information may encourage commuters to shift from automobiles to public transit, and allows for a smoother integration of different transportation modes that the California Interregional Blueprint can build upon. Caltrans is working with public and private partners to provide real-time transit and traffic information.

A first step toward real-time transit information is the providing access to transit route and schedule information via web-based trip planners. Google Transit is a good example of this type of planner, which is currently available by web and smartphone. For more information, see www.google.com/transit.



Google Transit

To help optimize the existing highway system, Caltrans is collecting traffic data using a new field device called the ICone. The ICone allows Caltrans traffic managers and maintenance supervisors to receive real-time traffic information from temporary locations. Information is transmitted wirelessly and is displayed in a map-based format to improve efficiency of the State Highway System.



ICone® Traffic Barrel

For more information, see www.iconeproducts.com/

VISION CALIFORNIA

Funded by the California High-Speed Rail Authority and the Strategic Growth Council, Vision California will produce new scenario development and analysis tools to compare physical growth alternatives for accommodating California's expected growth.

Vision California will, among other things:

- Highlight the unique opportunity presented by the high-speed rail network in shaping growth and other investments.
- Frame California's development issues in a comprehensive manner, illustrating the role of land use in meeting GHG reduction targets.
- Illustrate the connections between land use and other major challenges, including water and energy use, housing affordability, public health, farmland preservation, infrastructure provision, and economic development.
- Produce scalable tools for use by state agencies, regions, local governments, and the non-profit community to measure the effects of land use and transportation investment scenarios.

Vision California’s tools and results can be used to affect state and regional policy decisions. It can also be used to inform and complement improvements to MPO and state travel and integrated models, and can serve as an ongoing source of comparative analysis, once these tools are fully developed.

INITIAL ASSESSMENT AND FINDINGS OF THE CALIFORNIA INTERREGIONAL BLUEPRINT

The California Interregional Blueprint will be completed in two phases. The first phase includes an analysis of how the existing State modal transportation plans and Caltrans programs relate to regional transportation and land use planning.

The Narrative Analysis Report

Caltrans partnered with the University of California, Davis, Urban Land Use and Transportation Center (ULTRANS) to develop a narrative analysis report as an initial baseline assessment of the relationship between current plans for the statewide transportation system and regional land use visions. This report focused on regional transportation plans and regional blueprint plans from the four largest metropolitan planning organizations in the State and the eight San Joaquin Metropolitan Planning Organizations working collaboratively in the San Joaquin Valley.

These 12 metropolitan planning organizations include the following:

- Association of Bay Area Governments/Metropolitan Transportation Commission
- Sacramento Area Council of Governments
- San Diego Association of Governments
- Southern California Association of Governments

San Joaquin Valley Metropolitan Planning Organizations:

- Council of Fresno Governments
- Kern Council of Governments

- Kings County Association of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- San Joaquin Council of Governments
- Stanislaus Council of Governments
- Tulare County Association of Governments

The Narrative Analysis Report concluded that all plans display a trend towards more compact development, lower growth, and more transportation choices. Stakeholders at the workshops (see Stakeholder Workshop Results Section, page 23) validated this conclusion.

Map 10 in Appendix A shows Regional Blueprint—designated planning scenarios and how Caltrans’ state highway, goods movement, and intercity and high-speed passenger rail plans interface with regional blueprint planning trends. A comparison of the regional transportation plans and their degree of regional blueprint implementation reveal a trend towards greater integration of transportation and land use in line with Regional Blueprint visions.

Findings

All plans display a trend towards more compact development, lower growth, and more transportation choices.

Further analyses reveal the following more specific findings among Caltrans and metropolitan planning organizations’ plans:

- Reducing automobile VMT on the State Highway System reduces GHG emissions within MPO areas, while at the same time increases mobility and economic activity for goods movement via commercial trucking.
- Increasing compact development reduces automobile VMT on the State Highway System by creating more public transit, biking, and walking trips on local and regional roads.

The complete Narrative Analysis Report can be found on the California Interregional Blueprint web portal at:

www.californiainterregionalblueprint.org.