

About the California Department of Transportation's Division of Transportation Planning For California Tribal Governments and Communities



Public Report

June 10, 2016

What is the Division of Transportation Planning?

The Division of Transportation Planning (DOTP) is one of 34 divisions in the California Department of Transportation (Caltrans) and plays a critical role for Caltrans. DOTP articulates a long-term vision while supporting transportation service, project selection, project delivery, and system operations. Staff daily collects and presents data, analyzes alternatives, drafts plans to guide and protect State transportation investments, and makes presentations to internal managers and decision-makers. DOTP is a leader in the transportation field, working in partnership with others to ensure an open and equitable process while acting as a bridge between Caltrans' external partners and internal operations. As DOTP's Internet site reads:

“We articulate a long-term vision for California's transportation system and implement statewide transportation policy through partnerships with State, regional, and local agencies. Our Division provides quality Planning Products, Services, and Information to support and guide transportation investment decisions.”

In addition to Headquarters DOTP, Caltrans has 12 districts with planners in each and with District Native American Liaisons (DNALs) in most.

Fast Facts about DOTP

- DOTP has more than 100 employees.
- There are 7 offices within DOTP, organized into about 20 branches.
- Many functions within DOTP interact with other divisions to improve coordination and program development.
- DOTP provides federal and State funds to several Caltrans divisions, State agencies, regional agencies, cities, counties, and Tribes.
- DOTP is one of the largest State transportation planning departments in the nation.



Vegetation control project in Mendocino County on State Route 1

Unless noted, all photos are from Caltrans

Office of Freight Planning

The Office of Freight Planning (OFP) develops strategies, policies, and methodologies to improve the freight transportation system in California. The OFP focuses on several activities, such as safety, long-term planning and policies, environmental protection, and partnerships with public and private officials. The OFP focuses on all modes of travel, such as air cargo, trucks, freight rail, and seaports. Across all modes, the OFP considers environmental impacts and mitigation measures. All of these complement the OFP's other goal of enhancing California's economy by providing first-class goods movement services.

Freight Planning is increasingly important to Tribal communities as Tribes expand their business operations. Any goods that come to or leave Tribal lands rely on the transportation system. Tribal timber, mining, logging, manufacturing, agricultural, and casino operations all depend on goods movement to function.



Freight activities at the Port of Oakland



Freight train in Placer County

Freight Planning Products

- The California Freight Mobility Plan (2014) replaces the Goods Movement Action Plan and complies with the Fixing America's Surface Transportation Act (FAST Act).
- The Sustainable Freight Action Plan (Plan) is a joint effort of several State agencies and mandated by California Governor Edmund G. Brown Jr.'s Executive Order B-32-15. The Plan will promote freight efficiency, transition to zero-emission technologies, and economic competitiveness. Broad stakeholder outreach will influence the final Plan.
- The California State Rail Plan Freight Element is being completed as part of the overall update to the Rail Plan and will concentrate on freight rail improvements.



Amtrak California Surfliner train in Southern California



Bridge project in San Luis Obispo County on State Route 46

Office of Regional Planning

Working with the 12 Caltrans districts, the Office of Regional Planning (ORP) guides California's regional transportation planning process. It does this by overseeing the Overall Work Program (OWP) and Regional Transportation Plan (RTP) of each regional planning agency. The OWP shows how an agency will use funds to administer its programs while the RTP contains the programs and projects it wants to implement. The ORP reviews OWPs for compliance with State and federal law and adherence to standard planning practice. OWP and RTP reviews encourage regional agencies to follow the requirements for Tribal consultation. The ORP provides technical assistance and coordination on regional air quality conformity issues of the federal Clean Air Act.

The ORP also administers the Sustainable Transportation Planning Grant Program. Many Tribes have applied for these grants, and some have received them. These grants fund projects or plans that will fulfill the State's sustainability goals. There are two grant types: Strategic Partnerships and Sustainable Communities. Strategic Partnerships grants fund planning studies of interregional or statewide significance. Sustainable Communities grants support studies of multimodal transportation issues.

Sound wall project in San Diego County on I-15



Transit stop in Rancho Bernardo in San Diego County



Office of Multimodal System Planning

The Office of Multimodal System Planning (OMSP) supports the development and implementation of strategic and statewide plans as well as project development and operational improvement. In short, a multimodal system plan looks at developing the transportation system through targeted investments in improving and connecting all modes of travel. The OMSP does this through policies, analysis, and other methods.

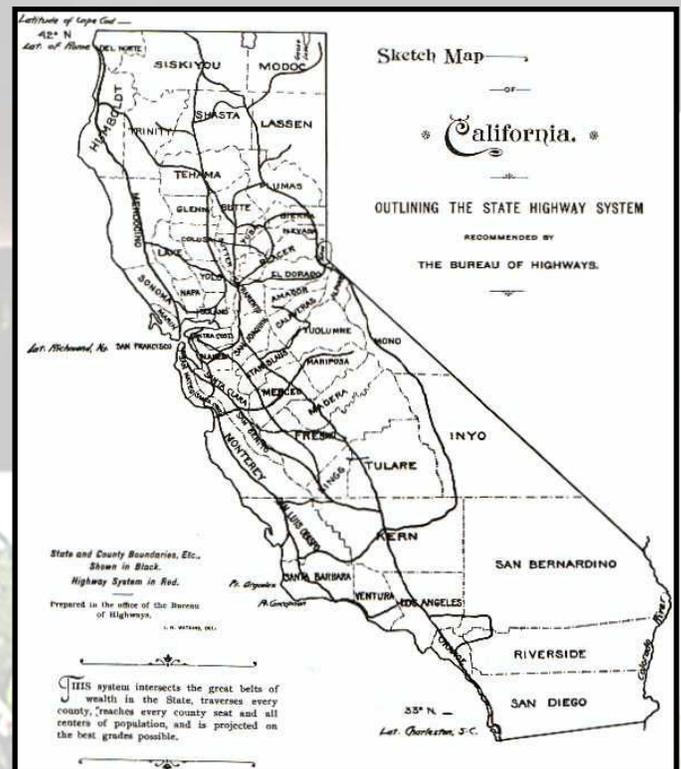
The OMSP is comprised of two functions—system planning and travel forecasting. System planning makes recommendations for policy changes and targeted transportation infrastructure improvements. It also creates a framework for future improvements. Travel forecasting provides a package of tools, data, and modeling analysis to support system planning products and planning and project development efforts.

Native American communities are probably most impacted by the Transportation Concept Report (TCR) guidelines that the OMSP produces. TCRs are documents that plan the long-term development of a transportation facility, and Tribal input is vital in influencing the transportation system to reflect a Tribal community's transportation needs. Tribal consultation occurs with the Interregional Transportation Strategic Plan (ITSP) and California Statewide Bicycle and Pedestrian Plan (CSBPP).

Photo Courtesy cahighways.org

Multimodal System Planning Products

- ITSP
- CSBPP
- TCR and Corridor System Management Plan Guidelines and Template
- District System Management Plan Guidelines and Template
- California State Highway System Roundabout Inventory



Sketch map of California highways from Bureau of Highways in 1896



Roundabout on U.S. Highway 101 at Milpas Street in Santa Barbara



High-speed ferry at the Ferry Harbor in downtown San Diego

Office of Program and Project Planning

The Office of Program and Project Planning (OPPP) manages the resources for Project Initiation Documents (PIDs) work in the districts. PIDs are required to be developed and approved by Caltrans before any major (greater than \$1 million) or high complexity project can be programmed and constructed on the State Highway System. The OPPP and PIDs are seen as the bridge between transportation infrastructure planning and project delivery.

Projects requiring a PID must be identified in a Regional Transportation Planning Agency or Caltrans plan, such as a Regional Transportation Plan or Ten-Year State Highway Operations and Protection Program (SHOPP) Plan. The OPPP works with Caltrans district Planning Divisions to schedule the completion of PIDs, allowing projects a reasonable opportunity to be programmed through a funding cycle. This increased level of coordination is essential to ensure that resources provided to create PIDs results in projects that are prepared for funding.

PIDs are important for Tribal communities because they are the first instance where a project is given its cost, scope, and schedule. In addition, PIDs often put a theoretical footprint of a project on the ground, in many cases in a sketch form. Because the OPPP sets statewide policy and prioritization for PIDs, its work has an indirect but cumulatively important impact on the transportation system. Any input from Tribes on PIDs or PID policies is very helpful.

Office of Sustainable Community Planning

The Office of Sustainable Community Planning (OSCP) houses several related programs that focus on supporting districts and local agencies in improving their communities' livability and sustainability. The functions within the OSCP are:

- The Complete Streets and Smart Mobility Branch is responsible for implementing Deputy Directive 64-R2 "Complete Streets" as well as the Smart Mobility Framework. This function writes guidance for Caltrans units so more multimodal transportation facilities are built. This function impacts Tribal communities by promoting bicycle facilities, sidewalks, and other facilities.



Tribal leadership at 2013 Native American Day celebrations

- The Local Development and Intergovernmental Review Branch oversees the statewide program to review local development for multimodal transportation impacts. This group coordinates training on development review under California Environmental Quality Act and the comment letters for regional or statewide projects. This function also reviews comments on fee-to-trust applications and Tribal facilities that are subject to environmental impact assessment requirements (for example, gaming facilities).
- The Public Engagement and Special Projects Branch manages two major programs. The public engagement contract is for consultants to help Caltrans consult with the public on plans, programs, or projects. The special projects program funds contracts that promote innovative programs or one-time needs. This function funds programs that may study Tribal communities' transportation-related issues. For example, one program is providing competitively selected Tribes with transportation safety assessments.
- The Native American Liaison Branch provides leadership and direction for Caltrans' effort to conduct government-to-government consultation with Tribal governments. NALB facilitates compliance with Caltrans policy and federal statutes and regulations requiring that Tribal governments be involved in transportation planning and programming processes. The branch also gives advice and direction for engagement with California Tribes.



Photo Courtesy Wikipedia

Experimental 18th Century French self-propelled vehicle



Photo Courtesy Wikipedia

Bureau of Highways' buckboard wagon in Riverside Co., 1896

Office of State Planning

The Office of State Planning (OSP) facilitates the preparation of the statewide long-range California Transportation Plan (CTP). The CTP is prepared in response to federal law (FAST Act) and State laws (SB 391, 486, and 64) that require oversight of long-range planning. The CTP provides a policy framework for guiding transportation decisions and investments by all levels of government, the private sector, and other transportation stakeholders. The CTP is developed in consultation with government agencies, Tribal governments, transit operators, freight shippers, and other transportation stakeholders including the public. As part of the Tribal consultation process for the current CTP 2040, the OSP held four Tribal listening sessions, conducted a webinar tailored to Tribes, had Tribal input on the draft CTP sections on Tribal transportation planning, and sent consultation letters to the federally recognized Tribe in the State. In addition to the CTP, the OSP provides analysis and policy recommendations about transportation issues and future trends.

Within the OSP, the Economic Analysis Branch (EAB) provides transportation decision makers with research, analysis, and legislative information for the efficient use of public resources. It also provides economic consulting services to other programs and district offices, as well as California State Transportation Agency (CalSTA), California Transportation Commission, and other clientele. Major activities of the EAB include policy analysis, benefit/cost analysis, economic impact assessment, data forecasting, legislative bill analysis, and transportation funding.

Caltrans employees at Native American Day, 2014

Photo Courtesy NIJC

An early electric car from about 1900



Photo Courtesy Wikipedia

Tribal design on guardrail on a State Highway

Office of Planning Program Management Support and Research

The Office of Planning Program Management Support and Research (OPPMSR) within DOTP helps keep DOTP staffed, funded, and working smoothly in addition to funding research. The following are the principal sections of the OPPMSR:

- Resources—Develops and maintains the operating budgets of the Planning Program, which is found in DOTP, other divisions, and district planning offices. In addition to other tasks, it analyzes the Planning Program’s budget, allocates resources, tracks expenditures, supports contract management.
- Administration—Manages technical administrative and business services, including safety compliance and overseeing the policies and practices for DOTP regarding the Title VI and Disadvantaged Business Enterprise programs.
- Research—Administers State Planning and Research (SPR) funding and research coordination functions. SPR provides guides the overall implementation of the SPR Part I Program and SPR Special Studies. SPR funds research for projects of national or statewide importance (see US Code Title 23, §505). SPR Special Studies funds contracts for research projects selected through a competitive process. Tribes can partner with Caltrans districts to submit research proposals.
- Training—Ensures that staff in DOTP has the needed knowledge tools to function in the quickly changing transportation planning environment. Some training courses are open to local agencies and Tribes.
- Human Resources—Oversees compliance with federal, State, and agency personnel rules and policies. Staff also helps supervisors during the hiring process.

Tribal flags at 2013 Native American Day



Complete streets scene in Winters





Tribal design on concrete guardrail

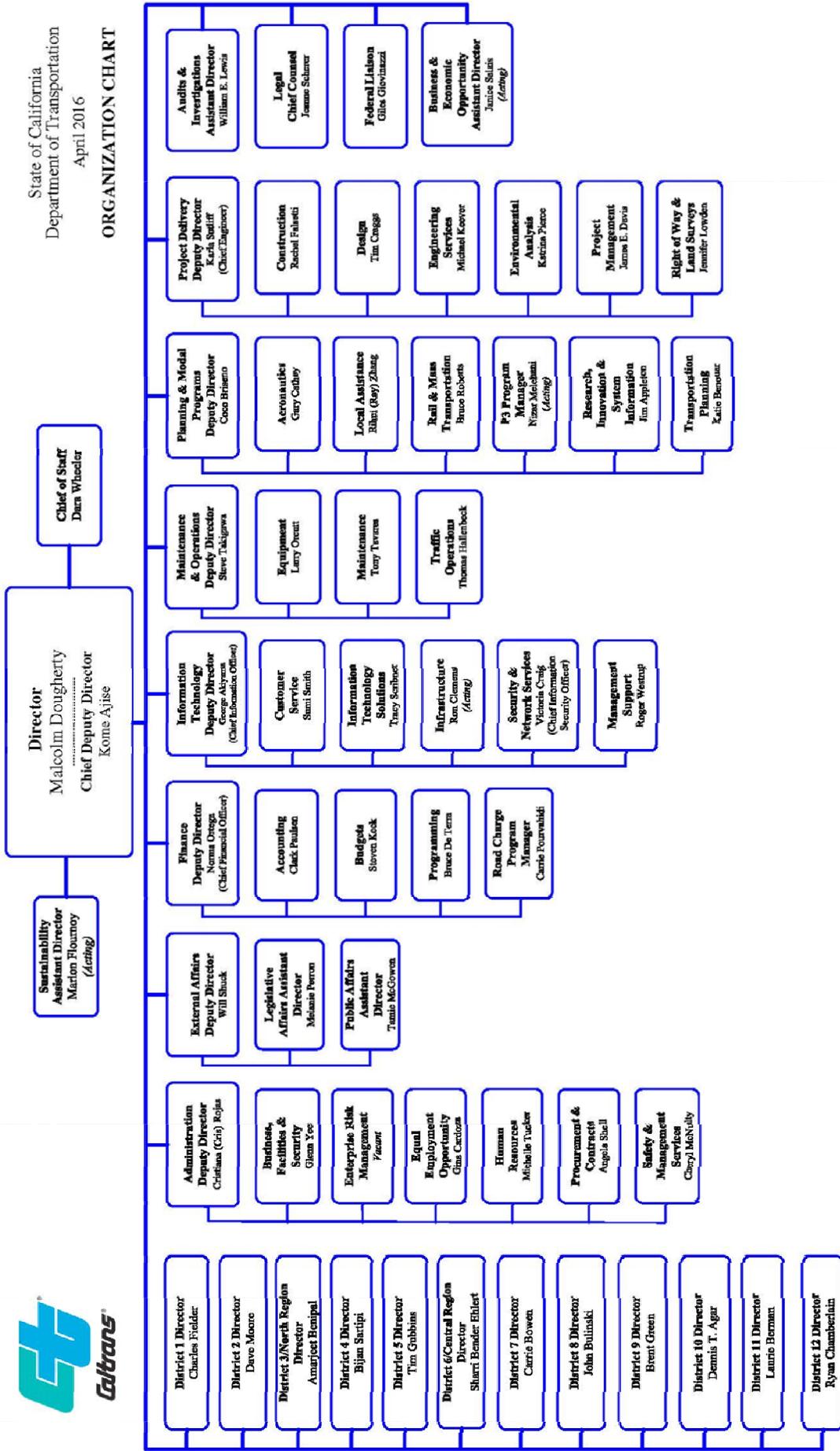
Other Divisions in Planning and Modal Programs

In addition to the DOTP there are five other divisions under the Deputy Director, Planning and Modal Programs. They have differing functions but may all affect Tribes in some way.

- The **Division of Aeronautics** (Aeronautics) inspects general purpose airports, awards grants, and plans for California's air transportation system. This is important because many smaller airports carry cargo and provide air travel access to areas where many Tribes are located. Aeronautics consults with Tribes on the California Aviation System Plan.
- The **Division of Local Assistance** oversees funds to local agencies for plans and projects. Tribes are also eligible for some funding sources, such as the Active Transportation Program (ATP). Tribes have, in fact, received ATP grants.
- The **Division of Rail and Mass Transportation** (DRMT) runs Caltrans' Rail Program and funds transit agencies and functions. Tribes are eligible for some transit grants, so work on rail and mass transportation plans are important for Tribes. The DRMT also prepares the California State Rail Plan and consults with Tribal governments.
- The **Public-Private Partnership (P3) Program** Manager administers the Program to build projects in partnership with private firms.
- The **Division of Research, Innovation and System Information** (DRISI) serves as a repository for information on the transportation system and conducts research. The DRISI may interact with Tribes by providing them with traffic and Geographic Information Systems (GIS) data.



ORGANIZATION CHART

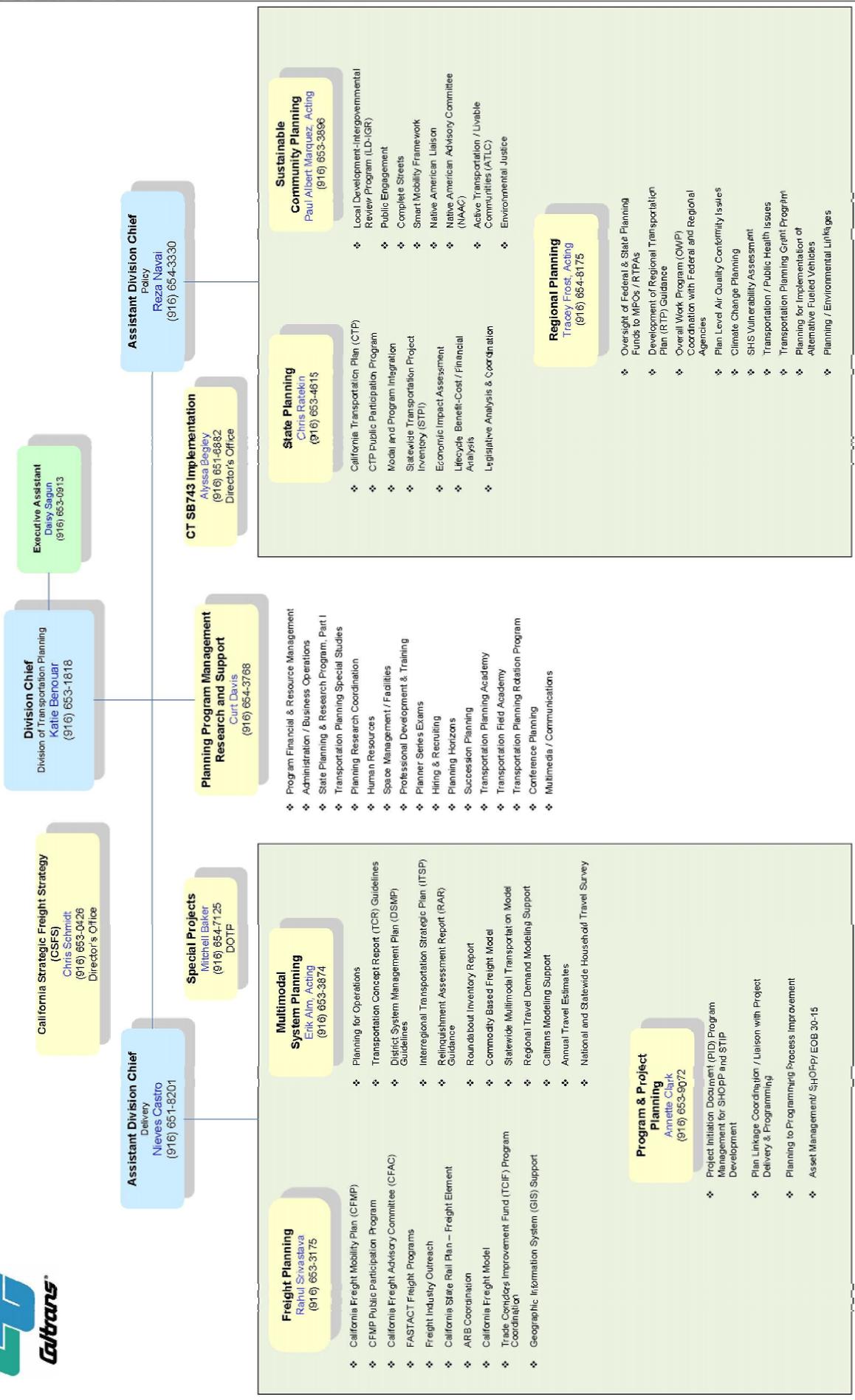


“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”



Division of Transportation Planning

June 2016



- Freight Planning**
Rahul Shrivastava
(916) 653-3175
- California Freight Mobility Plan (CFMP)
 - CFMP Public Participation Program
 - California Freight Advisory Committee (CFAC)
 - FASTACT Freight Programs
 - Freight Industry Outreach
 - California State Rail Plan – Freight Element
 - ARB Coordination
 - California Freight Model
 - Trade Corridors Improvement Fund (TCIF) Program Coordination
 - Geographic Information System (GIS) Support

- Multimodal System Planning**
Erin Alm, Acting
(916) 653-3874
- Planning for Operations
 - Transportation Concept Report (TCR) Guidelines
 - District System Management Plan (DSMP) Guidelines
 - Interregional Transportation Strategic Plan (ITSP)
 - Relinquishment Assessment Report (RAR) Guidance
 - Roundsabout Inventory Report
 - Commodity Based Freight Model
 - Statewide Multimodal Transportation Model
 - Regional Travel Demand Modeling Support
 - Caltrans Modeling Support
 - Annual Travel Estimates
 - National and Statewide Household Travel Survey

- Planning Program Management Research and Support**
Curt Davis
(916) 654-3788
- Program Financial & Resource Management
 - Administration / Business Operations
 - State Planning & Research Program, Part I
 - Transportation Planning Special Studies
 - Human Resources
 - Space Management / Facilities
 - Professional Development & Training
 - Planner Series Exams
 - Hiring & Recruiting
 - Planning Horizons
 - Succession Planning
 - Transportation Planning Academy
 - Transportation Field Academy
 - Transportation Planning Rotation Program
 - Conference Planning
 - Multimedia / Communications

- State Planning**
Chris Ratakin
(916) 653-4815
- California Transportation Plan (CTP)
 - CTP Public Participation Program
 - Modal and Program Integration
 - Statewide Transportation Project Inventory (STPI)
 - Economic Impact Assessment
 - Lifecycle Benefit-Cost / Financial Analysis
 - Legislative Analysis & Coordination

- Sustainable Community Planning**
Paul Albert Marquez, Acting
(916) 653-3896
- Local Development-Intergovernmental Review Program (LD-IGR)
 - Public Engagement
 - Complete Streets
 - Smart Mobility Framework
 - Native American Liaison
 - Native American Advisory Committee (NAAC)
 - Active Transportation / Livable Communities (ATLC)
 - Environmental Justice

- Regional Planning**
Tracey Frost, Acting
(916) 654-8175
- Over-sight of Federal & State Planning Funds to MPOs / RTPAs
 - Development of Regional Transportation Plan (RTP) Guidance
 - Overall Work Program (OWP) Coordination with Federal and Regional Agencies
 - Plan Level Air Quality Conformity Issues
 - Climate Change Planning
 - SHS Vulnerability Assessment
 - Transportation / Public Health Issues
 - Transportation Planning Grant Program Planning for Implementation of Alternative Fueled Vehicles
 - Planning / Environmental Linkages

Caltrans Districts Map

Legend

- County Boundaries
-  Native American Trust Land
-  District Boundaries



California Department of Transportation
 Division of Transportation Planning
 Office of Sustainable Community Planning
 February 2016



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 0 20 40 80 120 160 Miles

While the data on this map has been examined for accuracy, Caltrans disclaims any responsibility for the accuracy or correctness of the data.
 Data Source for Native American Trust Lands:
 Bureau of Indian Affairs, 2014

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