

System Planning - HQ

Transportation Planning Academy

San Luis Obispo

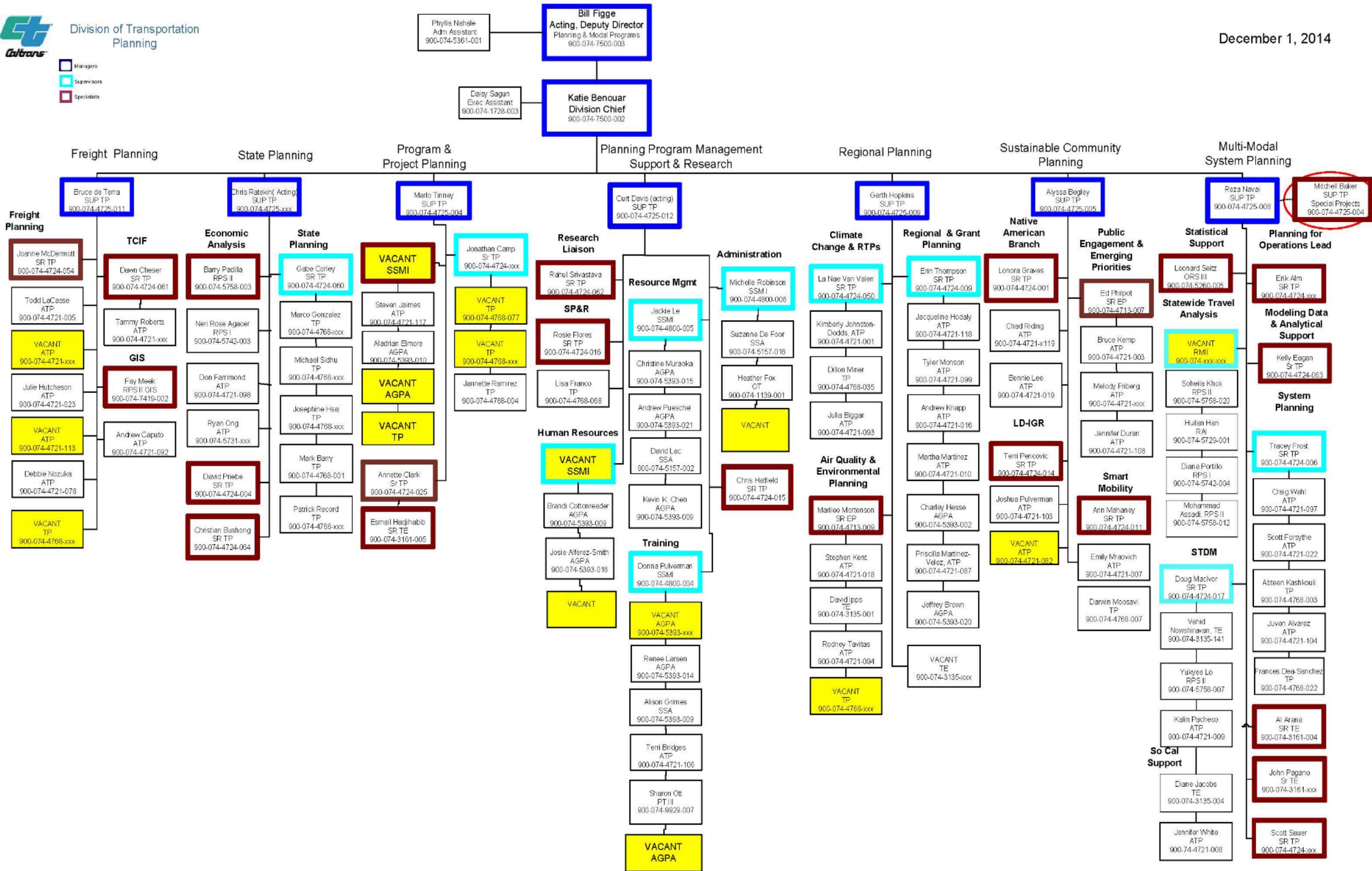
Tuesday, April 21, 2015

DOTP Org Chart

December 1, 2014



- Managers
- Supervisors
- Specialists



Long Range Planning

HOW CALTRANS BUILDS PROJECTS

IDENTIFYING PROJECT NEED

HOW PROJECTS GET STARTED

Considerable planning is performed either by Caltrans, a local agency, or jointly before project development starts. A transportation need is identified, either as a structural or operating deficiency of the existing transportation system or as a response to planned land use changes such as a new subdivision, shopping center, or manufacturing center. Identification of such a need may result in a project as minor as a traffic signal or as major as a freeway or a multimodal connection (bus/rail/transit connection to the SHS).

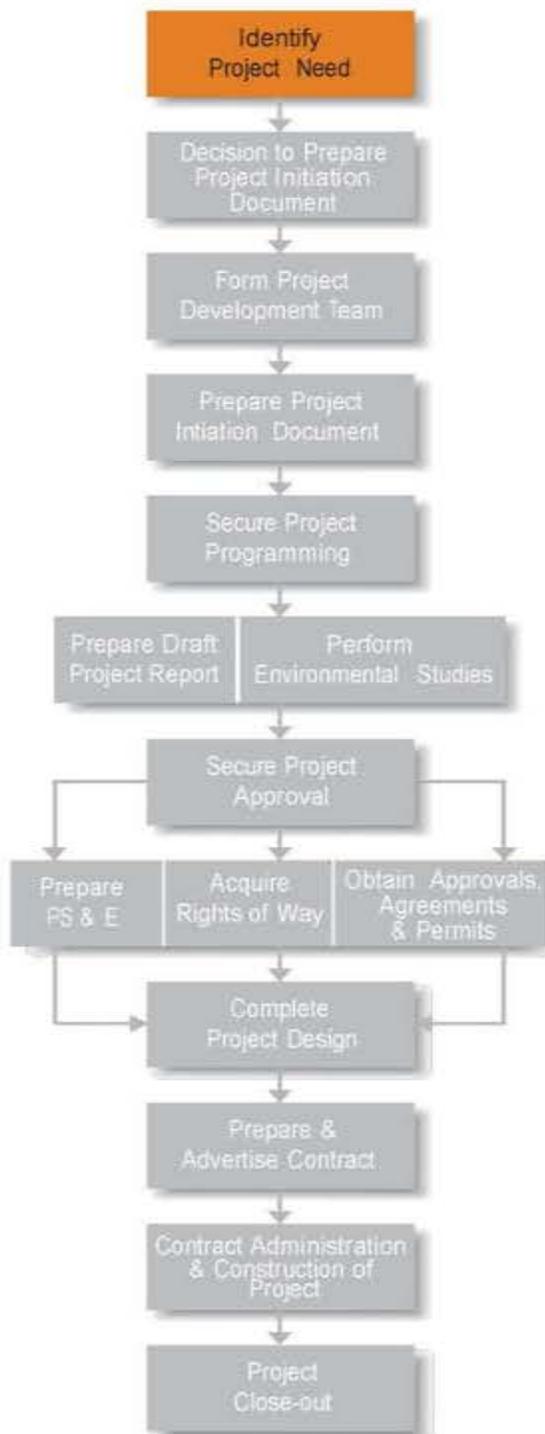
If a major project such as a freeway or transit system on the SHS is needed, Caltrans or a regional planning agency must perform studies to compare potential transportation investments before deciding what to build.

Project needs are identified through Caltrans management systems, master plans, system and regional plans and prioritizing processes. These focus on transportation problems and solutions by establishing objectives and preliminary scoping. A feasibility planning estimate may be prepared to validate the project's objectives. At this point, a project is little more than a planning concept with location and general deficiency identified.

SYSTEM AND REGIONAL TRANSPORTATION PLANNING

System and regional transportation planning, other processes mentioned above, and master plans identify the need for transportation projects.

Transportation planning is long-range (20+ years), area-wide, and developed with the involvement of federal, state, regional, and local agencies; public entities, private and community-based organizations; the general public and individuals working together to identify future transportation needs and to plan for how these needs can and will be met. The goal of transportation planning processes is to prepare and provide for mobility for all travelers in a fiscally and environmentally responsible manner consistent with environmental, social, economic, financial, political, land use, and equity information and addressing community goals. Transportation planning processes are based on federal transportation law: it is continuing, cooperative, and comprehensive. It is ongoing, not a single completed action. All modes of transportation are considered in the planning process, and all affected stakeholders are involved.



Multimodal System Planning Branch

- AB 32
- SB 375
- SB 391
- SB 743
- AB 14
- SB 486



Freight Plan

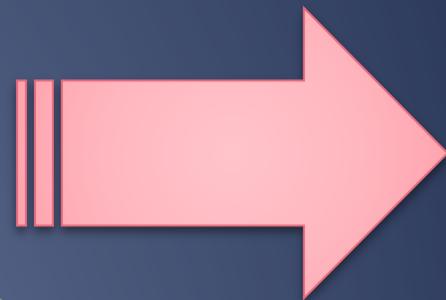
Rail Plan

Bike and Ped Plan

Transit Plan

Aviation Plan

ITSP





Mission
Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Vision
A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Goals

Safety and Health
Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

Stewardship and Efficiency
Money counts. Responsibly manage California's transportation-related assets.

Sustainability, Livability and Economy
Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

System Performance
Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

Organizational Excellence
Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

Values
Integrity • Commitment • Teamwork • Innovation

Giving Strategic Plans a Regional and Interregional Context

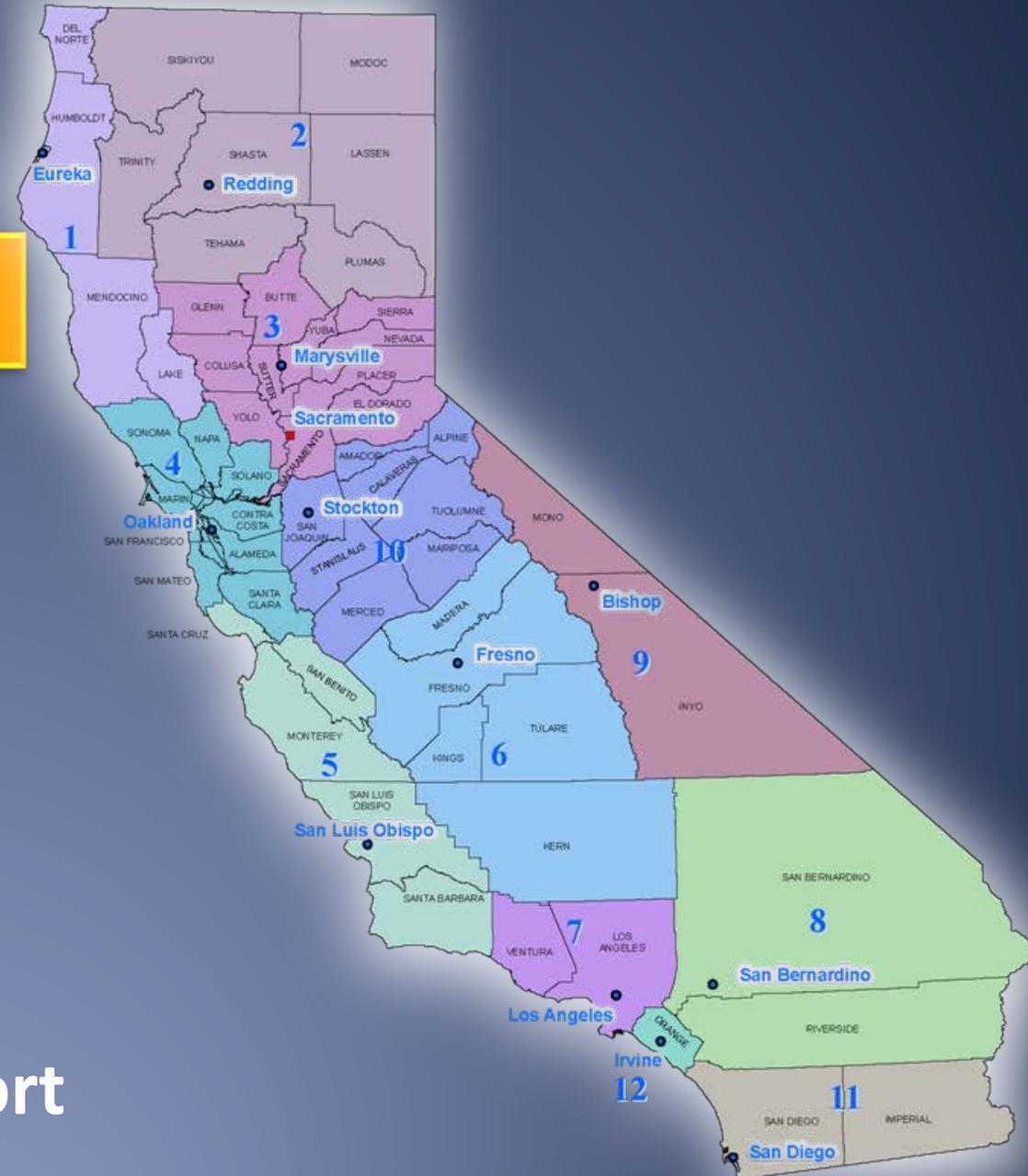


Core System Planning

- District System Management Plan
- Transportation Concept Report
- Corridor System Management Plan
- Interregional Transportation Strategic Plan

Additional Products:

- CA Bicycle and Pedestrian Plan
- Relinquishment Assessment Report
- Roundabouts Inventory
- Park and Ride Plan



Multimodal System Planning

Analysis, Evaluation, and Performance Measures

Modeling & Data Analysis:

- **CSTDM** (CA Statewide Travel Demand Model)
- **CSFFM** (CA Statewide Freight Forecasting Model)
- **CHTS** (CA Household Travel Survey)
- **NHTS** (National Household Travel Survey)
- **PeMS**, Micro and Meso
- **GIS**

Statewide Action Plans and Measures:

- **Sustainability**
- **Smart Mobility**
- **Complete Streets**
- **Climate Change**
- **Essential Habitat**

Multimodal System Analysis:

- **Travel Forecasting**
- **Traffic Analysis**
- **Environmental Scan**
- **Economic Analysis**
- **Land Use Analysis**

Performance Measures
VMT, GHG, Density, mode shift, Livability

Core System Planning Products

- **District System Management Plan**
- **Transportation Concept Report**
- **Corridor System Management Plan**
- **Interregional Transportation Strategic Plan**

System Planning

DSMP

A strategic policy document outlining the vision and goals for the future of transportation within the District. Helps to prioritize the DSMP Project List

Key Elements:

- Transportation System characteristics
- Demographics and socioeconomic data
- Partners
- Environmental setting
- Planning efforts

DSMP Project List

Dynamic list of projects derived from TCRs, CSMPs, RTPs, ITSP, and General Plans.

Project Initiation & Programming

CSMP

Multi-jurisdictional document that identifies existing conditions & future needs within corridors experiencing high levels of congestion.

Key Elements:

- To maximize the multimodal productivity of the existing transportation system, particularly in heavily congested urban corridors.

TCR

A planning document that identifies existing route conditions and future needs.

Key Elements:

- Corridor Performance Measures
- Land Use, Freight
- Community Characteristics
- Environmental Considerations
- Bike, Pedestrian, Transit Facilities
- Programmed, planned and conceptual projects

Regional Planning Agencies
RTPs

DSMP guides the analysis and needs identification performed in the TCR

DSMP guides the analysis and needs identification performed in the CSMP

Multimodal System Planning

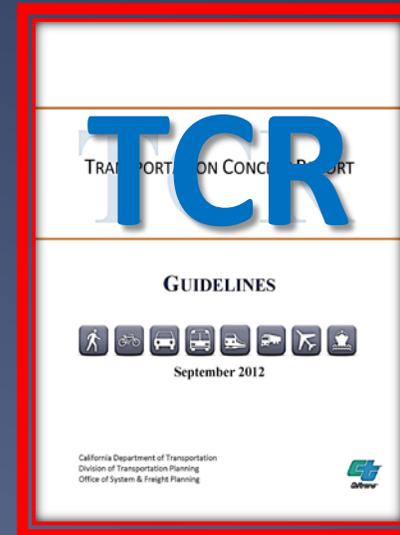
Regional Planning Agencies
RTPs/SCSs

Collaborating

Multimodal
DSMP

GUIDELINES
May 2013

California Department of Transportation
Division of Transportation Planning
Office of System & Freight Planning



DSMP Project List

List of dynamic projects
to move through to PID.

Project Initiation &
Programming

ITSP

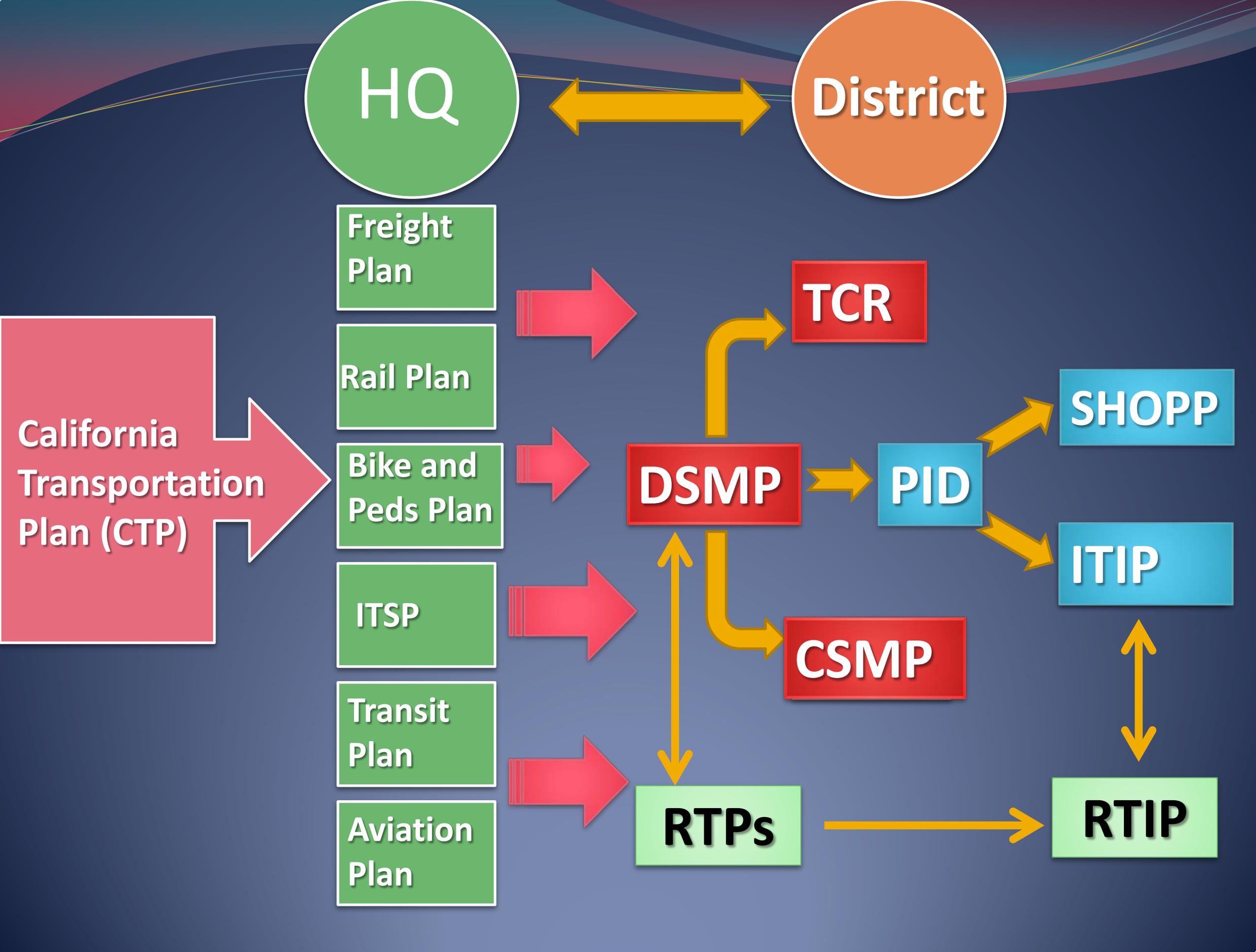
Planning 4
Operations/ITS

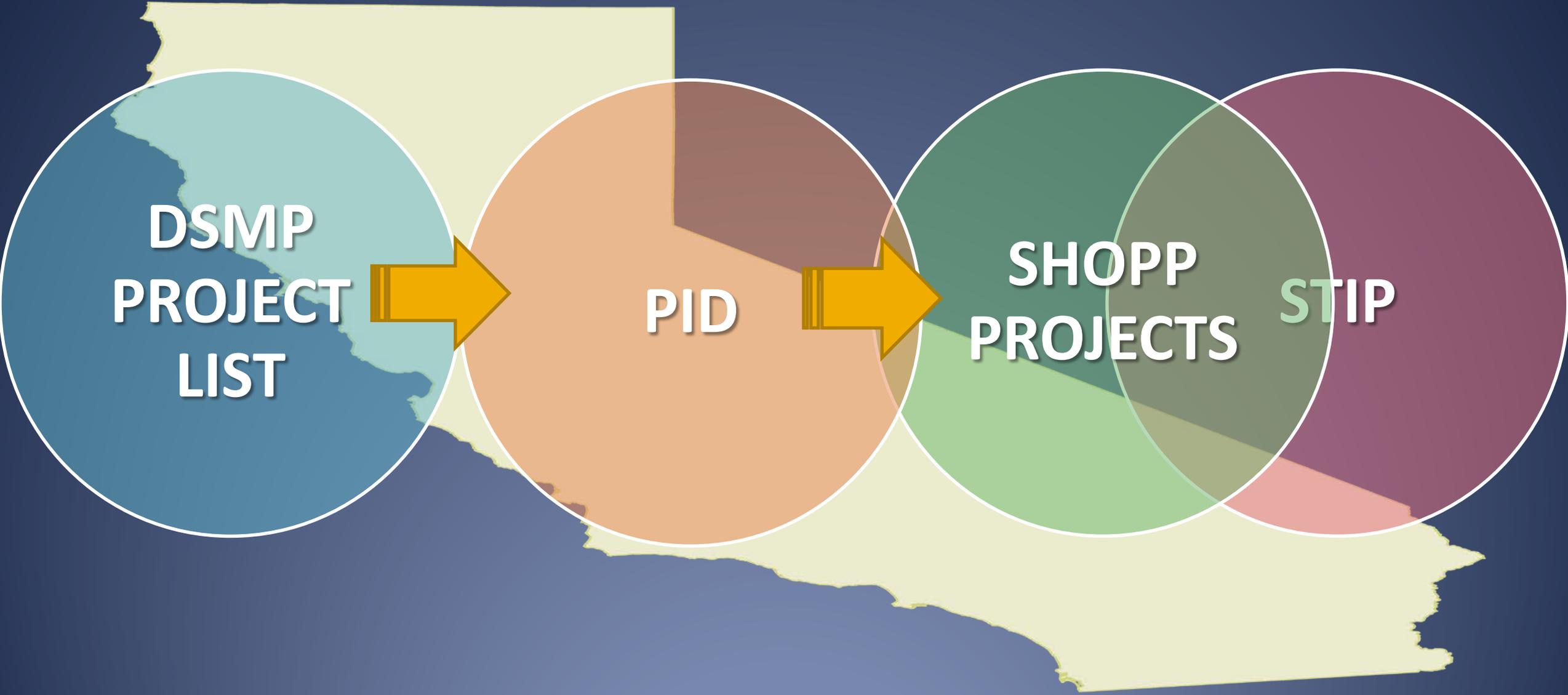
Traffic Operations

CSMP

GUIDELINES
September 2012

California Department of Transportation
Division of Transportation Planning
Office of System & Freight Planning





Challenges facing System Planning

- Weak link between system planning, strategic planning and project development.
- System planning function/products not widely understood, particularly by programs outside of the core planning program.
- Lack of appropriate reference to system planning at the strategic planning level and at the project development level, including performance measures.
- Project development, in many instances, “fly solo” and developed independently from system planning process.
- Lack of consistency in system planning products statewide. Although there are regional differences.
- Need for better format and organization of DSMP/TCRs. Need to make DSMP/TCRs go to document.
- Need for additional resources and staff training.

Consequences

- Undermining proper analysis and coordination in planning and project development.
- Inadequate level of information to develop and quantify performance measures.
- Inadequate information to estimate progress toward strategic objectives or sustainability targets.
- Unable to mainstream strategic objectives and strategies into transportation decision making (lack of systematic integration).
- Not complying with statutory requirement or departmental procedures.

Action Plan

Modernizing System Planning

In Place or In Progress

Data Collection and Analysis

- CHTS 2013: Complete and in use
- NHTS Add-On 2015: collecting CA specific travel data.
- Truck Data: 1) CA-VIUS (vehicle inventory use survey) 2) Site Specific Truck Counts

Modeling

- CSTDM: Complete and operational
- CSFFM: In final stages
- CSTDM Cloud Services
- Statewide Modeling Advisory Committee
- Retaining on-call consultant to support Modeling statewide

System Planning

- Statewide Value Analysis on DSMP/TCRS
- Planning for Operations/ITS
- System Planning to Programming Study

Planning Stage

Data Collection and Analysis

- Big Data, Real-Time Data

Modeling

- Update CSTDM
- Deploy CSFFM
- Develop 10-year modeling plan
- BCP to acquire resources

System Planning

- Develop new generation of System Planning Guidelines
- Develop DSMP/TCR Desk Reference
- Retaining on-call consultant to support System Planning products
- Development of State ITS Architecture
- California State Bicycle and Pedestrian Plan

System Planning is a Collaborative Process

Multimodal System Planning & Corridor Mobility Website Links:

Caltran's Multimodal System Planning Site:

http://www.dot.ca.gov/hq/tpp/offices/omsp/system_planning/index.html

Caltran's Corridor Mobility Site:

<http://www.dot.ca.gov/hq/tpp/corridor-mobility/index.html>

Questions?

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