California Interregional Blueprint –Draft Narrative Outline

The following is an outline of the draft California Interregional Blueprint (CIB) Narrative being prepared by UC Davis' Urban Land Use and Transportation Center. In advance of statewide modeling tools now under development, this narrative (or qualitative analysis) provides a preliminary assessment of the relationship between existing interregional system plans and regional transportation and land use vision plans for the 4 largest MPOs and the combined MPOs serving the San Joaquin Valley.

1) Background
   a) Purpose, Goals, and Process Statement of CIB
      i) Description of California Interregional Blueprint – what it is, what it will do, and how it will be implemented (Phase I and II).
      ii) Definition of interregional travel (by trips and by how the road functions).
   b) Purpose of Narrative
      i) Initial qualitative assessment (in advance of statewide modeling tools) of available data to set a baseline.
      ii) Scope - limited to four largest Metropolitan Planning Organizations (MPOs) (SACOG, MTC, SCAG and SANDAG) and the MPOs representing the San Joaquin Valley (SJV).
      iii) Remaining MPOs and Regional Transportation Planning Agencies (RTPAs) to be included in further development of CIB as data becomes available.
   c) Policy Context: How SB 45 and recent environmental goals and regional development patterns in California have framed interregional transportation planning.
      i) Regional Blueprints: Reducing infrastructure expenses and GHG emissions while preserving open space and mobility through more compact development patterns which increase access to goods/services.
   d) Relationship of CIB to current sustainability initiatives and key issues: Climate Change (AB 32, SB 375, and SB 391), Economic Vitality, and Healthy Communities.

2) Potential GHG Reduction from Land Use and Transportation Strategies
   a) Methods
      i) Literature Review/Empirical Studies
      ii) Sophisticated Modeling Review (and where modeling is headed in the future)
      iii) Simple Tool Review
   b) Current Research (provide summary in table)

3) Regional Transportation Plans (RTPs)/ Blueprint Comparisons
   a) Matrix comparing RTPs for 4 largest MPOs and for the 8 MPOs of the San Joaquin Valley (SJV) indicating the extent to which the adopted RTP is based on Blueprint land use assumptions (Appendix A).
   b) Narrative examples where the new direction of Blueprint planning will have a noticeable effect on transportation demand through RTP implementation.

DRAFT

Table 1: Comparison of SACOG's RTP Performance: 2002 MTP and 2008 MTP (Source: Sacramento Area Council of Governments)		
Percent Change from 2005 in:	2025 (2002 MTP)	2035 (2008 MTP)
Transit Service Hours	+111%	+283%
Transit Boardings	+98%	+184%
Transit Productivity	+6%	+35%
GHG / Capita	0%	-8%
Weekday VMT / Capita	+1%	-6%
Congested VMT / Capita	+114%	+16%
Commercial Truck VMT	--	-2%
Congested VMT for Commercial Vehicles	--	-36%

Table 2: Comparison of SACOG's RTP Investments: 2002 MTP and 2008 MTP (Source: Sacramento Area Council of Governments)	
	Percent Change from 2002 to 2008 MTP
Transit Investment	+21%
Bike/Ped Investment	+56%
Smart Growth Programs	+35%
Road Operations & Maintenance	+17%

c) A comparison of the RTPs for the 4 largest MPOs and the San Joaquin Valley will include the following metrics: See Appendix A for the resulting RTP Matrix.

Table 3: Regional Transportation Plan/Regional Blueprint Plan
RTP Base Year
RTP Horizon Year
RTP Budget
Expected / Adopted
Blueprint Visioning Done Prior to RTP
Blueprint Visioning Details
RTP Scenarios
Adopted RTP Scenario
Regional Land Use Allocation Projections
What Extent is Adopted RTP Based on Blueprint Land Use?
RTP PLACE3S (place types) Scenario-Based?
RTP or Blueprint Performance Metrics
RTP Findings
Fiscally Constrained? Definition?

DRAFT

BLUEPRINT: Base Year Jobs/Household
BLUEPRINT: Horizon Year Jobs/Household
Base Year Jobs/Household
Horizon Year Jobs/Household
Includes Planned or Programmed Focus Routes?
Includes Planned or Programmed Inter-regional Rail corridors?
Includes Planned or Programmed Goods Movement System?

4) New Plan for a New Transportation Era: Three maps with narrative description.

   a) **Map 1: California Interregional Transportation System – Existing System** *(Sources: Caltrans Divisions of Transportation Systems Information, Transportation Planning, and Mass Transportation, Cal-Atlas and Calthorpe Associates)*

   b) **Map 2: California Interregional Transportation System Gaps with Blueprint Footprint** *(Sources: Caltrans Divisions of Transportation Systems Information and Transportation Planning, Calthorpe Associates and Sacramento Area Council of Governments)*
      i) Overall discussion of RTPs and Regional Blueprints and how they will connect to or will influence interregional transportation system demand
      ii) Definition of "gaps" or opportunities
      iii) Regional Transportation and Blueprint Plans:

         (1) Sacramento Area Council of Governments (SACOG)
         Map 3: SACOG Regional Blueprint Land Use and Corridor System Map: 2050
         (Sources: Caltrans Divisions of Transportation Systems Information and Transportation Planning, Calthorpe Associates and Sacramento Area Council of Governments)

         Example - Regional scale view with state interregional system plans and regional transportation and land use vision plan. SACOG was selected, as it currently is the only region with a Blueprint-based RTP.

         (2) San Diego Association of Governments (SANDAG)

         (3) San Joaquin Valley (SJV)

         (4) Southern California Association of Governments (SCAG)

         (5) Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG)

5) Narrative Findings and Actions:
   a) Overall discussion of improvements to Caltrans and MPO performance metrics based on the direction of regional Blueprints
   b) Specific findings and recommended actions:

DRAFT

i) New direction of MPO vision plans will support reduced GHGs – State interregional system plans need analysis to determine impact of GHG
   (1) Action: Complete Statewide Transportation Demand Model (STDM), Statewide Freight Model (SFM) and the Statewide Integrated Interregional Model (SIIM) to coordinate modal plans and test GHG reduction solutions
ii) Interregional travel is impacted by regional actions (both through-trips and origin-destination trips) - interregional plans must be made in light of regional decisions
   (1) Action: Accelerate support for regional integrated models common data development including the joint California Household Travel Survey and Freight Model
iii) Capacity planning differences exist on adjoining roadways at MPO boundaries and model results for interregional trips between adjoining MPOs often do not correspond
   (1) Action: Complete STDM and a Web Interface Tool for the STDM allowing MPOs to work with each other and Caltrans to find the best solutions to different approaches

6) Next Steps:
   a) Collaborate with MPOs and RTPAs to define the process going forward
      i) Define role of Caltrans HQ and Districts
   b) Obtain and enhance data for future CIB development
      i) Obtain regional and land use planning data from all MPOs and RTPAs and continue to develop data on Caltrans system improvements
      ii) Compile sustainable communities strategies/alternative planning strategies (SCSs/APSs)
   c) Define critical performance measures for SB 391 compliance (resource: Smart Mobility Framework)
   d) Develop 2012 SB 391 interim report to the California Transportation Commission and selected Legislative committees
      i) Collaborate with MPOs/RTPAs on development and content
   e) Continue to build and enhance models and data

DRAFT