

## California Interregional Blueprint (CIB) Interim Report Summary

The CIB Interim Report achieves two main objectives:

- 1) Summarizes current regional level transportation planning activities from around the State, particularly from regions with an adopted Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), and considers how these activities might influence the statewide system.
- 2) Sets a course for the next California Transportation Plan, (CTP) 2040, to be completed in 2015.

The MPO's SCS process aims to create livable communities, lower green house gas (GHG) emissions and preserve the natural environment through linking land use and transportation planning. Initial analysis presented in the Interim Report finds that the three regions with an adopted RTP/SCS (San Diego Association of Governments, Southern California Association of Governments, and Sacramento Area Council of Governments) and those in the RTP development process share the following themes:

- Expansion of transit capacity, frequency, and connectivity
- Higher proportion of funding for biking and walking projects
- More investments in managed lanes
- Focus on land use efficient development
- Support for streamlined California Environmental Quality Act review of eligible projects
- Greater coordination between government agencies and stakeholder groups
- Challenged by limited funding

While SCS implementation effects will be most noticed at the local and regional level, they will also influence the design of the statewide transportation system and alter travel patterns. The Interim Report suggests that the statewide system could undergo these changes:

- Enhanced statewide door-to-door travel options
- More complete streets on State highways passing through urban areas
- Increased conversion of High Occupancy Vehicle lanes to High Occupancy Toll lanes on multiple interregional routes
- Eased congestion on interregional routes in urban areas
- Faster implementation of Transit Oriented Development projects

The Interim Report also points the way for the CTP 2040—a document that will be distinctly different than past State transportation plans. Along with the traditional policy, strategy, and recommendation elements, the next CTP will identify the statewide integrated multimodal transportation system needed to achieve maximum feasible GHG emission reductions consistent with California's climate change goals. This analysis will be completed using new tools such as the Statewide Travel Demand Model to evaluate scenarios and policies and measure their performance. Some of the scenarios and policies under consideration include:

- Alternative levels of overall transportation funding, and allocation of state-level funding between system operation, preservation, maintenance, and expansion needs
- System management strategies, such as statewide pricing or linking of regional managed lane projects
- More extensive system efficiency improvements, such as ramp metering and incident management
- Bottleneck relief at key interregional gateways