

# **California Department of Transportation**

## **Background Paper**

### **California Interregional Blueprint**

This paper presents an approach for preparing a statewide interregional, multimodal blueprint. The “California Interregional Blueprint” (CIB) will provide the basis for the next update to the California Transportation Plan (CTP 2040) to be completed by 2015. The CIB will analyze the impact of multimodal interregional projects, under consideration in the Department’s and regional agencies’ long-range system and strategic plans, on the transportation system. It also will serve to expand the understanding of the interactions between land use and transportation investments in meeting critical climate goals. The ultimate benefit of this effort will be stronger partnerships, with regional and local agencies and tribal governments, and better data for improved decision making at the State, regional, and local level.

The CIB will aggregate planned interregional highway, transit, rail (including high-speed and intercity rail), intelligent transportation system, goods movement, and other State project concepts and strategies to complement the projects already included in Regional Transportation Plans (RTP) developed by the State’s Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Agencies (RTPA). Information contained in the Interregional Blueprint will be a snapshot of the best planning information available at the time it is prepared.

The CIB will be completed in two phases. Phase I will focus on assembling data and information from existing State and regional plans to facilitate discussions about interregional and statewide investments and policies that will support sustainable growth in California. Phase II will build on the work from Phase I with the implementation of robust modeling and data programs.

During Phase I, project data from existing plans will be compiled and analyzed at a system level. This analysis will consist of a narrative discussion of interregional system gaps, along with preferred regional growth and land use scenarios (with supporting maps). Ultimately, in Phase II, the project concepts and strategies, including growth and land use projections, will be modeled, and their impact on various outcomes will be quantified. One of the outcomes will be a first-ever estimate of the combined impact of these projects and system strategies on greenhouse gas (GHG) emissions. The forecasts of interregional trips (through the delivery of a Statewide Interregional Travel Demand Model in September 2010) and data from the Statewide Household Travel Survey (planned for completion in 2012) will provide critical data to inform the greenhouse gas (GHG) emission reduction dialogue.

Stakeholder workshops are scheduled for the CIB in February, March, and April 2010. These workshops, and other outreach activities, will provide an opportunity to introduce the CIB as well as discuss the concept with the Department’s transportation partners. The workshops will also provide a forum to share data and analysis as it becomes available.

To implement this vision, it is recommended that the following Phase I elements be pursued and the findings incorporated into a document to be submitted to Business, Transportation and Housing Agency (BTH) in September 2010. A roadmap for products described under CIB Phase II will be incorporated into the September 2010 document as recommendations for next steps.

### **Phase I Elements**

1. Provide a baseline for the interregional transportation system by:
  - a. Updating the 10 focus routes in the 1998 Interregional Transportation Strategic Plan (ITSP) by providing a status on each of the project concepts included in that plan.
  - b. Adding planned project concepts and strategies where possible through a narrative synopsis and maps from the following statewide planning documents:
    - Strategic Growth Plan
    - Goods Movement Action Plan
    - Proposed High-Speed Rail Routes
    - High-Occupancy Vehicle/Express Lane Business Plan 2009
    - Ten-Year State Highway Operation and Protection Plan
    - Transportation Management System Master Plan
    - California Statewide Intelligent Transportation System Architecture and System Plan
    - Corridor System Management Plans
    - Transportation Concept Reports
    - California State Rail Plan
    - California BusPool Project
    - California Aviation System Plan
    - Strategic Highway Safety Plan
    - Highway 99 Business Plan
2. Develop an initial CIB narrative (qualitative analysis) as described below.
  - a. Aggregate existing data from adopted RTPs statewide and map approved growth scenarios provided by the regions where possible.
  - b. Aggregate the resulting statewide transportation demand and reveal transportation system gaps, and produce preliminary statewide and interregional performance measures, including those defined in the Smart Mobility Framework, Vision California (High-Speed Rail Authority), Statewide Transit Strategic Plan, ITSP and Assembly Bill (AB) 32 Scoping Plan.

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3. Consider the following initiatives that support the overall vision of a sustainable transportation system, including among others:
  - Strategic Growth Council Objectives
  - BTH Economic Development Workplan
  - Healthy Communities
  - Regional Blueprint Planning Program
  - Statewide Transit Strategic Plan
  - Bus Rapid Transit (BRT) Handbook
  - Caltrans' Park and Ride Guidance
  - Climate Action Program
  - 2009 California Climate Adaptation Strategy Discussion Draft
  - Smart Mobility Framework
  - Complete Streets
  - Essential Habitat Connectivity Project
  - Park and Ride Program Resource Guide
4. Develop a “roadmap” or work plan for Phase II development of the CIB, including recommendations for next steps.
5. Continue to consult with internal and external partners such as:
  - a. Strategic Growth Council
  - b. The Department’s Planning and Modal Programs and Legal Division (regarding statute prohibiting inclusion of projects)
  - c. BTH
  - d. 109 federally recognized California Tribal Governments
  - e. Regional Caltrans Coordination Group Meeting; Rural Counties Task Force
  - f. California Transportation Commission
  - g. California High-Speed Rail Authority
  - h. Air Resources Board
  - i. California Energy Commission
  - j. Housing and Community Development
  - k. California Transit Association
  - l. California Association for Coordinated Transportation
  - m. Bus Rapid Transit/Transit Advisory Committee
  - n. League of California Cities
  - o. California State Association of Counties
  - p. Regional Council of Rural Counties
  - q. California Department of Water Resources (including at the regional level with Integrated Regional Water Management Plans)
  - r. California Department of Fish and Game

## **Phase II Elements**

1. More robust modeling analysis with the completion of the a statewide modeling framework comprised of: the *Statewide Interregional Travel Demand Model* September 2010; and the *Statewide Freight Model* in December 2012, as well as the *Statewide Integrated Interregional Model (Transportation, Land Use, Economics)* or *SIIM* in December 2012. (See “California Department of Transportation – Model Improvement Plan” for more specifics.)
2. Completion of National Household Travel Survey with add-on data related to bicycling and walking in October 2009 and a Caltrans Statewide Household Travel Survey in January 2012.
3. Completion of the Goods Movement Action Plan II in December 2010 and the subsequent implementation of planned actions.
4. Completion of the Statewide Transit Strategic Plan in August 2011 and the subsequent implementation of planned actions.
5. Development of the Senate Bill (SB) 375 Regional Targets Advisory Committee methodology in September 2009; final GHG targets in September 2010; and RTPs that include sustainable communities strategies (SCS) or alternative planning strategies (APS) to meet those targets by August 2013.
6. Other contributions from: (1) current research and studies that may further refine the CIB; (2) partnerships that evaluate and recommend measures promoting sustainability; and (3) potential contributions from future federal transportation authorizations.

## **Estimated Cost:**

Total cost for the statewide modeling framework that will provide the modeling tools and data needed to produce the Interregional Blueprint is estimated at \$15.0 million of which \$6.3 million has been committed to date. The remaining \$8.7 million in needed funding is proposed to come from a variety of sources, including Department planning funds, grants, foundations, and other federal and State funds. Staffing needs for the effort will be redirected from existing resources.

## **Outcomes of Projects**

- Provide a multimodal, integrated vision for the State’s interregional transportation system based on data and analysis that will set a baseline of system performance for future planning and project delivery efforts.
- Create an assessment of statewide transportation investment needs to inform future policy and financing discussions and decisions.

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- Promote the importance of a seamless, interregional transportation system and increase productivity of the system by improving linkages to regional and local systems.
- Position the Department to be a statewide and national leader in addressing mobility within the context of climate change, Senate Bill (SB) 375, and proposed federal requirements, including the upcoming federal transportation authorization.
- Respond to recent changes to State law under SB 391 (Liu, Chapter 585, Statutes of 2009) that now require the CTP to identify the statewide, integrated, multimodal transportation system that will achieve the State's climate change goals. It also requires the plan to consider how the sustainable communities strategies/alternative planning strategies being prepared by MPOs under SB 375 would impact the system.
- Provide an initial statewide evaluation of the impact of planned actions by the Department and MPOs to reduce GHG emissions.
- Establish a framework for scenario-based planning at the State level to provide better guidance and information on interregional trips to MPOs and RTPAs in developing their RTPs and regional blueprint plans, and to MPOs in developing their sustainable communities strategies/alternative planning strategies.