

Caltrans Update

Fresno Council Of Governments



Special points of interest:

- AB 105 Passes Both Houses and is signed by Governor. Gas Tax Swap is reaffirmed. \$2 Billion in transportation funding remains intact.
- CTC allocates \$101 Million to expands State's economy and improve transportation at the March CTC meeting.
- "From one end of the state to the other, transportation projects are providing jobs and improving mobility for people and businesses in California," said Caltrans Director Cindy McKim.

Inside this issue:

The "X" Factor: Does your grant application have it?	2
Central Valley Traffic Management Center	2
Central Valley Tribal Collaboration Planning Project	3
Building the Bay Bridge: California's Mega Project	3
Winter Storms Hit Valley Hard This Spring	4

"Caltrans improves mobility across California"

Update on Fresno County Projects:

Westside Expressway—State Route 180 Route Adoption

The Draft Environmental Impact Report/ Environmental Impact Statement is out for public review until May 9, 2011. A public hearing was held on March 30, 2011. Following the close of the public comment period, a final environmental document (ED) will be prepared for a selected alternative. The final ED will be approved early next year.

For more information contact: Bob Hull, Project Manager (559)243-3443.

Route 145 Intersection Improvement Project— State Route 145 and Jensen Avenue

Environmental and preliminary design work continue. Additional air quality studies are underway and additional alternatives are being analyzed. There will be a presentation to the Kerman City Council on April

20, 2011.

For more information contact: Suzie Holdridge, Project Manager (559)243-3432.

Kings Canyon Expressway Segment 1 Four Lane Expressway— State Route 180

In construction, completed westbound lanes and switched traffic onto new lanes. East-bound lanes will be open to traffic near the completion of the project, which is anticipated in late summer 2011.

For more information contact: Neil Bretz, Project Manager (559)243-3465

North Fresno Six Lane— State Route 99

Contractor started October 2010. Weather permitting, pavement and median barrier work will begin late April 2011.

For more information contact: Jim Bane, Project Manager

(559)243 3469

Route 269 Bridge Project— Near Huron

Project is being amended into the 2010 SHOPP and environmental studies should begin late Spring 2011.

For more information contact: Neil Bretz, Project Manager (559)243-3465

Goshen to Kingsburg 6-Lane — State Route 99

The project is in construction. Groundbreaking was held on April 1, 2011. Project savings have been proposed for use on other SR 99 Bond projects.

For more information contact: Phillip Sanchez, Project Manager (559)243-3466.

California Transportation Commission and State Budget Update:

CTC—The California Transportation Commission (CTC) today (March 24th) allocated \$101 million in funding to 90 projects to improve transportation statewide.

"From one end of the state to the other, transportation projects are providing jobs and improving mobility for people and businesses in California,"

said Caltrans Director Cindy McKim.

Highlights of the local project allocations include:

Visalia - An off-ramp widening and intersection lighting project along State Route 198 in the City of Visalia, from the Conyer Street Overcrossing to west of the Watson Street intersection that will reduce congestion and

increase overall safety for local traffic.

Tulare - Near the city of Tulare on State Route 99, at Avenue 200 Overcrossing, a bridge improvement project to replace existing deck and upgrade metal beam guardrail.

State Budget - The Governor and Legislature have approved a number of budget bills, including AB 105 the "Gas Tax Swap"

For more information on grant programs administered by Caltrans, Contact Paul Marquez at (559)445-5867 or Randy Treece at (559)488-4153



For more information on Traffic Management, Contact Benjamin C. Camarena Chief, Office of Traffic Management at (559)488-4348 or by email at Benjamin.C.Camarena@dot.ca.gov

The "X" Factor: Does your Grant Application Have It?

The Caltrans Transportation Planning Grants provide local agencies with the resources to meet their planning needs. The program offers a variety of funding categories including; Environmental Justice, Community Based Transportation Planning, Partnership Planning and Transit Planning Grants.

Essential components of a grant application are the following:

- A strong correlation between Project Objective and Justification and State and Federal Goals is necessary.
- The public participation plan is a critical component within the grant application. The participation of key stakeholders, tribal govern-
- A clear delineation of activities within the Project Scope of Work that reflects how the project objective will be accomplished is at the heart of the grant application.
- The inclusion of required documentation (Board/Council Resolution, Timeline, Letters of Support, etc.) within the grant application strongly influences the evaluation of the project.
- Applicants should keep the

ments and communities and environmental justice communities (minorities, disabled, low-income and elderly) as a vital aspect of the project is essential.

Caltrans Transportation Planning grant cycle in mind, the grant application is available early December, application deadline is end of March and awards are announced once a state budget has been adopted.

To date, District 6 has been very successful in capturing a good percentage of Transportation Planning grants in relation to the number of applications submitted.

Caltrans provides the Transportation Planning Grants as a way to become a partner in meeting the land use and transportation planning needs of local governments and regional planning agencies within the San Joaquin Valley.

The Central Valley Traffic Management Center:



Caltrans, District 6 is responsible for all state routes in Kern, Kings, Tulare, Fresno and Madera Counties. The California Highway Patrol (CHP) Central Division has responsibility for the aforementioned counties, including the counties of Merced, Stanislaus, Tuolumne and Mariposa. The Central Valley Traffic Management Center (CVTMC) began to extend their coverage north into District 10 until it established its own TMC. A primary function of the CVTMC is to reduce congestion by monitoring traffic and providing timely information pertaining to traffic conditions, which could affect the

safe movement of persons or property in and around the Central Valley, Sierra Nevada or Coastal Range mountains. This is accomplished by the use of live radio and TV reports during the morning and afternoon commute times. The CVTMC disburses information to those media centers not only located within the Central Valley, but also reaching the areas of Sacramento, San Francisco, Central Coast, Los Angeles basin, and Desert Communities.

As part of this system, a dispatcher operates the District's ten channel radio base station serving as a communications link between

employees in the field and District office staff. They also coordinate communications during emergency road conditions such as accidents, chemical spills and storm conditions. They operate fixed and portable control elements such as Changeable Message Signs and Highway Advisory Radios. They maintain communications with various local media personnel, and provide real time motorist information to the public.

This system also plays a role in Planned Lane Closures by minimizing traffic delays. By informing motorists of planned lane closures, the system assists travelers in choosing alternate routes. An informed motorist helps reduce congestion by avoiding the impacted section of highway. This helps to manage the existing freeway system more efficiently while providing additional safety to the motoring public.

Update on the California Central Valley Tribal Collaboration Transportation Planning Project

Central Valley – With cultural sensitivity awareness at the forefront of governments, businesses, and social circles, Caltrans takes a lead role in preserving the dignity of Native American cultural heritage while staying true to its mission. This commitment is best demonstrated by the California Central Valley Tribal Transportation Environmental Justice Collaborative Project completed in 2010.

With Kern County Council of Governments as the lead agency, this grant project was a collaboration of eight San Joaquin Valley (SJV) councils of governments to develop a tribal Transportation Environmental Justice Report specific to the needs and concerns of Native American communities. The effort included outreach to approximately 47 California Indian tribes within the eight-county San Joaquin Valley region consisting of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern counties. The project's four main goals were to:

1. Build the knowledge base of tribal-related transportation Environmental Justice issues and priorities;
2. Promote tribal participation and reporting on tribal transportation Environmental Justice issues and other long-range planning issues through the SJV Blueprint and Partnership processes;
3. Promote preservation of tribal cultural heritage while

adding certainty to the timely delivery of projects in the region by developing a Culturally Sensitive Tribal Resource Map and protocol for tribal monitoring within the eight San Joaquin Valley counties; and,

4. Explore the possibility of creating a tribal coalition for the region that could encourage streamlined participation of tribal nations in government planning and the delivery of projects and services.

The Environmental Justice Report addresses and provides an update of these goals along with a newly implemented website created to assist the California tribes and counties towards a better understanding of tribal environmental justice, SJV Blueprint Planning, and Culturally Sensitive Resource Mapping. By working with regional transportation planning agencies to identify key transportation issues, and by including other critical transportation and environmental justice elements (such as cultural resource mapping, ethnographic mapping, and linguistic geographical mapping), the tribal communities are more readily identifiable for participation and response to public notices of proposed land use developments and changes. The GIS mapping data is being overlaid with proposed new road or construction routes to help identify potential areas of cultural sensitivity. In addition, contact information and maps were provided to the cultural resource consultant for the Cali-

fornia High Speed Rail (HSR) Authority. Early contact during the environmental process for the HSR program is anticipated to reduce the potential for late findings that could delay implementation and increase overall costs of the program.

In summary, Caltrans, the eight councils of governments, tribal governments, and other federal, state, and local agencies promoted trust and accountability through consistent and sincere actions. This collaboration demonstrated good stewardship, cultural sensitivity, and excellent teamwork. The result is an environmental justice report that provides guidance to ensure that a balance between the protection of cultural resources and a plan for sustainable communities will be implemented and maintained. Further information regarding this outstanding collaborative grant project can be obtained at: www.caltribalej.com

Update on Building the Bay Bridge: California's Mega Project

Oakland– The latest lift of tower sections for the Self-Anchored Suspension Span (SAS) on the Oakland Bay Bridge will see the tower eclipse the original East Span, whose high point stands at 388 feet tall. The tower will grow to 480 feet, about 91 percent of its final 525 foot height. The work began Monday, Feb. 28 and was completed later in the week.

The latest set of four tower sections arrived in the Bay Area on February 14. The tower is made up of four independent legs, each of which is composed of five vertical sections. The fourth set of tower sections are

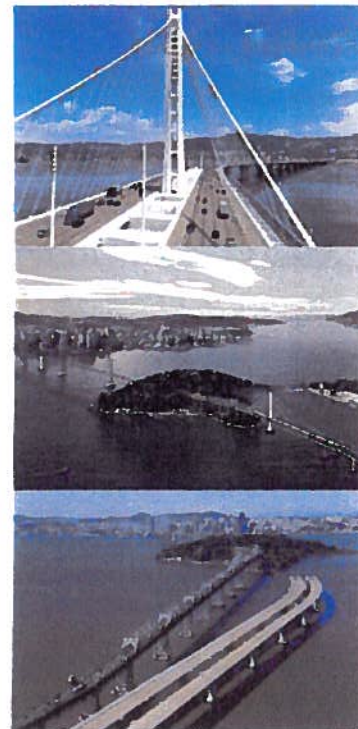
105.6-foot-tall and each weighs nearly 1 million pounds. When completed, the SAS, the signature element of the new East Span, will take its place on the list of iconic Bay Area landmarks.

Two strand jacks will hoist each section about 55 stories into the air, so that each segment can be moved into the erection tower just above the first three sections of the tower. Once the fourth section is lowered into place, crews will bolt it to the third section using splice plates. These are the final individual leg sections to be placed; the next lift is a single piece that connects to all

four legs at the top of the tower.

Crews will work around the clock, using two 12-hour shifts, to erect all four tower sections; it takes approximately 30 hours to lift, place and bolt each section and then lower the strand jacks into position before the next section can be lifted.

Crews placed the first tower sections onto the foundation in July 2010, the second set in October 2010, the third in December 2010, and the fourth in March 2011. The fifth and final section, which also arrived in mid-February, is expected to be placed in April.



"Today we celebrate another impressive engineering and construction milestone in the ongoing seismic retrofit of one of the country's most vital bridges," said Dale Bonner, Secretary of the California Business, Transportation and Housing Agency. July 2010

Caltrans

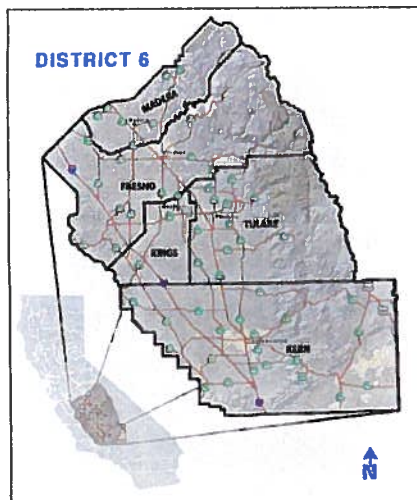
Christine Cox-Kovacevich
Acting Deputy District Director
Planning & Local Programs
P.O. Box 1352
Fresno, CA 93778-2616

Phone: 559-488-4115
Fax: 559-488-4195
E-mail: christine_cox@dot.ca.gov

We're here to get you there!

Visit us on the web at
www.dot.ca.gov/dist6/

The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.



Winter Storms Hit Valley Hard This Spring:

Central Valley— With above average rainfall and late winter storms hitting hard in March, Caltrans maintenance crews worked hard to keep roads cleared. Fresno's totals are at 14.94 inches for this season with our average rainfall being 9.64 inches. Similar totals have been seen across the valley.

Huron - State Route 269 was closed for two weeks while State crews waited for a break in the weather to remove debris from the roadway. Caltrans recently amended a proposed project into the 2010 SHOPP which will start the environmental studies and design work. Construction funding will be provided by Fresno County's Measure C program.

Shaver Lake - State Route 168

closed due to a rockslide on Saturday, March 26 and was later reopened, only to close again because of additional rockslides triggered by natural springs in the mountain side. The highway is anticipated to be closed for several weeks while crews work to stabilize the slopes above the highway.

Oakhurst - State Route 41 closed during recent storms due to heavy snow fall. Crews worked to quickly reopen routes as stranded visitors to Yosemite National Park were escorted out due to power outages.

Coalinga - State Route 198 West of Coalinga was closed due to rockslides East of State Route 25.

