



SPECIAL NOTICE REGARDING CORONAVIRUS (COVID-19) **AND ATTENDANCE AT PUBLIC MEETINGS**

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 17, 2020, Governor Newsom issued Executive Order N-29-20 (superseding the Brown Act-related provisions of Executive Order N-25-20 issued on March 12, 2020), which allows a local legislative body to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body. Pursuant to Executive Order N-29-20, please be advised that some or all of the City of Selma Council will participate in meetings via teleconference.

PUBLIC PARTICIPATION: Pursuant to Executive Order N-29-20 and given the current health concerns, members of the public can **access meetings streamed live online on our Youtube page**. Members of the public may not attend the meeting in person.

In lieu of attendance at the meeting, the public can provide public comments verbally for the City Council consideration by calling in on the number posted on our agenda. Staff will unmute the public during the public comment portion of the meeting.

Alternatively, the public can send correspondence to the City Council regarding agenda items by emailing publiccomment@cityofselma.com by 2:00 p.m. the day of the meeting, with the subject line "SELMA CITY COUNCIL MEETING CORRESPONDENCE – AGENDA ITEM ..." (insert the item description relevant to your comment) or "CITY OF SELMA NON-AGENDA ITEM". All correspondence that does not relate to a specific item on the agenda will be made a part of the official record of this meeting and will be referred to the City Manager or other staff for any appropriate action or attention. Correspondence that does relate to a specific item on the agenda will be addressed as appropriate during consideration of the agenda item to which it relates. Contact the City Clerk with any questions by phone at City Hall 559-891-2200 extension 3104 or by email using the email address referenced above.

ACCESSIBILITY: If requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation in order to observe and/or offer public comment may request such reasonable modification, accommodation, aid or service by contacting the City Clerk by email at ReynaR@cityofselma.com or by telephone at 559-891-2200 extension 3104 no later than 24 hours before the meeting.

**AGENDA
SELMA CITY COUNCIL
SPECIAL MEETING**

**September 22, 2020
3:00 PM**

Selma City Council Chambers
1710 Tucker Street
Selma, CA 93662

Teleconference Phone Number: +1 301 715 8592
ID: 826 5694 4448 Password: 0922

Call to order at **3:00 p.m.**

Roll Call: Council members Avalos, Robertson, Trujillo, Mayor Pro Tem Guerra, and Mayor Franco

***Potential Conflicts of Interest:** Any Council member who has a potential conflict of interest may now identify the item and recuse themselves from discussing and voting on the matter.*

ORAL COMMUNICATIONS

***NOTICE(S) TO THE PUBLIC:** At this time, any member of the public may address the City Council regarding any item over which the Council has jurisdiction. No action or discussion will be taken on any item not on the agenda. Issues raised will be referred to the City Manager for review. Members of the public shall limit their remarks to three (3) minutes.*

WORKSHOP REGULAR BUSINESS

Presentation, discussion and direction regarding the Mountain View Avenue Interchange

ADJOURNMENT

- Any writings or documents provided to a majority of the Selma City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's office located at 1710 Tucker Street during normal business hours.
- In compliance with the ADA, if you need special assistance to participate in any City meeting (including assisted listening devices), please contact the City Clerk's Office (559) 891-2200. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.



**CITY MANAGER'S/STAFF'S REPORT
SPECIAL CITY COUNCIL MEETING/
WORKSHOP:**

September 22, 2020

SUBJECT: Presentation, discussion and direction regarding Mountain Avenue/SR99 Interchange Future Improvements

RECOMMENDATION: Council receive and discuss the information presented by staff and leaders from Fresno Council of Governments (FCOG) and Caltrans. Discuss next steps in pursuing future improvements and draft resolution of support to further explore options.

DISCUSSION: The Fresno Council of Governments (FCOG), the Tulare County Association of Governments (TCAG), the City of Kingsburg, and the City of Selma in cooperation with Caltrans conducted a feasibility study that concluded in May 2019 to evaluate long term transportation improvements at the Mountain View Avenue/ SR 99 interchange. Four alternatives were presented to address the interchange issues.

On April 20, 2020, the City Council considered a resolution of support to future improvements and to pursue funding for said improvements. There were a number of questions about the process and costs associated with furthering the potential project. To address those questions, our partners at FCOG and Caltrans have agreed to present this workshop to provide more information and answer questions on this topic. A revised resolution of support is also provided for Council's consideration.

RECOMMENDATION: Council receive and discuss the information presented by staff and leaders from Fresno Council of Governments (FCOG) and Caltrans. Discuss next steps in pursuing future improvements and draft resolution of support to further explore options.

/s/ Joey Daggett, City Engineer
/s/ Teresa Gallavan, City Manager

From the feasibility study, four alternatives were presented to address the interchange issues that were as follows:

- Alternative 1: Realigned on-ramps with All Way Stop (AWS) intersection control.
- Alternative 2: Realigned on-ramps with signalized intersection control. This alternative would widen Mountain View Avenue on each side of the overcrossing to provide left and right turn lanes to the on-ramps.
- Alternative 3: Realigned on-ramps with roundabout intersection control.
- Alternative 4 (Long Term): An L-9 interchange configuration with signalized Intersections was developed as an ultimate alternative. This alternative would require the reconstruction of the Mountain View Avenue overcrossing and adjusting the roadway profile. Additionally, construction of the successive on-ramps could create the need for construction of auxiliary lanes on SR 99. This alternative would also create Right of Way impacts to both service stations on the west side of the interchange and the Flea Market on the east side.

An additional alternative was considered that would add hook on-ramps and eliminate the need for left turns from Mountain View Avenue to the existing on-ramps. Due to the narrow width between the bents adjacent to the SR 99 outside shoulders and the structure abutments hook ramps are not viable. Standard freeway entrance ramp geometry cannot be constructed with the available width.

The preliminary Cost estimate for the SR 99/Mountain View Avenue interchange alternatives are listed below:

ELEMENT	Near Term (Re-delineate right turns for On-Ramps)	Alternative 1 (AWSC)	Alternative 2 (Signalized)	Alternative 3 (Roundabout)	Long Term Alternative (L-9 Interchange)
Roadway	\$300K-\$375K	\$3.6M-\$4.5M	\$5.4M-\$6.8M	\$5.2M-\$6.5M	\$11.3M-\$14.2M
Structures	\$0	\$0	\$0	\$0	\$12.4M-\$15.5M
Right of Way	\$0	\$1.1M-\$1.4M	\$1.1M-\$1.4M	\$1.5M-\$1.9M	\$23.8M-\$29.8M
Sub-Total	\$300K-\$375	\$4.7M-\$5.9M	\$6.5M-\$8.2M	\$6.7M-\$8.4M	\$47.5M-\$59.5M
Support Cost	%50	50%	50%	50%	30%
Total Project Capital Cost	\$450K-\$563K	\$7.1M-\$8.9M	\$9.8M-\$12.3M	\$10.1M-\$12.6M	\$61.8M- \$77.4M

Project Development Process Fact Sheet 2020

Caltrans' Role in the Development of Projects on the State Highway System (SHS)

Caltrans is the owner-operator of the SHS and has the authority and obligation to ensure that all modifications or additions to the SHS, regardless of the project sponsor or funding source, are:

- Safe, operational, maintainable, compatible, and of good value
- Providing efficient multimodal movement of people and goods
- Developed and constructed in compliance with laws and regulations that govern the use of state and federal transportation funds

The Project Development Process consists of the following:

1. Identifying Project Purpose and Need	4b. Acquire Rights of Way
2. Prepare Project Initiation Document	4c. Obtain Approvals, Agreements & Permits
3a. Project Approval and Environmental Document	5. Prepare and Advertise Contract
3b. Draft Project Report/Perform Environmental Studies	6. Contract Administration & Construction of Project
4a. Prepare Plans, Specifications and Estimate	7. Project Close Out

What does each component of the Project Development Process mean?

Identifying Project Purpose and Need

A project must satisfy a clearly defined purpose and need. The specific objective of the project becomes the purpose. 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. Project needs are identified through Caltrans management systems, master plans, system and regional plans and prioritizing processes. A project must satisfy a clearly defined purpose and need. Planning documents the regions' transportation deficiencies and describe the underlying transportation needs.

Prepare Project Initiation Document (PID)

The main purpose of a PID is to define the project's scope, cost and schedule and obtain conceptual approval within Caltrans, who is the owner/operator of the SHS. Secondly, the PID is used to scope a project to be used as a candidate for programming. The first step in this stage of project development is agreement on the primary objectives (the purpose of the project) that will be fulfilled by constructing the project. The result of the PID process is the evaluation of design concepts (multimodal options, operational improvements and associated costs), environmental considerations such as feasible avoidance alternatives, and right of way needs. From these, a practicable alternative is selected by the PDT, and upon approval by the District Director, the cost, design concept or scope, and schedule as presented in the PID may be programmed.

Project Development Process

Fact Sheet 2020

Project Approval and Environmental Document (PA&ED)

There are different project funding types based on the sponsor, which could be Caltrans or the Regional Transportation Planning Agencies. Projects may be listed in the STIP or in the SHOPP, both of which are approved by the California Transportation Commission (CTC). Regional Transportation Planning Agencies are responsible for decisions to program 75 percent of funds in the STIP. The remaining 25 percent are projects funded and nominated by Caltrans through the Interregional Transportation Improvement Program. Once a project is programmed through a funding source or multiple funding sources, detailed project studies begin.

The result is a document that provides information for decisions regarding a project's ultimate scope, schedule, and cost. For projects requiring a formal consideration of alternatives, the document is termed a **Draft Project Report (DPR)** if public circulation of an environmental document is needed. Otherwise, a final project report (PR) will be required. Parallel to the development of the DPR or PR are environmental studies, which analyze in detail the impact of the alternatives.

Environmental Studies are conducted by the project team to analyze the effect and impact of the various project alternatives. They are required by state and federal laws under the general heading of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). All projects must comply with CEQA and all projects using federal funds or requiring a federal action (such as a potential impact to a federal listed endangered species) must comply with NEPA. An environmental document (ED) would be produced as a result of the required environmental studies. Simple projects with few or no environmental impacts can have a one-page ED, while larger, more complex projects with significant impacts will likely require a lengthy Environmental Impact Statement (EIS) or Environmental Impact Report (EIR).

Prepare Plans, Specifications and Estimate (PS&E)

Preparation of PS&E cannot begin until the PR and ED are approved. A detailed set of plans needs to be developed that tell a prospective contractor what is to be built, where it is to be built, and, if relevant, how to build it. The scope of the selected alternative is refined, and all Caltrans functional unit complete their respective designs. Final right-of-way requirements are determined, and **procurement** is initiated. The third component, the estimate, is made up of an itemized listing or summary of what is to be built. When the project engineer attaches a price to these items, this becomes an estimate of the cost to build the project.

Normally, **acquisition of right-of-way** can begin only after completion of the ED, although some preliminary work, such as appraisals, can be started beforehand. The State is required to purchase properties at fair market value. Where the State cannot reach an agreement to purchase a needed property, Caltrans can request a condemnation action from the CTC.

Agreements required for projects can include Freeway Agreements, Relinquishment Agreements, Cooperative Agreements, and Maintenance Agreements. These agreements are usually required by law to document the exchange of resources between agencies, the responsibilities of each agency, and the effects a project may have on a community.

Project Development Process

Fact Sheet 2020

Prepare and Advertise Contract

At this stage, design is complete. The complete plans and specifications are once more reviewed to verify that the package contains full, complete, and accurate plans, specifications and estimates of cost, to enable any competent contractor or other builder to carry them out. The PS&E project documents and bid package, consisting of boiler plate specifications, bid requirements and contractor responsibilities are then assembled for advertising. The Division of Engineering Services, Office of Office Engineers (DES-OE) prepares and advertises projects on the SHS unless an agreement to advertise, award, and administer the project by a local agency is in place.

When the bids are opened, the packages are examined to be sure the bid proposal meets the requirements of the project, which includes any subcontracting requirements, and is a balanced proposal that is in the best interest of the State. Contract award and approval authorizes construction of a project.

Contract Administration & Construction of Project

The construction phase of the project entails building the improvements as shown on the plans. The contractor's work is overseen by construction inspectors under the auspices of the resident engineer. Care is taken to protect in-place resources and to construct a project that has the least impact. If changes are required during construction, the project engineer will be asked to prepare engineering details and calculations as required. The resident engineer authorizes payments to the contractor based on successfully completing specific items of work or making significant progress on completing them. The contractor is responsible for employing their own resources or those of any approved subcontractors in order to complete the project. The goal of the construction phase is to build the transportation improvement as efficiently as possible while still allowing the contractor to make a fair and reasonable profit.

Project Close Out

The resident engineer prepares the final construction project records when the project construction phase is complete. The project is not complete until the final contract estimate, project history file and as-built plans are completed, final right of-way activities completed, claims are resolved, and mitigation is completed. These items may take months or years following the actual construction of the project, but constitute a critical element of the project development process nonetheless.

Reference: How Caltrans Builds Projects, Caltrans Office of Project Development Procedures, August 2011.

RESOLUTION NO. 2020 - __R

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA IN SUPPORT FOR THE
SR 99/MT. VIEW FEASIBILITY STUDY
AND COMMITMENT BY THE CITY OF SELMA TO PURSUE LOCAL, REGIONAL, STATE
AND FEDERAL FUNDING SOURCES TO PURSUE TRANSPORTATION IMPROVEMENTS**

WHEREAS, the Fresno Council of Governments (FCOG), the Tulare County Association of Governments (TCAG), the City of Kingsburg, and the City of Selma in cooperation with Caltrans have conducted a feasibility study to determine potential near, mid, and long term transportation improvements at the Mountain View Avenue/ SR 99 interchange; and

WHEREAS, the purpose of the study was to determine the existing and future transportation needs at the State Route 99/ Mt. View interchange and to develop alternatives to address geometric deficiencies and to improve the safety and operations at the interchange; and

WHEREAS, the SR 99/Mt. View Avenue Feasibility Study identifies near-, mid- and long-term alternatives and recommends improvement alternatives for future traffic demands at the interchange, and is consistent with the Cities of Kingsburg and Selma General Plans; and

WHEREAS, The SR 99/Mt. View Avenue Feasibility Study identified three mid-term alternatives to address needs of the subject interchange as far as 2045 and one long-term alternative (L-9);

NOW, THEREFORE, BE IT RESOLVED, that the City of Selma supports an alternative that would best address the identified deficiencies including the improvement of traffic operations and best align with long term alternative (L-9) based on the cost-benefit assessment developed as part of the feasibility study and is committed to seeking local, regional, state and federal funding to further the project development process and ultimately construct improvements at the Mountain View Avenue/SR 99 interchange.

PASSED, APPROVED and ADOPTED at a Regular Meeting of the City Council of the City of Selma on this ___ day of _____, 2020, by the following roll call vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Louis Franco, Mayor

ATTEST:

Reyna Rivera, City Clerk