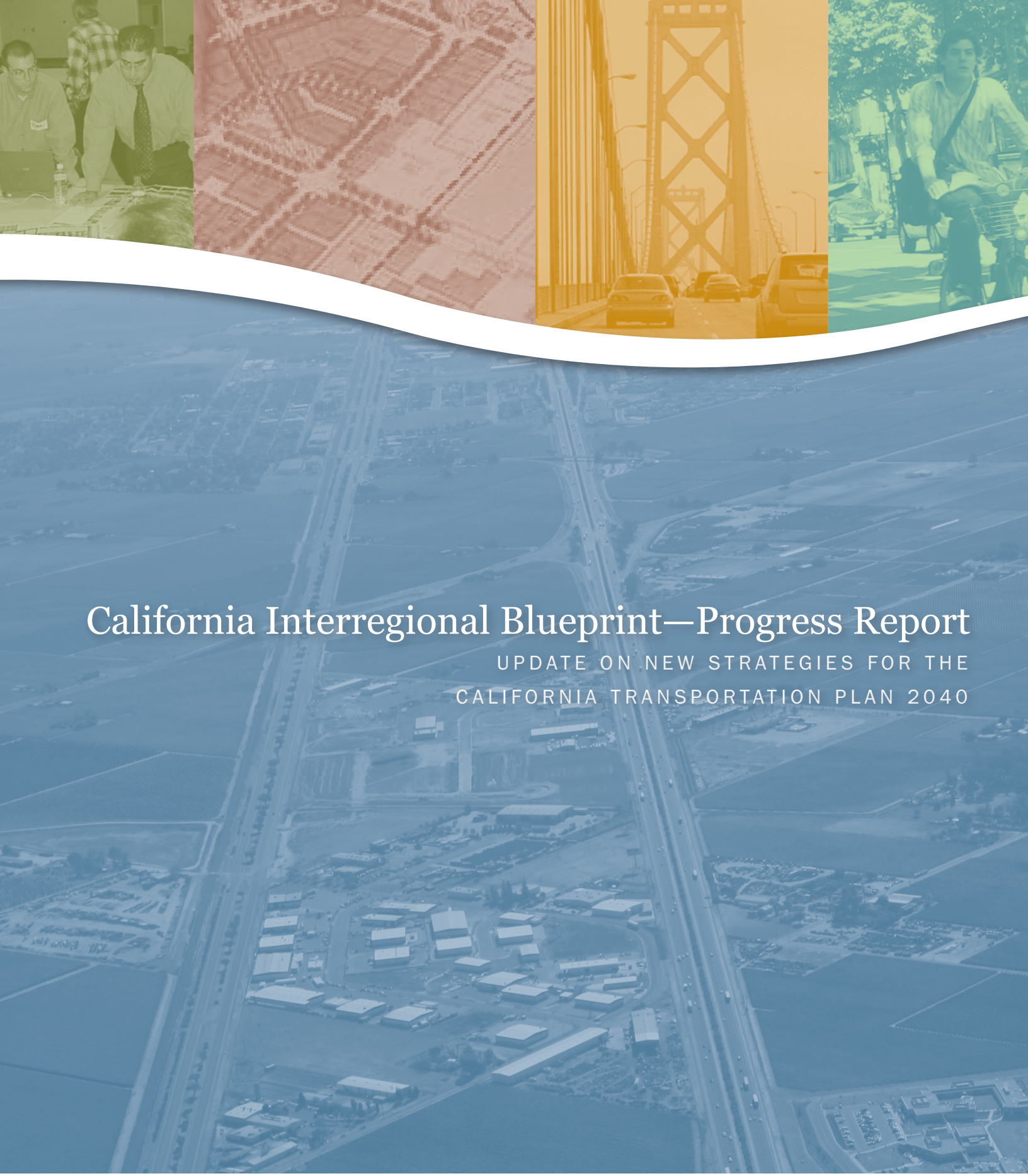

California Interregional Blueprint—Progress Report

UPDATE ON NEW STRATEGIES FOR THE CALIFORNIA TRANSPORTATION PLAN 2040

Caltrans

SEPTEMBER 2010

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California Interregional Blueprint—Progress Report

Update on New Strategies for the California Transportation Plan 2040

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California
Street

Executive Summary

The California Department of Transportation (Caltrans) is enhancing the State's transportation planning process to respond to the challenges of climate change, population growth and economic prosperity. Similar to requirements for regional transportation plans under Senate Bill (SB) 375 (Steinberg 2008), SB 391 (Liu 2009) adds new requirements to the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32. SB 391 requires that the California Transportation Plan (CTP) identify the "statewide integrated multimodal transportation system" needed to reduce greenhouse gas (GHG) emissions from current levels by 2020, from current levels and 80-percent below the 1990 levels by 2050.

In response to SB 391, Caltrans is preparing a state level transportation blueprint focused on the State's role with regards to the interregional movement of people and goods. This interregional mobility is vital to California's economy, as well as the nation's economy, and significantly affects our quality of life. The California Interregional Blueprint will articulate the State's vision for an integrated, multimodal, interregional transportation system that complements regional transportation plans and land use visions.

Once fully developed, the California Interregional Blueprint will become the foundation for the next update to the California Transportation Plan, the CTP 2040. This document records our progress to date on this effort.

PURPOSE

Senate Bill 391

In identifying the statewide transportation system that will meet the State's climate change goals, SB 391 specifies that the CTP consider the use of alternative fuels, new vehicle technology, and tailpipe emission reductions, as well as the expansion of public transit, commuter rail, intercity rail, bicycling, and walking.

The legislation also requires that Caltrans submit an interim report to the California Transportation Commission (CTC) and selected legislative committees. This report is to include an assessment of how the implementation of the sustainable communities strategies (SCS) and alternative planning strategies (APS) prepared under SB 375 will influence the design of the statewide, integrated, multimodal transportation system. The first update of the CTP under this legislation must be completed by December 31, 2015 and every five years thereafter.

In response to SB 391, Caltrans is preparing a state level transportation blueprint focused on the State's role with regards to the interregional movement of people and goods.

Sustainable Planning

The California Interregional Blueprint will help Caltrans and regional agencies evaluate how well State and regional plans address the future demand for interregional

travel, while meeting goals for a sustainable transportation system. This evaluation will be conducted using robust data and modeling programs now under development. These tools, along with tools being developed under the California High-Speed Rail Authority's Vision California effort (see page 19), will increase our understanding of the interactions between land use and transportation investments, especially interactions related to GHG emissions. In addition, analysis prepared under the California Interregional Blueprint will help metropolitan planning organizations as they develop their SCS and, as needed, an APS (where the targets are not achievable) to respond to SB 375. As the regional agencies strive to create a sustainable regional system, the California Interregional Blueprint will provide a platform to unite these efforts with State efforts to create a sustainable transportation system that serves the entire State.

Caltrans introduced the California Interregional Blueprint to stakeholders for feedback and comments at regional workshops and webcasts held statewide this past February through April. They strongly support the California Interregional Blueprint, and see a role for themselves in this initiative.

Better Investments

An accurate understanding of regional plans in the context of State plans will allow for improved analysis and public engagement about interregional and statewide investments and policies. Caltrans and regional agencies can then better target funds, and select projects that address gaps, and connect and enhance existing state and regional strategies. In particular, analysis prepared for the California Interregional Blueprint will 1) help guide future State investments under the Interregional Transportation Improvement Program to address gaps, and 2) continue to encourage partnerships to complete these transportation improvements, promote economic development, and reduce GHG emissions.

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

PHASE I: CALIFORNIA'S MULTIMODAL TRANSPORTATION SYSTEM: INTEGRATING STATEWIDE PLANS AND PROGRAMS

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 in the context of regional plans.

Caltrans partnered with the University of California, Davis, Urban Land Use and Transportation Center (ULTRANS) to develop a narrative analysis 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 State's four largest metropolitan planning organizations and the eight metropolitan planning organizations working collaboratively in the San Joaquin Valley (for full discussion, see page 20).

The California Interregional Blueprint will also integrate the State's long-range plans with Caltrans-sponsored programs including:

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

In addition, the California Interregional Blueprint will integrate the latest technology to enhance our ability to manage the transportation system. Examples of this technology (see page 19) include:

- Real-Time Transit
- ICone

PHASE II: MEASURING THE PERFORMANCE OF THE CALIFORNIA INTERREGIONAL BLUEPRINT

The second phase will build on the initial analysis by using robust modeling and data programs, including a Statewide Travel Demand Model and a Statewide Freight Model. The final and most advanced tool will be the Statewide Integrated Transportation, Land Use, and Economic Model. Caltrans will use the Statewide Travel Demand Model, Statewide Freight Model, and the Statewide Integrated Land Use, and Economic Model to model and evaluate transportation investments and land use scenarios, and assess the impacts of transportation and land use decisions on GHG emissions.

KEY MILESTONES AND WORK PLAN

Over the next five years, Caltrans needs to reach the following key milestones to carry out the California Interregional Blueprint and comply with SB 391:

- Develop a statewide model framework, including the Statewide Travel Demand Model and the Statewide Freight Model by December 2012, and contingent on continued funding, the Statewide Integrated Transportation, Land Use, and Economic Model. These tools will forecast the interaction of transportation system investment and land use development.
- Complete, calibrate, and provide data to models that evaluate interregional transportation improvements, and model and evaluate impacts of transportation and land use decisions on GHG emissions.
- Submit an interim report to the CTC and the Legislature by December 31, 2012. This interim report will list the regional SCS and APS, and include an assessment of how their implementation would affect the design of the statewide, integrated, multimodal transportation system.
- Update the CTP by December 31, 2015, and every five years thereafter.

A work plan to further develop the California Interregional Blueprint leading to the CTP 2040 is included as an appendix to this report.

BART
Broadway

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.

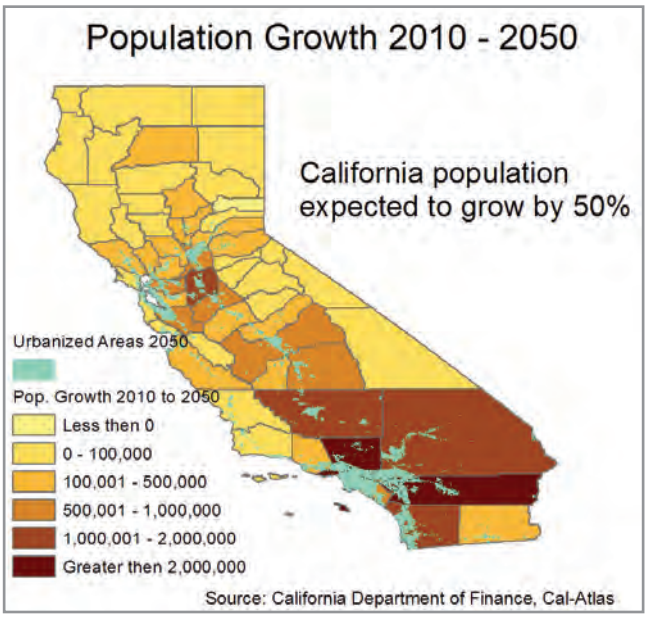
Emissions from the transportation sector account for 38-percent of California's greenhouse gas emissions.

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

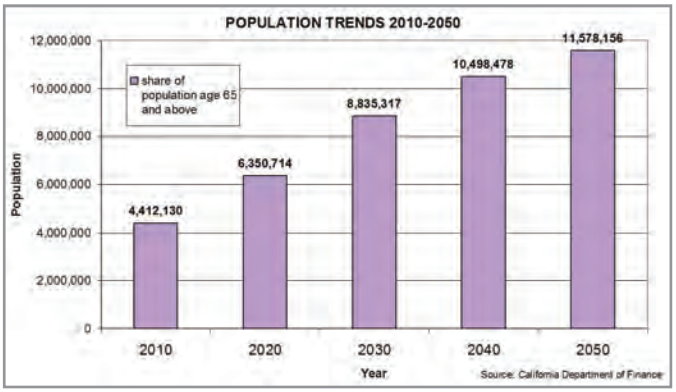
Interregional travel (defined as crossing an MPO or RTPA boundary) is vital to California's economy and significantly affects our quality of life. Every day, commuters move between communities and regions to employment sites throughout the State. Every day, freight moves through global gateways and across 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)

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



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.

FASTRAK
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$ 0.50 MAX
INTERSTATE 15 SOUTH
$ TO SR163
$ 1.80
PARKING

Phase I: California's Multimodal Transportation System—Integrating Statewide Plans

California's complex transportation network supports a variety of travel modes, from automobiles and trucks to trains, ships, airplanes, buses, and bicycles, as well as walking. Cities, counties, port authorities, private businesses, regional agencies, transit agencies, tribal governments, and the State have ownership and operating responsibility for the various parts of the transportation system.

Caltrans prepares long-range planning documents for highways, rail, goods movement, airports, and transit in collaboration with regional agencies. These long-range documents describe the vision, goals, and strategic investments for meeting California's future interregional mobility needs. Caltrans will integrate the State's long-range plans as a baseline for the California Interregional Blueprint.

TABLE 1: CURRENT LONG RANGE TRANSPORTATION PLAN

Current Long-Range Transportation Plan	Next Update	Plan Features
1998 Interregional Transportation Strategic Plan *www.dot.ca.gov/hq/transprog/ocip/te/itsp.pdf*	2011 Interim Update	Interim update will address significant statute and policy issues that have occurred since adoption. California Interregional Blueprint analysis will set the stage for the next full update of the Interregional Transportation Strategic Plan and future Interregional Transportation Improvement Programs.
2009 California High Occupancy Vehicle/Express Lane Business Plan *www.dot.ca.gov/hq/traffops/systemops/hov/Express_Lane*	2012	Plan will guide the current and future development and operation of High Occupancy Vehicle and Express Lanes throughout the State.
2007 Goods Movement Action Plan *www.dot.ca.gov/hq/tpp/offices/ogm/links_files/gmap-1-11-07.pdf*	2012	Plan will update project list, and include sections on air cargo, agriculture, and tribal government infrastructure.
2007-08 to 2017-18 California State Rail Plan *www.dot.ca.gov/rail/go/dor/california-state-rail-plan/index.cfm*	2012	Plan will address passenger, freight, and high-speed rail according to the California Government Code requirements. The updated plan will include the 2010 National Rail Plan guidelines.
2006 California Aviation System Plan Policy Element *www.dot.ca.gov/hq/planning/aeronaut/documents/CASP2006.pdf*	2011	Plan will include new projects and measures to protect airports from incompatible land uses.
Statewide Transit Strategic Plan *www.dot.ca.gov/hq/MassTrans/*	2011	Plan will help the State and partners gain a better understanding of present and future roles and responsibilities to support public transportation.

The table above outlines current plans and their next scheduled update.

The following summaries and maps provide an overview of these long-range documents. These summaries describe the system, the trends and challenges facing that system, and how the State proposes to address those challenges. Each summary is followed by a map of the existing system and the proposed future system if all planned investments were to be carried out.

Map 1 in Appendix A displays California's existing multimodal transportation system, and the improvements proposed in the long-range planning documents listed on the previous page.

In addition, data represented on these maps will be made available in geographic information systems (GIS)-format on the Caltrans, Division of Transportation Systems Information, Office of GIS, Data Library website: *www.dot.ca.gov.hq/tsip/gis/datalibrary/gislibrary.html*.

STATE HIGHWAY SYSTEM

The California State Highway System illustrated in Map 2 in Appendix A is comprised of 50,542 lane miles of roadways and carries over 178.2 billion vehicle-miles-of-travel (VMT) each year.

The State Highway System serves the State's heavily traveled rural and urban corridors, and connects communities to regions. This system serves California's economy by connecting centers of commerce, industry, agriculture, natural resources and recreation.

CALTRANS PHOTOGRAPHY

Aerial View of Highway 99

State Highway Operations and Protection Program

Caltrans is responsible for the operations, maintenance, design, construction, and long-range planning of the State Highway System. Caltrans also establishes standards and policies to maintain the State Highway System and administers the State Highway Operations and Protection Program (SHOPP) to rehabilitate and make operational improvements.

The State Highway System serves a diverse range of needs for moving people and goods between regions, and between the rural and urban areas. The Interstate System, the Interregional Road System routes, and the other major freeway trade corridors form a strong transportation network critical to mobility between regions and to mobility statewide. Together, these routes carry over 80-percent of the total annual VMT on the State Highway System.

Interregional Transportation Strategic Plan

In addition to SHOPP funding to address highway maintenance, Caltrans receives additional funding to address interregional travel needs. The 1998 Interregional Transportation Strategic Plan (ITSP) defines overall strategies for meeting these needs, and identifies priorities for this funding in the Interregional Transportation Improvement Program (ITIP). The ITIP is the state-level complement to a regional agency's Regional Transportation Improvement Program. The purpose of the ITIP is to fund projects that improve the interregional movement of people, vehicles and goods.

The Caltrans 2010 ITIP directs funding to projects that will improve the interregional movement of people and goods through urbanized areas. This focus recognizes that transportation needs in California are statewide and varied, and that the economic health and quality of life depend on the development of a complete, interconnected, multimodal transportation system. Interregional

improvements must be well planned to meet interregional and regional needs, respect and protect our natural resources, and promote a higher quality of life.

Furthermore, SB 45 requires ITIP projects be consistent with regional transportation plans.

Focused themes for the 2010 ITIP include:

- Complete the ITSP Focus Routes.
- Reduce congestion and promote livable communities.
- Improve goods movement.
- Encourage rural funding partnerships.

The California Interregional Blueprint will provide analysis that will guide future ITIP investments to address gaps, continue to encourage partnerships to complete these transportation improvements, promote economic development, and reduce GHG emissions.

Strategies to Increase the Effectiveness of the State Highway System

Four strategies to increase the effectiveness of the State Highway System are:

- Improve freeway corridor performance through the development and implementation of Corridor System Management Plans (CSMPs).
- Integrate new technology.
- Complete the High Occupancy Vehicle (HOV) System.
- Complete key underdeveloped interregional routes.

These four strategies are designed to obtain maximum return from Caltrans investments in the State Highway System, reach the State's climate change goals, and create a sustainable transportation system.

The 1998 ITSP identifies 34 high emphasis routes for interregional travel. It further designates 10 "Focus Routes" as the most critical corridors. Completion of these Focus Routes will connect all urban areas and goods movement gateways, and link urbanizing centers and rural areas to the trunk system of Focus Routes and to other freeways and underdeveloped interregional areas that need mobility. Better management of the Interstate system and completion of the Focus Routes are central to both supporting interregional travel to and through urbanized areas and for rural mobility.

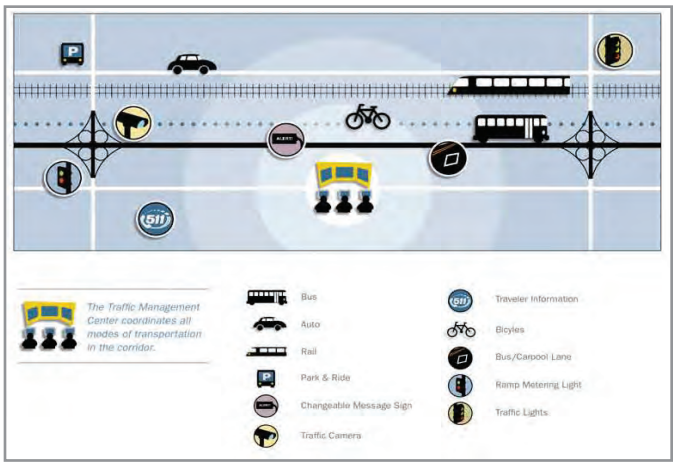
Map 3 in Appendix A shows progress to date in completing the Focus Routes.

For more information about the ITSP, see *www.dot.ca.gov/hq/transprog/ocip/te/itsp.pdf.*

Corridor System Management Plans

Caltrans, in collaboration with regional and local partners, relies on the development of CSMPs to manage corridor mobility and operations of the SHS now and in the future. Corridor System Management Plans are based on concepts in the Caltrans Transportation Management System Master Plan (TMS) required by the California State Legislature in 2004. This system management approach will restore productivity to the State's transportation system, improve corridor throughput, enhance travel time reliability across all corridor elements, and support economic growth. For more information about CSMPs, see *www.corridormobility.org*.

MIG GRAPHIC



Corridor Systems Management Plan

Statewide High Occupancy Vehicle and High Occupancy Toll Lanes

Three key strategies to increase the effectiveness of the State Highway System in serving the urban areas are: 1) complete the HOV system, 2) manage the system by applying variable pricing (tolls) on the most congested corridors, and 3) incorporate Intelligent Transportation Systems (ITS).

CALTRANS PHOTOGRAPHY

Interstate-15 Express Lane Sign

HOV lanes provide an express service incentive for motorists to carpool and more recently for certain hybrid vehicles. Tolling of HOV lanes, often referred to as High Occupancy Toll (HOT Lanes) or Express Lanes, allows single occupant vehicles to use these same facilities for a fee.

Currently, California has over 1,500 lane miles of HOV lanes. The HOV system also includes three Express Lanes operating or under construction. In the future, Caltrans and regional agencies are planning and committing funds (programming) to over 1,300 additional lane miles of HOV or Express Lanes, and a regional Express Lanes network in the San Francisco Bay Area.

The second strategy incorporating ITS involves the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire transportation system.

Maps 4 and 5 in Appendix A display the current inventory of existing and proposed HOV and Express Lanes according to the 2009 HOV/Express Lane Business Plan prepared by Caltrans and our regional planning partners.

For more information about HOV and Express Lanes, see *www.dot.ca.gov/hq/traffops/systemops/hov/Express_Lane*.

GOODS MOVEMENT NETWORK

Goods Movement Action Plan

The State's 2007 Goods Movement Action Plan (GMAP) identified priority corridors for investment to improve the State's goods movement transportation system. In addition to their importance for California, these corridors provide critical links for facilitating global trade. A core principle of the GMAP is to improve the environment and community health while simultaneously improving freight transportation infrastructure.

To ensure that needed infrastructure is in place when the economy grows and demand returns, Caltrans must continue its commitment to identify innovative partnerships, initiatives, and funding opportunities for goods movement.

See Map 6 in Appendix A for priority goods movement regions and corridors.

CALTRANS PHOTOGRAPHY

Port of Long Beach

Freight Rail

California is a key state in the national freight rail system. In 2005, California railroads operated over 7,355 miles of track and carried over seven million carloads of freight. Railroad service plays a critical role to California, the nation, and the global economy in moving freight. Approximately 45-percent of intermodal traffic entering or leaving the United States passes through California ports.

Goods Movement Priorities

California's current priorities for the movement of goods include the following:

- Delivery of projects funded by Proposition 1B
- Trade Corridors Improvement Fund (TCIF) projects (nearly $3 billion)
- Key freight rail projects (totaling $143 million) from the federal Transportation Investments Generating Economic Recovery (TIGER) grant program

The 2012 Goods Movement Action Plan II will update the 2005 priority project list, and include expanded sections on air cargo, agriculture and tribal government infrastructure. For more information about goods movement, see *www.dot.ca.gov/hq/tpp/offices/ogm/links_files/gmap-1-11-07.pdf.*

RAIL AND HIGH-SPEED RAIL

Passenger Rail System

California's passenger rail system consists of intercity, commuter, and urban rail. In the future, this system will be expanded to include high-speed rail.

Intercity Rail

Intercity passenger rail service is a key part of the State's overall transportation system and operates between several regions of the State. In California, Amtrak operates all State-supported intercity rail service. Caltrans provides operating funding for three Amtrak California routes:

CALTRANS PHOTOGRAPHY

Pacific Surfliner

- Capitol Corridor (San Jose to Auburn)
- Pacific Surfliner (San Diego to San Luis Obispo)
- San Joaquin (Bay Area/Sacramento to Bakersfield)

According to the 2007-08 to 2017-18 California State Rail Plan, Caltrans plans to increase frequencies on all three State-supported intercity routes, add three new extensions, and start new service.

Commuter Rail

Commuter rail operates primarily within a single region of the State, serving regional and local transportation needs. California's existing commuter routes are Coaster (San Diego to Oceanside), Metrolink (Los Angeles, Orange, Riverside, San Bernardino and Ventura), Caltrain (San Francisco-Gilroy), and Altamont Commuter Express (ACE) (Stockton to San Jose).

The four commuter rail agencies (Coaster, Metrolink, Caltrain and Altamont Commuter Express) also have plans for expansion of service. In addition, there are three planning initiatives for new commuter rail. The Southern California Association of Governments has initiated a study of commuter rail for Ventura and Santa Barbara counties. The Sonoma Marin-Area Transit District proposes service between Cloverdale, and the Larkspur Ferry Terminal.

Six agencies have partnered to develop a service plan for a new regional commuter rail service in the Auburn and Oakland urban corridor. This new regional commuter rail service would be integrated with the Capitol Corridor.

Urban Rail

Urban rail system, such as Los Angeles County Metro Rail (Metro) and the San Francisco Bay Area Rapid Transit (BART), operate on separate tracks from intercity and commuter rail systems. Urban rail systems are locally controlled and funded. It is essential that intercity and commuter rail systems be well integrated with urban rail and bus systems.

High-Speed Rail

In 2008, California voters approved Proposition 1A for a $9.96 billion bond, downpayment on the construction of a high-speed rail train line. In early 2010, the federal government awarded California $2.25 billion in American Recovery and Reinvestment Act funds for high-speed intercity passenger rail. The California High-Speed Rail Authority is currently working on environmental clearances on specific project sections.

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

High-Speed Train at Tehachapi Pass

Map 7 in Appendix A shows the proposed routes for high-speed rail from San Francisco to Los Angeles projected for completion by 2020, with extensions north to Sacramento and south to San Diego sometime thereafter. The proposed high-speed rail system will be built, whenever possible, along or adjacent to existing rail transportation facilities instead of creating new transportation corridors. In addition, in most major cities, high-speed rail train stations will be developed with existing rail transportation hubs to produce efficient linkages to local and regional transit systems. For more information about California High-Speed Rail, see the 2009 California High-Speed Rail Authority Business Plan at *www.cahighspeedrail.ca.gov*.

DesertXpress

The DesertXpress is a proposed new high-speed, steel-wheel-on-rail double track interstate passenger rail line. This line, being proposed by a private consortium, would run 190 miles between Victorville, California, to Las Vegas, Nevada. It will run primarily at-grade, but be completely separated from all streets and highways, and would largely follow the heavily-congested Interstate 15 freeway alignment. The federal environmental impact statement process is currently underway for this route. The Desert Express Service is planned to open by 2014. For more information about the DesertXpress, see *www.desertxpress.com/*

Magnetic Levitation

Two high-speed passenger rail maglev projects are also being proposed in Southern California and Nevada.

These projects include the California-Nevada Super Speed Train Project and the Southern California Maglev Project. Maglev technology uses magnetic forces to lift, propel and guide a vehicle over a guide way. For more information about these respective projects, see *www.canv-maglev.com* and *www.scag.ca.gov*.

See Map 7 in Appendix A for the existing and proposed intercity, commuter and high-speed rail network. For more information about rail, see *www.dot.ca.gov/rail/go/dor/california-state-rail-plan/index.cfm*.

CALTRANS PHOTOGRAPHY

Aerial view of Sacramento Executive Airport

AIRPORTS

Overview of California Airports

California's 250 public use airports provide rapid access to destinations on a regional to a global scale. These 250 airports include general aviation, commercial, and military airports. See Map 8 in Appendix A for public use airports and military airports.

Economic Value of Airports

Aviation offers an effective business tool for expediting delivery times of passengers and just-in-time freight. Corporate location decisions are sometimes based on proximity to an airport. In rural areas, small airports provide a vital link to the rest of the State and the world.

The economic value of airports is not widely understood. Aviation creates almost 10-percent of the State gross domestic product and jobs according to a June 2003 Aviation in California: Benefits to Our Economy and Way of Life Report funded by Caltrans.

California's Most Congested Airports

According to the Federal Aviation Administration, the following five California commercial airports will reach capacity by 2015:

- John Wayne, Orange County
- Long Beach Municipal
- Oakland International
- San Diego International
- San Francisco International

Capacity constraints are an airport's equivalent to highway gridlock. Capacity at airports is defined as the maximum volume of all arriving and departing airplanes. An airport can only handle a specific number of airplanes without gridlock.

According to the 2006 California Aviation System Plan (CASP) Policy Element, an effective strategy to relieve capacity constraints is to shift demand to nearby general aviation airports. However, general aviation airports need to be preserved to meet this future demand. Preserving airports through better interagency planning and more secure funding would ensure California's future air travel demands are met.

Preservation of airports also includes protecting them from incompatible land uses. Incompatible land use is the most challenging issue facing California airports today. Competing land uses, underestimating the value of airports to communities, and the cost of an airport's infrastructure all work against public support of airports.

The new CASP Policy Element will be completed by 2011. The 2011 CASP Policy Element will include new projects and priorities based on an assessment of current and future needs. For more information about airports, see *www.dot.ca.gov/hq/planning/aeronaut/documents/CASP2006.pdf*.

TRANSIT

Overview of Transit in California

Transit ridership in California is at an all time high with 1.2 billion passengers annually. More Californians are taking light-rail trips than bus trips. In addition, these light-rail trips are becoming longer, and bus trips are becoming shorter. See Map 9 in Appendix A for intercity bus services.

ANDREW NOVAK PHOTO

Los Angeles County Metropolitan Authority Bus

SIEMENS TRANSPORTATION SYSTEMS

San Diego Trolley

California's 80 transit agencies are governed at the regional and local level. With some exceptions, lack of statewide coordination makes travel between service areas difficult for passengers.

The current State budget deficit, and subsequent reduction in transit funding, has placed a great strain on transit services. Many transit agencies have been forced to cut service, reduce staff, cut operating costs, discontinue routes and increase fares.

Statewide Transit Strategic Plan

Caltrans is developing a Statewide Transit Strategic Plan (STSP) to help the State achieve its climate change goals (and lower GHG emissions), increase transit ridership, reduce the number of single occupant vehicles, and reduce congestion. The STSP will also assist Caltrans in defining present and future roles and responsibilities to better support public transportation. Caltrans expects to complete the STSP by October 2011.

For more information about transit, see *www.dot,ca.gov/hq/MassTrans/*

Integrating Statewide Programs Overview

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

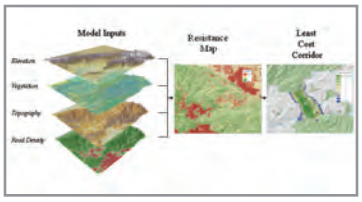
- California Regional Blueprint Planning Program
- Smart Mobility Framework
- Complete Streets
- California Essential Habitat Connectivity Project
- Climate Action Program

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
California Regional Blueprint Planning Program *www.calblueprint.dot.ca.gov/*	Regional Blueprint Planning promotes the linking of transportation, land use, housing, and the environment while developing visions that support transportation plans and projects. 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.	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.
Smart Mobility 2010—A Call to Action for the Next Decade *www.dot.ca.gov/hq/tpp/offices/ocp/smf/html* SHUTTERSTOCK IMAGE *Freeway-Rail Bridge, Ventura, California*	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. 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.	Smart Mobility 2010 provides principles and performance measures to guide the progress on the successful implementation of the California Interregional Blueprint.

TABLE 2: CALIFORNIA S SUSTAINABLE TRANSPORTATION SYSTEM, *CONTINUED*

Program	Purpose	How the Program Supports California Interregional Blueprint
Complete Streets www.dot.ca.gov/hq/offices/ocp/complete_streets.html CALTRANS PHOTOGRAPHY *Bicycle racks and lockers at San Francisco-BART Station in Oakland, California.*	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. Caltrans has revised its policies and adopted the Complete Streets Implementation Action Plan to reflect the need to design facilities as Complete Streets.	Complete Streets policies support the goals of an integrated multimodal transportation system needed to ensure choices for all travelers. 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.
California Essential Habitat Connectivity Study www.dot.ca.gov/hq/env/bio/program_efforts.htm SC WILDLANDS  *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.*	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. 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.	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. 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.
Climate Action Program www.dot.ca.gov/climateaction.htm CALTRANS PHOTOGRAPHY *Interstate-80 Mudslide*	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. 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.	These mitigation and adaptation strategies will ultimately ensure a more sustainable transportation system essential to a successful California Interregional Blueprint.

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.

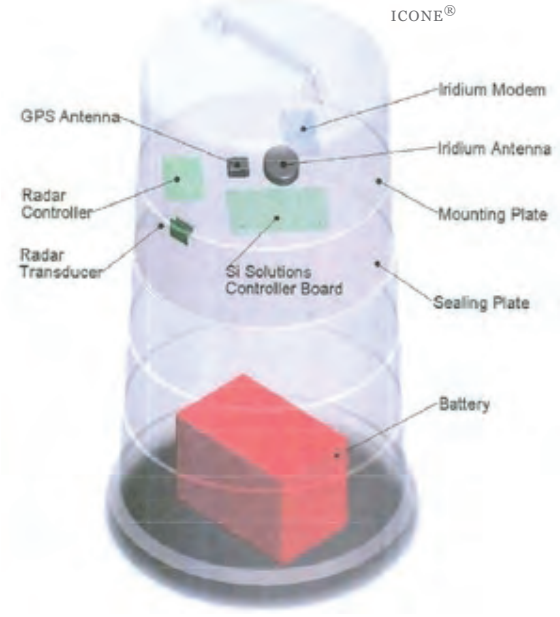
A first step toward real-time transit information is the providing access to transit route and schedule information via web-based trip planners. Google Transit is a good example of this type of planner, which is currently available by web and smartphone. For more information, see *www.google.com/transit*.

CALTRANS PHOTOGRAPHY

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®



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*.

Phase II: Measuring Performance of the California Interregional Blueprint

STATEWIDE MODEL FRAMEWORK

Phase II of the California Interregional Blueprint will build on the Narrative Analysis Report in the first phase, and use robust modeling and data programs. The final most advanced model (when fully funded) will be the Statewide Integrated, Transportation, Land Use, and Economic Model (SIM). Caltrans could then be in a position to use the Statewide Travel Demand Model, and the SIM to evaluate interregional transportation improvements, model and evaluate transportation and land use scenarios, and assess the effects of transportation policies on the economy.

These models will be developed incrementally as shown in the graphic on the following page. The first tool, the Statewide Travel Demand Model, is scheduled for completion by September 2010. The Statewide Travel Demand Model has been developed with 2000 as the base year. The model is calibrated and validated for the 2000 base year, and is further validated to existing (2008) conditions. Updated road network information will be used to produce projections for future years, including 2015, 2020 and 2035. A web-based software will enable regional agencies to access the Statewide Travel Demand Model for their own model runs once the future years of the model have been completed and the software has been released from beta-testing. Analysis with the Statewide Travel Demand Model is expected to begin in December 2012. The Statewide Freight Model is expected to be available for use by December 2012. Development of the SIM will continue as funding becomes available.

Statewide Travel Demand Model

The Statewide Travel Demand Model is a statewide multimodal travel demand model designed to identify mobility enhancements that will meet environmental goals. A key output of this model will be estimates of long distance trips between regions.

Statewide Freight Model

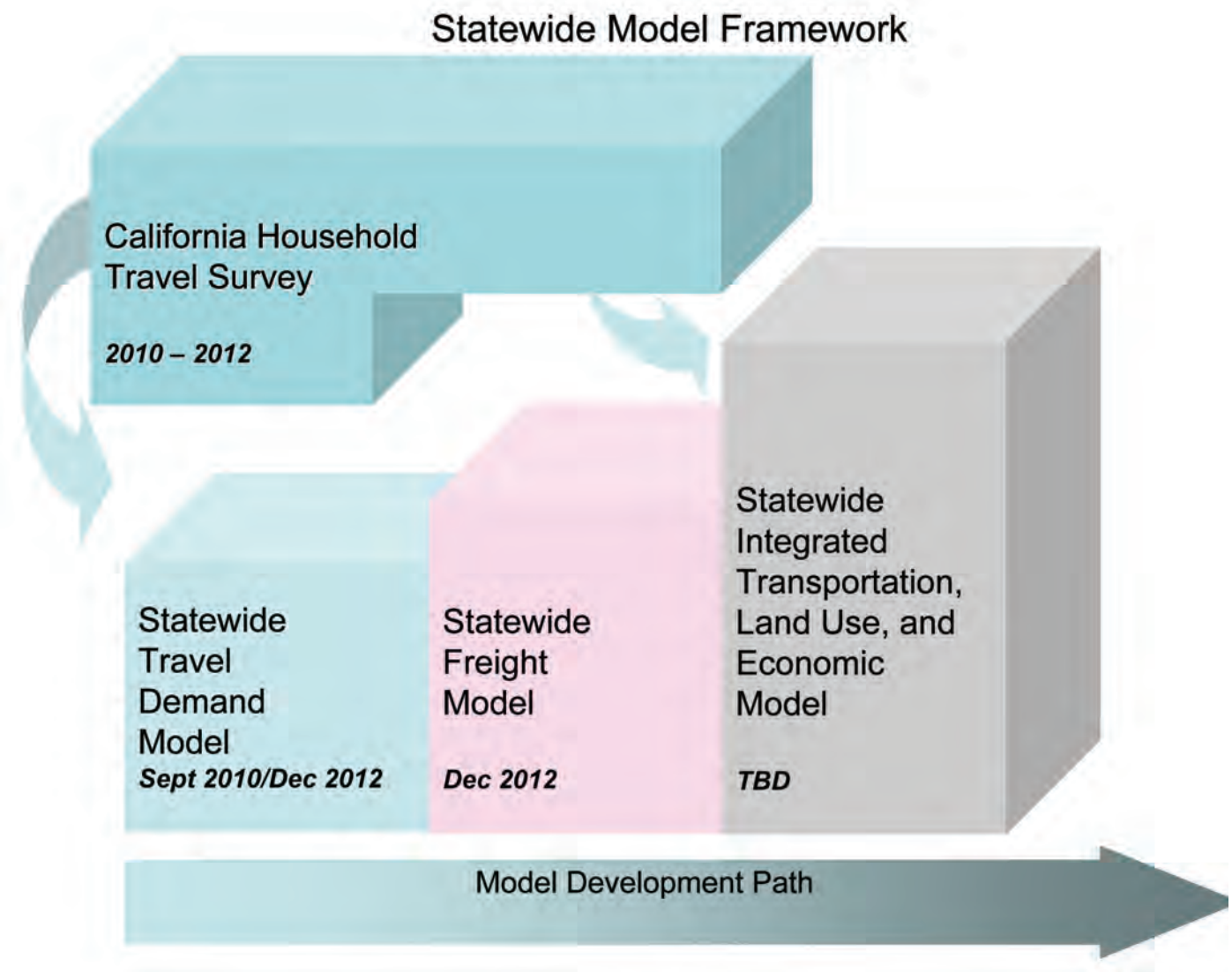
The Statewide Freight Model is intended to help Caltrans and the Air Resources Board better understand freight movement in California and its impacts on highway infrastructure, transportation networks, highway safety, energy use and emissions.

Statewide Integrated Transportation, Land Use, and Economic Model (SIM)

The SIM (when fully funded) will forecast the interaction of transportation system investment, land use, and economic development. With this integration of models, Caltrans would be in a position to better analyze the impacts of policy plans, programs, and major investments on transportation, the economy, and the environment on a statewide scale.

California Household Travel Survey

Regional travel models and the Statewide Travel Demand Model use statewide multimodal regional and interregional household travel behavior surveys as a base to forecast travel behavior. Caltrans has joined with the California Association of Councils of Governments and regional agencies to develop and implement the 2010 California Household Travel Survey and will use this 2010 data when it becomes available. This collaboration is leading to even greater efficiencies and effectiveness, with some metropolitan planning organizations contributing funding to this effort rather than conducting their own separate survey.



Stakeholder Workshop Results

Caltrans conducted stakeholder workshops from February through April 2010 at strategic locations targeted at metropolitan planning organizations and regional transportation planning agencies in the map on page 24. At this early stage in the California Interregional Blueprint development process, transportation professionals were invited to learn more about the California Interregional Blueprint, provide input on the statewide model framework, and validate the overall California Interregional Blueprint concept.

By all measures, these workshops were successful. Attendance met or exceeded expectations, with 227 MPO and RTPA stakeholders attending and most of them participating in the interactive polling. An additional 653 stakeholders participated by webcast. Although they could not participate in the polling, they were able to provide comments and questions by email.

CALTRANS PHOTOGRAPHY

Cindy McKim, Caltrans Director, addressing participants at the Sacramento workshop.

The following is a summary of the key interactive polling and comments. (A complete Stakeholder Workshop Report can be found on the California Interregional Blueprint web portal at *www.californiainterregionalblueprint.org.*) The webcast for each of the workshops can also be viewed on the California Interregional Blueprint web portal.

It is important to note that the interactive polling conducted at the workshops was designed to stimulate discussion and understanding of the perspectives of the various participants. The polling results should be understood in light of those observations and conclusions.

STATEWIDE SUPPORT FOR THE CALIFORNIA INTERREGIONAL BLUEPRINT

Stakeholders across the State overwhelmingly supported the concept of the California Interregional Blueprint.

A selection of specific comments made during the workshops follows:

What We Heard:

- Addressing climate change is an important task of the California Interregional Blueprint.
- Highlighting regional best practices in the face of limited resources is important.
- The need for partnerships is critical.
- The multimodal, holistic perspective that the California Interregional Blueprint offers is necessary.

CALIFORNIA INTERREGIONAL BLUEPRINT WORKSHOPS
REDDING
March 17, 2010
Participants: 34
Support CIB: 69%
*None--Technical Difficulties
SACRAMENTO
February 16, 2010
Participants: 68
Support CIB: 92%
*http://msmedia.dot.ca.gov/training/20100216_2035.asf
OAKLAND
April 6, 2010
Participants: 26
Support CIB: 91%
*http://msmedia.dot.ca.gov/training/20100406_2040.asf
FRESNO
March 22, 2010
Participants: 35
Support CIB: 74%
*http://msmedia.dot.ca.gov/training/20100322_2040.asf
LOS ANGELES
March 2, 2010
Participants: 35
Support CIB: 82%
*http://msmedia.dot.ca.gov/training/20100302_2035.asf
SAN DIEGO
March 1, 2010
Participants: 29
Support CIB: 83%
*http://msmedia.dot.ca.gov/training/20100301_2035.asf
*webcast achieved. Total participants 880 (227 in-house, 653 online.)

STAKEHOLDER PARTICIPATION IN THE CALIFORNIA INTERREGIONAL BLUEPRINT

When asked whether they saw a role for themselves in the California Interregional Blueprint effort, most respondents indicated "yes."

What We Heard:

- Share data and planning information.
- Ensure regional transportation plans are linked to State plans and the interregional blueprint.
- Educate stakeholders on public health and the transportation connection.

RURAL SUPPORT FOR THE CALIFORNIA INTERREGIONAL BLUEPRINT

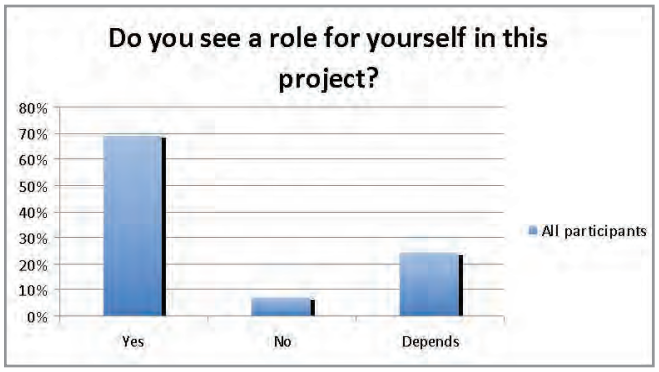
When presented with the following issues, rural stakeholders (in Redding) felt these accurately described challenges unique to rural areas:

- Safety is a significant concern in rural areas.
- Goods movement has particular impact on the rural and interregional system.
- Funding transportation to sparse, widely distributed population is challenging.
- There is a lack of communication infrastructure, particularly broadband.

What We Heard:

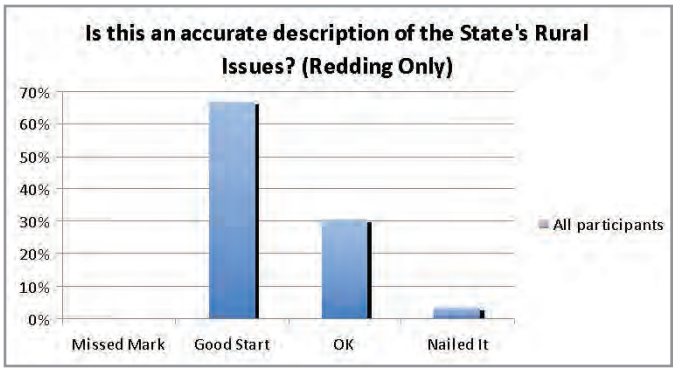
- There is a need to consider the impact of recreational traffic (weekend traffic), not just commuter traffic, on rural roads.
- There is concern about cross-border impacts (for example, Del Norte County and the State of Oregon).
- Sample size in rural areas for household travel survey is too small, so may need oversampling.
- How rural regional transportation planning agencies fit into the California Interregional Blueprint versus the metropolitan planning organizations needs to be addressed.

MIG AND STRATEGIC INITIATIVES



Role in the California Interregional Blueprint Stakeholder Workshop Summary Report

MIG AND STRATEGIC INITIATIVES



Accurate Description of Rural Issues Stakeholder Workshop Summary Report

Next Steps

CALIFORNIA INTERREGIONAL BLUEPRINT SETS THE STAGE FOR A NEW TRANSPORTATION ERA

By integrating long-range plans and Caltrans' sponsored programs into a single framework, Caltrans and regional agencies for the first time, can now link regional data at a statewide level to jointly plan for the future of a truly integrated California transportation and land use network.

This linkage is critical for understanding the interaction between proposed regional and State actions and their effect on interregional travel. An accurate understanding of regional plans in the context of State plans will allow for improved analysis and public engagement about interregional and statewide investments and policies.

By considering regional priorities, plans, and data in a statewide context, Caltrans and regional agencies can better target funds, and select projects that address gaps, and connect and enhance existing state and regional strategies.

KEY MILESTONES

Over the next five years, Caltrans needs to reach the following key milestones to carry out the California Interregional Blueprint and comply with SB 391:

- Develop a statewide model framework, including the Statewide Travel Demand Model, Statewide Freight Model by December 2012, and contingent on continued funding, the Statewide Integrated Transportation, Land Use, and Economic Model. These tools will forecast the interaction of transportation system investment and land use development in order to better analyze the impacts of policy plans, programs and major investments on transportation, the economy, and the environment at a statewide level.
- Complete, calibrate, and provide data to models that evaluate interregional transportation improvements, and model and evaluate impacts of transportation and land use decisions on GHG emissions.
- Submit an interim report to the California Transportation Commission and the Legislature by December 31, 2012. This interim report will list the regional SCS and APS, and include an assessment of how their implementation would affect the design of the statewide, integrated, multimodal transportation system.
- Update the CTP by December 31, 2015, and every five years thereafter.

A work plan to further develop the California Interregional Blueprint to create the CTP 2040 is included as an Appendix B to this report.

Plumas CTC
BCAG
Glenn CTC
Sierra LTC
Nevada CTC
Lake CCAPC
Colusa CTC
Yuba
Sutter
Placer CTPA
SACOG
Yolo
Napa
El Dorado CTC
Amador CTC
Alpine LTC
Sacramento
Solano
Calaveras COG
Marin
Tuolumne CCAPC
SJCOG
MTC
Contra Costa
San Francisco
Mariposa LTC
StanCOG
Alameda
San Mateo
Santa Clara
MCAG
MCTC
Santa Cruz County Regional Transportation Commission (SCCRTC)
COFCG
San Benito COG

Appendix A: Maps

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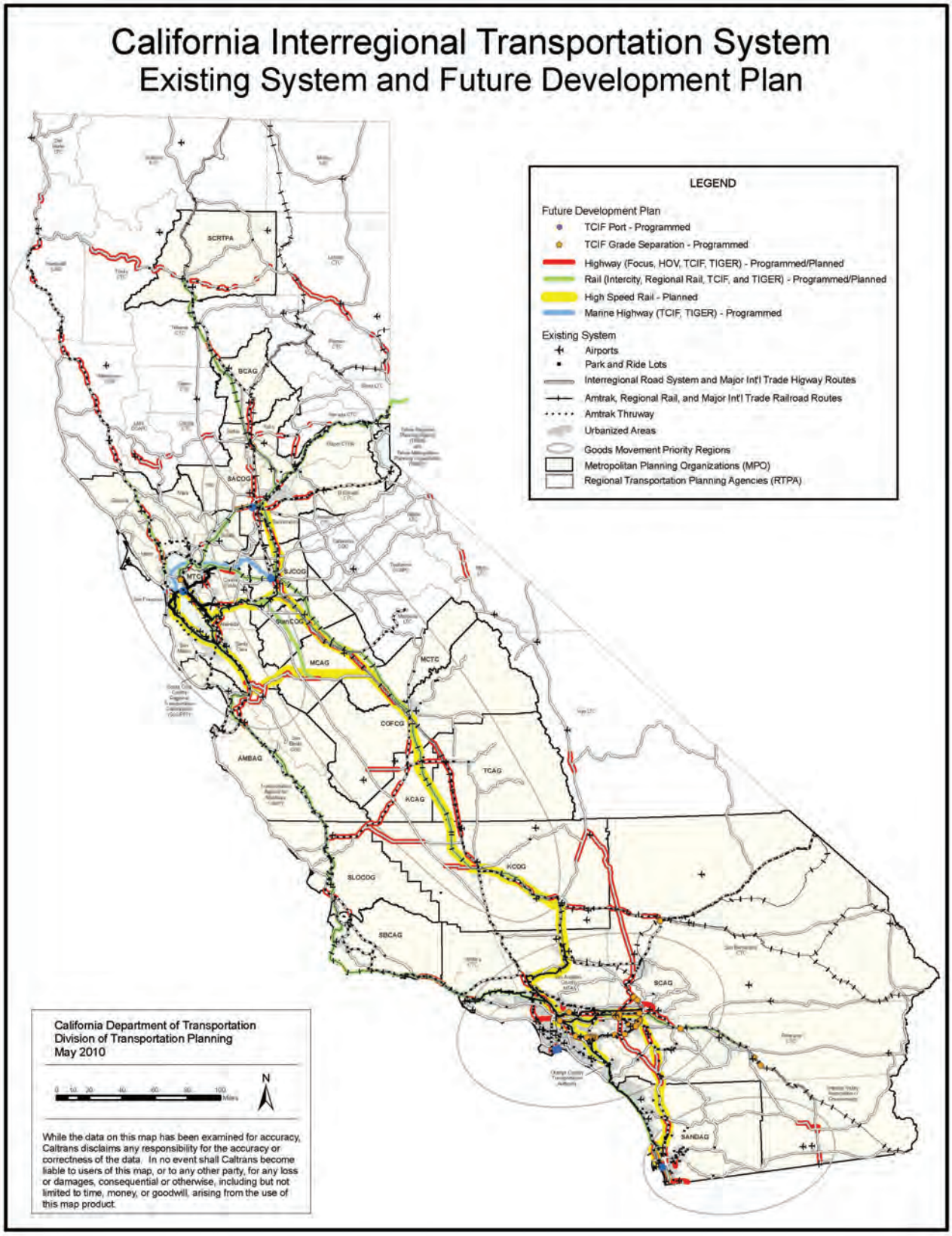
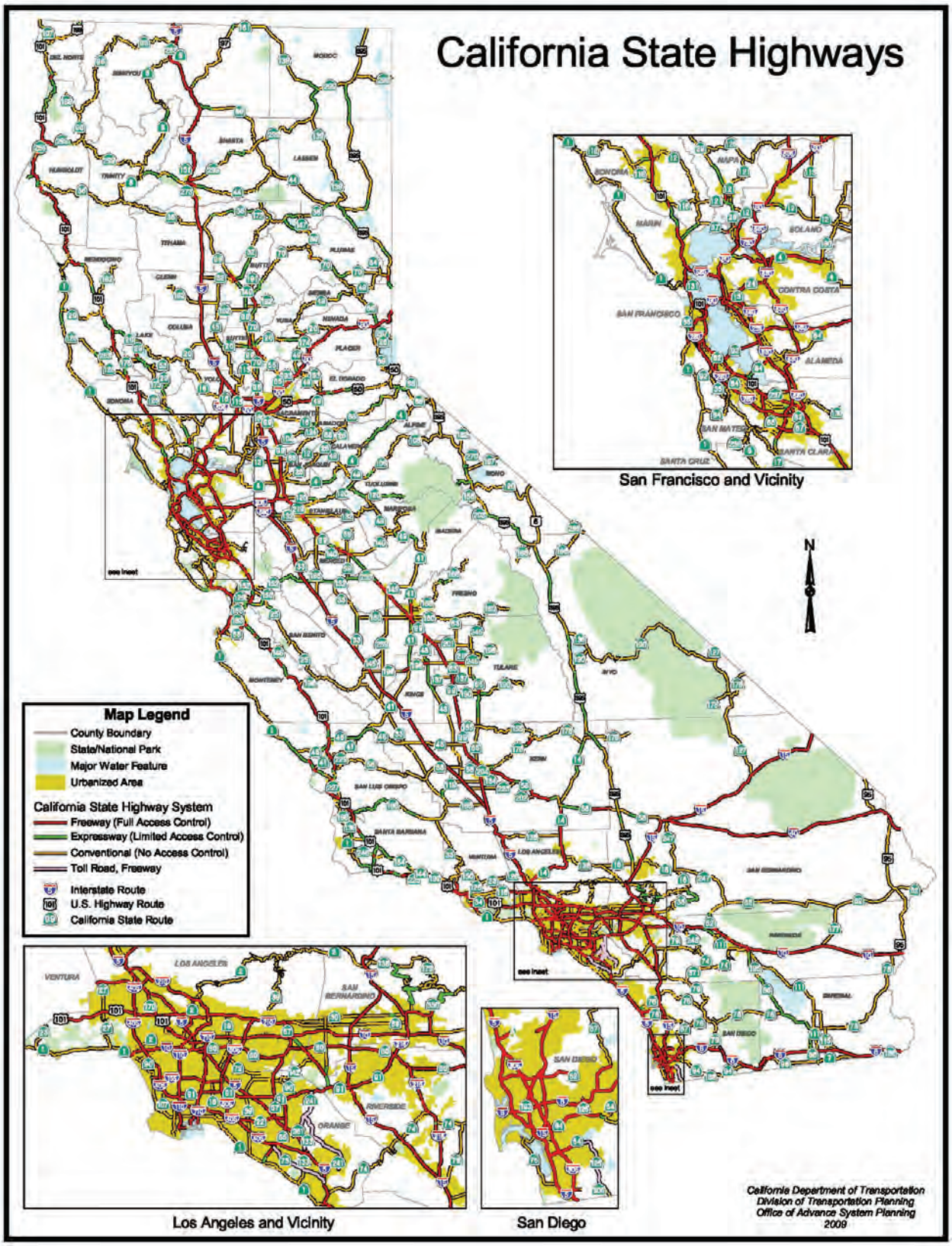
MAP 1: CALIFORNIA INTERREGIONAL TRANSPORTATION SYSTEM

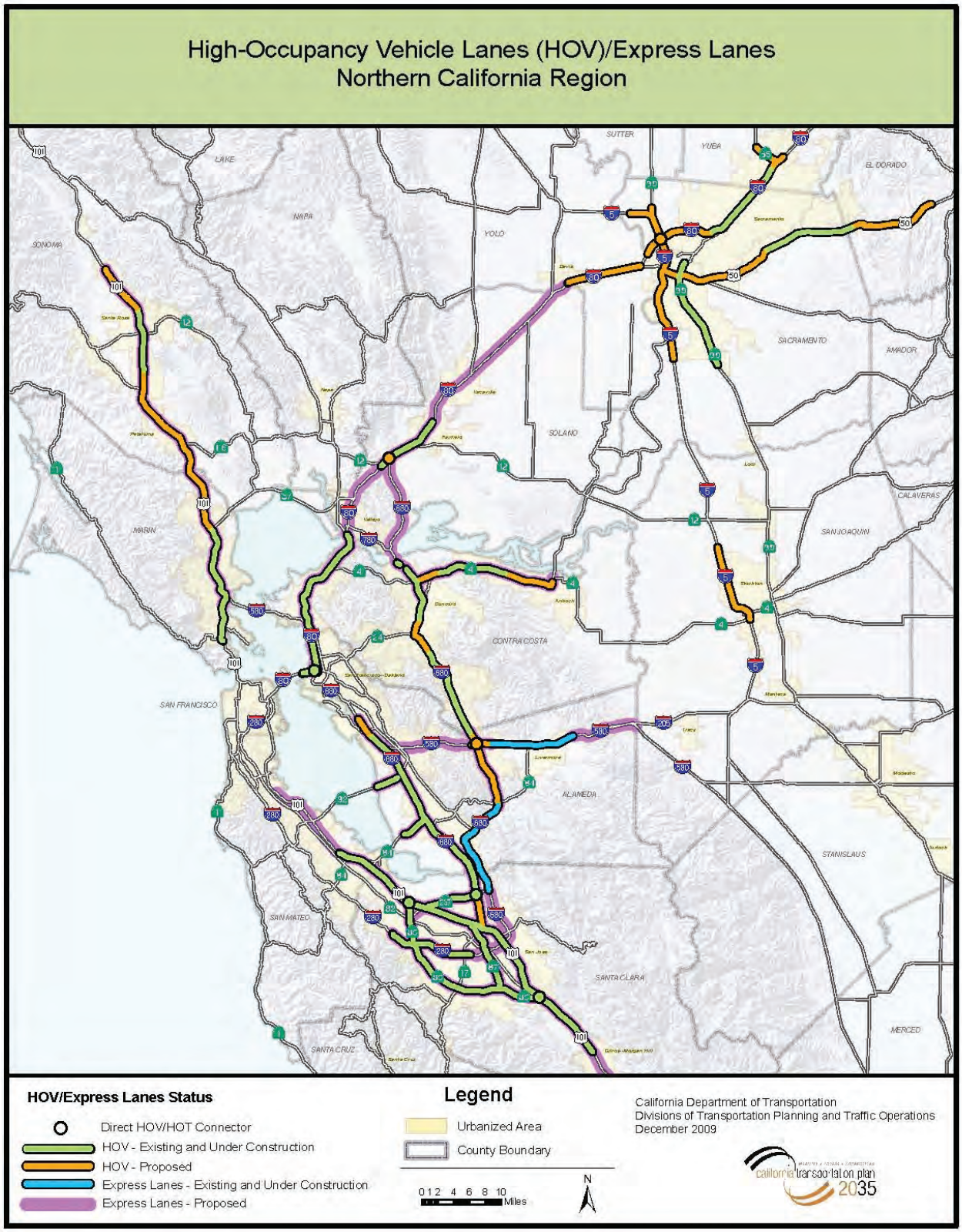


MAP 2: STATE HIGHWAY SYSTEM

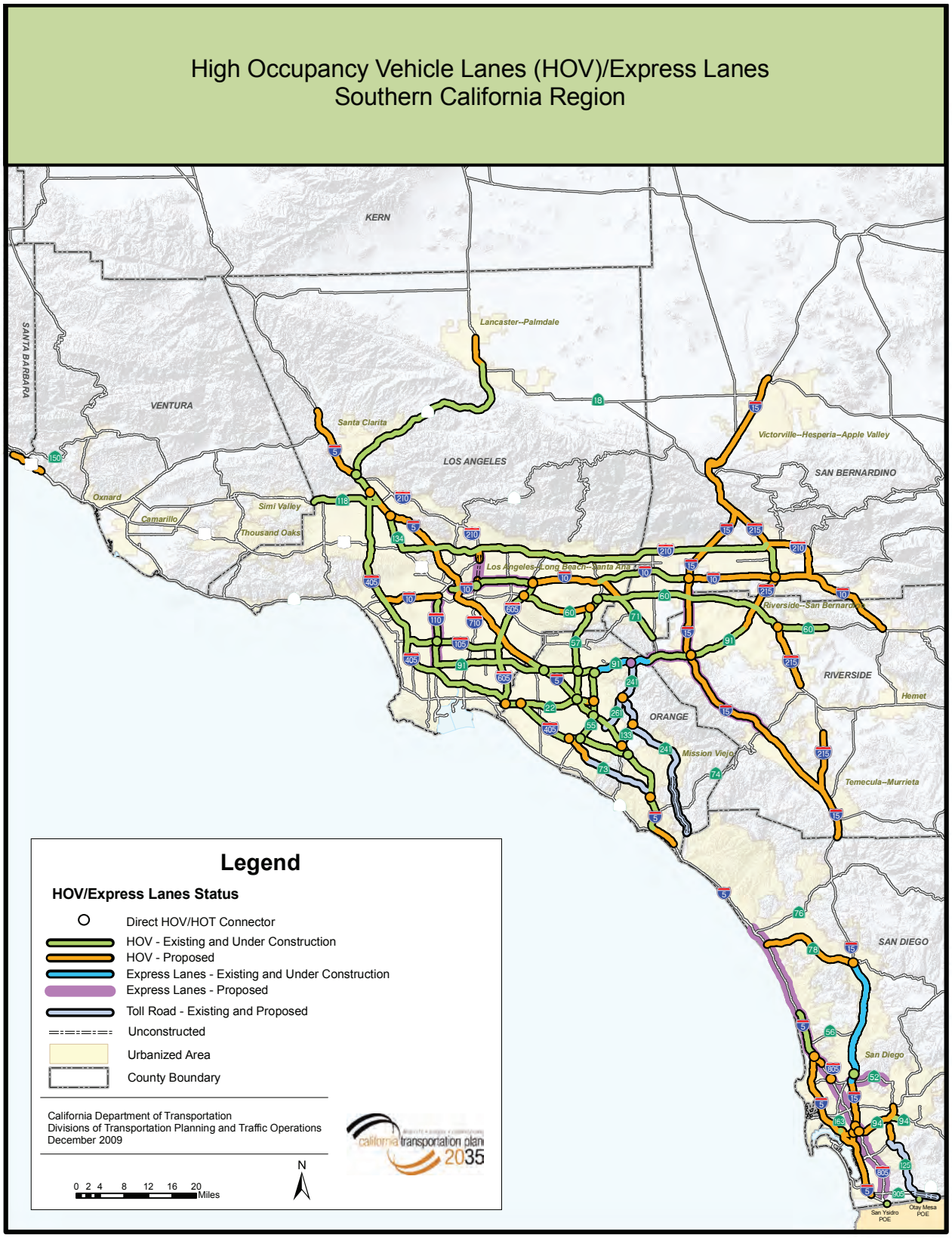


MAP 3: FOCUS ROUTES

MAP 4: HOV AND EXPRESS LANES

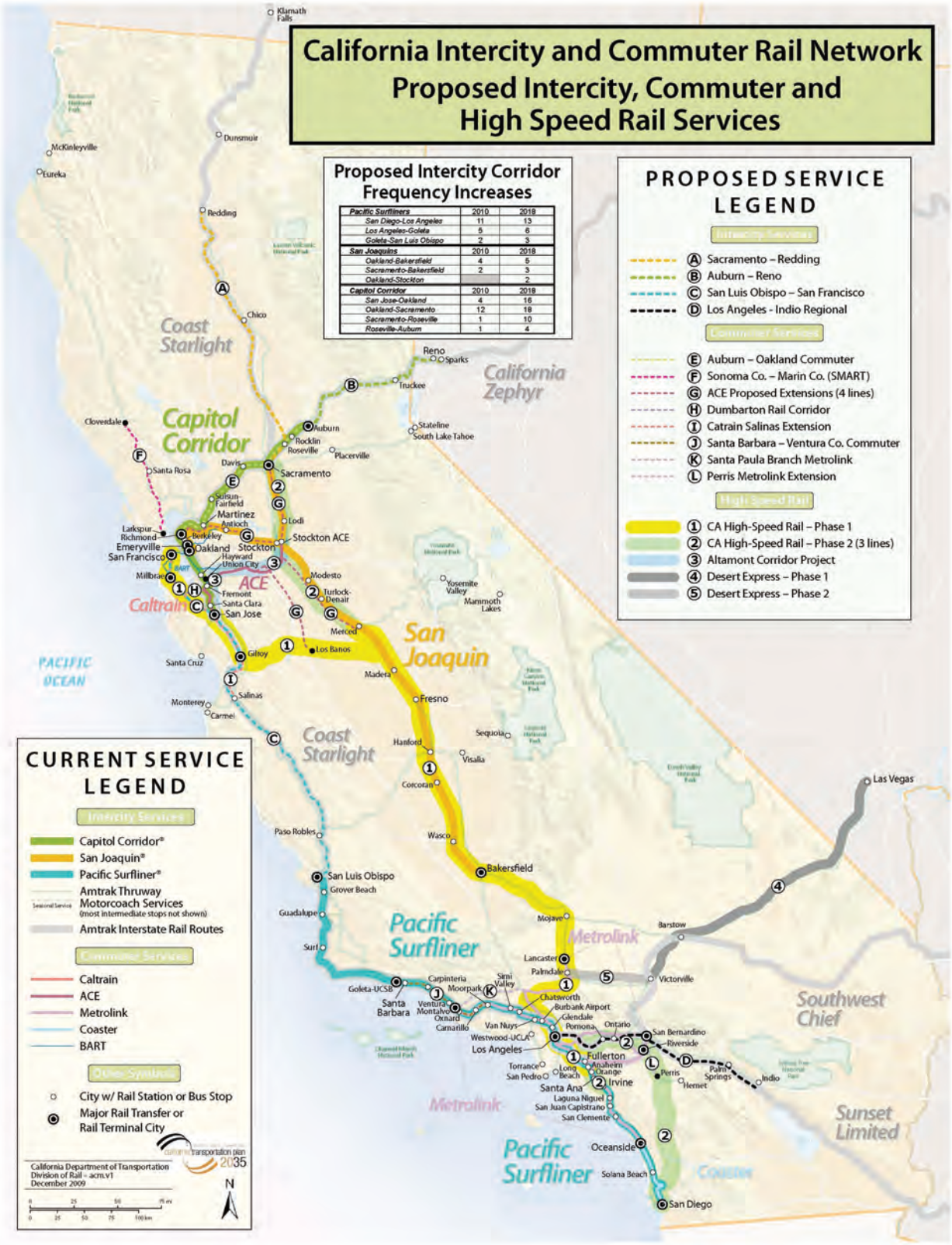


MAP 5: HOV AND EXPRESS LANES

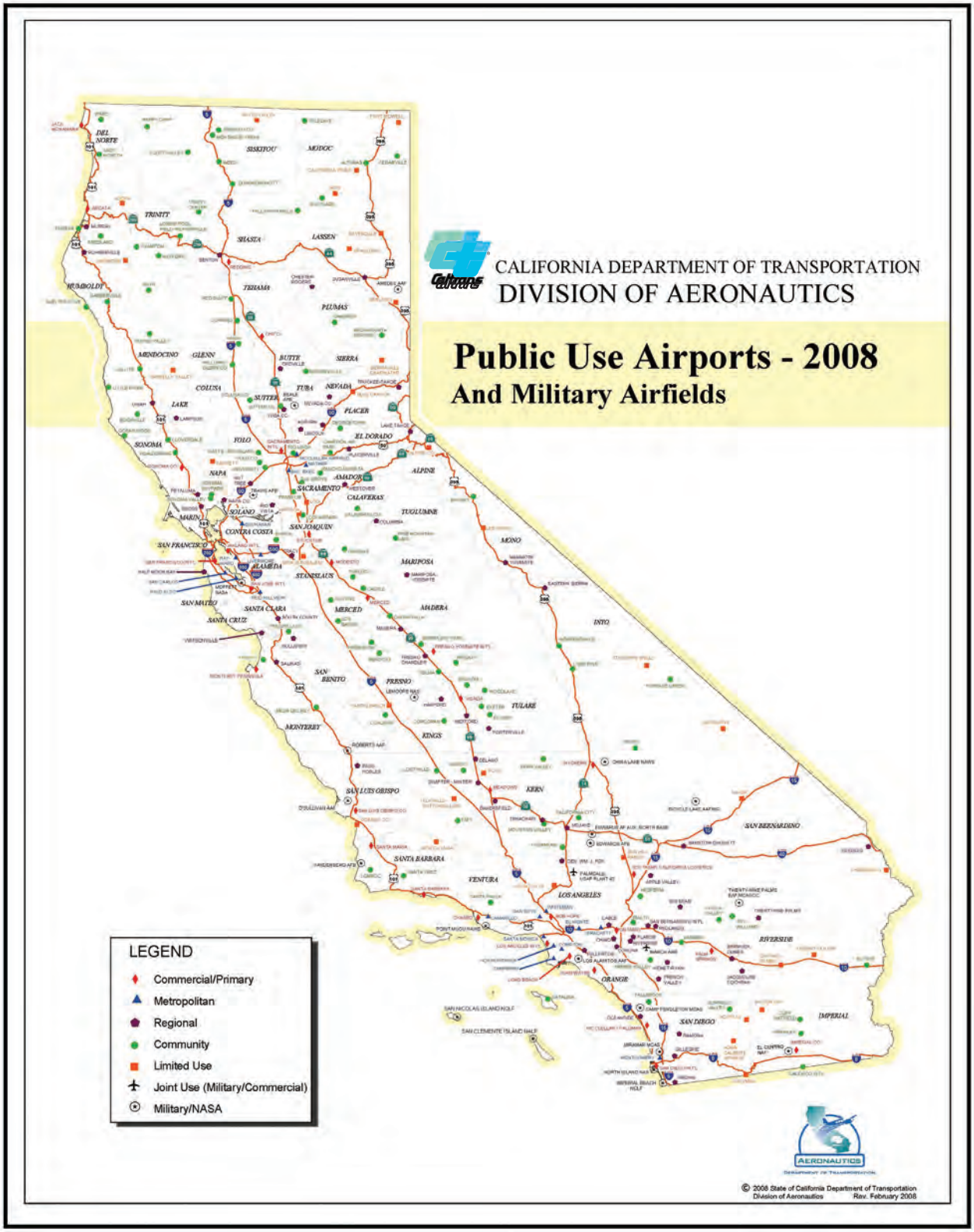


MAP 6: PRIORITY GOODS MOVEMENT REGIONS AND CORRIDORS

MAP 7: CALIFORNIA INTERCITY AND COMMUTER RAIL NETWORK, PROPOSED INTERCITY, COMMUTER AND HIGH-SPEED RAIL SERVICES

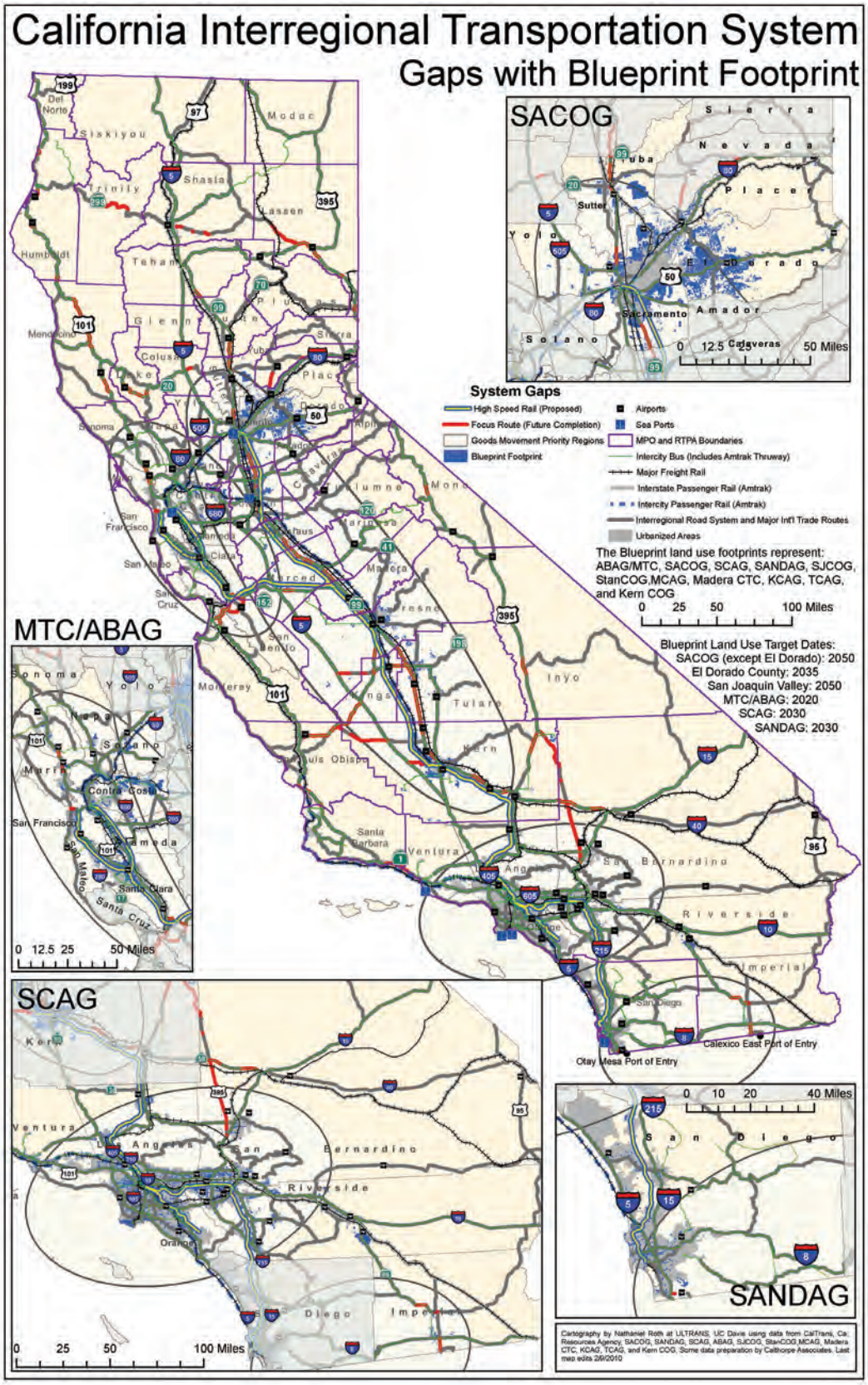


MAP 8: PUBLIC USE AIRPORTS



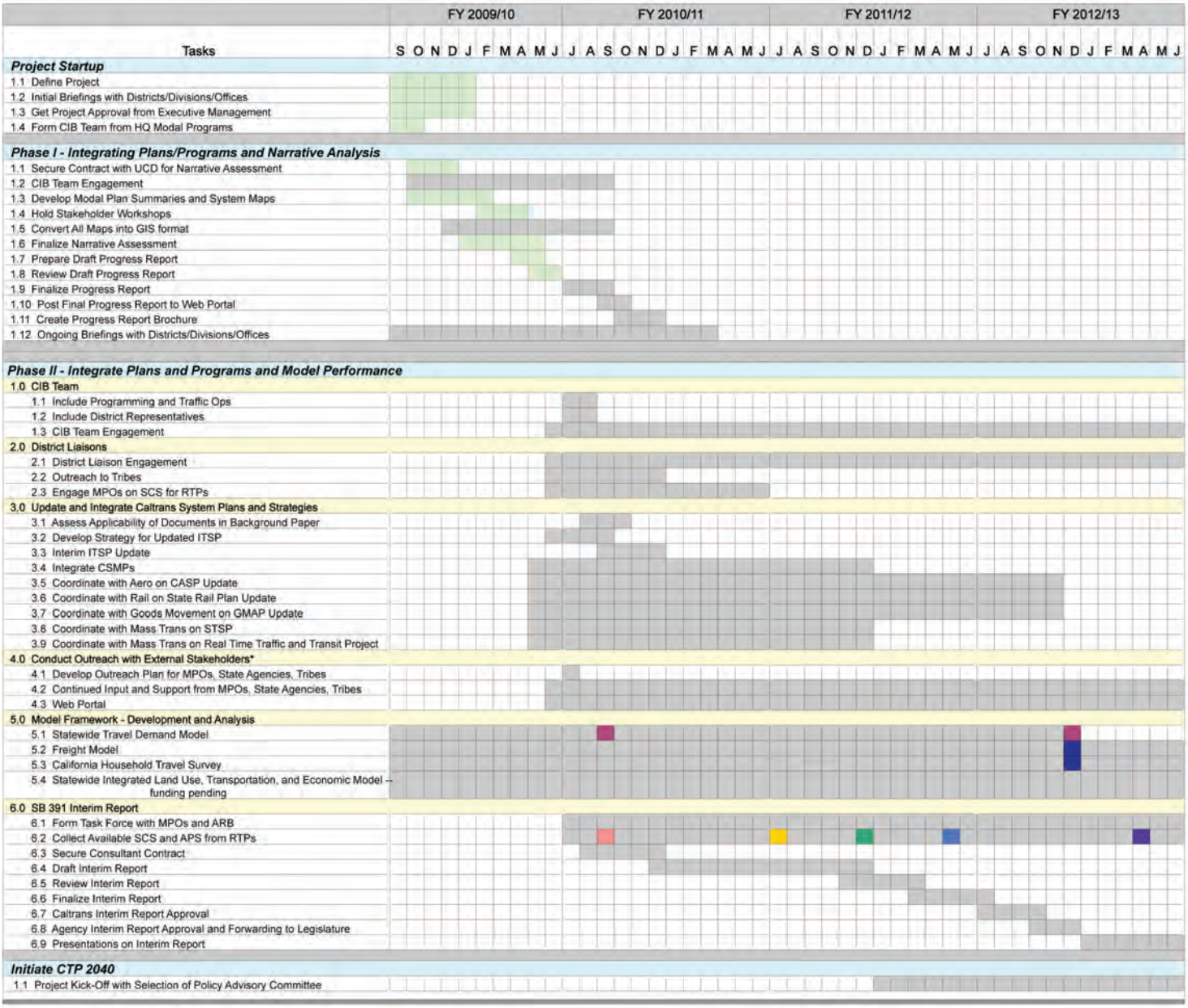
MAP 9: INTERCITY BUS SERVICE

MAP 10: CALIFORNIA INTERREGIONAL TRANSPORTATION SYSTEM, GAPS AND BLUEPRINT FOOTPRINT



SACRAMENTO EXECUTIVE
EL 21
34

Appendix B: California Interregional Blueprint Work Plan



Appendix C: Acronyms

ACE—Altamont Commuter Express

APS—Alternative Planning Strategies

AB—Assembly Bill

BART—Bay Area Rapid Transit

CASP—California Aviation System Plan

CDFG—California Department of Fish and Game

Caltrans—California Department of Transportation

CTC—California Transportation Commission

CTP—California Transportation Plan

CSMP—Corridor System Management Plan

GHG—greenhouse gas

GMAP—Goods Movement Action Plan

HOT Lanes—High Occupancy Toll Lanes

HOV—High Occupancy Vehicle (HOV)

ITS—Intelligent Transportation Systems

ITIP—Interregional Transportation Improvement Program

ITSP—Interregional Transportation Strategic Plan

MPO—Metropolitan Planning Organization

RTPA—Regional Transportation Planning Agency

SB—Senate Bill

SCS—Sustainable Communities Strategies

SHOPP—State Highway Operations and Protection Program

SIM—Statewide Integrated Transportation, Land use and Economic Model

STDM—Statewide Travel Demand Model

STSP—Statewide Transit Strategic Plan

TCIF—Trade Corridors Improvement Fund

TIGER—Transportation Investments Generating Economic Recovery

TMS—Transportation Management System Master Plan

ULTRANS—University of California, Davis, Urban Land Use and Transportation Center

VMT—vehicle-miles-of-travel

HARD HAT AREA
135 FEET
"K" LINE
K LINE
TAIYO

Project Team

The 2010 California Interregional Blueprint Progress Report is a collaborative initiative between the regions, the State, and the University of California, Davis.

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California Energy Commission

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Additional copies of the report and appendices may be downloaded at:

www.californiainterregionalblueprint.com

For individuals with sensory disabilities, this document is available in alternative formats. Please call or write to:

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