

the california interregional blueprint and native american tribes

The primary focus of the California Interregional Blueprint (CIB) is to better understand interregional travel and to better align the State's long-range transportation planning processes together with the regional transportation plans. A better understanding of interregional travel needs and how the state plans to meet those needs should ultimately lead to better project selection. As frequent users of the State's interregional road system, it is important that California's Native American Tribes and communities be involved in the development of the CIB.

Travel demand is generally measured using travel demand models that project vehicle miles traveled (VMT) along a prescribed route. However, current regional travel demand models do not adequately account for trips that begin in one region and end within or travel through another region - in other words interregional trips. Without accurate counts for these trips interregional travel cannot be accurately measured.

Interregional travel particularly affects rural areas and tribal lands. Whether it is the trip to enjoy rural recreational opportunities, tribal members leaving and arriving at the reservation, or trucks carrying goods from place to place, these trips often begin and end in different regions. A better understanding of these trips can lead to a better identification of transportation needs and funding for rural and tribal transportation

Interregional Trip Types*

- Trips that begin in a Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) region and end in another region
- Trips that travel through a region but begin and end outside of the region (through trips)
- Trips that begin in a region but do not end in a region (international, interstate, tribal land, and military base)
- Trips that end in a region but do not begin in a region (international, interstate, tribal land, and military base trip)

*As defined by the Regional Target Advisory Committee Report for SB 375 (only impacts MPOs)

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infrastructure. Inadequate transportation infrastructure limits access to economic centers, social services and emergency services.

Phase I of the CIB opened the conversation on interregional travel by integrating state long-range modal plans and developing a narrative that describes how these plans relate to regional transportation and land use plans. Phase II, will expand on this initial analysis by including other transportation plans and programs such as Tribal Transportation Needs Assessments and data from the California Indian Reservations Roads (IRR) Technical Report.

Phase II also will add more robust modeling and data programs, including a statewide integrated transportation, land use and economic model. This statewide model will provide a consistent measurement of VMT associated with interregional travel and will provide the ability to evaluate alternative scenarios for addressing interregional transportation needs.

Tribal input is essential in guiding the direction of the CIB. Federally recognized tribes, non-recognized tribes, and tribal organizations can help the CIB team identify what data should be included in the travel models and what scenarios should be run. Tribes also can help the CIB team determine policies and practices that will ensure that tribal transportation needs are considered and addressed throughout all of the State's long-range transportation plans.



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