

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

February 22, 2022

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**ITEM NO:** 1.a

**SUBJECT:** Reject All Bids received for the CDBG Project No. 19651 Sidewalk Connectivity Project and Authorize to Re-Advertise and Re-Bid the project

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**BACKGROUND:** The County of Fresno receives an annual allocation of Community Development Grant Block Grant (CDBG) grant funds from the federal Department of Housing and Urban Development (HUD). The County makes a portion of these grant funds available to each of its participating cities based on the same HUD formula by which the County receives its funding. Each City participating in the County's CDBG program is invited to submit activity proposals for its portion of CDBG grant funds. The five participating cities include the cities of Fowler, Kerman, Kingsburg, Reedley and Selma.

On November 29, 2021, The City of Selma received authorization for a time extension on the Selma Sidewalk Connectivity Project, (CDBG) Project No. 19651; Agreement No 19-595.

The Sidewalk Connectivity Project will construct new concrete sidewalk, concrete drive approaches, ADA compliant concrete curb ramps and replace existing storm drain inlets. The City received \$229,198.00 in CDBG funds and the City will use local funds for the remaining portion of construction for the project.

Bids were received from seven (7) contractors on Friday, January 7, 2022 and the results were as follows:

<b><u>CONTRACTOR</u></b>	<b><u>BID AMOUNT</u></b>
Witbro Inc. dba Seal Rite Paving	\$278,217.15
Don Berry Construction, Inc.	\$313,585.00
R.J. Berry Jr., Inc.	\$344,024.00
Terra West Construction, Inc.	\$373,018.00
Bush Engineering, Inc.	\$393,513.62
JT2 Inc. DBA Todd Companies	\$410,650.00
Avison Construction, Inc.	\$454,522.00

The Engineer's Estimate was \$275,000.00

**DISCUSSION:** After reviewing the bid documents, the County of Fresno's Department of Public Works and Planning (County) sent a letter, dated February 3, 2022, stating that there were items missing from the bids and is requesting that the City of Selma reject all bids received and rebid the project.

The County stated that “The project must be advertised in accordance with all Federal, State, and local laws and regulations”, and specified the following issues:

- The Subcontractor list and bidder info did not include DIR numbers, and it did not include the non-collusion declaration (Labor Code 1725.5 and Public Contract Code 4104).
- The 10-day wage check also should have been distributed to potential bidders as an addendum (Title 23 US Code Section 112 and CA Public Contract Code Section 71096 Stats 1988.C.1548, Section 1).

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**RECOMMENDATION:**

Staff recommends the City Council adopt a Resolution rejecting all bids for the CDBG Project No. 19651 Sidewalk Improvement Project, and direct staff to re-advertise and re-bid the project

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Philip L. Romero, Interim City Engineer

Fernando Santillan, City Manager

**RESOLUTION NO. 2022 – \_\_R**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA  
REJECTING ALL BIDS FOR THE CDBG PROJECT NO. 19651  
SIDEWALK CONNECTIVITY PROJECT  
AND AUTHORIZE TO RE-ADVERTISE AND RE-BID THE PROJECT**

**WHEREAS**, the City of Selma has received funding through the Community Development Block Grant (CDBG); and

**WHEREAS**, the invitation to bid for the CDBG Project No. 19651 Sidewalk Connectivity Project was bid in the Sentinel on December 8, 2021 and December 15, 2021; and

**WHEREAS**, bids for the project were publicly opened and read aloud at the Selma City Hall on January 7, 2022 at 10:00 a.m.; and

**WHEREAS**, the Engineer's Estimate was \$275,000.00; and

**WHEREAS**, the bids were as follows:

<b><u>CONTRACTOR</u></b>	<b><u>BID AMOUNT</u></b>
Witbro Inc. dba Seal Rite Paving	\$278,217.15
Don Berry Construction, Inc.	\$313,585.00
R.J. Berry Jr., Inc.	\$344,024.00
Terra West Construction, Inc.	\$373,018.00
Bush Engineering, Inc.	\$393,513.62
JT2 Inc. DBA Todd Companies	\$410,650.00
Avison Construction, Inc.	\$454,522.00

**WHEREAS**, the County of Fresno Department of Public Works and Planning, after reviewing the bid documents, requested the City to reject all bids and re-bid the project.

**WHEREAS**, Staff recommends that the City Council of the City of Selma reject all bids for the project.

**NOW THEREFORE, IT IS HEREBY RESOLVED**, that the City of Selma resolves as follows:

1. The foregoing recitals are deemed true and correct.
2. All bids received and publicly opened on January 7, 2022, for the CDBG Project No. 19651 Sidewalk Connectivity Project are hereby rejected.
3. Authorize Staff to Re-Advertise and Re-Bid the project.

I, Reyna Rivera, City Clerk to the City of Selma do hereby certify that the foregoing Resolution was approved at a regular meeting of the City Council of the City of Selma on the 22nd day of February, 2022 by the following vote:

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

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Scott Robertson, Mayor

ATTEST:

By: \_\_\_\_\_  
Reyna Rivera, City Clerk



# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
STEVEN E. WHITE, DIRECTOR

February 3, 2022

Philip Romero, City Engineer  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Romero:

Subject: Selma Sidewalk Connectivity,  
Community Development Block Grant (CDBG) Project No. 19651

The Department of Public Works and Planning has completed its review of the bid materials submitted for the above-referenced project. The County's letter authorizing advertising of the project for bids, dated March 26, 2021 (copy enclosed), stated that "The project must be advertised in accordance with all Federal, State, and local laws and regulations."

The following issues were identified:

- The Subcontractor list and bidder info did not include DIR numbers, and it did not include the non-collusion declaration.
  - It's our understanding that the DIR numbers need to be obtained from or confirmed by the bidder to avoid violating Labor Code 1725.5, and Public Contract Code 4104.
  - It is also our understanding that a Non-Collusion Declaration is also required in order to avoid violating Title 23 United States Code Section 112, and California Public Contract Code Section 71096 Stats 1988. C. 1548, Section 1.
- The 10-day wage check also should have been distributed to potential bidders as an addendum.

Therefore, the City is required to reject the bids received and rebid the project with the above issues addressed.

Should you have any questions, please contact Jonathan Avedian, the project representative, at (559) 600-4292.

Sincerely,

Yvette Quiroga, Principal Planner  
Community Development Division

c: Fernando Santillan, City Manager, City of Selma

Enclosure

YQ:JA  
G:\7205ComDev\CDBG and GRANT PERM FILES\CDBG\Projects\~Open Projects\19651 Selma Sidewalk Connectivity\Docs\19651 Rebid Required.docx  
February 2, 2022

COMMUNITY DEVELOPMENT DIVISION  
2220 Tulare Street, Eighth Floor / Fresno, California 93721 / Phone (559) 600-4292 / FAX (559) 600-4573  
The County of Fresno is an Equal Employment Opportunity Employer  
February 22, 2022 Council Packet

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

February 22, 2022

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**ITEM NO: 1.b.**

**SUBJECT:** Consideration of Request by the California League of Cities for  
Opposition of the Taxpayer Protection and Government Accountability  
Act or AG# 21-0042A1

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**DISCUSSION:** The City Manager's Office received a request from the California League of Cities for opposition of the Taxpayer Protection and Government Accountability Act or AG# 21-0042A.

Attached is the fact sheet, analysis and a resolution for Council's approval.

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**RECOMMENDATION:**

Consider Request by the California League of Cities for Opposition of the Taxpayer Protection and Government Accountability Act or AG# 21-0042A1 and provide direction to staff.

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Fernando Santillan, City Manager

## **RESOLUTION NO. 2022 – \_\_R**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA, CALIFORNIA OPPOSING INITIATIVE 21-0042A1**

**WHEREAS**, an association representing California's wealthiest corporations is behind a deceptive proposition aimed for the November 2022 statewide ballot; and

**WHEREAS**, the measure creates new constitutional loopholes that allow corporations to pay far less than their fair share for the impacts they have on our communities, including local infrastructure, our environment, water quality, air quality, and natural resources; and

**WHEREAS**, the measure includes undemocratic provisions that would make it more difficult for local voters to pass measures needed to fund local services and infrastructure, and would limit voter input by prohibiting local advisory measures where voters provide direction on how they want their local tax dollars spent; and

**WHEREAS**, the measure makes it much more difficult for state and local regulators to issue fines and levies on corporations that violate laws intended to protect our environment, public health and safety, and our neighborhoods; and

**WHEREAS**, the measure puts billions of dollars currently dedicated to state and local services at risk, and could force cuts to public schools, fire and emergency response, law enforcement, public health, parks, libraries, affordable housing, services to support homeless residents, mental health services, and more; and

**WHEREAS**, the measure would also reduce funding for critical infrastructure like streets and roads, public transportation, drinking water, new schools, sanitation, and utilities.

**THEREFORE, BE IT RESOLVED** that the City of Selma, opposes Initiative 21-0042A1.

**THEREFORE, BE IT FURTHER RESOLVED**, that the City of Selma will join the NO on Initiative 21-0042A1 coalition, a growing coalition of public safety, labor, local government, infrastructure advocates, and other organizations throughout the state and direct staff to email a copy of this adopted resolution to the League of California Cities at [BallotMeasures@calcities.org](mailto:BallotMeasures@calcities.org).

**PASSED, APPROVED AND ADOPTED** this 22<sup>nd</sup> day of February, 2022, by the following vote:

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

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Scott Robertson, Mayor

ATTEST:

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Reyna Rivera, City Clerk  
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## **ACTION ALERT**

### **State Ballot Measure Restricting Voters' Input and Local Taxing Authority**

**\*\*\* CITY RESOLUTIONS NEEDED \*\*\***

#### **ACTION:**

Cal Cities requests cities **adopt a city resolution to demonstrate how harmful this measure would be to your community and the people of California.**

Send adopted city resolutions to [BallotMeasures@calcities.org](mailto:BallotMeasures@calcities.org) as soon as possible. A sample city resolution is attached.

#### **BACKGROUND**

In 2018, the "Tax Fairness, Transparency and Accountability Act" or ([AG# 17-0050 Amdt. #1](#)), was being circulated to qualify for the November 2018 ballot. This initiative would have drastically limited local revenue authority.

Through the successful work and advocacy of the League of California Cities and its coalition, the measure's proponents withdrew the initiative from the ballot in June 2018.

On Jan. 4, 2022, the California Business Roundtable filed the Taxpayer Protection and Government Accountability Act or [AG# 21-0042A1](#). This measure is far more detrimental to cities than the measure filed in 2018, because it would decimate vital local and state services to the benefit of wealthy corporations.

Cal Cities, along with a broad coalition of local governments, labor and public safety leaders, infrastructure advocates, and businesses, strongly oppose this initiative.

#### **SUMMARY**

The Taxpayer Protection and Government Accountability Act limits voters' authority, adopts new and stricter rules for raising taxes and fees, and makes it more difficult to hold violators of state and local laws accountable.

#### **WHAT WOULD THIS MEASURE SPECIFICALLY DO?**

### **1) Limit voter authority and accountability**

- Limits voter input. Prohibits local voters from providing direction on how local tax dollars should be spent by prohibiting local advisory measures.
- Invalidates the Upland decision that allows a majority of local voters to pass special taxes. Taxes proposed by the Initiative are subject to the same rules as taxes placed on the ballot by a city council. All measures passed between January 2022 and November 2022 would be invalidated unless reenacted within 12 months.

### **2) Restrict local fee authority to provide local services**

- Impacts franchise fees. Sets new standard for fees and charges paid for the use of local and state government property. The standard may significantly restrict the amount oil companies, utilities, gas companies, railroads, garbage companies, cable companies, and other corporations pay for the use of local public property. Rental and sale of local government property must be "reasonable" which must be proved by "clear and convincing evidence."
- Except for licensing and other regulatory fees, fees and charges may not exceed the "actual cost" of providing the product or service for which the fee is charged. "Actual cost" is the "minimum amount necessary." The burden to prove the fee or charge does not exceed "actual cost" is changed to "clear and convincing" evidence.

### **3) Restrict authority of state and local governments to issue fines and penalties for violations of law**

- Requires voter approval of fines, penalties, and levies for corporations and property owners that violate state and local laws unless a new, undefined adjudicatory process is used to impose the fines and penalties.

### **4) Restrict local tax authority to provide local services**

- Requires voter approval to expand existing taxes (e.g., UUT, use tax, TOT) to new territory (e.g., annexation) or expanding the base (e.g., new utility service).
- City charters may not be amended to include a tax or fee.
- New taxes can be imposed only for a specific time period.
- Taxes adopted after Jan. 1, 2022, that do not comply with the new rules, are void unless reenacted.
- All state taxes require majority voter approval.
- Prohibits any surcharge on property tax rate and allocation of property tax to state.

### **5) Other changes**

- No fee or charge or exaction regulating vehicle miles traveled can be imposed as a condition of property development or occupancy.

## **TALKING POINTS**

**1) Gives wealthy corporations a major loophole to avoid paying their fair share — forcing local residents and taxpayers to pay more**

- The measure creates new constitutional loopholes that allow corporations to pay far less than their fair share for the impacts they have on our communities, including local infrastructure, our environment, water quality, air quality, and natural resources — shifting the burden and making individual taxpayers pay more.

**2) Allows corporations to dodge enforcement when they violate environmental, health, public safety, and other laws**

- The deceptive scheme creates new loopholes that makes it much more difficult for state and local regulators to issue fines and levies on corporations that violate laws intended to protect our environment, public health and safety, and our neighborhoods.

**3) Jeopardizes vital local and state services**

- This far-reaching measure puts at risk billions of dollars currently dedicated to critical state and local services.
- It could force cuts to public schools, fire and emergency response, law enforcement, public health, parks, libraries, affordable housing, services to support homeless residents, mental health services, and more.
- It would also reduce funding for critical infrastructure like streets and roads, public transportation, drinking water, new schools, sanitation, and utilities.

**4) Opens the door for frivolous lawsuits, bureaucracy, and red tape that will cost taxpayers and hurt our communities**

- The measure will encourage frivolous lawsuits, bureaucracy, and red tape that will cost local taxpayers millions — while significantly delaying and stopping investments in infrastructure and vital services.

**5) Undermines voter rights, transparency, and accountability**

- This misleading measure changes our constitution to make it more difficult for local voters to pass measures needed to fund local services and local infrastructure.
- It also includes a hidden provision that would retroactively cancel measures that were passed by local voters — effectively undermining the rights of voters to decide for themselves what their communities need.
- It would limit voter input by prohibiting local advisory measures, where voters provide direction to politicians on how they want their local tax dollars spent.

# Fiscal and Program Effects of Initiative 21-0042A1 on Local Governments

If Initiative 21-0042A1 is placed on the ballot and passed by voters, it will result in:

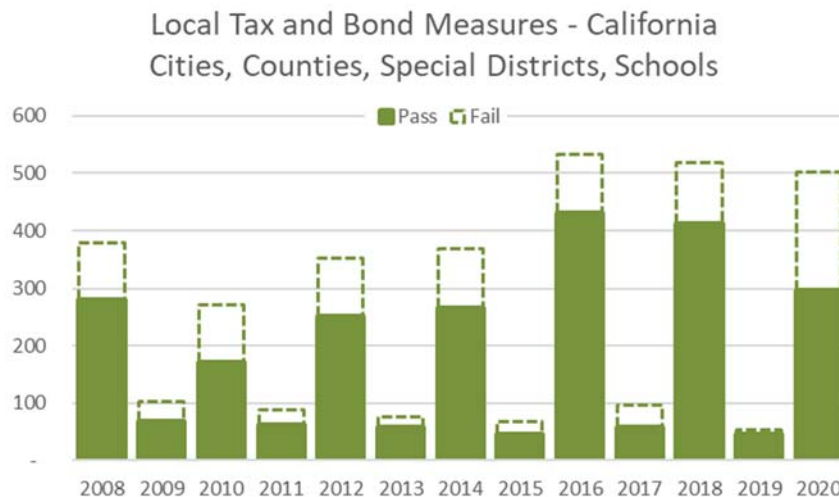
- Billions of local government fee and charge revenues placed at heightened legal peril. Related public service reductions across virtually every aspect of city, county, special district, and school services especially for transportation, and public facility use.
- Hundreds of millions of dollars of annual revenues from dozens of tax and bond measures approved by voters between January 1, 2022 and November 9, 2022 subject to additional voter approval if not in compliance with the initiative.
- Indeterminable legal and administrative burdens and costs on local government from new and more empowered legal challenges, and bureaucratic cost tracking requirements.
- The delay and deterrence of municipal annexations and associated impacts on housing and commercial development.
- Service and infrastructure impacts including in fire and emergency response, law enforcement, public health, drinking water, sewer sanitation, parks, libraries, public schools, affordable housing, homelessness prevention and mental health services.

## **1. Local Government Taxes and Services Threatened**

With regard to taxes, Initiative 21-0042A1:

- Prohibits advisory, non-binding measures as to use of tax proceeds on the same ballot.
  - Voters may be less informed and more likely to vote against measures.
- Eliminates the ability of special tax measures proposed by citizen initiative to be enacted by majority voter approval (*Upland*).
  - Because the case law regarding citizen initiative special taxes approved by majority vote (*Upland*) is so recent, it is unknown how common these sorts of measures might be in the future. This initiative would prohibit such measures after the effective date of the initiative. Any such measures adopted after January 1, 2022 through November 8, 2022 would be void after November 9, 2023.
- Requires that tax measures include a specific duration of time that the tax will be imposed. This seems to require that all tax increases or extensions contain a sunset (end date).
  - This would require additional tax measures to extend previously approved taxes at additional cost to taxpayers.
- Requires that a tax or bond measure adopted after January 1, 2022 and before the effective date of the initiative (November 9, 2022) that was not adopted in accordance with the measure be readopted in compliance with the measure or will be void twelve months after the effective date of the initiative (November 9, 2023).
  - If past election patterns are an indication, dozens of tax and bond measures approving hundreds of millions of annual revenues may not be in compliance and would be subject to reenactment. Most will be taxes without a specific end date. Because there is no regularly scheduled election within the 12 months following the effective date of the initiative, measures not in compliance would need to be placed on a special election ballot for approval before November 9, 2023 or the tax will be void after that date. General tax measures would require declaration of emergency and unanimous vote of the governing board.

- Requires voter approval to expand an existing tax to new territory (annexations). This would require additional tax measures and would deter annexations and land development in cities.
  - If a tax is "extended" to an annexed area without a vote after January 1, 2022, it will be void 12 months later until brought into compliance. Because there is no regularly scheduled election within the 12 months following the effective date of the initiative, such extensions for general taxes would, under current law, each require unanimous vote of the agency board to be placed on a special election ballot or would be void after November 9, 2023.



### 1.a. Number of Measures and Value of Local Taxes at Risk<sup>1</sup>

In 2020, voters in California approved 293 local tax and bond measures for cities, counties, special districts and schools (95 in March and 198 in November). The approved measures enacted \$3.85 billion in new annual taxes including \$1.3 billion for cities, \$302 million for counties, \$208 million for special districts (fire, wastewater, open space and transit districts), and \$2.037 billion for schools (including for school bonds).

Most tax measures go to the ballot during a presidential or gubernatorial primary or general election in an even year. However, some tax measures are decided at other times. During 2019, there were 45 approved tax and bond measures (24 city, 14 special district, 7 school) adopting \$154.0 million in new annual taxes (\$124.0 million city, \$10.5 million special district and \$19.2 million school).

Most tax and bond measures comply with the new rules in Initiative 21-0042Amdt#1 except:

- Dozens of taxes would require end dates. This would require additional measures in future years to extend the taxes further. Very few extensions of existing local taxes fail.
- Majority vote general tax measures could not be accompanied on the same ballot with an advisory, non-binding measure as to use of tax proceeds.
- Special taxes placed on the ballot via citizen initiative would require two-thirds voter approval.

Bond measures have fixed terms. Historically, about 20 percent of other tax measures have included specific durations (i.e. sunsets). Advisory measures as to use of revenues are uncommon. I do not expect the provisions of 21-0042A1 to have any substantial effect on passage rates. However, some 2022 approved measures would likely have to put back on the ballot.

Based on history, a reasonable estimate of the annualized tax revenues estimated to be approved by

<sup>1</sup> Source: Compilation and summary of data from County elections offices.

voters in 2022 and placed at risk by this initiative is at least **\$1.5 billion, including \$1.0 billion from cities and \$500 million from counties and special districts.**<sup>2</sup>

### **1.b. Additional Costs and Public Service Effects of the Tax Provisions**

In addition to service delays and disruption due to new tax revenues placed at greater legal risk, there will be substantial additional costs for legal defense. The deterrence of taxes for annexations will delay and deter municipal annexations.

## **2. “Exempt Charges” (fees and charges that are not taxes) and Services Threatened**

With regard to fees and charges adopted after January 1, 2022, Initiative 21-0042A1:

- Subjects new fees and charges for a product or service to a new "actual cost" test defined as "(i) the minimum amount necessary to reimburse the government for the cost of providing the service to the payor, and (ii) where the amount charged is not used by the government for any purpose other than reimbursing that cost. In addition, subjects these same charges to a new, undefined, "reasonable" standard.
- Subjects fees and charges for entrance to local government property; and rental and sale of local government property to a new, undefined, "reasonable" test.
- Subjects a challenged fee or charge to new, higher burdens of proof if legally challenged.
- Prohibits a levy, charge or exaction regulating or related to vehicle miles traveled, imposed as a condition of property development or occupancy.

### **2.a. Value on New Local Government Fees and Charges at Risk<sup>3</sup>**

Virtually every city, county, and special district must regularly (e.g., annually) adopt increases to fee rates and charges and revise rate schedules to accommodate new users and activities. Most of these would be subject to new standards and limitations under threat of legal challenge. Based on the current volume of fees and charges imposed by local agencies and increases in those fees simply to accommodate inflation, the amount of local government fee and charge revenue placed at risk is about **\$1 billion per year including those adopted since January 1, 2022. Of this \$1 billion, about \$570 million is for special districts, \$450 million is cities, and \$260 million is counties.**<sup>4</sup>

Major examples of affected fees and charges are:

1. Nuisance abatement charges - such as for weed, rubbish and general nuisance abatement to fund community safety, code enforcement, and neighborhood cleanup programs.
2. Commercial franchise fees.
3. Emergency response fees - such as in connection with DUI.
4. Advanced Life Support (ALS) transport charges.
5. Document processing and duplication fees.
6. Transit fees, tolls, parking fees, public airport and harbor use fees.
7. Facility use charges, fees for parks and recreation services, garbage disposal tipping fees.

In addition to fees and charges, the measure puts fines and penalties assessed for the violation of state and

<sup>2</sup> This does not include citizen initiative special tax approved by majority but not two-thirds. Because this approach is new, the number of these measures and amount of revenue involved cannot be estimated.

<sup>3</sup> Source: California State Controller Annual Reports of Financial Transactions concerning cities, counties and special districts, summarized with an assumed growth due to fee rate increases (not population) of 2 percent annually.

<sup>4</sup> School fees are also affected but the amount is negligible by comparison.

local law at risk, making them taxes subject to voter approval under certain circumstances.

## **2.b. Additional Costs and Public Service Effects of the Fee/Charge Provisions**

In addition to service delays and disruptions due to fee and charge revenues placed at greater legal risk, there would be substantial additional costs for legal defense. The risk to fees and charges will make infrastructure financing more difficult and will deter new residential and commercial development.

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# Stop the Corporate Loopholes Scheme

## **Deceptive Proposition Allows Major Corporations to Avoid Paying their Fair Share and Evade Enforcement when they Violate Environmental, Health & Safety Laws**

An association representing California's wealthiest corporations — including oil, insurance, banks and drug companies — is behind a deceptive proposition aimed for the November 2022 statewide ballot. Their measure would create major new loopholes that allow corporations to avoid paying their fair share for the impacts they have on our communities; while also allowing corporations to evade enforcement when they violate environmental, health, safety and other state and local laws. Here's why a broad coalition of local governments, labor and public safety leaders, infrastructure advocates, and businesses **oppose** the Corporate Loophole Scheme:

### **Gives Wealthy Corporations a Major Loophole to Avoid Paying their Fair Share - Forcing Local Residents and Taxpayers to Pay More**

- The measure creates new constitutional loopholes that **allow corporations to pay far less than their fair share for the impacts they have on our communities**, including local infrastructure, our environment, water quality, air quality, and natural resources – shifting the burden and making individual taxpayers pay more.

### **Allows Corporations to Dodge Enforcement When They Violate Environmental, Health, Public Safety and Other Laws**

- The deceptive scheme creates new loopholes that makes it much more difficult for state and local regulators to issue fines and levies on corporations that violate laws intended to protect our environment, public health and safety, and our neighborhoods.

### **Jeopardizes Vital Local and State Services**

- This far-reaching measure **puts at risk billions of dollars currently dedicated to critical state and local services**.
- It could **force cuts** to public schools, fire and emergency response, law enforcement, public health, parks, libraries, affordable housing, services to support homeless residents, mental health services and more.
- It would also **reduce funding for critical infrastructure** like streets and roads, public transportation, drinking water, new schools, sanitation, utilities and more.

### **Opens the Door for Frivolous Lawsuits, Bureaucracy and Red Tape that Will Cost Taxpayers and Hurt Our Communities**

- The measure will encourage **frivolous lawsuits, bureaucracy and red tape that will cost local taxpayers millions** — while significantly **delaying and stopping investments in infrastructure and vital services**.

## **Undermines Voter Rights, Transparency, and Accountability**

- This misleading measure changes our constitution to make it more difficult for local voters to pass measures needed to fund local services and local infrastructure.
- It also includes a hidden provision that **would retroactively cancel measures that were passed by local voters** — effectively undermining the rights of voters to decide for themselves what their communities need.
- It would **limit voter input** by prohibiting local advisory measures, where voters provide direction to politicians on how they want their local tax dollars spent.

**The Taxpayer Protection and Government Accountability Act**  
**Initiative No. 21-0042A1**  
*January 21, 2022*

**Summary:** The measure limits the voters' input, adopts new and stricter rules for raising taxes and fees, and makes it more difficult to hold state and local law violators accountable.

**Limiting Voter Authority and Accountability**

- Limits voter input. Prohibits local voters from providing direction on how local tax dollars should be spent by prohibiting local advisory measures.
- Invalidates Upland decision that allows majority of local voters to pass special taxes. Taxes proposed by the Initiative are subject to the same rules as taxes placed on the ballot by a city council. All measures passed between January 2022 and November 2022 would be invalidated unless reenacted within 12 months.

**Restricting Local Fee Authority to Provide Local Services**

- Franchise fees. Sets new standard for fees and charges paid for the use of local and state government property. The standard may significantly restrict the amount oil companies, utilities, gas companies, railroads, garbage companies, cable companies, and other corporations pay for the use of local public property. Rental and sale of local government property must be "reasonable" which must be proved by "clear and convincing evidence."
- Except for licensing and other regulatory fees, fees and charges may not exceed the "actual cost" of providing the product or service for which the fee is charged. "Actual cost" is the "minimum amount necessary." The burden to prove the fee or charge does not exceed "actual cost" is changed to "clear and convincing" evidence.

**Restricting Authority of State and Local Governments to Issue Fines and Penalties for Violations of Law.**

- Requires voter approval of fines, penalties, and levies for corporations and property owners that violate state and local laws unless a new, undefined adjudicatory process is used to impose the fines and penalties.

## **Restricting Local Tax Authority to Provide Local Services**

- Expanding existing taxes (e.g., UUT, use tax, TOT) to new territory (e.g., annexation) or expanding the base (e.g., new utility service) requires voter approval.
- City charters may not be amended to include a tax or fee.
- New taxes can be imposed only for a specific time period.
- Taxes adopted after January 1, 2022, that do not comply with the new rules, are void unless reenacted.
- All state taxes require majority voter approval.
- Prohibits any surcharge on property tax rate and allocation of property tax to state.

## **Other Changes**

- No fee or charge or exaction regulating vehicle miles traveled can be imposed as a condition of property development or occupancy.

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ITEM NO: 1.c.

**SUBJECT:** Consideration of a Memorandum of Understanding agreement with the Rape Counseling Services of Fresno

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**BACKGROUND:** The Selma Police Department depends on other entities such as Rape Counseling Services of Fresno (RCS) to provide additional resources for victims of sexual assault crimes. The partnership between RCS and the Selma Police Department is not only vital for the investigation but most importantly for the wellbeing of the victim.

**DISCUSSION:** The Selma Police Department investigates sexual assault investigations on an as needed basis. Some of these investigations are complex and require specialized training for investigators and police officers. A majority of victims of sexual assault require additional services such as short and long-term counseling.

The Selma Police Department has utilized Rape Counseling Services of Fresno as a resource to assist victims of sexual assault investigations. This agreement allows the Selma Police Department to continue to use the services provided by Rape Counseling Services of Fresno as outlined in the attached MOU at no cost.

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**RECOMMENDATION:** Authorize City Manager to execute agreement with the Rape Counseling Services of Fresno to continue to provide services to the Selma Police Department.

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Rene Garza, Police Commander

Fernando Santillan, City Manager

## **MEMORANDUM OF UNDERSTANDING BETWEEN SELMA POLICE DEPARTMENT AND RAPE COUNSELING SERVICES OF FRESNO**

1. **Timeline:** This MOU covers the period of September 1, 2021 through August 31, 2024.
2. **Purpose:** The purpose of this MOU is to outline the roles and responsibilities of each partner and each agency's commitment to provide coordinated and effective, trauma-informed services to victims of sexual assault and alleged sexual assault in Fresno County.
3. **Roles and Responsibilities:**
  - a. RCS will closely coordinate the following services with the Selma Police Department and:
    - Provide periodic cross-training and trauma-informed response to sexual assault and best practices relevant to criminal investigation of sexual assault and access by victims to sexual assault forensic exams.
    - Advocate for strict compliance with the notice and other relevant provisions of California Penal Code §§ 264.2 (b), 679.04, 13823.95 and other relevant state and federal laws.
    - Each agency agrees to share information regarding the status of a victim subject to all laws including, but not limited to, California Evidence Code § 1035, et seq.
    - Both agencies will meet quarterly to discuss concerns, identified by project staff and clients receiving services, to create culturally-specific and trauma-informed services, training curricula and outreach materials.
    - Both agencies may offer, upon request, supplemental training to professional service providers to increase early intervention and culturally-specific, trauma-informed services offered to victims of sexual assault and alleged victims of sexual assault in Fresno County.
  - b. RCS will provide 24-hour personal and legally privileged services to victims of sexual assault and alleged victims of sexual assault that complies with the California Service Standards for Sexual Assault Programs.
  - c. Selma Police Department agrees to use reasonable efforts to publicize the RCS 24-hour rape crisis line <(559) 222-7273 (RAPE)> and website <<http://www.rcsfresno.org>> to all victims of sexual assault and alleged sexually assault in Fresno County as provided by state law and by circulation of print literature and other reasonable means. RCS agrees to furnish such print literature and other educational materials about sexual assault intervention and prevention promptly upon written request by the Selma Police Department.
4. Indemnification and Defense.

The Rape Counseling Services of Fresno shall indemnify, defend, and hold harmless the City, its officers, officials, employees, and volunteers (hereafter collectively City Personnel) from and against any and all liability, claims, damage, cost, expenses, awards, fines, judgments, and expenses of litigation (including, without limitation, costs, attorney fees, expert witness fees and prevailing party fees and cost) of every nature arising out of or in connection with the any services provided by the City or any City Personnel or their performance of work or any failure to comply with any of the City's duties contained in the Agreement, except such loss or damage which was caused by the active negligence by City Personnel, or the gross or willful misconduct of City Personnel.

If the Rape Counseling Services of Fresno rejects a tender of defense by the City or City Personnel under this Agreement, and it is later determined that the City and City Personnel breached no duty of care and/or were immune from liability, the Rape Counseling Services of Fresno shall reimburse the City and/or City Personnel for any and all litigation expenses (including, without limitation, costs, attorney fees, expert witness fees and prevailing party fees and cost). A duty of care or immunity determination may be made by a jury or a court, including a declaratory relief determination by a court after the City and/or City Personnel settles a liability claim, with or without participation by the Rape Counseling Services of Fresno.

The Parties acknowledge that it is not the intent of the Agreement to create a duty of care by the City or City Personnel that they would not owe in the absence of the Agreement. The Agreement does not create an affirmative duty of care (including, without limitation, a duty to protect, a duty to deter and/or a duty to intervene) by the City or City Personnel and the absence of City Personnel is not a material breach of this Agreement. The Parties further acknowledge that by entering into this Agreement neither the City nor City Personnel intend to waive any immunities to which they would be entitled in the absence of the Agreement.

#### **5. Commitment to Partnership:**

By signing this MOU, each partner agrees to:

- a. Commit to work together to achieve the purpose outlined in this MOU.
- b. Provide culturally specific, trauma-informed service to survivors of sexual assault in Fresno County.
- c. This Agreement, including all recitals, constitutes the entire agreement of the Parties. This Agreement may be amended or modified only by the mutual written agreement of the Parties. This Agreement is invalid unless approved by the legislative body of each Party, although it may be executed by an authorized agent of each Party. An authorized agent of the City shall be a person specifically authorized by the legislative body of the City to execute this Agreement, at the level of City Manager or City Attorney or equivalent.
- d. By their signatures below, the undersigned parties affirm that they have read and understood the foregoing Memorandum of Understanding and that they possess the requisite authority to bind their agencies to comply with the plan set forth above in this Memorandum of Understanding.

***For: City of Selma Police Department***

\_\_\_\_\_  
Fernando Santillan, City Manager

\_\_\_\_\_  
Date

***For: Rape Counseling Services of Fresno***

\_\_\_\_\_  
Priscilla Meza, Executive Director

\_\_\_\_\_  
Date

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

February 22, 2022

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**ITEM NO:** 1.d.

**SUBJECT:** Consideration of a Request from Fresno County Economic Development Corporation to submit a letter of support for the Good Jobs Challenge Program Application

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**DISCUSSION:** The City Manager's Office received a request from Fresno County Economic Development Corporation requesting a letter of support the Good Jobs Challenge Program Application.

Attached for Council consideration is the request, short summary presentation, and a proposed letter.

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**RECOMMENDATION:** Consider the request and direct staff on issuance of the proposed letter.

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Fernando Santillan, City Manager

**Subject:** FW: Five Cities Letter of Support Request

**From:** Fernando Santillan <FernandoS@cityofselma.com>  
**Sent:** Saturday, February 5, 2022 2:34 PM  
**To:** Reyna Rivera <ReynaR@cityofselma.com>  
**Cc:** Tracy Tosta <Tracyt@cityofselma.com>  
**Subject:** FW: Five Cities Letter of Support Request

[For next Agenda.](#)

**From:** Charlene Holguin [<mailto:cholguin@fresnoedc.com>]  
**Sent:** Friday, February 4, 2022 10:50 AM  
**To:** Fernando Santillan <[FernandoS@cityofselma.com](mailto:FernandoS@cityofselma.com)>; Tracy Tosta <[Tracyt@cityofselma.com](mailto:Tracyt@cityofselma.com)>  
**Subject:** Five Cities Letter of Support Request

Good morning,

We hope this email finds you well. The EDC is participating in the Good Jobs Challenge, to help grow regional economies through training programs. We are seeking support of our participation from our 5 Cities Executive Team members and requesting your provision of a letter of support. Attached is the template to be filled out; please note only the yellow sections are required. We greatly appreciate your support. Please don't hesitate to let us know if you have questions. Thank you again.

**Sincerely,**

**Charlene Holguin**  
Economic Development Specialist  
**Fresno County Economic Development Corporation**  
559.476.2503 | Office  
559.712.3132 | Cell

**IMPORTANT NOTICE:** The Fresno County Economic Development Corporation (EDC) requires that all visitors to our office must wear a mask and be fully vaccinated.

**COVID-19 RESOURCES**

Fresno County EDC is monitoring all resources made available to businesses and regularly updating those resources. If your business is experiencing problems due to the virus, please call 559 476 2509 for assistance or check the following websites.

Revive Fresno County <http://www.revivefresnocounty.com>

Fresno County EDC <http://www.fresnoedc.com/covid19/>



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# C I T Y O F S E L M A

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1710 TUCKER STREET • SELMA, CALIFORNIA 93662

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The Honorable Gina M. Raimondo, Secretary  
U.S. Department of Commerce  
1401 Constitution Ave, NW  
Washington, D.C. 20230

February 22, 2022

Dear Secretary Raimondo,

As Mayor of the City of Selma, I am pleased to support the **Central Valley Built 4 Scale** application submitted by Fresno County Economic Development Corporation for the Good Jobs Challenge. Built 4 Scale will support 2,500 job placements to address critical workforce needs in four strategic sectors: Business Services, Construction, Manufacturing, and Transportation in the persistent poverty region of California's Central Valley.

The U.S. Department of Commerce's Good Jobs Challenge is in direct alignment with the Fresno DRIVE initiative that began in June 2019. Fresno DRIVE is a 10-year plan to attract \$4 billion in various public and private investments to the Central San Joaquin Valley to create an inclusive, vibrant and sustainable economy while working to reverse the course of chronic environmental and inequitable economic conditions our region currently experiences.

If awarded, Built 4 Scale will serve a region of nearly 2 million residents in the heart of California's Central Valley, where unemployment, poverty, and dangerously unhealthy air quality are ubiquitous. In the four central California counties of Fresno, Kings, Madera, and Tulare, the burden of poverty disproportionately impacts minority populations, particularly families with young children (20% living below federal poverty). Through this historic investment, the San Joaquin Valley is uniquely positioned to address multigenerational poverty and tackle the unemployment crisis within our community. As a public official representing California's Central Valley, I am deeply concerned for the labor shortage that our region's business owners are facing and recognize the critical need for well trained workers. Built 4 Scale creates a bridge to effectively address two endemic crises in the central valley, poverty and labor shortage.

We strongly urge you to support this application to address the significant needs we have as a region, economy, and community. The Central Valley has long suffered from a lack of investment despite the tremendous natural wealth we produce through agriculture that feeds the world and contributes substantially to California's economy. If selected, Built 4 Scale will counter this historic lack of investment that has exacerbated systemic inequalities in our region and allow us to build upon the work currently underway to create a more resilient and inclusive economic recovery for all.

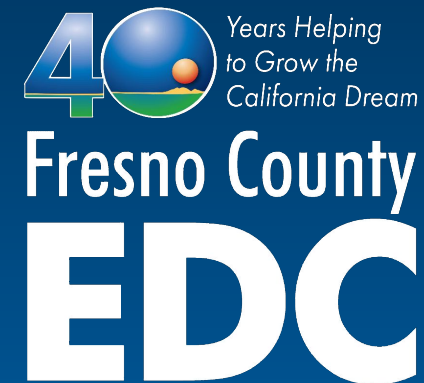
Sincerely,

Scott Robertson  
Mayor, City of Selma



U.S. Economic Development Administration  
Good Jobs Challenge  
**Central Valley Built 4 Scale**  
Presentation for Public Officials

Presented by:  
EDC's Special Projects Team



# Good Jobs Challenge: Purpose, Funding, and Timeline

## EDA Good Jobs Challenge Purpose:

- Grow regional economies through training programs that meet existing and emerging employers' needs and help workers obtain and retain quality jobs with pathways for career advancement.
- Partnerships result in demand-driven (employer) workforce ecosystems linking systems which operate in silos, i.e., economic development, workforce training, education, and social services.
- Primary EDA Investment focus area: **Recovery and Resilience**. However, **Equity** is also prioritized in the evaluation criteria, including targeted demographic performance metrics.

**Funding:** Awards will be in the range of \$5 million to \$25 million (approximately) for a regional partnership. Awards will be conditioned upon employer hiring commitments for 'quality jobs' (i.e., a union job or higher than average pay for the occupation in the region and including benefits).

**Timeline:** Due February 10, 2022. Program period: Summer 2022-Summer 2025.

# Program Phases

- **System Development** funding to help a System Lead Entity establish and develop a regional workforce training system comprised of multiple sector partnerships.
- **Program Design** funding for sectoral partnership(s) to identify the skills needed by industry and workers, develop the skills training curriculum and materials, and secure technical expertise needed to train workers with the skills needed by businesses, including providing professional development and capacity-building to trainers and educators.
  - **Includes:** Developing a plan to partner with CBOs / WSOs to conduct outreach and recruit underserved workers to participate in program
- **Program Implementation** funding to deliver workforce training and wrap-around services that place workers into quality jobs through a new or expanded sectoral partnership(s). **EDA will prioritize programs that place workers into jobs within 24 months of award.**

# Central Valley Built 4 Scale

**Based on needs identified in regional Comprehensive Economic Development Strategies**

**All of the industry sectors that we propose – Business Services, Construction, Manufacturing, and Transportation** – are listed in the Fresno, Kings, Madera, and Tulare CEDS as industries of interest for economic development with the goals of expanding creation, increasing wages, improving educational attainment / workforce training, and to connecting communities to opportunities

- Need for economic diversification, particularly due to effects from climate change
- Workforce skills / Educational attainment impedes economic diversification and expansion, creating a feedback loop that can be disrupted through outside investment
- Business preparedness, resiliency, and continuity - help small and mid-sized businesses compete and grow

**Why these sectors for Good Jobs:** Opportunity to provide multiple pathways to high-quality jobs while assisting strategic high-growth/high-wage sectors in the region. Significant anchor assets, such as CA HSR and active manufacturing trade associations eager to take ownership.

# Central Valley Built 4 Scale Backbones

<b>System Leads</b>	Fresno County EDC Tulare County Workforce Investment Board	<ul style="list-style-type: none"><li>• Administer CalWorks ESE program for Fresno &amp; Tulare Counties</li></ul>
<b>Business Services Backbone</b>	Fresno K-16 Collaborative	<ul style="list-style-type: none"><li>• CA HSR partnership to provide training opportunities to underserved populations</li><li>• Partners include State Center Community College District colleges</li><li>• Funded by CA Office of Planning and Research Pilot Grant</li></ul>
<b>Construction Backbone</b>	Fresno Regional Workforce Development Board	<ul style="list-style-type: none"><li>• Partnered with the Fresno, Madera, Kings and Tulare Building and Construction Trades</li></ul>
<b>Manufacturing Backbone</b>	Generation USA & San Joaquin Valley Manufacturing Alliance	<ul style="list-style-type: none"><li>• Generation USA is a national nonprofit focused in no-cost training and employment services</li><li>• The Alliance has 1,000 members and organizes the Valley Made Manufacturing Summit</li></ul>
<b>Transportation Backbone</b>	Madera County Workforce Development Board	<ul style="list-style-type: none"><li>• Partners with SCCCD, Adult School, and contracts with private training providers</li></ul>

# Central Valley Built 4 Scale 4 Core Components

## 1. Agile new programming designed by and for employers based on upskilling best practices

- Short-term programs place participants in full-time jobs earning above average wages,
- Provide incumbent worker training for promotion / higher pay when convenient

## 2. Strategic investments in existing educational and workforce development pathways to scale economic impact

- Leverage existing education and training providers including Workforce Boards, Adult Schools, Post-Secondary Institutions, and larger community-based organizations with extensive programming/experience in workforce development
- Paid work and learn providers:
  - Tulare WDB and Fresno County EDC with TANF ESE (All sectors)
  - Career Nexus, Bitwise Industries, and Neighborhood Industries (OJT)
  - Fresno WDB with WIOA funded transitional work experience in Construction

# Central Valley Built 4 Scale 4 Core Components

## 3. Community-informed recruitment, screening, and training/career navigation

- Facilitated by a web based platform that harnesses existing social care ecosystem and can process supportive services funded by the Good Jobs grant.
- Last mile recruitment– leverage social enterprises and other community-based organizations who work with participants facing more substantial barriers
- Supportive / Supported by multiple DRIVE Initiatives: Civic Infrastructure, Upskilling, and Wealth Creation

**4. Best in class data tools** to support the acquisition of in-demand skills, job-seekers' talents and needs, active and effective training pathways, and results-focused program monitoring

- Begin with data that is publicly available (e.g., BLS) and refine it through employer surveys, focused interviews, expert training providers, and continuous outcomes monitoring

# Central Valley Built 4 Scale

**Equity: Building economic opportunity and mobility for those who have been marginalized, disadvantaged, and/or denied opportunity (CA H RTP)**

- Built 4 Scale is the short-term workforce project planned by members of DRIVE's Executive Committee and guided by DRIVE's North Star / Theory of Change (Economic growth that is based on transformed infrastructure and systems that enable historically excluded racial minority communities to prosper)
- Built 4 Scale's partnerships extends from an international workforce non-profit, regional workforce development boards, educational system collaboratives, community action partnerships, and smaller community-based organizations that serve racialized minority communities in some of the poorest zip codes of the state, precariously housed, justice involved individuals, etc.
- Many partners are also DRIVE partners and incorporate DRIVE's Theory of Change into their programs

# Central Valley Built 4 Scale

**Climate: Mitigating and supporting adaptation to climate change; increasing environmental sustainability; building community and economic resilience (CA H RTP)**

- High Speed Rail's regional workforce program targeting underserved populations is run by Fresno County EDC and Fresno, Madera, Kings, & Tulare Building and Construction Trades
- H RTP funded organization, LEAP Institute, will be a CBO partner / electric vehicle transportation provider
- Training and Reskilling electric mechanic programming has been identified as a regional training priority and will likely be developed in Program Design phase

**Jobs: Engaging with the state's high road employers to increase quality jobs and design skills answers to their shared needs. (CA H RTP)**

- Leveraging two TANF (Welfare to Work) ESE programs in Fresno and Tulare Counties
- Skills-based hiring, continuous training improvement supported by Gladeo, a web-based platform that will assist in outreach, skills assessment, career path identification and planning, and job placements

# Central Valley Built 4 Scale

- **Industry led problem solving**

- Extensive employer engagement by EDC and our partners. Employers signing on for hiring commitments **and** program co-design with CBOs
- Multiple CBOs interested in sitting at the same table as employers during program design to share their perspectives

- **The partnership itself is the priority**

- 20+ partners including CBOs, one of the largest community action partnership in the country, and workforce development boards
- Employer hiring commitment outreach ongoing
- CBO and other partner leadership commitments in process as well
  - Held a GJC CBO Summit in mid December. ~ 15 CBOs attended. Next session will take place January 21st, with plans to continue the discussion of the workforce ecosystem into 2022

# Central Valley Built 4 Scale

- **Incorporate worker wisdom through partnership efforts**
  - CVCF and New America conducted a qualitative study from the perspective of workers in precarious industries / socioeconomic status. New America is serving as a thought partner during the CBO outreach process discussed earlier
  - Employer/CBO Roundtables planned in Program Design and Implementation phases for ongoing engagement and problem solving
- **Industry-driven training and education solutions**
  - During the grant preparation process, we have extensively inventoried CBOs, workforce development providers, and employers. That work continues, but has shaped our approach and 4 Core Components
  - Application will propose to begin in Program Design for our sectors with rapid refinement of training pathways (added by data from multiple vendors as well as focused interviews and our own surveys)
  - Continued surveying and back-end data platform access will allow us to constantly monitor the Built 4 Scale network and intervene when there are issues occurring, not months after they have begun

# Central Valley Built 4 Scale

CEDS and regional workforce development plans identify the industries we intend to serve as priorities with ~ 10,000 highly in-demand new positions anticipated by 2026

- Goal: ~ 2,500 job placements in 3 years
- Partners included in Built 4 Scale provide work experience, pre-apprenticeship and registered apprenticeship, certification, and incumbent worker upskilling pathways
- United Way of Fresno and Madera Counties will partner with CBOs to build capacity and ensure program tools are available, accessible, etc.

Projected Employment Demand			
2026 Total Jobs			
Sector	Tier 1	Tier 2	Tier 3
Business Services	62,550	18,005	14,080
Construction	20,192	6,321	2,851
Logistics	59,966	3,375	789
Manufacturing	20,848	18,200	7,734
2026 Increase in Jobs			
Sector	Tier 1	Tier 2	Tier 3
Business Services	2,905	775	294
Construction	1,354	181	174
Logistics	4,443	227	82
Manufacturing	989	567	378
Total	9,691	1,772	928
<p><i>Tiers 1, 2, and 3 are the top 100, 200, and 300 occupations, respectively, in terms of 2021 hires and projected increased jobs through 2026. Counties include Fresno, Kings, Madera, and Tulare.</i></p> <p><i>Data is from EMSI accessed on 10/29/2021</i></p>			

# Central Valley Built 4 Scale Partnerships



California's Manufacturing Network



#WorkingBetterTogether



Thank You!  
Questions and Comments?

# CHECK REGISTER REPORT

CHECK NUMBER	CHECK DATE	STATUS	VENDOR NAME	CHECK DESCRIPTION	CATEGORY	AMOUNT
78849	02/10/22	Printed	A&S PUMP SERVICE	RINGO PARK PUMP		882.17
78850	02/10/22	Printed	AIRGAS USA LLC	OXYGEN SUPPLIES		53.92
78851	02/10/22	Printed	AMERICAN AMBULANCE	AMBULANCE REIMB. FIRE MED PATIENT		200.00
78852	02/10/22	Void		Void Check -Invoice Printing Overflow		0.00
78853	02/10/22	Void		Void Check -Invoice Printing Overflow		0.00
78854	02/10/22	Printed	ARAMARK UNIFORM	UNIFORMS/TOWELS/FIRST AID KITS 1/6-1/27/22		1,069.32
78855	02/10/22	Printed	AT&T	PD FIRE ALARM		191.51
78856	02/10/22	Printed	AT&T	TELEPHONE 1/4/22-2/3/22		1,549.75
78857	02/10/22	Printed	AT&T	TELEPHONE 1/4/22-2/3/22		153.56
78858	02/10/22	Printed	AT&T	TELEPHONE 1/4/22-2/3/22		118.56
78859	02/10/22	Printed	AT&T MOBILITY	TELEPHONE-MDT'S 1/1/22-1/31/22		437.91
78860	02/10/22	Printed	AT&T MOBILITY	TELEPHONE-MDT'S 12/12/21-1/11/22		1,738.54
78861	02/10/22	Printed	CELIA BARRON	REFUND FOR SPONGEBOB TICKETS	R	43.96
78862	02/10/22	Printed	MAYRA BECERRA	REFUND FOR SPONGEBOB TICKETS	R	101.55
78863	02/10/22	Printed	CHRISTINE BENAVIDES	STREET CLOSURE REFUND		295.00
78864	02/10/22	Printed	JAMES BIONDA JR	REFUND FOR SPONGEBOB TICKETS	R	48.12
78865	02/10/22	Printed	CRYSTAL BOYK	REFUND FOR SPONGEBOB TICKETS	R	125.61
78866	02/10/22	Printed	CRAIG BRANDON	REFUND FOR SPONGEBOB TICKETS	R	144.36
78867	02/10/22	Printed	MARISSA A BRANDON	REFUND FOR SPONGEBOB TICKETS	R	21.98
78868	02/10/22	Printed	MORGAN BRITTER	REFUND FOR SPONGEBOB TICKETS	R	43.96
78869	02/10/22	Printed	JAY WESLEY BROCK / TOP DOG TRAINING CENTER	K9 MAINTENANCE 2/5/22		2,160.00
78870	02/10/22	Printed	ANNELIESE BUENO	REFUND FOR SPONGEBOB TICKETS	R	43.96
78871	02/10/22	Printed	CALIFORNIA BUILDING	BUILDING STANDARDS FEE 10/1/21-12/31/21	R	218.70
78872	02/10/22	Printed	GONZALO CARRASCO	HS11550 TRAINING PER DIEM 2/23/22-2/25/22	R	33.00
78873	02/10/22	Printed	ROD CARSEY	PLAN CHECKS -JANUARY 2022		3,037.83
78874	02/10/22	Printed	CENTRAL SANITARY SUPPLY	JANITORIAL SUPPLIES		1,732.91
78875	02/10/22	Printed	CISCO SYSTEMS CAPITAL CRP	LEASE-PHONE SYSTEM/BACKUP		1,375.85
78876	02/10/22	Printed	CITY OF FRESNO	DETECTIVE SCHOOL 2/7/22-2/9/22	R	148.00
78877	02/10/22	Printed	COOK'S COMMUNICATION CORP	RADIOS FOR NEW AMBULANCE		9,617.31
78878	02/10/22	Printed	CASSANDRA COOK	REFUND FOR SPONGEBOB TICKETS	R	144.36
78879	02/10/22	Printed	CORELOGIC SOLUTIONS LLC	REALQUEST SERVICES -JAN 2022		481.25
78880	02/10/22	Printed	ALBERTO CORRALES	REFUND FOR SPONGEBOB TICKETS	R	46.04
78881	02/10/22	Printed	COUNTY OF FRESNO	RMS/JMS/CAD ACCESS FEES-JAN 22		500.90
78882	02/10/22	Printed	DATA TICKET, INC.	PARKING CITATION PROCESSING- DEC 21		200.00
78883	02/10/22	Printed	DATAPATH LLC	MONITORS, NETCARE & ON SITE SUPPORT - FEB 22		12,118.17
78884	02/10/22	Printed	DEPARTMENT OF	SMIP & SEISMIC FEE REPORT 10/1/21-12/31/21	R	556.77
78885	02/10/22	Printed	DEPARTMENT OF	SIGNALS & LIGHTING OCT-DEC 21		2,031.97
78886	02/10/22	Printed	KEISEY DEROIAN	REFUND FOR SPONGEBOB TICKETS	R	24.06
78887	02/10/22	Printed	KIMBERLY DODSON	REFUND FOR SPONGEBOB TICKETS	R	72.18
78888	02/10/22	Printed	MIA DODSON	REFUND FOR SPONGEBOB TICKETS	R	48.12
78889	02/10/22	Printed	DESTINY DUNLAP	REFUND FOR SPONGEBOB TICKETS	R	65.94
78890	02/10/22	Printed	ENTENMANN-ROVIN CO.	DETECTIVE BADGES		277.43
78891	02/10/22	Printed	PAUL DEREK ESQUIBEL	PERISHABLE SKILLS TRAINING 2/15/22-2/18/22 PER DIEM	R	44.00
78892	02/10/22	Printed	DENISE EVERHART	REFUND FOR SPONGEBOB TICKETS	R	96.24
78893	02/10/22	Printed	A.J. FLORES	REFUND FOR SPONGEBOB TICKETS	R	24.06
78894	02/10/22	Printed	JORGE FLORES	REFUND FOR SPONGEBOB TICKETS	R	43.96
78895	02/10/22	Printed	MICHAEL CHRISTOPHER	SPONGEBOB THE MUSICAL CHOREOGRAPHY		300.00
78896	02/10/22	Printed	FRESNO OXYGEN	OXYGEN RENTALS		502.97
78897	02/10/22	Printed	EDITH & RUTILIO GALLEGOS	TRASH REFUND 2138 TULARE		52.44
78898	02/10/22	Printed	GAR BENNETT LLC	PVC ADAPTERS -SHAFFER PARK		20.40
78899	02/10/22	Printed	JOANNA GATT	REFUND FOR SPONGEBOB TICKETS	R	48.12
78900	02/10/22	Printed	WYATT GORMAN	PERISHABLE SKILLS TRAINING 2/15/22-2/18/22 PER DIEM	R	44.00
78901	02/10/22	Printed	CHRISTIAN GUIZAR	HS11550 TRAINING 2/23/22-2/25/22 PER DIEM	R	33.00
78902	02/10/22	Printed	EMILY HARLEY	REFUND FOR SPONGEBOB TICKETS	R	24.06
78903	02/10/22	Printed	HEALTHWISE SERVICES, LLC.	MEDICAL WASTE SERVICE -PD		150.00

# CHECK REGISTER REPORT

CHECK NUMBER	CHECK DATE	STATUS	VENDOR NAME	CHECK DESCRIPTION	CATEGORY	AMOUNT
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78905	02/10/22	Printed	HENRY SCHEIN INC.	MEDICAL SUPPLIES		5,938.61
78906	02/10/22	Printed	HINDERLITER DE LLAMAS &	SALES TAX Q1/2020		250.00
78907	02/10/22	Printed	KIMBERLY HOUSTON	SPONGEBOB PROPS REIMBURSEMENT		102.26
78908	02/10/22	Printed	INDUSTRIAL SAFETY LLC	DISPOSABLE EAR PLUGS -PW		116.96
78909	02/10/22	Printed	IRG MASTER HOLDINGS, LLC	CENTRAL VALLEY TRAINING CENTER UTILITIES 11/24/21-12/27/21	R	63.88
78910	02/10/22	Printed	IRG MASTER HOLDINGS, LLC	CENTRAL VALLEY TRAINING CENTER MARCH 2022	R	10,438.64
78911	02/10/22	Printed	J'S COMMUNICATION INC.	SERVICE AGREEMENT -FEB 22 & FCC LICENSING RENEWAL -FD		496.00
78912	02/10/22	Printed	JEREMY JENNINGS	REFUND FOR SPONGEBOB TICKETS	R	48.12
78913	02/10/22	Printed	MICHAEL KAIN	MEDICAL PREMIUM REIMB -JAN & FEB 22		2,802.36
78914	02/10/22	Printed	KAITLIN KIRBY	ZOOT SUIT STAGE MANAGEMENT		200.00
78915	02/10/22	Printed	KOEFRAN INDUSTRIES, INC.	EMPTY ANIMAL CONTROL FREEZER		163.86
78916	02/10/22	Printed	SYBIL KOLBERT	REFUND FOR SPONGEBOB TICKETS	R	46.04
78917	02/10/22	Printed	RUSSELL A KULOW	2022 WHEEL PERMITS		489.59
78918	02/10/22	Printed	CORY LYNCH	HS11550 TRAINING 2/23/22-2/25/22 PER DIEM	R	33.00
78919	02/10/22	Printed	JENA MCCULLOUGH	REFUND FOR SPONGEBOB TICKETS	R	72.18
78920	02/10/22	Printed	METRO UNIFORM	PD REVOLVING ACCT & BALLISTIC VEST	PARTIAL R	2,041.60
78921	02/10/22	Printed	JHANAIA MOORE	REFUND FOR SPONGEBOB TICKETS	R	43.96
78922	02/10/22	Printed	ADELE A NIKKEL	REFUND FOR SPONGEBOB TICKETS	R	83.74
78923	02/10/22	Void		Void Check -Invoice Printing Overflow		0.00
78924	02/10/22	Void		Void Check -Invoice Printing Overflow		0.00
78925	02/10/22	Printed	OFFICE DEPOT, INC.	OFFICE SUPPLIES		2,218.72
78926	02/10/22	Printed	LYNN OKUBO	REFUND FOR SPONGEBOB TICKETS	R	48.12
78927	02/10/22	Printed	ANTONIO OLIVERA III	SET CONSTRUCTION FOR SPONGEBOB THE MUSICAL		500.00
78928	02/10/22	Printed	MADISEN PADILLA	SCENIC ART FOR SPONGEBOB THE MUSICAL & LITTLE MERMAID		150.00
78929	02/10/22	Printed	STACEY PALMER	REFUND FOR SPONGEBOB TICKETS	R	89.99
78930	02/10/22	Printed	JOSHUA PERALES	REFUND FOR SPONGEBOB TICKETS	R	48.12
78931	02/10/22	Printed	PG&E	UTILITIES -JANUARY 2022		49.96
78932	02/10/22	Printed	PG&E	UTILITIES -JANUARY 2022		184.03
78933	02/10/22	Printed	PG&E	UTILITIES -JANUARY 2022		24,472.50
78934	02/10/22	Printed	PG&E	UTILITIES -JANUARY 2022		3,501.90
78935	02/10/22	Printed	PG&E	UTILITIES -JANUARY 2022		16,111.49
78936	02/10/22	Printed	JAMES M. PHILLIPS	INVESTIGATION SERVICES -JAN 21		3,015.00
78937	02/10/22	Printed	CONNOR PICKRELL	REFUND FOR SPONGEBOB TICKETS	R	21.98
78938	02/10/22	Printed	POSITIVE PROMOTIONS, INC.	PROMOTIONAL MATERIAL -FD		91.45
78939	02/10/22	Printed	PROFESSIONAL PRINT & MAIL,	ENVELOPES -CH		612.95
78940	02/10/22	Printed	JACOB PUMAREJO	PERISHABLE SKILLS TRAINING 2/22/22-2/25/22 PER DIEM	R	44.00
78941	02/10/22	Printed	QUAD KNOPF, INC.	ON-CALL PLANNING SERVICES 12/26/21-1/22/22		16,985.20
78942	02/10/22	Printed	QUEST DIAGNOSTICS	BUSINESS LIC OVERPAYMENT REIMB		208.00
78943	02/10/22	Printed	R.J. BERRY JR. INC.	REMOVE & REPLACE GUTTER PAN RORDEN ST		8,600.00
78944	02/10/22	Printed	JUAN BAUTISTA RAMOS	REPAIR UNIT# 1315		450.00
78945	02/10/22	Printed	THOMAS R & AIMII REDEMER	SPONGEBOB POSTERS AND POSTCARDS		369.51
78946	02/10/22	Printed	NINA REED	REFUND FOR SPONGEBOB TICKETS	R	48.12
78947	02/10/22	Printed	BRITNEY RODRIGUEZ	REFUND FOR SPONGEBOB TICKETS	R	48.12
78948	02/10/22	Printed	ANNAROSA SALAZAR	REFUND FOR SPONGEBOB TICKETS	R	24.06
78949	02/10/22	Printed	TAMRAH SALES	SPONGEBOB COSTUMES ASSISTANT		100.00
78950	02/10/22	Printed	SAMPSON,SAMPSON, AND	ACCOUNTING SERVICES -JAN 22		575.00
78951	02/10/22	Printed	SERAYA SANCHEZ	REFUND FOR SPONGEBOB TICKETS	R	96.24
78952	02/10/22	Printed	SELMA DISTRICT CHAMBER OF	3RD QTR DUES 2021/2022		7,500.00
78953	02/10/22	Printed	SELMA UNIFIED SCHOOL	FUEL -DECEMBER 2021		20,755.18
78954	02/10/22	Printed	ELLA SHEMELININA	REFUND FOR SPONGEBOB TICKETS	R	83.74
78955	02/10/22	Printed	HEATHER BRIANNE SISK	COSTUME DESIGN & SPONGEBOB COSTUMES REIMB		1,377.28
78956	02/10/22	Printed	STERICYCLE, INC.	STERIL SAFE OSHA COMPLIANCE FEBRUARY 2022		180.75

# CHECK REGISTER REPORT

CHECK NUMBER	CHECK DATE	STATUS	VENDOR NAME	CHECK DESCRIPTION	CATEGORY	AMOUNT
78957	02/10/22	Printed	THE CRISCOM COMPANY	SEWER INFRASTRUCTURE -FEB 22		4,500.00
78958	02/10/22	Printed	TIFCO INDUSTRIES, INC.	DISPOSABLE RESPIRATORS -PW		649.77
78959	02/10/22	Printed	TOWNSEND PUBLIC AFFAIRS,	CONSULTING FEES -FEBRUARY 2022		3,500.00
78960	02/10/22	Printed	U.S. BANK CORPORATE PMT	CALCARD CHARGES 12/23-1/24/22	PARTIAL R	93,947.29
78961	02/10/22	Printed	U.S. BANK EQUIPMENT FINANCE	COPY MACHINE LEASE -FEB 22		1,913.64
78962	02/10/22	Printed	LUCIA VAZQUEZ	REFUND FOR SPONGEBOB TICKETS	R	70.10
78963	02/10/22	Printed	VERIZON WIRELESS	AIRCARDS 12/19/21-1/18/22		809.94
78964	02/10/22	Printed	GERALDINE VILLAVERDE	REFUND FOR SPONGEBOB TICKETS	R	234.35
78965	02/10/22	Printed	NICOLE WAGONER	REFUND FOR SPONGEBOB TICKETS	R	48.12
78966	02/10/22	Printed	WASTE MANAGEMENT-USA	GARBAGE -JANUARY 2022		125,576.85
78967	02/10/22	Printed	WASTE MANAGEMENT-USA	GARBAGE -DECEMBER 2021		125,079.86
78968	02/10/22	Printed	JORDAN WILLIAMS	PIANIST FOR LITTLE SHOP OF HORRORS		150.00
78969	02/10/22	Void		Void Check -Invoice Printing Overflow		0.00
78970	02/10/22	Printed	YAMABE & HORN	ENGINEERING SERVICES -DECEMBER 2021		92,830.48
78971	02/10/22	Printed	ANTHONY YANNI	DETECTIVE SCHOOL 2/7/22-2/9/22 PER DIEM	R	33.00
78972	02/10/22	Printed	ANTHONY YANNI	PERISHABLE SKILLS TRAINING 2/22/22-2/25/22 PER DIEM	R	44.00
					<b>TOTAL</b>	<b>624,941.45</b>

Grant: G PD State Appropriation: PDSA (457) Reimbursement: R

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
CALEB GARCIA	12/21/2021	BULLARD SINCLAIR, FRESNO CA	FUEL-ACT	269-2100-600.257.000	70.16
CALEB GARCIA	12/24/2021	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	75.83
CALEB GARCIA	12/29/2021	VILLA STORE MART, CLOVIS CA	FUEL-ACT	269-2100-600.257.000	77.27
CALEB GARCIA	12/30/2021	VIOC, FRESNO CA	FUEL-ACT	269-2100-600.257.000	72.58
CALEB GARCIA	1/7/2022	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	44.19
CALEB GARCIA	1/7/2022	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	30.00
CALEB GARCIA	1/11/2022	JOHNNY QUIK, FRESNO CA	FUEL-ACT	269-2100-600.257.000	74.94
CALEB GARCIA	1/19/2022	CHEVRON, FRESNO CA	FUEL-ACT	269-2100-600.257.000	73.29
CASSY FAIN	1/1/2022	CPOA	LEGAL DEFENSE	800-0000-121.000.000	41.67
CASSY FAIN	1/4/2022	CALIBER PRESS	WOMEN IN COMMAND TRAINING	100-2200-610.915.000	359.00
CHRISTINA ARIAS	1/17/2022	CALCHAMBER	2022 CA LABOR LAW POSTER -PAPER	100-1400-600.250.000	317.45
CHRISTINA ARIAS	1/19/2022	NEOGOV	ADMINISTRATIVE ANALYST JOB AD	100-1400-600.200.000	199.00
CITY OF SELMA FIRE QRT MST	1/3/2022	THE HOME DEPOT	STATION 1 AIR COMPRESSOR	100-2525-600.375.000	367.70
CITY OF SELMA FIRE QRT MST	1/20/2022	ARCO	FUEL/ TRAINING CLASS	100-2525-610.915.000	39.76
CITY OF SELMA SNG RES 1	1/20/2022	THE PUBLIC SAFETY STORE	HYDRANT BAG	100-2525-600.250.000	212.70
CITY OF SELMA STATION 1	12/28/2021	THE HOME DEPOT	STATION STORAGE PROJECT	100-2525-600.250.000	117.77
CITY OF SELMA STATION 2	1/5/2022	WAL-MART	WATER & GATORADE	100-2525-600.250.000	32.05
CITY OF SELMA STATION 2	1/18/2022	WAL-MART	CLEANING SUPPLIES	100-2525-600.250.000	158.99
CITY OF SELMA TRAINING DIV	1/14/2022	WAL-MART	SUPPLIES STATION 3	100-2525-600.250.000	133.75
CITY OF SELMA TRAINING DIV	1/15/2022	WAL-MART	CREDIT FOR RETURN	100-2525-600.250.000	(10.80)
CITY OF SELMA TRAINING DIV	1/15/2022	WAL-MART	TV FOR STATION 3	111-2500-600.250.000	720.05
CITY OF SELMA TRAINING DIV	1/20/2022	PRECISION TRAINING	TRAINING CLASS-AIR OPS	100-2525-610.915.000	338.00
DEBBIE GOMEZ	12/21/2021	TRI-TECH FORENSICS	CREDIT FOR GSR KITS NOT RECEIVED	100-2200-600.250.003	(105.38)
DEBBIE GOMEZ	12/21/2021	GALLS	ASP SIDE BREAK SCABBARD	100-2200-600.250.000	53.04
DEBBIE GOMEZ	12/22/2021	UNIFORM & ACCESSORIES WAREHOUSE	POLICE RAINCOATS	100-2200-600.250.000	230.20
DEBBIE GOMEZ	12/22/2021	UNIFORM & ACCESSORIES WAREHOUSE	POLICE RAINCOATS	100-2200-600.250.000	222.86
DEBBIE GOMEZ	12/31/2021	FEDEX	SHIPPING - TO FRESNO SUPERIOR COURT	100-2100-600.120.000	20.15
DEBBIE GOMEZ	1/4/2022	UNITED STATES POSTAL SERVICE	ADDITIONAL POSTAGE FOR 21-5034	100-2100-600.120.000	3.37
DEBBIE GOMEZ	1/6/2022	DASH MEDICAL	NITRILE GLOVES -COVID	252-2200-600.250.000	100.00
DEBBIE GOMEZ	1/6/2022	DASH MEDICAL	NITRILE GLOVES -COVID	100-2200-600.250.000	799.80
DEBBIE GOMEZ	1/6/2022	AMAZON	USB CARD READER, CD MAILERS, AIR WICK, SANI	100-2100-600.250.000	65.52
DEBBIE GOMEZ	1/6/2022	AMAZON	FACE MASKS -COVID	252-2200-600.250.000	222.47
DEBBIE GOMEZ	1/10/2022	AMAZON	HAND SANITIZER -COVID	252-2200-600.250.000	51.40
DEBBIE GOMEZ	1/10/2022	AMAZON	PORTABLE STERILIZERS -COVID	252-2200-600.250.000	78.08
DEBBIE GOMEZ	1/13/2022	AMAZON	FACE MASKS -COVID	252-2200-600.250.000	433.85
DEBBIE GOMEZ	1/13/2022	AMAZON	FACE MASKS -COVID	252-2200-600.250.000	168.90
DEBBIE GOMEZ	1/13/2022	AMAZON	COVID RAPID TESTS -COVID	100-2200-600.250.000	193.32
DEBBIE GOMEZ	1/13/2022	FEDEX	SHIPPING TO NIBIN 01/12 & 01/13	100-2100-600.120.000	69.96
DEBBIE GOMEZ	1/14/2022	OFFICE SUPPLY	WALL FILES, SD CARDS FOR CAMERAS	100-2200-600.250.000	98.07
DEBBIE GOMEZ	1/17/2022	ARROWHEAD SCIENTIFIC	PLACARDS, PHOTO CARDS, LATENT TAPE	100-2200-600.250.000	281.83
DEBBIE GOMEZ	1/18/2022	LYNN PEAVEY COMPANY	KRAFT EVIDENCE BAGS	100-2200-600.250.000	122.30
EMS DIVISION 550	12/31/2021	SHELL OIL	FUEL	701-9200-600.257.000	79.58
EMS DIVISION 550	1/3/2022	CHEVRON	FUEL	701-9200-600.257.000	87.21
EMS DIVISION 552	1/11/2022	WAL-MART	SUPPLIES FOR EMS STATION	100-2525-600.250.000	428.83
EMS DIVISION 552	1/11/2022	THE HOME DEPOT	SUPPLIES FOR EMS STATION	100-2525-600.250.000	98.30
EMS DIVISION 553	1/15/2022	LOVES TRAVEL	FUEL	701-9200-600.257.000	84.73
FABIAN URESTI	12/28/2021	AMAZON	EMS SUPPLIES FOR NEW AMBULANCE	600-2600-700.200.000	57.79
FABIAN URESTI	12/31/2021	76	FUEL	701-9200-600.257.000	35.20

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
FABIAN URESTI	1/3/2022	AMAZON	BEDS FOR EMS STATION	111-2500-600.200.000	1,442.52
FABIAN URESTI	1/8/2022	AMAZON	BEDS FOR EMS STATION	111-2500-600.200.000	105.72
FABIAN URESTI	1/9/2022	AMAZON	TABLET FOR NEW AMBULANCE	600-2600-700.200.000	733.28
FABIAN URESTI	1/14/2022	AMAZON	TABLET ACCESSORIES FOR NEW AMBULANCE	600-2600-700.200.000	242.90
FERNANDO SANTILLAN	12/21/2021	OFFICE DEPOT	CVTC SUPPLIES-REIMB	274-1600-600.100.000	130.16
FERNANDO SANTILLAN	12/30/2021	CALCITIES REGISTRATION	CM CONFERENCE REGISTRATION	100-1300-610.920.000	725.00
FERNANDO SANTILLAN	1/3/2022	AMAZON.COM	OFFICE SUPPLIES - CM	100-1600-600.100.000	283.68
FERNANDO SANTILLAN	1/5/2022	OFFICE DEPOT	CVTC SUPPLIES-REIMB	274-1600-600.100.000	238.63
FERNANDO SANTILLAN	1/7/2022	DROPBOX	ANNUAL DROPBOX SUBSCRIPTION	100-1300-600.470.000	119.88
FERNANDO SANTILLAN	1/18/2022	THE HOME DEPOT	CREDIT MEMO CVTC SUPPLIES-REIMB	274-1600-600.250.000	(349.12)
FERNANDO SANTILLAN	1/18/2022	THE HOME DEPOT	CVTC SUPPLIES-REIMB	274-1600-600.250.000	1,204.16
FERNANDO SANTILLAN	1/20/2022	THE HOME DEPOT	CREDIT MEMO CVTC SUPPLIES-REIMB	274-1600-600.250.000	(477.92)
FERNANDO SANTILLAN	1/20/2022	OFFICE DEPOT	CVTC SUPPLIES-REIMB	274-1600-600.250.000	292.83
FINANCE DEPT	1/7/2022	BNP MEDIA, ENR NEWS	ENR ENGINEERING RECORD -CM MEMBERSHIP	100-1300-610.900.000	108.00
FINANCE DEPT	1/13/2022	ADOBE INC	ADOBE -CONVERT PDF FILES TO EXCEL	100-1600-600.100.000	23.88
GEORGE SIPIN	12/21/21	HOME DEPOT	CAR WASH SUPPLIES	603-5500-600.250.000	43.46
GEORGE SIPIN	12/22/21	O'REILLY AUTO PARTS	BATTERIES -STOCK	603-5500-600.256.000	294.57
GEORGE SIPIN	12/23/21	ROMITA AUTO SERVICE	REPAIR AIR FLOW SENSOR-RT#179	603-5500-600.400.000	761.05
GEORGE SIPIN	12/29/21	O'REILLY AUTO PARTS	WIPER BLADES/OIL FILTERS - STOCK	603-5500-600.256.000	112.16
GEORGE SIPIN	12/29/21	LES SCHWAB TIRES	THRUST ALIGNMENT - RT#165	603-5500-600.400.000	85.00
GEORGE SIPIN	12/30/21	ALERT-O-LITE	RUBBER BOOTS	603-5500-600.250.000	56.85
GEORGE SIPIN	12/30/21	WALMART	CLEANING SUPPLIES	603-5500-600.250.000	49.42
GEORGE SIPIN	12/30/21	MICHAEL AUTOMOTIVE CENTER	CONVERTERS - STOCK	603-5500-600.256.000	1,285.76
GEORGE SIPIN	12/31/21	O'REILLY AUTO PARTS	PAINT MARKERS - STOCK	603-5500-600.250.000	13.00
GEORGE SIPIN	12/31/21	D&G FENCE	REPAIR CHAIN LINK FENCE AT FACILITY	603-5500-600.400.000	175.00
GEORGE SIPIN	12/31/21	KINGSBURG SINCLAIR	PROPANE FOR SHOP HEATERS	603-5500-600.250.000	192.88
GEORGE SIPIN	01/03/22	FRONTIER FASTENER	NUTS, WASHERS, SCREWS-STOCK	603-5500-600.256.000	194.34
GEORGE SIPIN	01/04/22	O'REILLY AUTO PARTS	ALTERNATOR - STOCK	603-5500-600.256.000	298.31
GEORGE SIPIN	01/04/22	LES SCHWAB TIRES	RESTOCK TIRES	603-5500-600.256.000	721.92
GEORGE SIPIN	01/04/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	1,285.76
GEORGE SIPIN	01/04/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	2,518.70
GEORGE SIPIN	01/04/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	2,518.70
GEORGE SIPIN	01/04/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	2,518.70
GEORGE SIPIN	01/04/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	1,232.94
GEORGE SIPIN	01/05/22	O'REILLY AUTO PARTS	CORE RETURN	603-5500-600.256.000	-44.00
GEORGE SIPIN	01/05/22	MID-VALLEY DISTRIBUTORS INC	MISC FASTENERS	603-5500-600.256.000	5.40
GEORGE SIPIN	01/05/22	O'REILLY AUTO PARTS	BATTERIES -STOCK	603-5500-600.256.000	318.25
GEORGE SIPIN	01/05/22	O'REILLY AUTO PARTS	02 SENSOR CONTROLS-STOCK	603-5500-600.256.000	326.82
GEORGE SIPIN	01/05/22	MICHAEL AUTOMOTIVE CENTER	SEALS & GASKET - STOCK	603-5500-600.256.000	420.06
GEORGE SIPIN	01/06/22	O'REILLY AUTO PARTS	BATTERIES -STOCK	603-5500-600.256.000	249.47
GEORGE SIPIN	01/06/22	D&G FENCE	REPAIR CHAIN LINK FENCE	603-5500-600.400.000	175.00
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	2,629.05
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	2,629.05
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,261.83
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,261.83
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,261.83
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,261.83

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	SENSORS & GASKETS - STOCK	603-5500-600.256.000	534.60
GEORGE SIPIN	01/06/22	MICHAEL AUTOMOTIVE CENTER	CLAMPS - STOCK	603-5500-600.256.000	182.19
GEORGE SIPIN	01/07/22	DELL TECHNOLOGIES	PRINTER FOR SHOP	603-5500-600.250.000	682.31
GEORGE SIPIN	01/07/22	O'REILLY AUTO PARTS	CORE RETURN	603-5500-600.256.000	-44.00
GEORGE SIPIN	01/07/22	O'REILLY AUTO PARTS	SENSORS - STOCK	603-5500-600.256.000	188.94
GEORGE SIPIN	01/07/22	O'REILLY AUTO PARTS	SENSORS - STOCK	603-5500-600.256.000	397.73
GEORGE SIPIN	01/07/22	LES SCHWAB TIRES	4 NEW TIRES - RT #124	603-5500-600.256.000	2,227.84
GEORGE SIPIN	01/07/22	MICHAEL AUTOMOTIVE CENTER	CONVERTER - STOCK	603-5500-600.256.000	1,614.64
GEORGE SIPIN	01/07/22	MICHAEL AUTOMOTIVE CENTER	SENSORS - STOCK	603-5500-600.256.000	221.75
GEORGE SIPIN	01/10/22	O'REILLY AUTO PARTS	02 SENSOR CONTROLS-STOCK	603-5500-600.256.000	91.41
GEORGE SIPIN	01/10/22	O'REILLY AUTO PARTS	BATTERIES -STOCK	603-5500-600.256.000	258.52
GEORGE SIPIN	01/10/22	VULCAN'S WELDING & FABRICATION	CATALYTIC REPAIR-RT#178	603-5500-600.400.000	800.00
GEORGE SIPIN	01/10/22	VULCAN'S WELDING & FABRICATION	CATALYTIC REPAIR-RT#162	603-5500-600.400.000	800.00
GEORGE SIPIN	01/10/22	VULCAN'S WELDING & FABRICATION	CATALYTIC REPAIR-RT#153	603-5500-600.400.000	950.00
GEORGE SIPIN	01/10/22	VULCAN'S WELDING & FABRICATION	CATALYTIC REPAIR-RT#173	603-5500-600.400.000	950.00
GEORGE SIPIN	01/10/22	VULCAN'S WELDING & FABRICATION	CATALYTIC REPAIR-RT#177	603-5500-600.400.000	450.00
GEORGE SIPIN	01/10/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,367.22
GEORGE SIPIN	01/10/22	MICHAEL AUTOMOTIVE CENTER	MUFFLER - STOCK	603-5500-600.256.000	1,367.22
GEORGE SIPIN	01/11/22	O'REILLY AUTO PARTS	SENSORS - CRDT	603-5500-600.256.000	-188.94
GEORGE SIPIN	01/11/22	O'REILLY AUTO PARTS	BATTERIES/CAPSULES - STOCK	603-5500-600.256.000	339.81
GEORGE SIPIN	01/12/22	AMAZON	REAR CAMERA'S FOR ARBOC	603-5500-600.250.000	274.35
GEORGE SIPIN	01/12/22	O'REILLY AUTO PARTS	A/T FILTER - STOCK	603-5500-600.256.000	15.28
GEORGE SIPIN	01/13/22	O'REILLY AUTO PARTS	CORE RETURNS - CRDT	603-5500-600.256.000	-44.00
GEORGE SIPIN	01/14/22	JORGENSEN COMPANY	FIRE EXTINGUISHER FOR COALINGA SOLAR	603-5500-600.400.000	204.85
GEORGE SIPIN	01/18/22	A-1 AUTO ELECTRIC	REPAIR EXHAUST LEAK - RT#132	603-5500-600.400.000	236.00
GEORGE SIPIN	01/18/22	ROMITA AUTO SERVICE	REPAIRED HEATER OXYGEN SENSOR-RT#153	603-5500-600.400.000	390.00
GEORGE SIPIN	01/18/22	ROMITA AUTO SERVICE	SERVICED OXYGEN SENSORS - RT#179	603-5500-600.400.000	360.00
GEORGE SIPIN	01/18/22	NAPA AUTO PARTS	TURBOCHARGER HOSE KITS - STOCK	603-5500-600.256.000	669.04
GEORGE SIPIN	01/19/22	O'REILLY AUTO PARTS	CORE RETURN - CRDT	603-5500-600.256.000	-43.39
GEORGE SIPIN	01/19/22	O'REILLY AUTO PARTS	STARTER - STOCK	603-5500-600.256.000	209.81
GEORGE SIPIN	01/19/22	TNT TOWING	TOW RT#178-COALINGA TO SELMA	603-5500-600.400.000	720.00
GEORGE SIPIN	01/19/22	TNT TOWING	TOW RT#191-RIVERDALE TO SELMA	603-5500-600.400.000	525.00
GEORGE SIPIN	01/19/22	NAPA AUTO PARTS	TURBOCHARGER HOSE-CRDT	603-5500-600.256.000	-285.48
GEORGE SIPIN	01/20/22	O'REILLY AUTO PARTS	ALTERNATORS - STOCK	603-5500-600.256.000	596.61
GEORGE SIPIN	01/20/22	NAPA AUTO PARTS	LEVER PUMP-STOCK	603-5500-600.256.000	37.96
GEORGE SIPIN	01/21/22	O'REILLY AUTO PARTS	KN95 MASKS	603-5500-600.250.000	481.61
JOHNNIE CERDA	12/29/2021	METRO UNIFORMS	SERGEANT PATCHES	100-2200-600.250.000	236.37
JOHNNIE CERDA	12/29/2021	TRACTOR SUPPLY	POLICE K9 DOG FOOD	100-2200-600.250.000	210.54
JOHNNIE CERDA	1/6/2022	PETCO	POLICE K9 DOG FOOD	100-2200-600.250.000	53.41
KELLI TELLEZ	12/22/2021	AMAZON	OFFICE SUPPLIES	100-1600-600.250.000	20.37
KELLI TELLEZ	12/23/2021	CALIFORNIA CONFERENCE	MEMBERSHIP CCAI-MATT PETERS	100-2550-610.900.000	75.00
MIKAL KIRCHNER	12/22/2021	NELSONS ACE HARDWARE	ALARM MOTION DETECTOR BATTERIES	100-4100-600.250.000	27.11
MIKAL KIRCHNER	1/5/2022	CHINA GARDEN	SR. CENTER LUNCHES GRANT FUNDED	230-4500-600.250.800	551.72
MIKAL KIRCHNER	1/12/2022	FCEOC	SR. CENTER NOVEMBER LUNCH SUPPLIES	100-4500-600.250.000	64.82
MIKAL KIRCHNER	1/18/2022	AMAZON	*HEAD SETS FOR PERFORMANCES	605-4300-600.250.000	1,019.67
MIKAL KIRCHNER	1/19/2022	FCEOC	SR. CENTER LUNCHES GRANT FUNDED DECEMBER	230-4500-600.250.800	1,766.63
MIKAL KIRCHNER	1/19/2022	FCEOC	SR. CENTER LUNCHES GRANT FUNDED NOVEMBER	230-4500-600.250.800	1,731.89

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
MIKAL KIRCHNER	1/19/2022	FCEOC	SR. CENTER LUNCH SUPPLIES	100-4500-600.250.000	125.20
MIKAL KIRCHNER	1/19/2022	FCEOC	SR. CENTER LUNCHEES GRANT FUNDED OCTOBER	230-4500-600.250.800	1,755.57
MIKAL KIRCHNER	1/19/2022	ASCAP	MUSIC LICENSE RIGHTS FOR EVENTS	100-4100-600.400.000	391.92
NESTOR GALVAN	12/21/2021	NAPA AUTO PARTS	AIR SUSPENSION VALVES FOR UNIT 8653	701-9200-600.256.000	43.26
NESTOR GALVAN	12/21/2021	NAPA AUTO PARTS	KIT DRYER FOR UNIT 8653 (LADDER TRUCK)	701-9200-600.256.000	63.15
NESTOR GALVAN	12/22/2021	O'REILLY AUTO PARTS	OIL FILTER- FLEET PARTS	701-9200-600.256.000	116.99
NESTOR GALVAN	12/22/2021	O'REILLY AUTO PARTS	WIPER BLADES FOR AMBULANCE	701-9200-600.256.000	31.34
NESTOR GALVAN	12/22/2021	NELSON'S ACE HARDWARE	SHOP PARTS FOR CHAIN SAWS- PW	701-9200-600.305.000	182.14
NESTOR GALVAN	12/22/2021	NELSON'S ACE HARDWARE	SHOP PARTS FOR CHAIN SAWS- PW	701-9200-600.305.000	140.98
NESTOR GALVAN	12/22/2021	NELSON'S ACE HARDWARE	SMALL TOOLS FOR SHOP	701-9200-600.305.000	29.28
NESTOR GALVAN	12/23/2021	O'REILLY AUTO PARTS	CAPSULE (CREDIT FOR ITEM RETURN)	701-9200-600.256.000	(40.36)
NESTOR GALVAN	12/23/2021	O'REILLY AUTO PARTS	CAPSULE FOR UNIT 187	701-9200-600.256.000	40.36
NESTOR GALVAN	12/23/2021	FAST UNDERCAR	DRIVE AXLE, ROTOR, AND PADS UNIT 191	701-9200-600.256.000	489.30
NESTOR GALVAN	12/23/2021	FAHRNEY BUICK GMC	MULTIPOINT INSPECTION FOR UNIT 727	701-9200-600.457.000	502.81
NESTOR GALVAN	12/27/2021	AMAZON	LED HEADLIGHT BULBS FOR POLICE VEHICLES	701-9200-600.256.000	130.12
NESTOR GALVAN	12/28/2021	FIRE APPARATUS SOLUTIONS	PARTS FOR LADDER TRUCK UNIT 8653	701-9200-600.256.000	338.01
NESTOR GALVAN	1/1/2022	MERCEDES BENZ OF FRESNO	FUEL CONTAMINATION UNIT 8561	701-9200-600.457.000	2,703.61
NESTOR GALVAN	1/4/2022	SWANSON FAHRNEY FORD	INSPECTION FOR COOLING ON UNIT 197	701-9200-600.457.000	2,506.22
NESTOR GALVAN	1/4/2022	SWANSON FAHRNEY FORD	LOF & TIRE ROTATION FOR UNIT 1003	701-9200-600.255.000	69.95
NESTOR GALVAN	1/5/2022	O'REILLY AUTO PARTS	IGNITION COIL (CREDIT FOR RETURN)	701-9200-600.256.000	(65.07)
NESTOR GALVAN	1/5/2022	O'REILLY AUTO PARTS	MANIFOLD SET UNIT 195	701-9200-600.256.000	13.41
NESTOR GALVAN	1/5/2022	O'REILLY AUTO PARTS	IRIDIUM IX FOR UNIT 195	701-9200-600.256.000	78.04
NESTOR GALVAN	1/5/2022	O'REILLY AUTO PARTS	IGNITION COIL & BOOT KIT UNIT 192	701-9200-600.256.000	100.49
NESTOR GALVAN	1/5/2022	SELMA LES SCHWAB TIRE	DISMOUNT, MOUNT, WHEEL BALANCE UNIT 195	701-9200-600.256.000	103.93
NESTOR GALVAN	1/5/2022	FAST UNDERCAR	BRAKE ROTOR & PAD FOR UNIT 192	701-9200-600.256.000	344.05
NESTOR GALVAN	1/5/2022	SWANSON FAHRNEY FORD	CHECK / REPAIR ROTORS ON UNIT 1000	701-9200-600.457.000	822.30
NESTOR GALVAN	1/6/2022	O'REILLY AUTO PARTS	IRIDIUM IX & MANIFOLD FOR UNIT 1000	701-9200-600.256.000	91.44
NESTOR GALVAN	1/6/2022	NAPA AUTO PARTS	HUB CAP FOR UNIT 8512	701-9200-600.256.000	21.99
NESTOR GALVAN	1/10/2022	NAPA AUTO PARTS	HITCH & HARNESS FOR UNIT 1002	701-9200-600.256.000	346.65
NESTOR GALVAN	1/11/2022	O'REILLY AUTO PARTS	EASY PULL FOR TRAILER ADAPTER UNIT 721	701-9200-600.256.000	28.19
NESTOR GALVAN	1/11/2022	O'REILLY AUTO PARTS	TOWING KIT FOR UNIT 1002	701-9200-600.256.000	62.89
NESTOR GALVAN	1/11/2022	O'REILLY AUTO PARTS	O'REILLY DEF- SHOP PARTS	701-9200-600.254.000	75.88
NESTOR GALVAN	1/11/2022	THE HOME DEPOT	SAFETY SENSORS FOR SHOP EAST DOOR	701-9200-600.250.000	37.94
NESTOR GALVAN	1/12/2022	O'REILLY AUTO PARTS	FUEL/ WATER SEP FOR UNIT 8410	701-9200-600.256.000	24.85
NESTOR GALVAN	1/12/2022	NELSON'S ACE HARDWARE	BATTERY PHOTO FOR OIL GUN	701-9200-600.250.000	21.67
NESTOR GALVAN	1/12/2022	CAMACHO TIRES	TIRE INSTALL AND BALANCE UNIT 1005	701-9200-600.255.000	30.00
NESTOR GALVAN	1/12/2022	CAMACHO TIRES	TIRE INSTALL AND BALANCE UNIT 1002	701-9200-600.255.000	40.00
NESTOR GALVAN	1/12/2022	NAPA AUTO PARTS	FUEL FILTER & FUEL WATER SEPARATOR UNIT 8510	701-9200-600.256.000	137.42
NESTOR GALVAN	1/18/2022	O'REILLY AUTO PARTS	IRIDIUM IX & MANIFOLD FOR UNIT 1000	701-9200-600.256.000	91.44
NESTOR GALVAN	1/18/2022	SELMA LES SCHWAB TIRE	PARTS FOR POLICE INTERCEPTORS	701-9200-600.256.000	1,037.34
NESTOR GALVAN	1/18/2022	SELMA LES SCHWAB TIRE	TIRE PRESSURE, MOUNTING AND BALANCE FOR UNIT 1001	701-9200-600.255.000	57.65
NESTOR GALVAN	1/18/2022	CARID.COM	TOOL FOR PW DIRECTOR UNIT 727	701-9200-600.305.000	1,494.23
NESTOR GALVAN	1/18/2022	CAMACHO TIRES	TIRE REPAIR	701-9200-600.255.000	25.00
NESTOR GALVAN	1/19/2022	O'REILLY AUTO PARTS	BOOT KIT - SHOP PARTS	701-9200-600.250.000	35.42
NESTOR GALVAN	1/19/2022	O'REILLY AUTO PARTS	GLOW PLUG, AIR FILTER, FUEL & OIL FILTER UNIT 716	701-9200-600.256.000	155.40
NESTOR GALVAN	1/19/2022	O'REILLY AUTO PARTS	AIR FILTER & RETURN OF AIR FILTER FOR UNIT 716	701-9200-600.256.000	74.77

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
NESTOR GALVAN	1/19/2022	O'REILLY AUTO PARTS	AIR INTAKE FOR UNIT 726	701-9200-600.256.000	104.96
NESTOR GALVAN	1/19/2022	ASBURY ENVIRONMENTAL	OIL RECYCLING	701-9200-600.400.000	85.00
NESTOR GALVAN	1/19/2022	ASBURY ENVIRONMENTAL	OIL RECYCLING	701-9200-600.400.000	55.00
NESTOR GALVAN	1/19/2022	SAFETY KLEEN ENVIRONMENTAL	OIL / WATER RECYCLING	701-9200-600.400.000	256.86
NESTOR GALVAN	1/20/2022	O'REILLY AUTO PARTS	CRANKCASE FOR UNIT 726	701-9200-600.256.000	212.61
NESTOR GALVAN	1/20/2022	O'REILLY AUTO PARTS	GASKET & OIL DRAIN PLUG FOR UNIT 716	701-9200-600.256.000	9.22
NESTOR GALVAN	1/20/2022	O'REILLY AUTO PARTS	MOTOR OIL 55GAL- SHOP FLUIDS	701-9200-600.254.000	748.47
NESTOR GALVAN	1/20/2022	AUTOZONE	POWER BAND BOOT CLAMP FOR UNIT 716	701-9200-600.256.000	59.11
NESTOR GALVAN	1/20/2022	NAPA AUTO PARTS	FUEL FILTER & FUEL WATER SEPARATOR UNIT 8512	701-9200-600.256.000	137.42
NESTOR GALVAN	1/20/2022	NAPA AUTO PARTS	FUEL FILTER LUBE, AIR FILTER & FUEL WATER SEPARATOR UNIT 8512	701-9200-600.256.000	172.80
NESTOR GALVAN	1/20/2022	NAPA AUTO PARTS	HOSE CLAMP FOR UNIT 716	701-9200-600.256.000	7.75
NESTOR GALVAN	1/21/2022	CAMACHO TIRES	TIRE REPAIR FOR UNIT 182	701-9200-600.255.000	25.00
NICOLETTE ANDERSEN	12/22/2021	SIGN UP GENIUS	AUDITION SIGN UP PLATFORM	605-4300-600.400.000	24.99
NICOLETTE ANDERSEN	12/22/2021	THE HOME DEPOT	SPONGEBOB SET SUPPLIES- CASTERS	605-4300-656.540.041	311.19
NICOLETTE ANDERSEN	12/28/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	4.87
NICOLETTE ANDERSEN	12/28/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	54.23
NICOLETTE ANDERSEN	12/28/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	22.51
NICOLETTE ANDERSEN	12/28/2021	THE HOME DEPOT	SPONGEBOB SET SUPPLIES RETURN	605-4300-656.540.041	(310.82)
NICOLETTE ANDERSEN	12/28/2021	THE HOME DEPOT	SPONGEBOB SET SUPPLIES- WOOD	605-4300-656.540.041	502.32
NICOLETTE ANDERSEN	12/28/2021	THE HOME DEPOT	SPONGEBOB SET SUPPLIES- CASTERS	605-4300-656.540.041	320.94
NICOLETTE ANDERSEN	12/28/2021	THE HOME DEPOT	SPONGEBOB SET SUPPLIES	605-4300-656.540.041	731.80
NICOLETTE ANDERSEN	12/29/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	18.39
NICOLETTE ANDERSEN	12/30/2021	LOOKING GLASS MEDIA	MOVIE THEATER ADVERTISEMENT	605-4300-656.540.041	450.00
NICOLETTE ANDERSEN	12/30/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	25.96
NICOLETTE ANDERSEN	12/31/2021	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	48.79
NICOLETTE ANDERSEN	12/31/2021	HOME DEPOT	SPONGEBOB SET SUPPLIES - BREAKS	605-4300-656.540.041	339.48
NICOLETTE ANDERSEN	1/3/2022	RUSS	SPONGEBOB SET - LIGHTING SUPPLIES	605-4300-656.540.041	192.92
NICOLETTE ANDERSEN	1/3/2022	THE HOME DEPOT	SAC CLEANING SUPPLIES	605-4300-600.250.000	38.04
NICOLETTE ANDERSEN	1/4/2022	PURELAND SUPPLY	CKP- PROJECTOR REPLACEMENT BULB	100-4300-600.250.000	391.69
NICOLETTE ANDERSEN	1/4/2022	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	930.01
NICOLETTE ANDERSEN	1/4/2022	GROSH BACKDROP & DRAPERY	CKP - BACKDROP FOR LITTLE MERMAID	100-4300-600.250.000	1,214.45
NICOLETTE ANDERSEN	1/5/2022	AMAZON	SPONGEBOB PROPS	605-4300-656.540.041	7.58
NICOLETTE ANDERSEN	1/5/2022	AMAZON	SPONGEBOB STAGE TAPE	605-4300-656.540.041	40.85
NICOLETTE ANDERSEN	1/5/2022	AMAZON	SPONGEBOB CLEAR MASKS	605-4300-656.540.041	212.52
NICOLETTE ANDERSEN	1/6/2022	AMAZON	SPONGEBOB PROPS	605-4300-656.540.041	44.46
NICOLETTE ANDERSEN	1/7/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES	605-4300-656.540.041	116.29
NICOLETTE ANDERSEN	1/8/2022	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	44.46
NICOLETTE ANDERSEN	1/9/2022	AMAZON	SPONGEBOB PROPS	605-4300-656.540.041	96.36
NICOLETTE ANDERSEN	1/9/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES- PAINT	605-4300-656.540.041	179.53
NICOLETTE ANDERSEN	1/10/2022	AMAZON PRIME	PRIME MEMBERSHIP	605-4300-600.400.000	14.09
NICOLETTE ANDERSEN	1/10/2022	WALMART	SAC STORAGE BOXES	605-4300-600.250.000	30.34
NICOLETTE ANDERSEN	1/10/2022	AMAZON	SPONGEBOB MAKEUP SUPPLIES	605-4300-656.540.041	89.36
NICOLETTE ANDERSEN	1/11/2022	ETSY.COM	SPONGEBOB SET DRESSING - NETTING	605-4300-656.540.041	184.34
NICOLETTE ANDERSEN	1/11/2022	AMAZON	SPONGEBOB COSTUMES	605-4300-656.540.041	33.62
NICOLETTE ANDERSEN	1/11/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES -PAINT	605-4300-656.540.041	29.00
NICOLETTE ANDERSEN	1/11/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES - TIE LINE	605-4300-656.540.041	27.01

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
NICOLETTE ANDERSEN	1/12/2022	AMAZON	SPONGEBOB MAKEUP SUPPLIES	605-4300-656.540.041	10.84
NICOLETTE ANDERSEN	1/13/2022	AMAZON	CKP/ SAC BATTERIES FOR MICS	100-4300-600.250.000	203.30
NICOLETTE ANDERSEN	1/13/2022	AMAZON	CKP/ SAC BATTERIES FOR MICS	605-4300-656.540.041	203.30
NICOLETTE ANDERSEN	1/13/2022	AMAZON	SPONGEBOB PROP	605-4300-656.540.041	8.19
NICOLETTE ANDERSEN	1/15/2022	WALMART	SPONGEBOB SET SUPPLIES	605-4300-656.540.041	20.70
NICOLETTE ANDERSEN	1/15/2022	BULBAMERICA	REPLACEMENT BULBS FOR STAGE LIGHTS	605-4300-600.250.000	206.52
NICOLETTE ANDERSEN	1/17/2022	AMAZON	SPONGEBOB SET SUPPLIES- BUBBLE MACHINE	605-4300-656.540.041	35.14
NICOLETTE ANDERSEN	1/17/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES-PAINT	605-4300-656.540.041	46.63
NICOLETTE ANDERSEN	1/17/2022	THE HOME DEPOT	SPONGEBOB SET SUPPLIES-PAINT	605-4300-656.540.041	181.01
NICOLETTE ANDERSEN	1/18/2022	AMAZON	SPONGEBOB SET SUPPLY -LIGHTING & CLEANING SPRAY	605-4300-656.540.041	65.18
NICOLETTE ANDERSEN	1/18/2022	AMAZON	SPONGEBOB PROPS	605-4300-656.540.041	21.67
NICOLETTE ANDERSEN	1/18/2022	AMAZON	SPONGEBOB PROPS	605-4300-656.540.041	15.18
POLICE DEPT NO 1	12/29/2021	KINGSBURG VET CLINIC	K9 JAY VISIT	100-2200-600.400.700	63.00
POLICE DEPT NO 2	12/30/2021	MARIN CONSULTING ASSOCIATES	LEADERSHIP TRAINING COURSE 2/7/22-2/8/22 (2 EE)	100-2200-610.910.000	500.00
POLICE DEPT NO 2	12/30/2021	MARIN CONSULTING ASSOCIATES	LEADERSHIP TRAINING COURSE 2/9/22-2/11/22 (2 EE)	100-2200-610.910.000	750.00
POLICE DEPT NO 2	12/30/2021	MARIN CONSULTING ASSOCIATES	LEADERSHIP TRAINING COURSE 2/9/22-2/11/22 (1 EE)	100-2200-610.910.000	375.00
POLICE DEPT NO 2	12/30/2021	MARIN CONSULTING ASSOCIATES	LEADERSHIP TRAINING COURSE 2/7/22-2/8/22 (1 EE)	100-2200-610.910.000	250.00
RECREATION DEPT	12/21/2021	TACO BELL	LUNCH FOR SENIOR CENTER	230-4500-600.250.800	118.39
RECREATION DEPT	12/22/2021	WALMART	BREAKFAST ITEMS FOR SR. CENTER	230-4500-600.250.800	21.42
RECREATION DEPT	12/23/2021	KNOTTY CHIX	CHRISTMAS BRUNCH FOR SR. CENTER	230-4500-600.250.800	700.00
RECREATION DEPT	12/27/2021	LITTLE CEASERS	PIZZA FOR SR. LUNCH	230-4500-600.250.800	170.73
RECREATION DEPT	12/28/2021	WALMART	SNACKS/UTENSILS FOR SR. CENTER	805-0000-226.200.000	119.71
RECREATION DEPT	12/29/2021	SIERRA MARKET	TOMATOES, LETTUCE, PICKLES FOR LUNCH	230-4500-600.250.800	8.99
RECREATION DEPT	12/30/2021	WALMART	APPLE CIDER FOR NYE TOAST	805-0000-226.200.000	50.04
RECREATION DEPT	12/30/2021	ROSA'S PIZZA	SENIOR CENTER LUNCH	230-4500-600.250.800	500.00
RECREATION DEPT	12/30/2021	ANN'S DONUTS	DONUTS FOR SR. CENTER	230-4500-600.250.800	53.00
RECREATION DEPT	1/5/2022	WALMART	BROKEN XMAS LIGHTS REFUND	805-0000-226.200.000	(174.94)
RECREATION DEPT	1/5/2022	WALMART	MISC. ITEMS FOR SR. CENTER KITCHEN	805-0000-226.200.000	65.55
RECREATION DEPT	1/6/2022	PANADERIA VANESSA	BREAD FOR SR. CENTER	230-4500-600.250.800	35.00
RECREATION DEPT	1/8/2022	SMART AND FINAL	POPCORN/CANDY FOR SNACK BAR	805-0000-226.200.000	98.70
RECREATION DEPT	1/12/2022	WALMART	PASTRIES/PLATES FOR SR. CENTER	805-0000-226.200.000	54.99
RECREATION DEPT	1/12/2022	ANN'S DONUTS	DONUTS FOR SR. CENTER	230-4500-600.250.800	54.00
RECREATION DEPT	1/13/2022	FOOD 4 LESS	SODAS/CRACKERS FOR SR. CENTER	230-4500-600.250.800	96.45
RECREATION DEPT	1/14/2022	AMAZON	SPOONS FOR SR. CENTER KITCHEN	805-0000-226.200.000	9.75
RECREATION DEPT	1/14/2022	ACE HARDWARE	KEYS FOR SR. CENTER	805-0000-226.200.000	9.73
RECREATION DEPT	1/17/2022	AMAZON	VALENTINE'S DAY BACKDROP	805-0000-226.200.000	18.32
RECREATION DEPT	1/18/2022	AMERICAN RED CROSS	LIZ MARTINEZ FIRST AID CPR RECERTIFICATION	100-4500-610.915.000	28.00
RECREATION DEPT	1/21/2022	SIERRA MARKET	TOMATOES, LETTUCE, PICKLES FOR LUNCH	230-4500-600.250.800	7.87
RECREATION DEPT	1/21/2022	ANN'S DONUTS	DONUTS FOR SR. CENTER	230-4500-600.250.800	40.50
RENE GARZA			TACTICAL GEAR (RAID VEST, RADIO/HANDCUFF/MAGAZINE		
	1/6/2022	TACTICAL GEAR	HOLDER)	100-2200-600.250.000	299.06
RENE GARZA	1/6/2022	TACTICAL GEAR	ID WALLET (EMPLOYEE REVOLVING ACTT)	100-0000-123.010.000	9.99
REYNA RIVERA	12/26/2021	ZOOM.COM	MONTHLY WEBINAR SUBSCRIPTION COVID 19	100-1700-600.215.000	40.00
REYNA RIVERA	1/11/2022	NETWORK SOLUTIONS	CITY WEBSITE DOMAIN RENEWAL	704-9600-600.470.000	329.85
REYNA RIVERA	1/18/2022	WAL MART SELMA	COUNCIL MTG SUPPLIES	100-1100-600.250.000	8.75
RICHARD FIGUEROA	12/30/2021	HOME DEPOT	RANGE TRAINING EQUIPMENT (EARPLUGS)	100-2200-600.250.000	12.98
RICHARD FIGUEROA	12/30/2021	SAFARI LAND	NEW DETECTIVE EQUIPMENT (DROP HOLSTER)	100-2100-600.250.000	221.29

# US BANK INVOICE FOR CALCARD CHARGES: 12/23/21-1/24/22

TRANSACTION					
EMPLOYEE NAME	DATE	VENDOR NAME	DESCRIPTION OF PURCHASE	ACCOUNT NUMBER	AMOUNT
SHANE FERRELL	12/22/21	NELSON'S ACE HARDWARE	DOWNTOWN XMAS DECORATIONS	210-5400-600.250.000	34.25
SHANE FERRELL	12/22/21	NELSON'S ACE HARDWARE	AMMONIA - SENIOR CENTER	702-9300-600.250.000	5.99
SHANE FERRELL	12/24/21	HOME DEPOT	LIGHT BULBS/STACK TOTES/SHELF RIVET-PW YARD	702-9300-600.250.000	398.93
SHANE FERRELL	01/14/22	HOME DEPOT	SHELF RIVET/TOTE/WIPES- PW YARD	702-9300-600.250.000	416.38
SHANE FERRELL	01/16/22	VULCAN MATERIALS COMPANY	COLD MIX - STREETS	210-5400-600.250.000	606.97
SHANE FERRELL	01/16/22	AMAZON	PHOTO CONTROLS-STREET LIGHTS	210-5400-600.250.000	81.90
SHANE FERRELL	01/20/22	HOME DEPOT	HSR/CVTC SUPPLIES FOR COHORT 4	274-1600-600.305.000	1,212.67
SHANE FERRELL	01/21/22	UNIQUELY YOURS	JACKETS PATCHES & EMBROIDERY-PARKS	100-5400-600.400.000	73.94
SHANE FERRELL	01/21/22	UNIQUELY YOURS	JACKETS PATCHES & EMBROIDERY-STREETS	210-5400-600.400.000	73.93
SHANE FERRELL	01/21/22	UNIQUELY YOURS	JACKETS PATCHES & EMBROIDERY-BLDGS	702-9300-600.400.000	73.93
					93,947.29

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

February 22, 2022

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**ITEM NO: 2.**

**SUBJECT:** Approve the Local Road and Safety Plan as part of the MLRSP prepared by the Fresno Council of Governments (COG)

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**RECOMMENDATION:**

Staff recommends the City Council adopt a Resolution Approving the Local Road and Safety Plan prepared by the Fresno Council of Governments (Fresno COG).

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**BACKGROUND:**

**PURPOSE AND SCOPE**

A Multijurisdictional Local Road Safety Plan (MLRSP) was initiated by the Fresno Council of Governments (Fresno COG) and completed by Kittelson & Associates, Inc. (Kittelson) and Toole Design Group (TDG) to enable ten of the COG's local jurisdiction partners to prepare their first local road safety plans. The ten participating local jurisdictions are: City of Clovis, City of Coalinga, City of Firebaugh, Fresno County (Unincorporated), City of Huron, City of Kerman, City of Mendota, City of Orange Cove, City of San Joaquin, and City of Selma.

The focus of the MLRSP's development is to identify the following for each of the local jurisdictions: Crash patterns and trends, systemic engineering treatments to help reduce crash risk, education, enforcement, and/or emergency services strategies to help improve roadway safety, high priority locations for projects with supporting design concepts, and Highway Safety Improvement Program (HSIP) grant applications to facilitate securing funding for high priority safety projects.

This document presents the local road safety plans for each of the above local agencies. The local road safety plans were informed by technical analysis as well as input from key stakeholders and input from the general public. The following subsections describe the process used to develop the plans, the types of strategies identified for each local agency, and the COG's regional efforts to improve roadway safety. The subsequent sections of this report present each local jurisdiction's local road safety plan.

**PROCESS**

The local road safety plans included in this MLRSP were informed by a crash data analysis, key agency stakeholder input, and broader community input from the general public regarding roadway safety concerns. The stakeholder input combined with the crash analysis were used to establish an understanding of existing roadway safety performance and priority locations for each local agency. Based on existing roadway safety performance, multidisciplinary strategies were identified to help improve roadway safety. The following subsections discuss the stakeholder engagement activities, summarize the data and analysis approach used, and identify types of strategies to improve roadway safety.

### STAKEHOLDER ENGAGEMENT ACTIVITIES

The local road safety plans for the local jurisdictions were developed during the COVID-19 pandemic from approximately April 2021 through December 2021. Given the timing of their development, stakeholders were engaged through virtual meetings and web-based input. Engagement was organized into three sets of activities to engage a range of stakeholders over the course of the local road safety plans' development. These activities include: Local Working Groups, Web-Based survey and Interactive Map, and Focus Group Meetings.

### DATA SUMMARY AND ANALYSIS APPROACH

Kittelson worked with Fresno COG to assemble crash data for each of the local jurisdictions. The crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) database and supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015, through December 31, 2019, and includes reported crashes that occurred on public streets within each local jurisdiction. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: Death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other Visible Injury: An injury, other than those described above, that is evident to observers at the scene of the crash. (For example, bruises or minor lacerations).
- Complaint of Pain: Internal or other non-visible injuries. (For example, a person limps or seems incoherent).
- Property damage only (PDO): No injuries sustained.

For simplicity in presentation, in some cases Kittelson combined crashes coded as “other visible injury” or “complaint of pain” into a single “other injury” category.

The crash data was used for two types of analysis: 1) Descriptive Analysis to identify crash patterns and trends; and 2) Spatial Analysis to identify high-injury networks and priority locations for safety improvements.

The data used for the descriptive analysis were sorted into jurisdictions based on the information available in the SWITRS and TIMS databases. This information is derived from a reporting officer’s judgment and may be inconsistent with true boundaries, especially near city/county borders.

In the process of locating data into a geographic information system (GIS) for spatial analysis, Kittelson reviewed the available information and relocated some crashes to a more precise coordinate location. In so doing, Kittelson relocated some crashes to different jurisdictions than originally listed in the database. Thus, some disparities in total crash count by jurisdiction exist between the descriptive analysis and spatial analysis even though each is internally consistent. This subtle change in crash total per jurisdiction has a negligible effect on overall descriptive patterns.

## DESCRIPTIVE ANALYSIS

The descriptive analysis evaluates the crash data based on attributes recorded by police officers in crash reports. The attributes include items such as collision type, severity, cited primary collision factor, weather, and lighting. This analysis results in different charts, tables, and graphs summarizing statistics about recurring crash patterns and trends in the data. In some instances, a few of the local jurisdictions had too few reported crashes to do a descriptive analysis. In those instances, Kittelson summarized key attributes for each reported crash. The overall intent of the descriptive analysis is to identify jurisdiction-wide trends that may be addressed by systemic strategies or treatments.

For each agency LRSP a section is provided for descriptive data related to all road users, pedestrians, and bicyclists. These sections provide relevant information to statewide performance measure targets which specifically look for pedestrian- and bicycle-involved crashes.

## SPATIAL ANALYSIS

The spatial analysis takes into consideration the specific locations the reported crashes occurred. To aid in this analysis, Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. This allowed calculating Highway Safety Manual network screening performance measures using spatial statistics. Upon developing the roadway network, nodes were created for all intersections across the region and identified as signalized or unsignalized. Kittelson conducted quality control checks to ensure grade-separated crossings were appropriately modeled and address other inconsistencies in the roadway and intersection network.

Crashes were next identified as intersection or segment crashes. Based on Caltrans guidance, an intersection crash was defined as a crash that occurs within 250 feet of the intersection. These crashes were spatially joined and summarized in ArcGIS to calculate the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any intersection were separated to be used in the segment analysis discussed below.

### ANALYSIS APPROACH

The following steps outline the basic analysis approach to assess countywide safety performance:

1. Establish the high-injury network database using the crash and roadway network data.
2. Evaluate the frequency and severity of reported crashes using Equivalent Property Damage Only (EPDO) and Excess Predicted Average Crash Frequency Using Method of Moments performance metrics and sliding window methodology from the Highway Safety Manual. Kittelson used weighting consistent with Caltrans Local Roadway Safety Manual crash costs guidance.
3. Map resulting performance metrics to display roadway safety performance for each local jurisdiction.

As a note, roadway segments and intersections in the resulting high-injury network maps are not weighted based on travel volumes or demand. Field-collected traffic volumes and travel demand model volumes can be useful tools in weighing and classifying roads differently based on their volume and demand. However, there are limits and challenges to this data which rendered it infeasible to apply to the high injury network in a consistent manner that would allow for comparisons within a given jurisdiction. For example, consistent traffic volumes are not available for all roads that are being analyzed. Additionally, Fresno COG's travel demand model network does not cover all roads analyzed and is not able to be directly linked to the roadway network. Therefore, all analyzed roadway segments were evaluated without adjusting for travel volumes.

### STRATEGY TYPES

Strategies to improve roadway safety were identified for each local agency based on that agency's existing roadway safety performance and the concerns identified by stakeholders as well as the general public. The safety strategies identify:

1. Engineering Strategies (i.e., countermeasures)
2. Education
3. Emergency Services
4. Enforcement Strategies (can be used to reduce the risk of traffic fatalities and injuries on public roadways).

Each agency's local road safety plan describes specific strategies aligned with the local agency's emphasis areas for road safety improvement.

## **CITY OF SELMA LOCAL ROAD SAFETY PLAN (LSRP)**

The City of Selma has an approximate population of 24,402.53. The average daily vehicle miles traveled is 167,390, and Selma maintains approximately 83 total roadway centerline miles. The major roadways in the city include Golden State Highway and S Highland Avenue, which both run north to south, and Floral Avenue, which runs from east to west. Based on the review of crash data conducted as part of the LRSPP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in Selma were vehicle-pedestrian, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian violation, automobile right of way, and driving under the influence. The LRSPP provides potential engineering, education, emergency services, and enforcement strategies tailored to Selma's crash history and local priorities, as well as performance measures to evaluate progress.

### **VISION AND GOALS**

The City's vision for roadway safety is: **"A roadway network that supports safe travel for our community"**.

The City's roadway safety goals in support of the vision are:

1. Perform regular reviews of crash data to identify and prioritize opportunities to reduce crash risk.
2. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
3. Reduce the number of annual fatal and severe injury crashes across all public City roadways by 50 percent by 2026.
4. Reduce the number of pedestrian and bicycle crashes on public City roadways by 50 percent by 2026.
5. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.
6. Partner with other local agencies to promote roadway safety.

### **SAFETY PARTNERS**

A variety of agency staff and community partners were involved throughout the development of this LRSPP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Selma's goals reflect the importance of partnering with local agencies, engaging with citizens, and coordinating with traffic safety stakeholders to identify issues and implement solutions. While additional partners may be identified in the future, those involved in development of the LRSPP include: Selma Rotary, Adventist Health, Bringing Broken Neighborhoods Back to Life (BBNBTL), Caltrans, Fresno Council of Governments, Fresno County Rural Transit, Kings View Community Services, Selma Department of Engineering, Selma Department of Public Works, Selma

District Chamber of Commerce, Selma Fire Department, Selma Police Department, and WestCare Foundation.

## **EVALUATION AND IMPLEMENTATION**

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. Selma will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Selma update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

1. Identifying countermeasures and strategies for priority locations based on the crash data,
2. Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices,
3. Exploring funding opportunities to implement priority strategies.
4. Identifying activities to support the regional Safe Roads Save Lives campaign.
5. Identifying enforcement strategies to implement and evaluate.
6. Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
7. Regularly collecting and organizing data to support evaluation of the LRSP

**RECOMMENDATION:** After reviewing the MLRSP and the specific LRSP for the City of Selma prepared by Fresno COG, Staff recommends that the City Council approve the LRSP for the City of Selma as this document will direct the City in supporting safe travel within the community and aid the City in obtaining funding through the Highway Safety Improvement Program (HSIP).

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Philip L. Romero, Interim City Engineer

Fernando Santillan, City Manager

## 11.0 CITY OF SELMA

The City of Selma has an approximate population of 24,402.<sup>53</sup> The average daily vehicle miles traveled is 167,390, and the City maintains approximately 83 total roadway centerline miles. The major roadways in the city include Golden State Highway and S Highland Avenue, which both run north to south, and Floral Avenue, which runs from east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in Selma were **vehicle-pedestrian, rear end, and hit object** crashes; the top three fatal and severe injury primary collision factors were **pedestrian violation, automobile right of way, and driving under the influence**. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Selma's crash history and local priorities, as well as performance measures to evaluate progress.

### VISION AND GOALS

The City's vision for roadway safety is:



**A roadway network that supports safe travel for our community.**

The City's roadway safety goals in support of the vision are:

1. Perform regular reviews of crash data to identify and prioritize opportunities to reduce crash risk.
2. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
3. Reduce the number of annual fatal and severe injury crashes across all public City roadways by 50 percent by 2026.
4. Reduce the number of pedestrian and bicycle crashes on public City roadways by 50 percent by 2026.

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<sup>53</sup> 2018 population. Source: California Department of Finance

5. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.
6. Partner with other local agencies to promote roadway safety.

## SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Selma's goals reflect the importance of partnering with local agencies, engaging with citizens, and coordinating with traffic safety stakeholders to identify issues and implement solutions. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Selma Rotary
- Adventist Health
- Bringing Broken Neighborhoods Back to Life (BBNBTL)
- Caltrans
- Fresno Council of Governments
- Fresno County Rural Transit
- Kings View Community Services
- Selma Department of Engineering
- Selma Department of Public Works
- Selma District Chamber of Commerce
- Selma Fire Department
- Selma Police Department
- WestCare Foundation

## PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of rear end crashes (city-wide)
- Annual number of hit object crashes (city-wide)
- Annual number of crashes with a primary collision factor of unsafe speed (city-wide)
- Annual number of crashes with a primary collision factor of driving or bicycling under the influence of alcohol or drugs (city-wide)

- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination between first responders and City staff (e.g. meetings held, programs implemented, strategies deployed)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

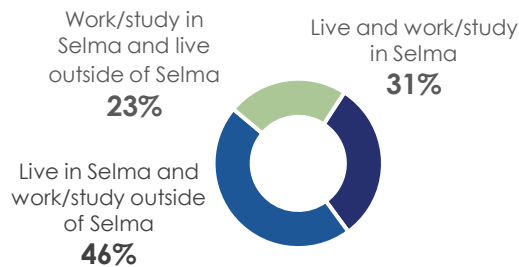
## DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

### Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Selma. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

**13**PEOPLE  
RESPONDED**6**LOCATIONS  
IDENTIFIED**WHERE PARTICIPANTS  
WORK AND LIVE****MOST COMMON SAFETY  
CONCERNS**

- Lack of safe places to walk, bike, or wait for the bus
- Lack of safe opportunities to cross the street
- Poor lighting or poor visibility

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 41 responses were received for Selma from 13 participants, with the most common desired improvement types including
  - Maintenance of existing roads and streets (10 responses)
  - Rural road improvements to prevent run-off-road crashes (6 responses)
  - Speed enforcement (6 responses)
  - Bike lanes/bikeways (5 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 6 locations were noted in Selma, noting the following traffic safety concerns:
  - Lack of safe places to walk, bike, or wait for the bus (5 responses)
  - Lack of safe opportunities to cross the street (3 responses)
  - Poor lighting or poor visibility (3 responses)
  - Crashes or near misses happen here (3 responses)
  - Speeding or aggressive driving (2 responses)
  - People driving do not obey red lights, stop signs, or turn signals (1 response)
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Selma included:
  - 4 who live and work/study in Selma
  - 6 who live in Selma and work/study outside of Selma
  - 3 who work/study in Selma and live outside of Selma

## Crash Data

Kittelton worked with Fresno COG to assemble crash data for the City of Selma using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 629 reported crashes are located in Selma. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

## Roadway Network Data

Kittelton developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

## Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

## EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

## All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

### SEVERITY BY ROAD USER

Table 72 presents reported crashes, organized by severity level and road user. Five of the 11 fatal crashes are vehicle-only crashes; pedestrians or bicyclists were involved with the remaining six fatalities. The most common severity type for both pedestrian and bicycle involved crashes is visible injury.

**Table 72: Crash Severity by Road User Involved**

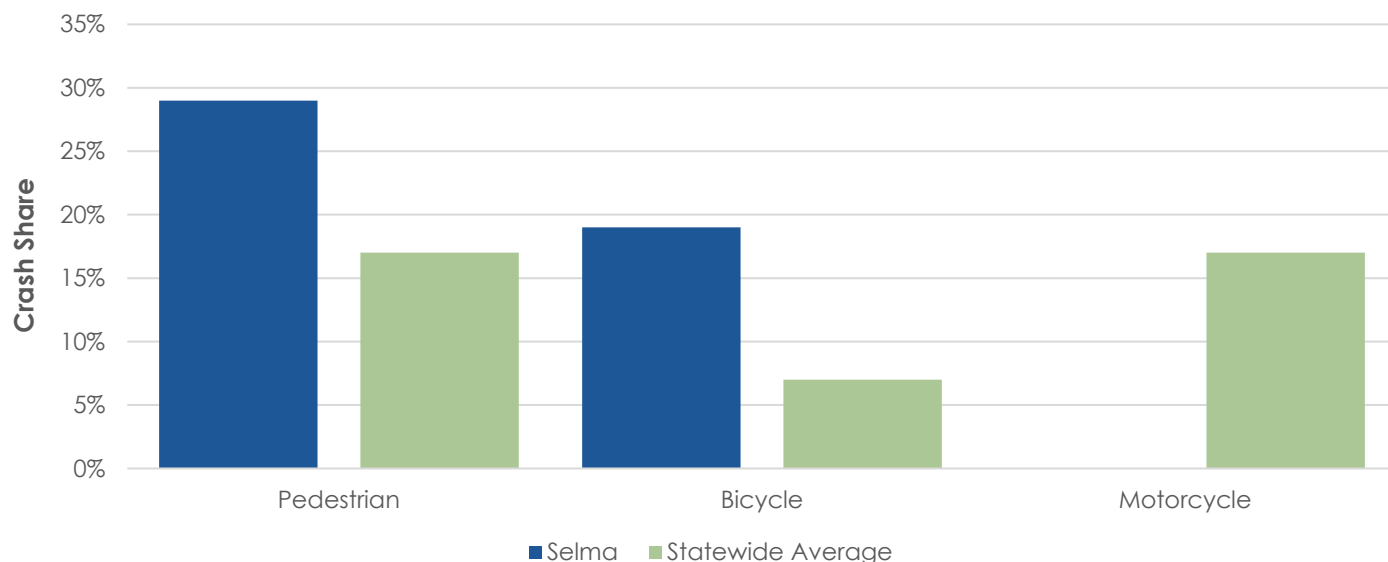
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (10%)	3 (10%)	11 (38%)	10 (35%)	2 (7%)	29 (4.5%)
Bicycle Involved	3 (10%)	1 (3%)	12 (41%)	9 (31%)	4 (15%)	29 (4.5%)
Vehicle Only or Vehicle-Fixed Object	5 (1%)	6 (1%)	50 (9%)	140 (24%)	370 (65%)	571 (91%)
Reported Crashes	11 (100%)	10 (100%)	73 (100%)	159 (100%)	376(100%)	629 (100%)
Severity Share of Reported Crashes	2%	2%	11%	25%	60%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three of those challenge areas are crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 146 compares crash trends in Selma to the statewide trends reported in the SHSP.

- There is a higher proportion of pedestrian and bicycle crashes among fatal/severe injury crashes in Selma compared to the statewide average.
- City of Selma has no reported fatal/severe motorcycle crashes.

**Figure 146: City of Selma Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends**

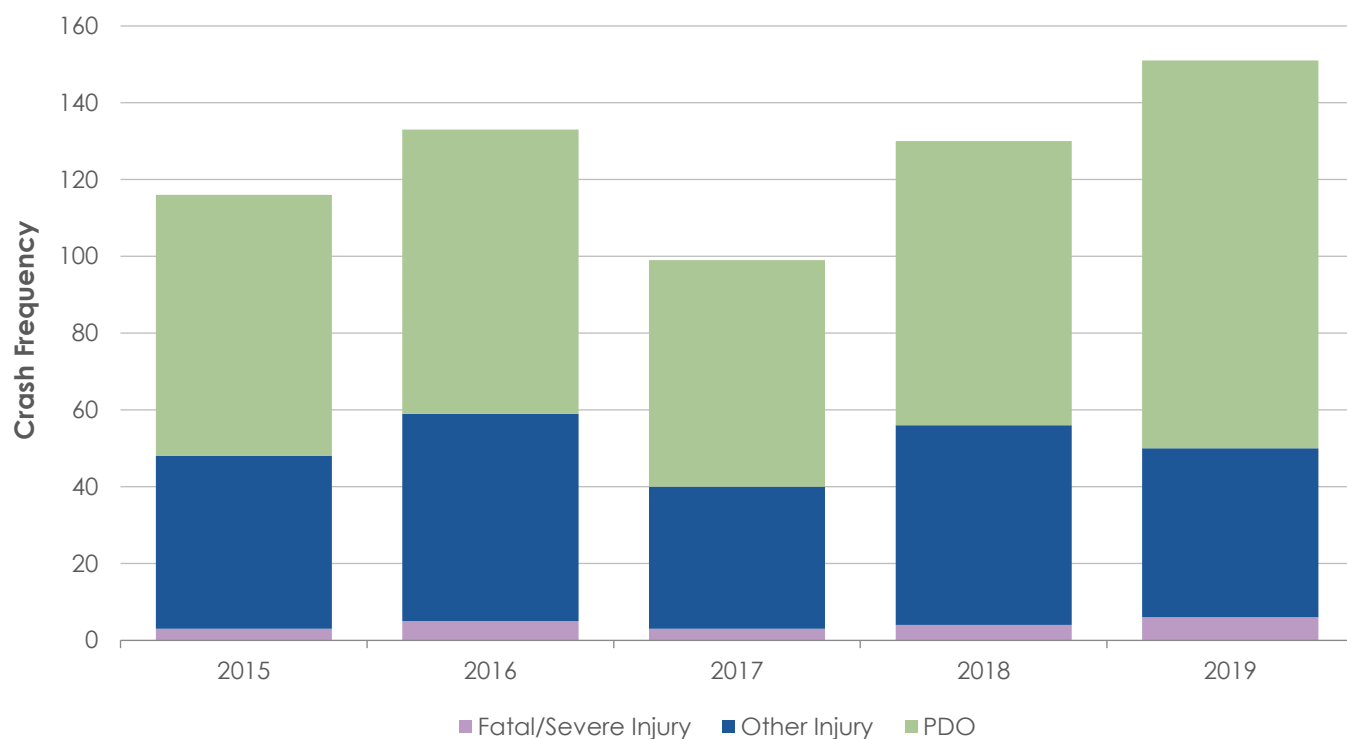


Source: SHRP, SWITRS, TIMS, Kittelson, 2021.

## YEAR, MONTH, AND WEATHER

Figure 147 shows year-over-year trends in the data by severity. The annual average number of reported crashes is 126. Except for a notably low number of reported crashes in 2017, year-over-year trends generally indicate an increase in crashes over time. Fluctuations from a single year to the next tend to represent the degree of randomness in crash occurrence and are not necessarily indicative of an overall trend.

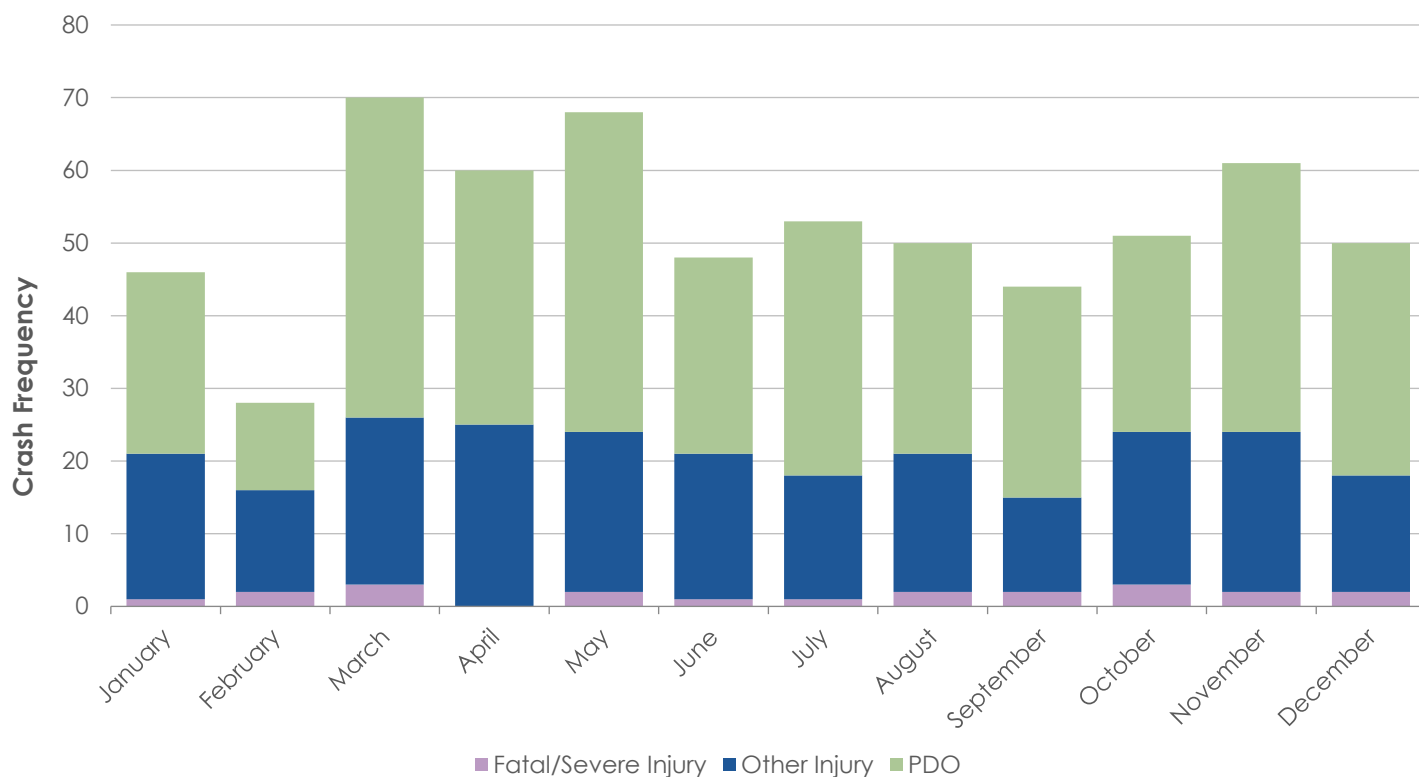
**Figure 147: Year-over-Year Trends in Crash Data by Severity**



Source: SWITRS, TIMS, Kittelson, 2021.

Figure 148 shows the total monthly crash trends by severity. The average monthly crash frequency is 52. There is some fluctuation in each month near the average. Higher frequencies are observed in March and May and lower frequencies in February.

**Figure 148: Crashes by Month and Severity**

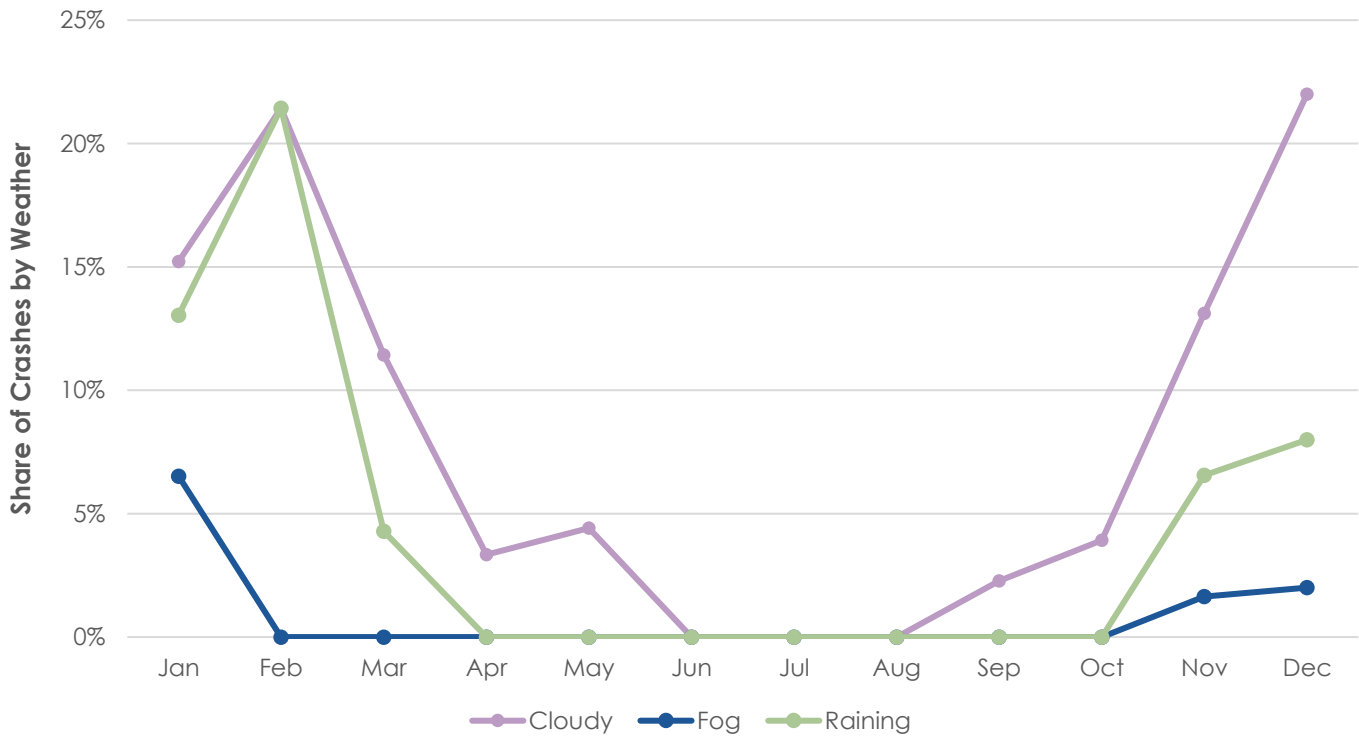


Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 149 illustrates crashes by month weather condition. The most common weather condition, clear weather, is not shown in the chart below to highlight the weather's factor on crash trends. Most crashes occurred in clear conditions (85 percent), while 8 percent in cloudy conditions, 4 percent in rainy conditions, and 1 percent in foggy conditions. Crashes in cloudy conditions are higher in winter between November and March, and rainy conditions peak in the same months to a lesser extent.

**Figure 149: Crashes by Month and Weather Condition**



Source: SWITRS, TIMS, Kittelson, 2021.

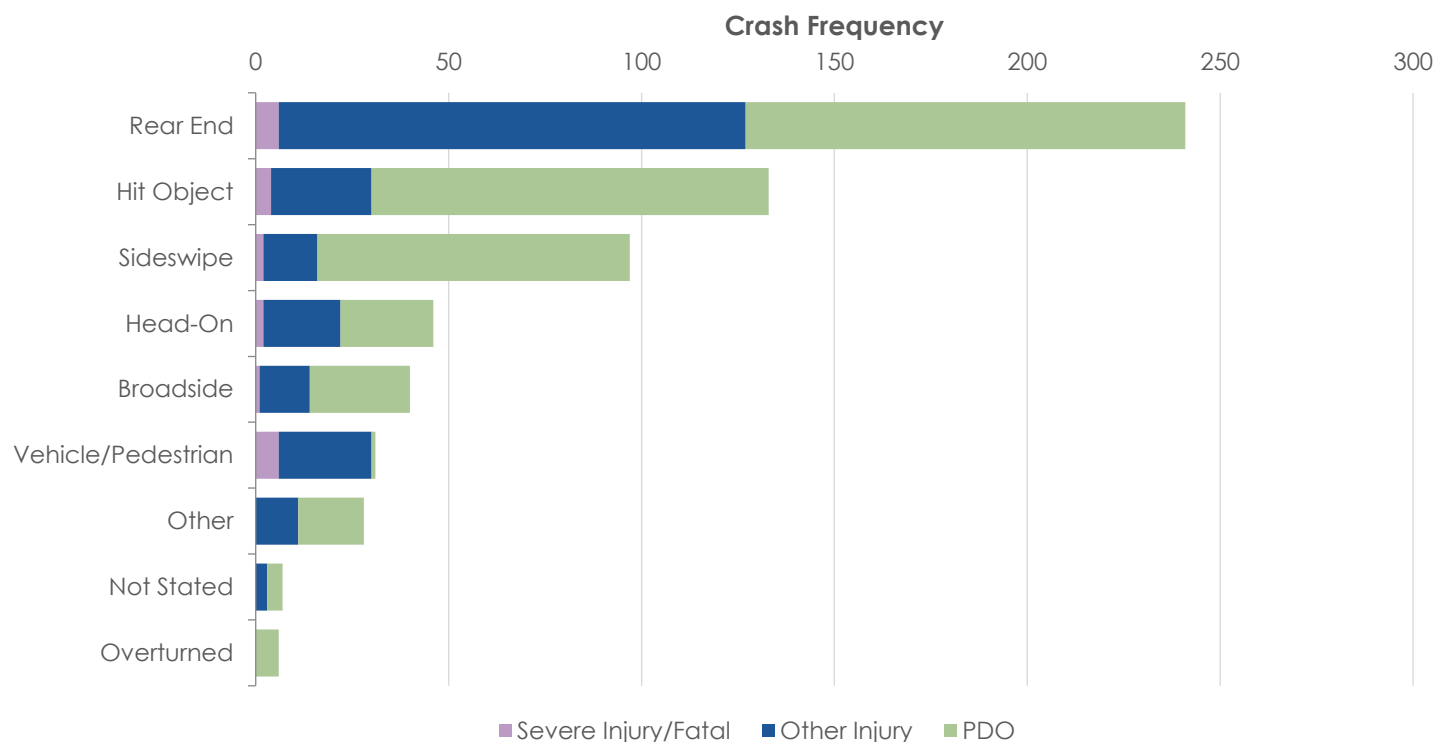
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

## COLLISION TYPE

Figure 150 presents the collision types by severity.

- The most frequent collision types are **rear end** (53 percent of crashes), **hit object** (23 percent), and **sideswipe** (16 percent).
- Among fata/severe injury crashes, the most frequent collision types are **vehicle/pedestrian** (29 percent), **rear end** (29 percent), and **hit object** (19 percent).

Figure 150: Crashes by Collision Type and Severity



Source: SWITRS, TIMS, Kittelson, 2021

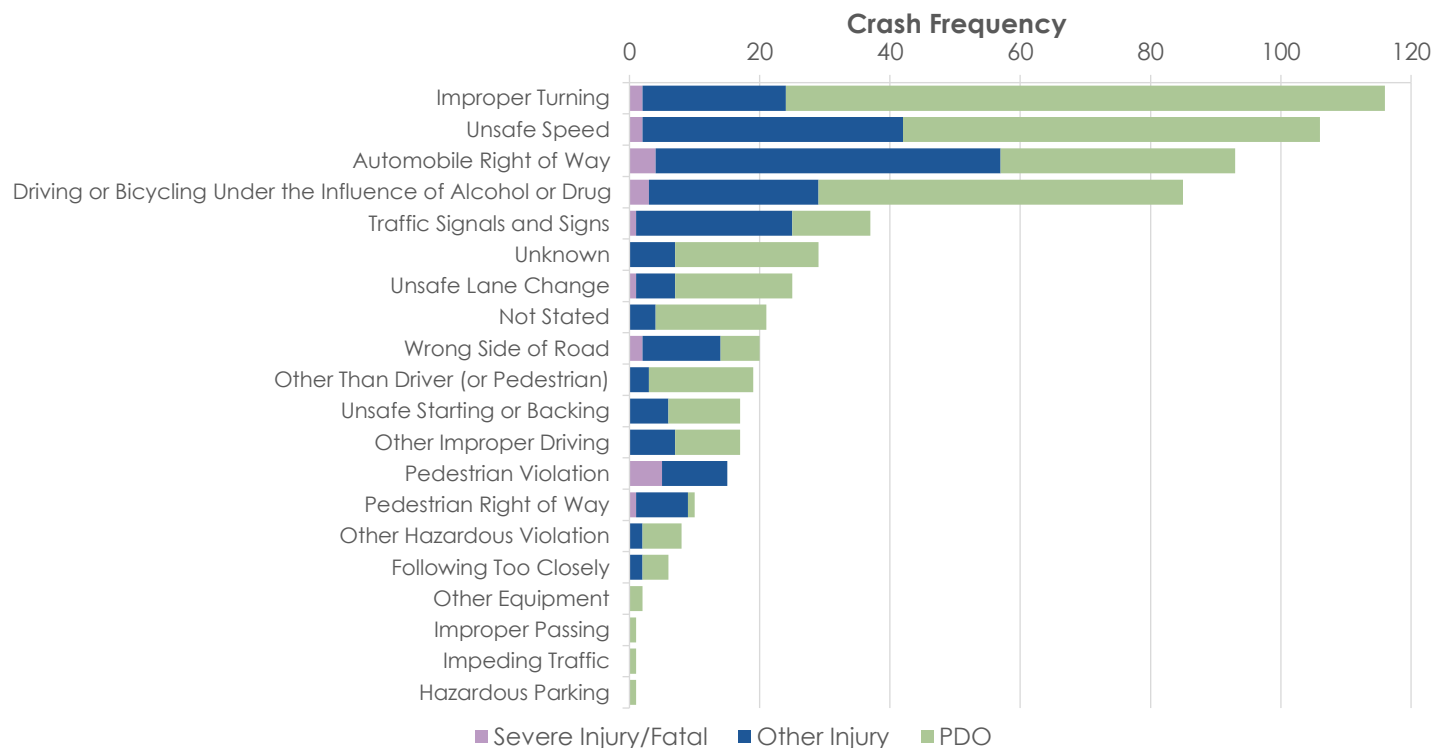
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 151 presents the most frequently cited PCFs in crashes in Selma.

- The three most common PCFs for all collision types are **improper turning**<sup>54</sup> (18 percent), **unsafe speed**<sup>55</sup> (17 percent), and **automobile right of way**<sup>56</sup> (15 percent).
- The three most frequently reported PCFs among fatal/severe injury crashes are **pedestrian violation**<sup>57</sup>, **automobile right of way**<sup>56</sup>, and **driving or bicycling under the influence of alcohol or drugs**<sup>58</sup>.

Figure 151: Crashes by Reported PCF



Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

<sup>54</sup> Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.

<sup>55</sup> Reported PCF based on CVC violation indicating unsafe speeding on a highway.

<sup>56</sup> Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.

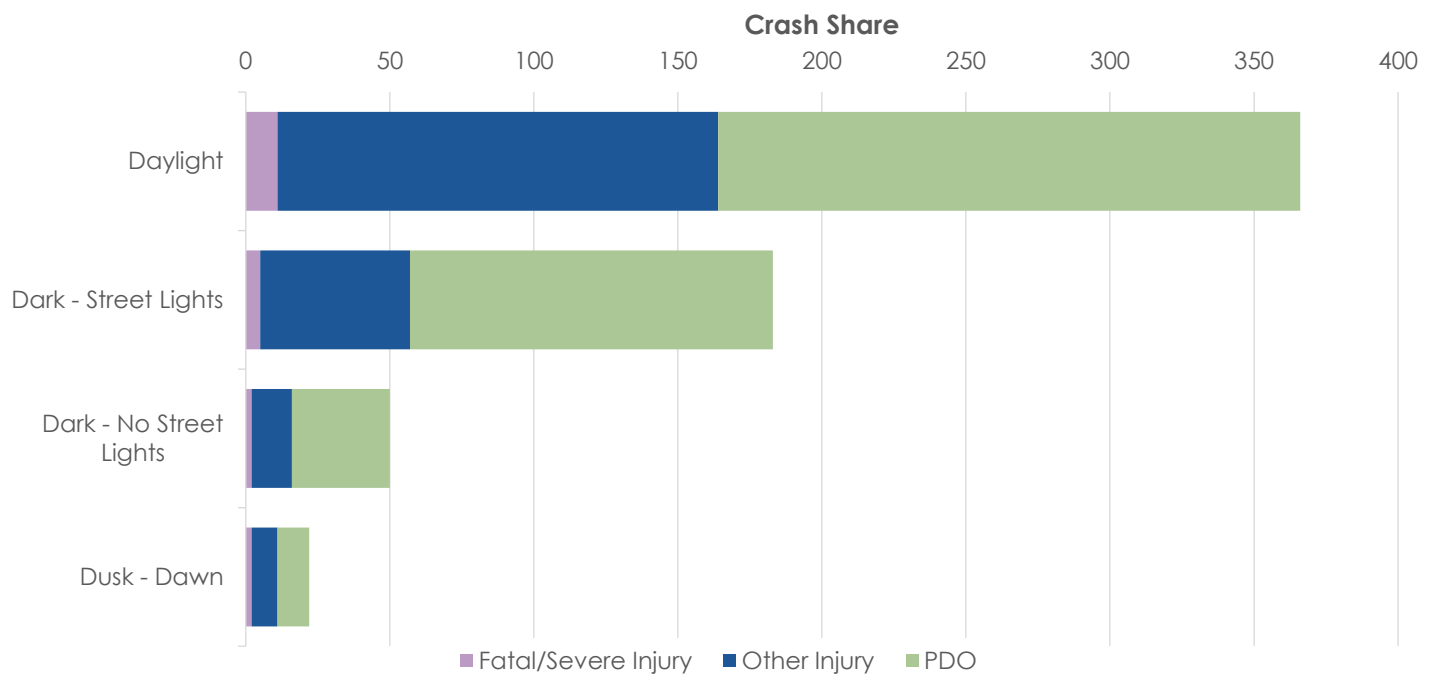
<sup>57</sup> Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.

<sup>58</sup> Reported PCF based on CVC violation indicating driver was under the influence of alcohol.

## LIGHTING

Figure 152 shows crashes by reported lighting condition and severity. Over half of reported crashes occurred in daylight and 30 percent of all crashes occurred in the dark with streetlights. Most fatal/severe injury crashes occurred in daylight.

**Figure 152: Crashes by Lighting and Severity**



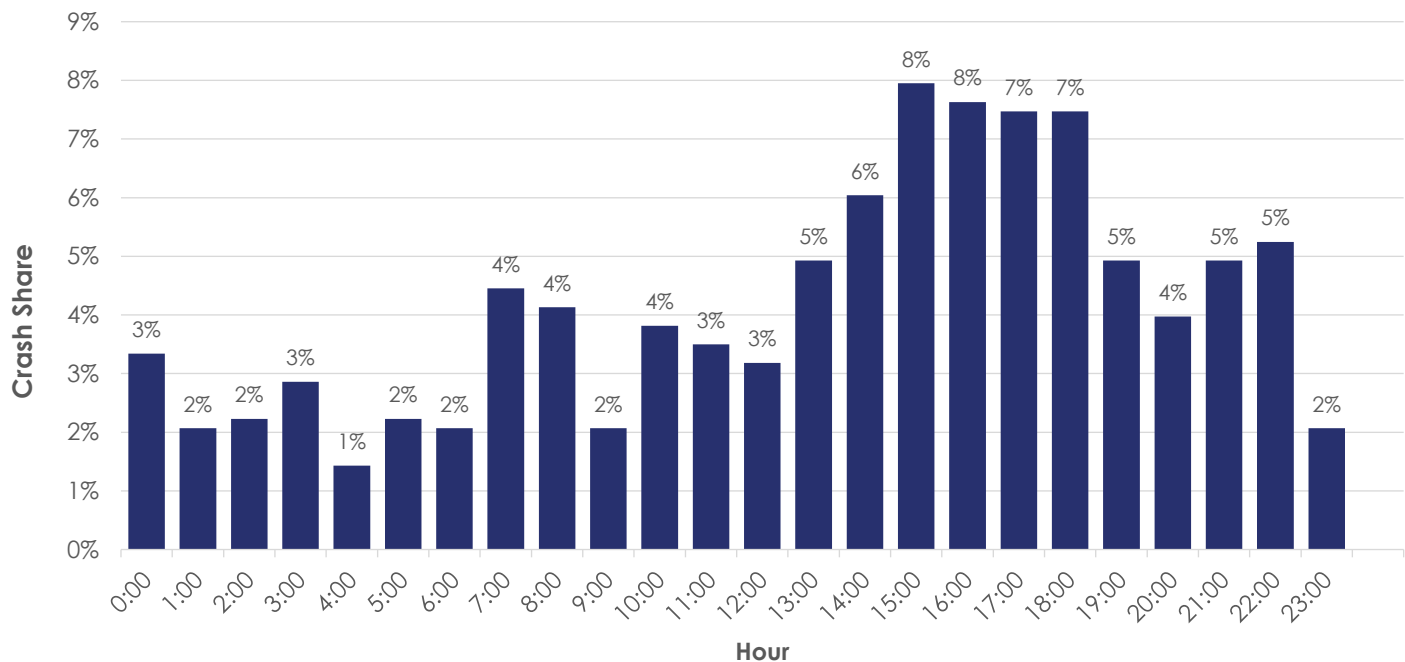
Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## TIME OF DAY

Figure 153 shows crashes by time of day. Crashes are highest between the hours of 3 PM and 6 PM. Crashes are lowest overnight between 11 PM and 7 AM.

**Figure 153: Crash Share by Time of Day**



Source: SWITRS, TIMS, Kittelson, 2021.

## Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 73 shows the distribution of pedestrian crashes by severity. Crashes resulting in fatalities or severe injuries represent 20 percent of reported pedestrian-involved crashes. Most crashes resulted in some level of injury, while 8 percent resulted in property damage only.

**Table 73: Severity by Pedestrians Involved**

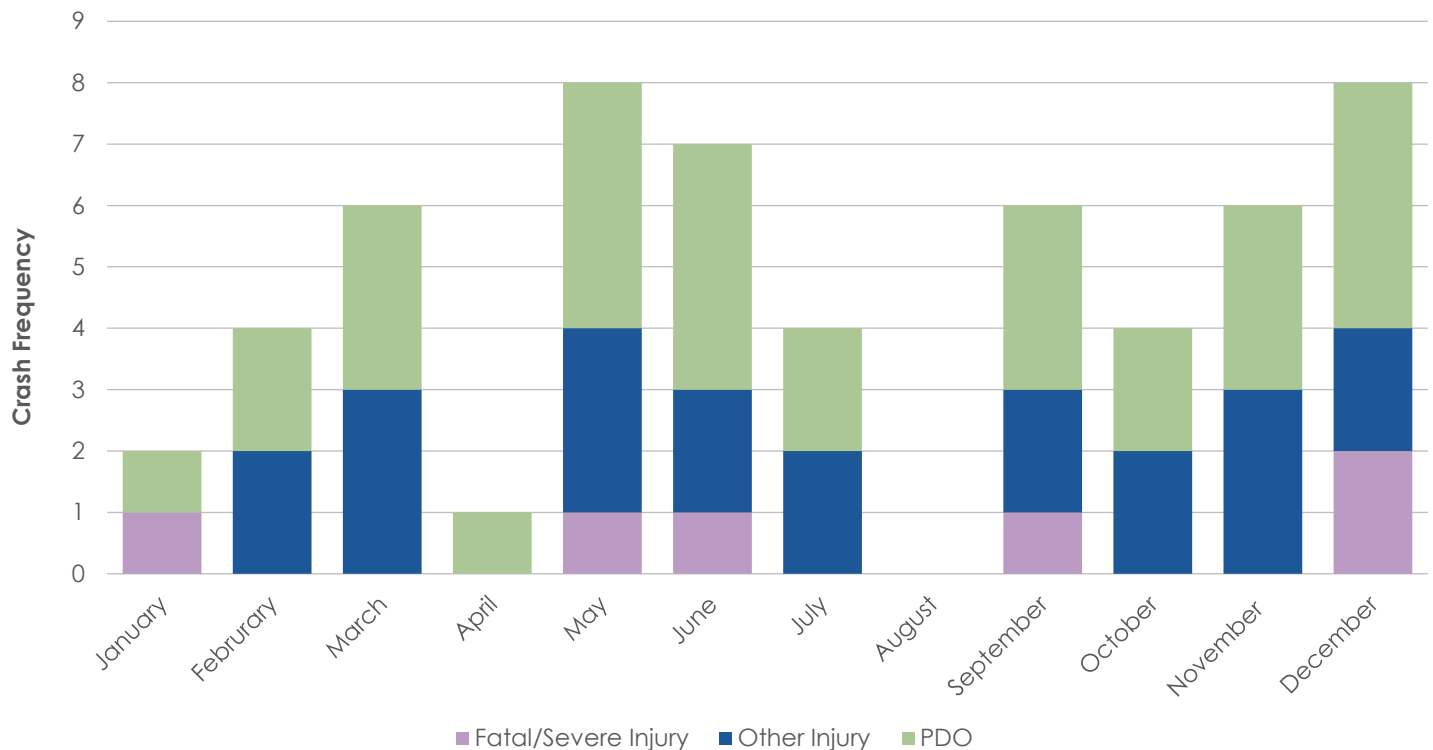
	Fatal (% of Total)	Severe Injury (% of Total)	Other Injury (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	3 (10%)	3 (10%)	21 (72%)	2 (8%)	29 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

## SEVERITY AND MONTH

Figure 154 shows pedestrian crashes by month and type. Pedestrian crashes are highest during May, June and December, and lowest in August with no crashes. Fatal/severe injury crashes are reported in January, May, June, September, and December.

**Figure 154: Pedestrian Crashes by Month and Severity**



Source: SWITRS, TIMS, Kittelson, 2021.

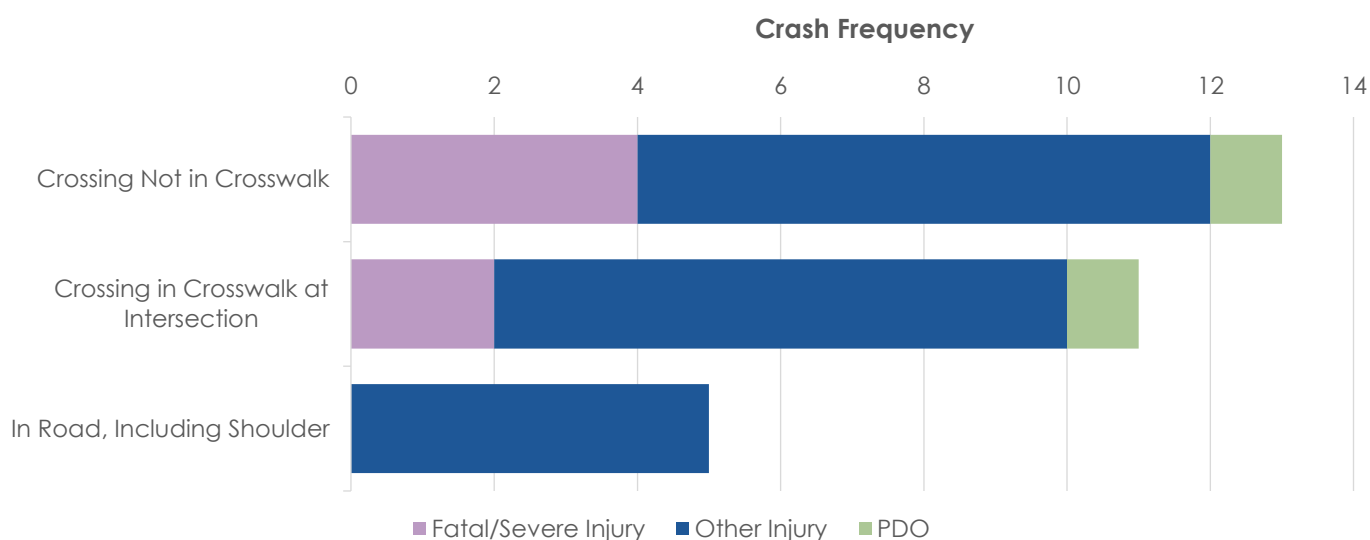
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data is recorded according to the reporting officer's best judgment about the pedestrian's action and location preceding the crash.

Figure 155 reports these trends in the City of Selma. All reported fatal and severe injury crashes occurred when a pedestrian was either crossing not in a crosswalk or crossing in a crosswalk at an intersection.

**Figure 155: Pedestrian Crashes by Reported Action/Location and Severity**



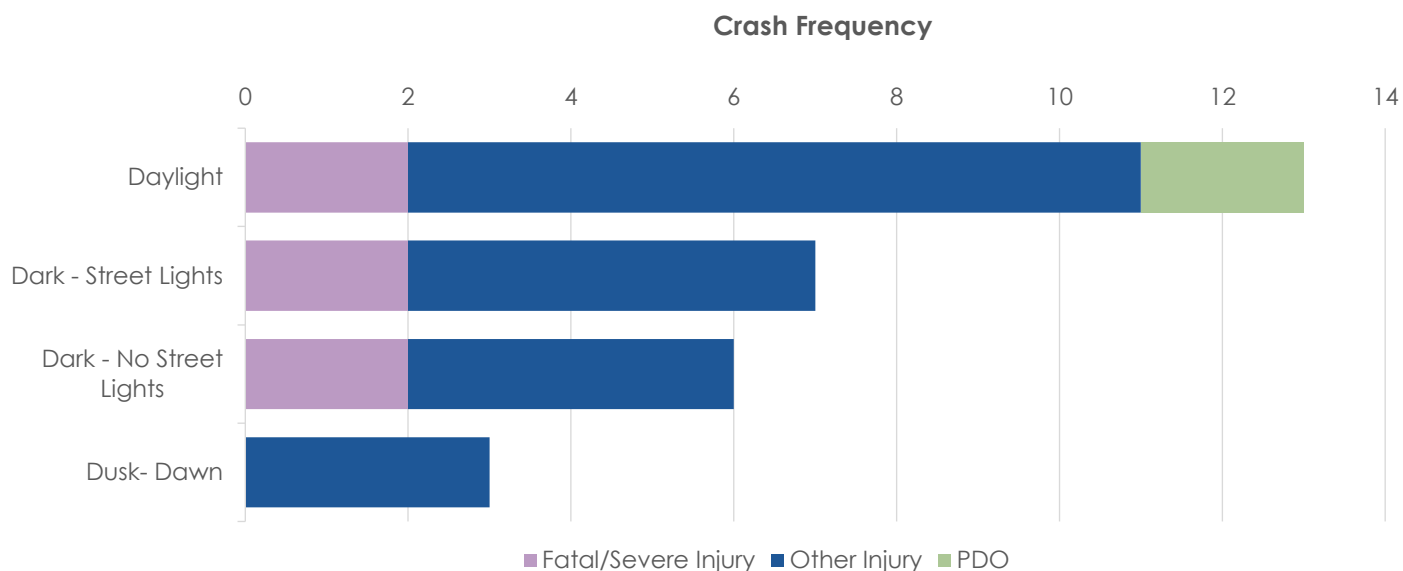
Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## LIGHTING

Figure 156 shows reported pedestrian crashes by lighting condition. Nearly half (45 percent) of crashes occurred in daylight, while 24 percent occurred in the dark with streetlights, 21 percent occurred in the dark with no streetlights, and 10 percent occurred in dusk-dawn.

**Figure 156: Pedestrian Crashes by Lighting Condition and Severity**



Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## Bicyclists

This section focuses exclusively on reported crashes involving bicyclists. Table 74 presents bicyclist-involved crashes organized by severity level. Of the 29 bicyclist crashes in the Selma, 11 percent resulted in fatalities or severe injuries. Most crashes resulted in other injury, and four crashes resulted in property damage only.

**Table 74: Bicycle User Involved Crashes by Severity**

	Fatal (% of total)	Severe Injury (% of total)	Other Injury (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	3 (10%)	1 (4%)	21 (72%)	4 (14%)	29 (100%)

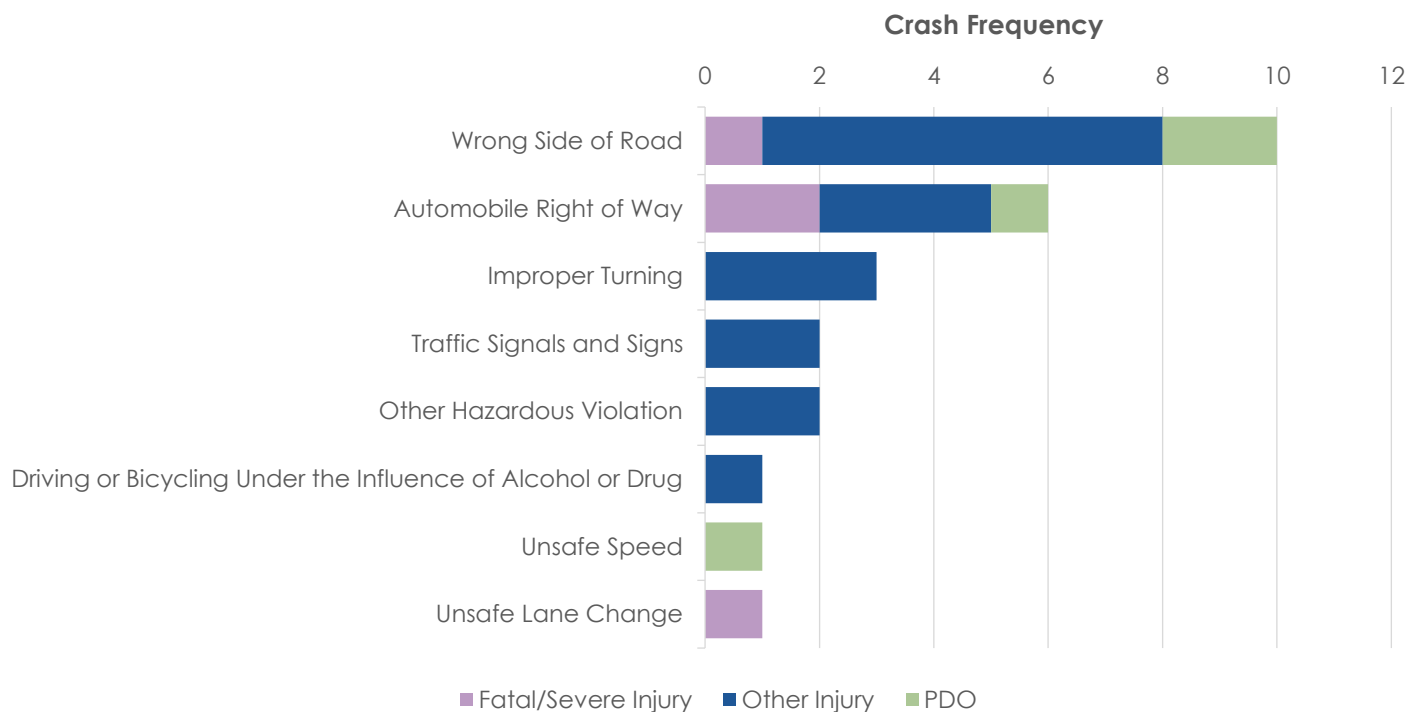
Source: SWITRS, TIMS, Kittelson, 2021.

## PRIMARY COLLISION FACTOR

Figure 157 shows bicycle-involved crashes by reported PCF.

- The most frequent PCF is **wrong side of road**<sup>59</sup> at ten crashes followed by **automobile right of way**<sup>60</sup> at six crashes.
- The most severe outcomes occurred with the PCFs **wrong side of road**<sup>59</sup>, **automobile right of way**<sup>60</sup>, and **unsafe lane change**<sup>61</sup>.

Figure 157: Bicycle Crashes by Primary Collision Factor and Severity



Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

<sup>59</sup> Reported PCF based on CVC violation indicating the driver/rider was on the wrong side of the road.

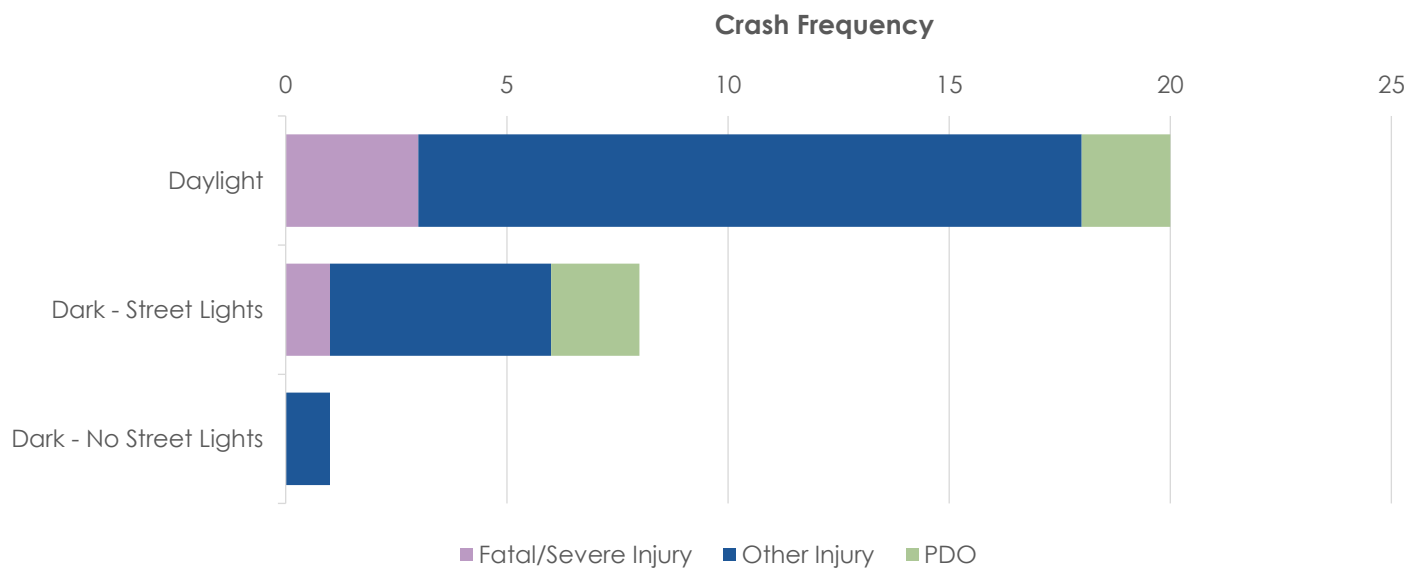
<sup>60</sup> Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.

<sup>61</sup> This is a reported PCF that indicated one of several California Vehicle Violation codes indicating driver performed unsafe lane change.

## LIGHTING

Figure 158 shows bicycle crashes by lighting condition. Just over two thirds of crashes occurred in daylight, while about a third occurred in the dark with streetlights. The majority of fatal and severe injury crashes occurred in daylight.

**Figure 158: Bicycle Crashes by Lighting and Severity**



Source: SWITRS, TIMS, Kittelson, 2021.

Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

## Priority Locations

Kittelson identified priority intersections and segments using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 77.51. Figure 159 shows the results of the crash severity scoring. Figure 160 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 70.02. Crash severity score results for roadway segments are shown in Figure 161. Excess predicted crash score results are shown in Figure 162. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Members of the Focus Group for Selma noted that at-grade crossings should also be considered as priority locations for improvement.

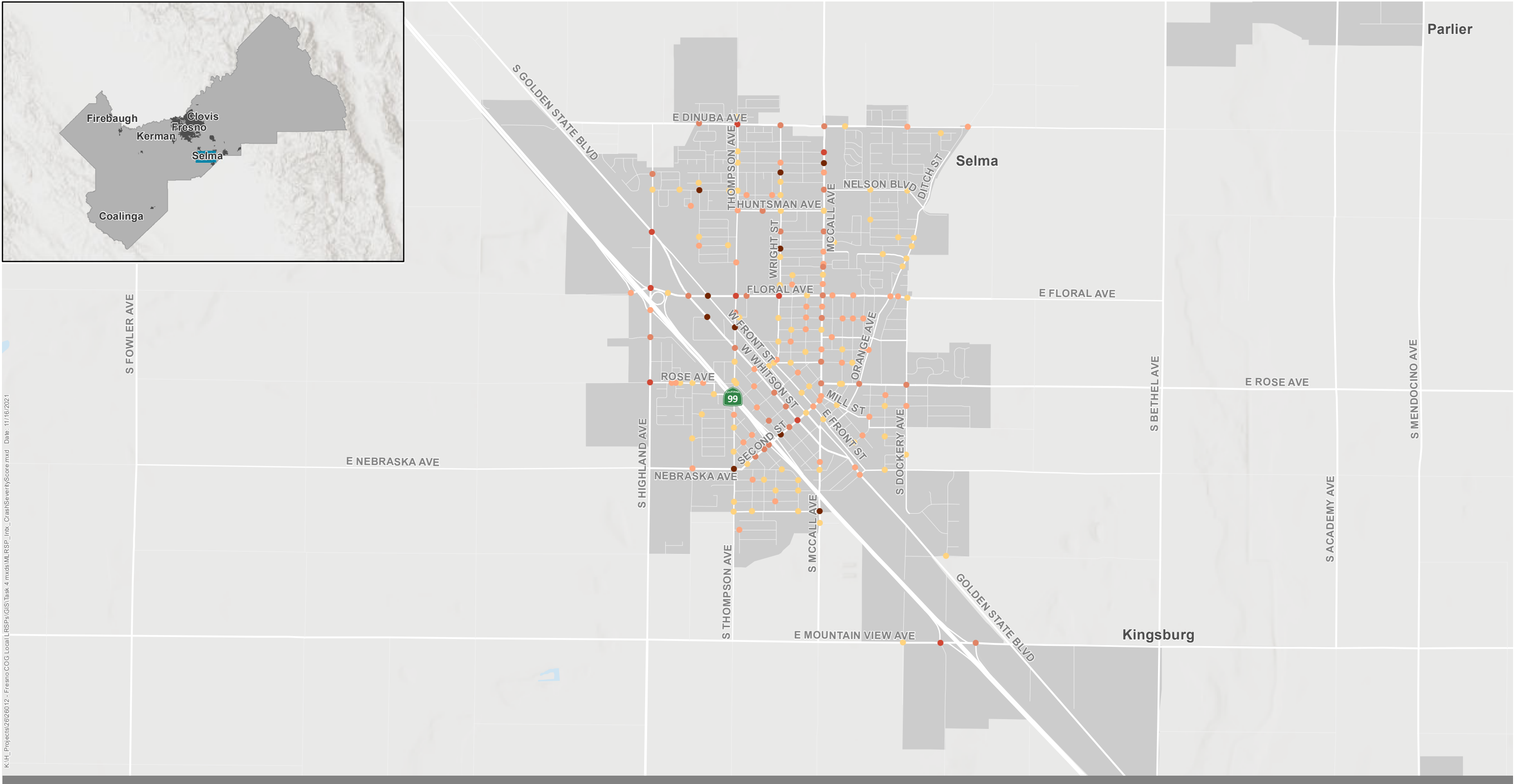
Table 75 presents the top twenty locations with the highest crash severity scores.

**Table 75. Top 20 Locations based on Crash Severity Score**

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	2	0	1	1
2	FLORAL AVE FROM WEST OF DE WOLF AVE TO EAST OF LEONARD AVE	Segment	70.02	8	2	0	1	1	4
3	MOUNTAIN VIEW AVE FROM WEST OF MCCALL AVE TO EAST OF MCCALL AVE	Segment	68.40	5	1	1	1	0	2
4	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	1	0	0	2	2
5	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	1	0	1	4
6	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	1	0	0	1	3
7	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	1	0	1	1
8	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	1	0	0	0	3
9	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	1	0	0	2
10	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	0	1	0	0	2
11	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	0	1	0	0	0
12	WRIGHT ST & NORTHHILL ST	Unsignalized	38.05	1	0	1	0	0	0
13	MOUNTAIN VIEW AVE FROM EAST OF MCCALL AVE TO WEST OF STATE ROUTE 99	Segment	37.29	15	1	0	4	1	9
14	HIGHLAND AVE FROM NEBRASKA AVE TO ROSE AVE	Segment	36.58	7	1	1	0	3	2

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
15	WHITSON ST FROM CINEMA WY TO FRONT ST	Segment	35.07	2	1	0	1	0	0
16	HIGHLAND AVE FROM STATE ROUTE 99 to FRONT ST	Segment	34.55	4	1	0	0	1	2
17	DITCH RD FROM DINUBA AVE TO NORTH OF DINUBA AVE	Segment	33.53	4	1	0	0	0	3
18	WHITSON ST FROM GOLDEN STATE BLVD TO 3 <sup>RD</sup> ST	Segment	33.13	2	0	1	0	0	1
19	WRIGHT ST & FLORAL AVE	Signal	32.24	8	1	0	2	3	2
20	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	0	1	8

Note: PDO = Property Damage Only

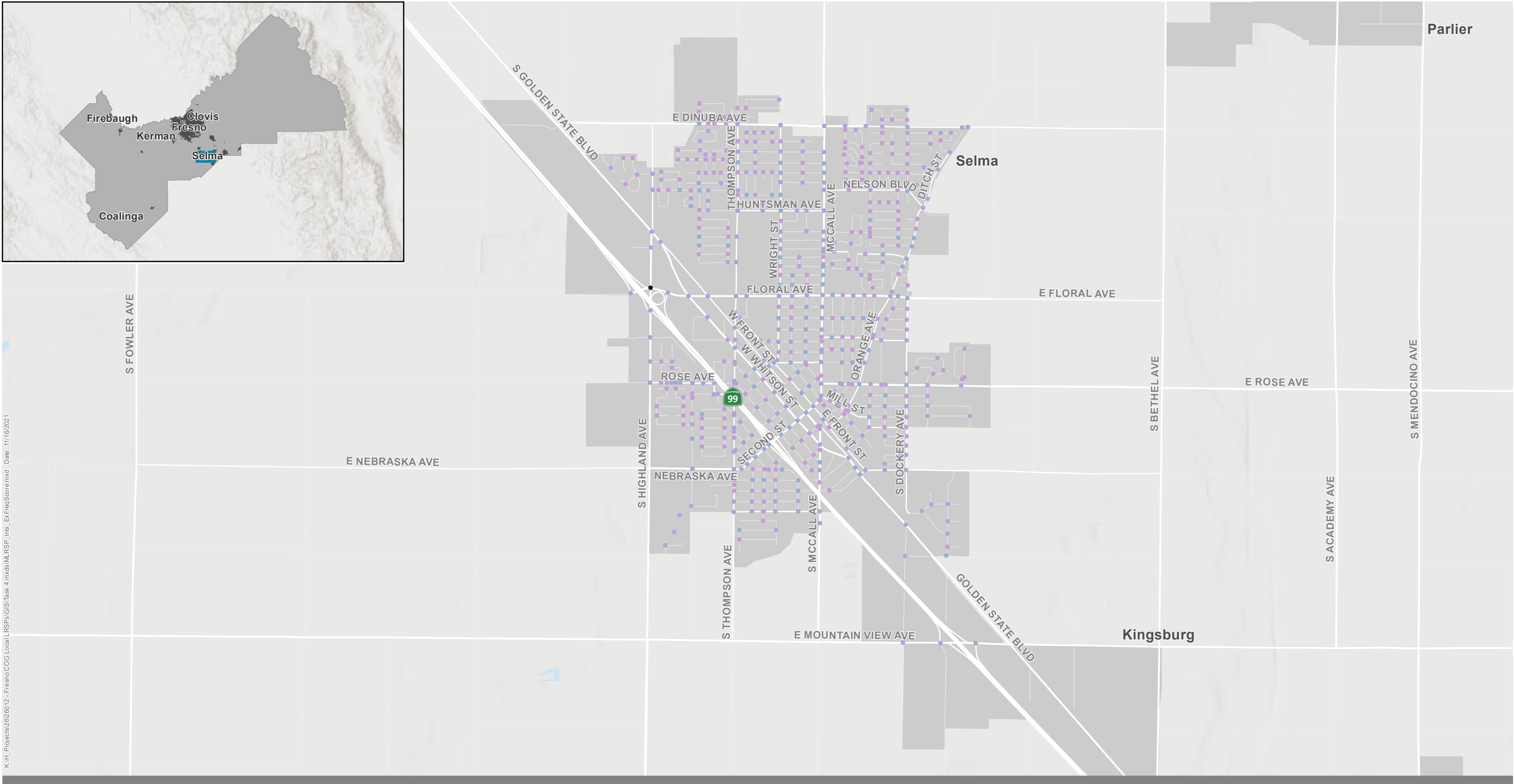


- Crash Severity Score**
- 95-100th Percentile
  - 90-95th Percentile
  - 75-90th Percentile
  - 50-75th Percentile
  - 0-50th Percentile
  - City Limits
  - County Boundary



Figure 159

**Intersection Crash Severity Scores  
Jurisdiction Results: Selma  
Fresno Council of Governments**



**Excess Expected Frequency**

- 95-100th Percentile
- 90-95th Percentile

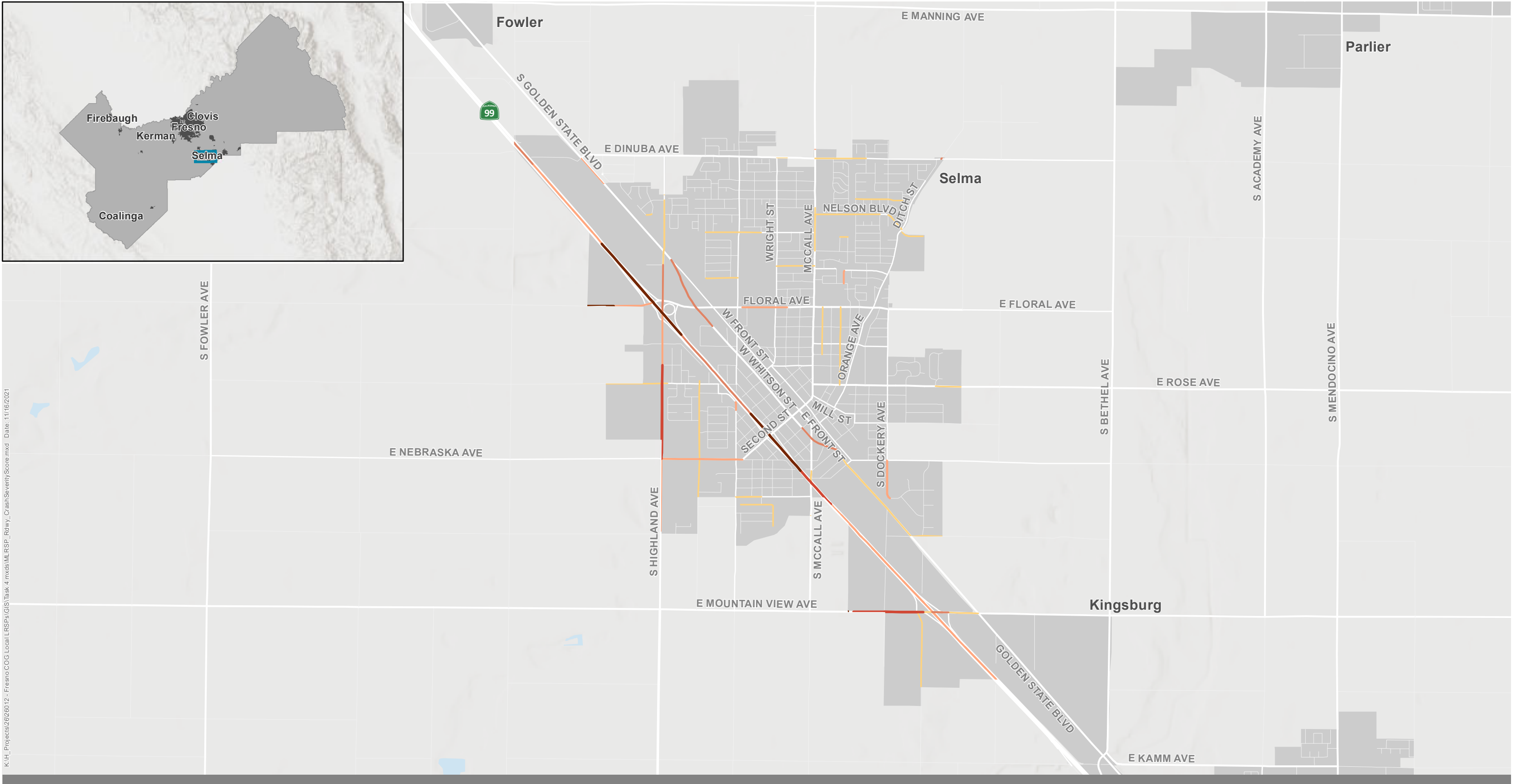
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

- City Limits
- County Boundary



Figure 160

**Excess Predicted Average Crash Frequency Using Method of Moments  
Jurisdiction Results: Selma  
Fresno Council of Governments**



- Crash Severity Scores**

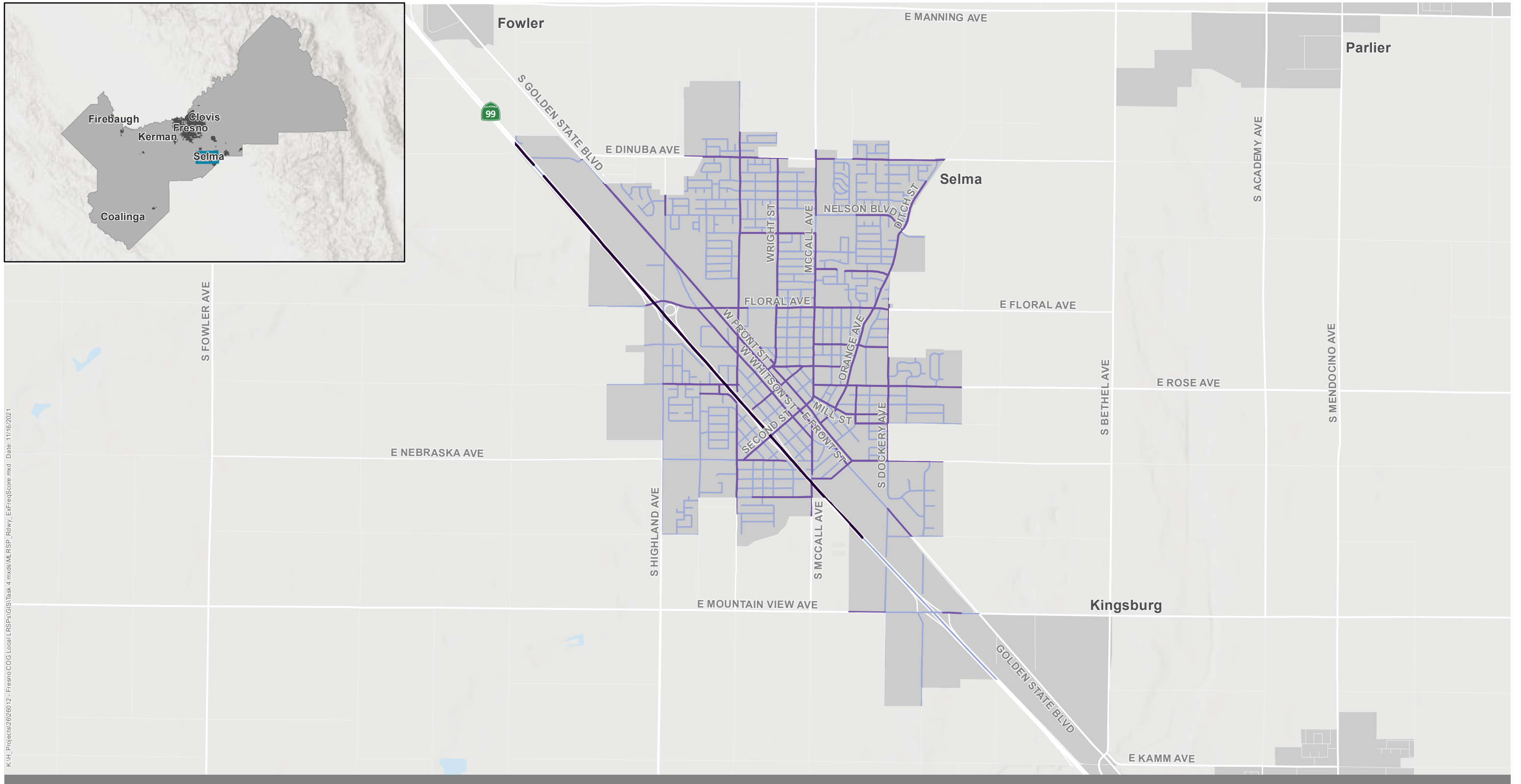
75-90th Percentile
  95-100th Percentile
  90-95th Percentile
  50-75th Percentile
  0-50th Percentile

City Limits
  County Boundary



Figure 161

**Roadway Crash Severity Scores  
Jurisdiction Results: Selma  
Fresno Council of Governments**



- Excess Expected Frequency**
- 95-100th Percentile
  - 90-95th Percentile
  - 75-90th Percentile
  - 50-75th Percentile
  - 0-50th Percentile
- City Limits
- County Boundary

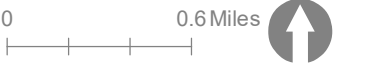


Figure 162

## EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Selma include pedestrian and bicycle crashes, rear end crashes, hit object crashes, and strategies aimed at unsafe speed and driving under the influence. Each of these areas is further discussed below.

### Pedestrian and Bicycle Crashes

Pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes. Of the eleven fatal crashes, three involved a pedestrian and three involved a bicyclist. Of the ten severe injury crashes, three involved a pedestrian and one involved a bicyclist. The most common pedestrian action preceding a crash was crossing the roadway outside a crosswalk, followed by crossing the roadway in a crosswalk. The most frequently cited primary collision factor in bicycle crashes was wrong side of road driving/riding, which could indicate bicyclists riding in the opposite direction from traffic along a shoulder or sidewalk depending on their options for crossing a street to access adjacent land uses. These pedestrian actions and bicyclist behaviors suggest opportunities for improvements to pedestrian and bicycle infrastructure.

Pedestrians and bicyclists are identified as two of the six high priority challenge areas in the California SHSP. These challenge areas “were identified through historical data evaluations and feedback from traffic safety stakeholders across the state” (Caltrans SHSP). The high priorities represent “the greatest opportunity to reduce fatalities and serious injuries across the state” (Caltrans SHSP).

### Rear End Crashes

Rear end crashes were identified as a focus area due to the frequency and severity of these collision types. Rear end crashes are the most common collision type and include two of the eleven fatal crashes and four of the ten severe injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at rear end crashes.

### Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency and severity. They are the second most common collision type and comprise three of the eleven fatal crashes. A variety of roadway countermeasures are available targeted at slowing traffic speeds and reducing hit object crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, “the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision.” These crashes are a high priority due to their severity level.

## Driver Behavior

Unsafe speed is the second most frequently reported PCF among all reported crashes and was cited in one fatal crash and one severe injury crash. Driving or bicycling under the influence of alcohol and drugs is the third most common PCF cited in fatal/severe injury crashes. This suggests there are opportunities to address driver behavior through countermeasures that encourage lower speeds and education and enforcement.

The California SHSP also identified speed management/aggressive driving and impaired driving as two of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing these challenge areas.

## STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.



### Engineering Strategies

The top three fatal and severe injury collision types in Selma were **vehicle-pedestrian, rear end, and hit object** crashes; the top three fatal and severe injury primary collision factors were **pedestrian violation, automobile right of way, and driving under the influence**. High priority countermeasures to address these collision types and primary collision factors in Table 76.

Table 76. High Priority Countermeasures

	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit Object
	Install Guardrails	R4	Hit Object
	Road Diet	R14	Hit Object
	Widen Shoulder	R15	Hit Object
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end, hit object
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit Object
	Install Dynamic/Variable Speed Warning Signs	R26	Hit Object
	Install Edgelines and Centerlines	R28	Hit Object
	Install Edgeline Rumble Strips/Stripes	R31	Hit Object
	Install Dynamic Regulatory Speed Warning Signs		Hit Object

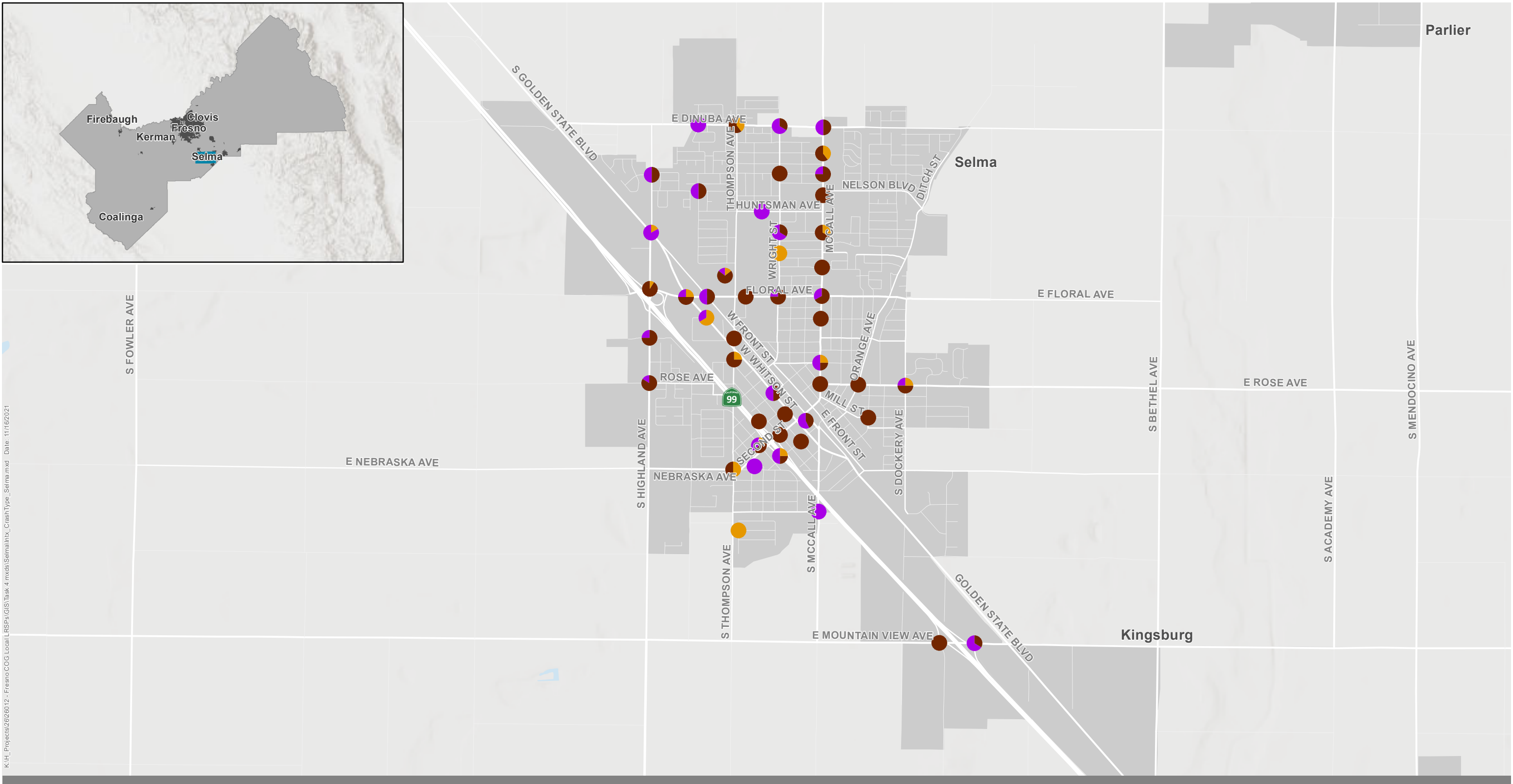
	Countermeasure Name	ID	Crashes Addressed
<b>Intersection Countermeasures</b>	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Rear end
	Provide Advanced Dilemma-Zone Detection	S4	Rear end
	Install Flashing Beacons as Advance Warning	S10/NS9	Rear end
	No Right-Turn on Red		Vehicle-pedestrian
	Install/Upgrade Stop Signs or Intersection Warning/Regulatory Signs	NS6	All
	Upgrade Intersection Pavement Markings	NS7	All
	Install Splitter Islands for Minor Street Approaches	NS13	Rear end
<b>Pedestrian/Bicycle Countermeasures</b>	Install Bike Lanes	R32PB	Overrepresented bicycle collisioncrashes
	Install Sidewalk/Pathway	R34PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian
	Bike Lane Extension Through Intersections		Overrepresented bicycle crashes
	Bike Boxes		Overrepresented bicycle crashes

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Selma can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 76.

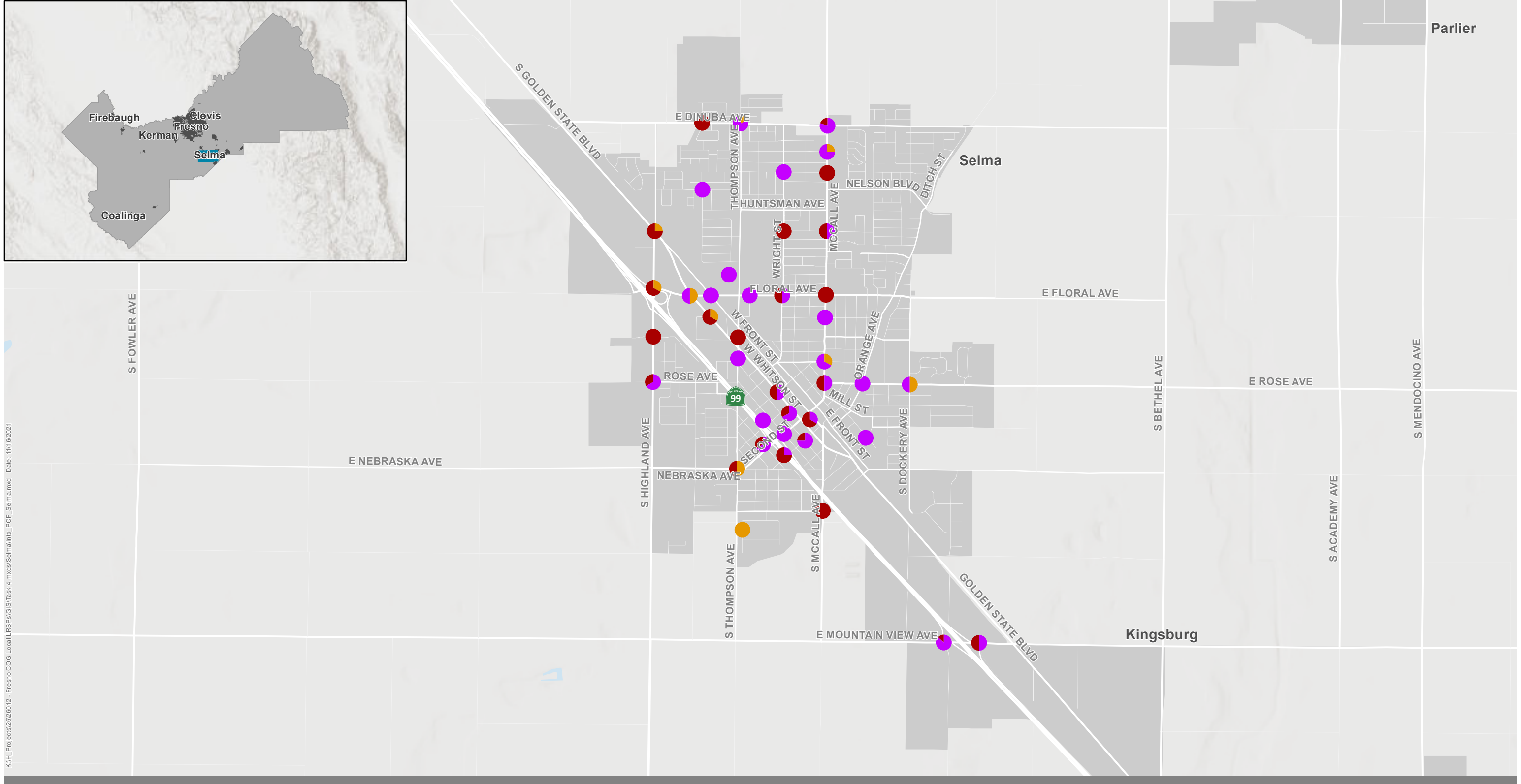
Figure 163 and Figure 164 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 165 and Figure 166 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



- Collision Type**
  - Vehicle/Pedestrian
  - Rear End
  - Hit Object
- City Limits
  - County Boundary





Figure 163  
**Top Fatal/Severe Injury Intersection Collision Type**  
**Jurisdiction Results: Selma**  
**Fresno Council of Governments**



**Primary Collision Factors**

- Pedestrian Violation
- Automobile Right of Way
- Driving Under the Influence

-  City Limits
-  County Boundary


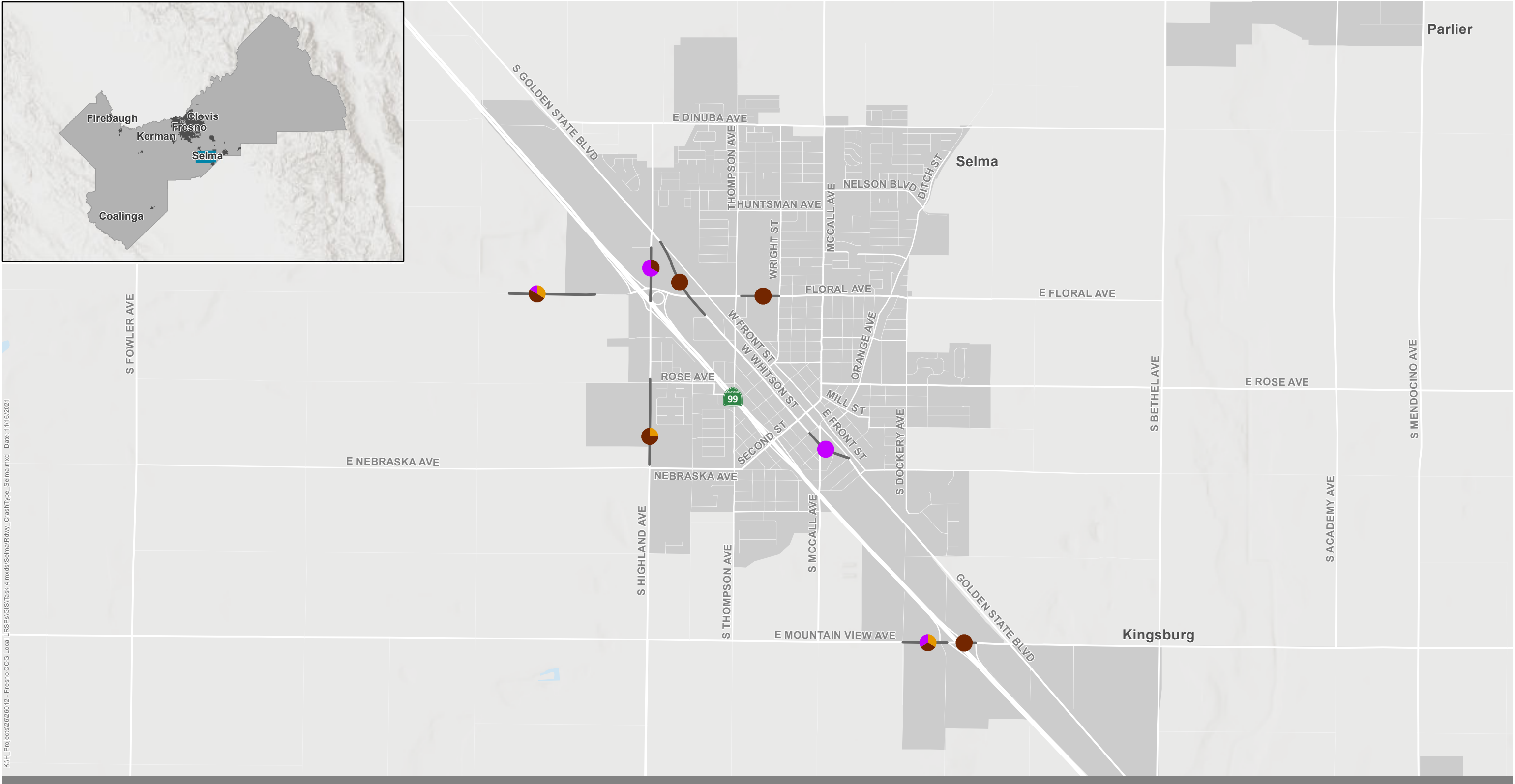
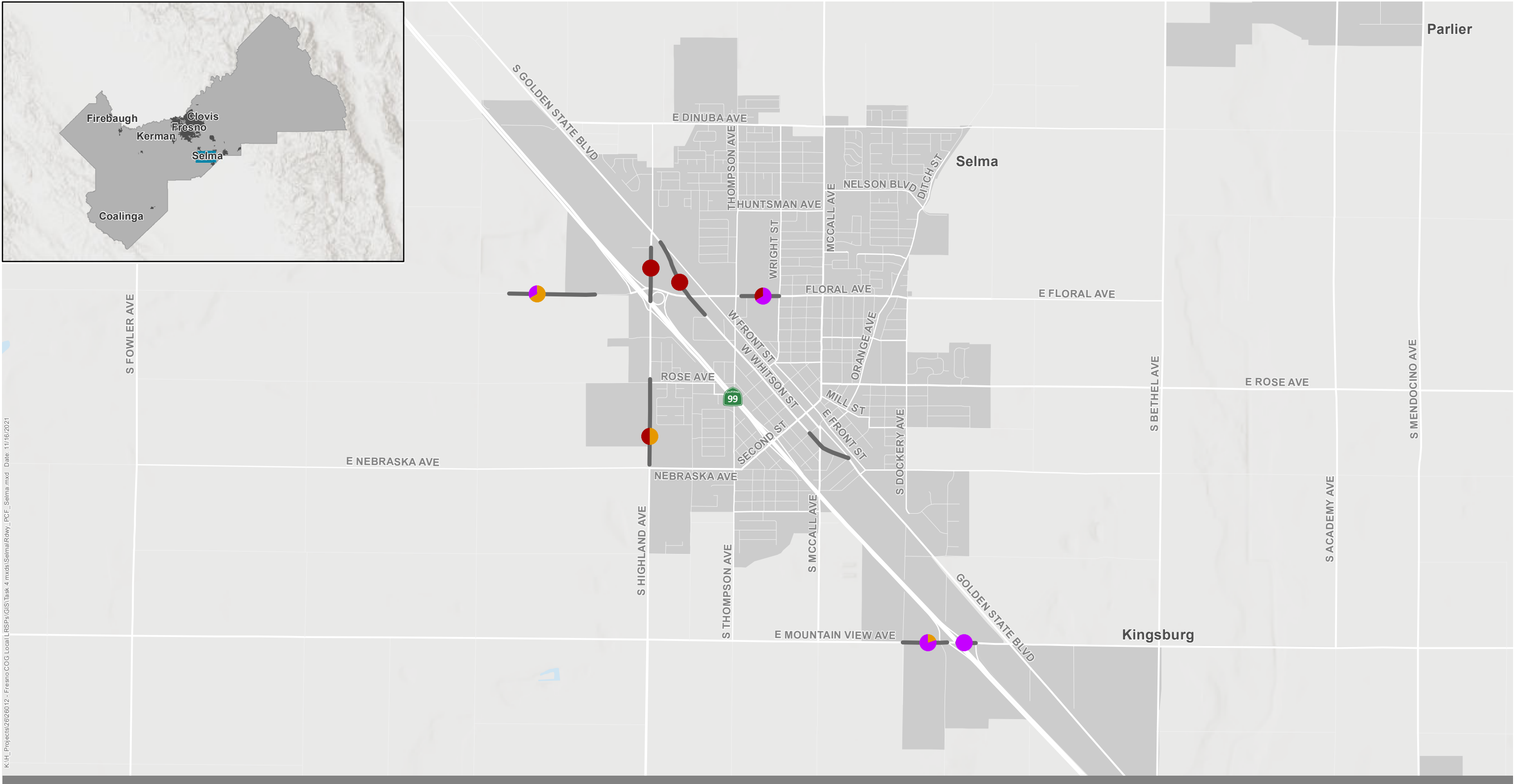
0 0.45 Miles 

Figure 164

**Top Fatal/Severe Injury Intersection Primary Collision Factors  
Jurisdiction Results: Selma  
Fresno Council of Governments**



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**Primary Collision Factors**

- Yellow dot: Pedestrian Violation
- Purple dot: Automobile Right of Way
- Red dot: Driving Under the Influence

— Priority Roadways

- Grey square: City Limits
- White line: County Boundary

0 0.45 Miles



Figure 166

**Top Fatal/Severe Injury Roadway Primary Collision Factors  
Jurisdiction Results: Selma  
Fresno Council of Governments**

Table 77 and Table 78 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

**Table 77. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types**

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Hit Object	Other
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	3	1	0
2	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	2	0	1	2
3	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	6	0	0
4	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	0	2	2	1
5	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	1	0	2
6	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	0	1	1	2
7	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	0	1	2
8	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	1	1	0	1
9	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	1	0	0	0
10	WRIGHT ST & NORTHHILL ST	Unsignalized	38.05	1	0	1	0	0
11	WRIGHT ST & FLORAL AVE	Signal	32.24	8	0	3	1	4
12	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	5	4
13	THOMPSON AVE & FLORAL AVE	Signal	11.98	10	1	5	1	3
14	FLORAL AVE & HIGHLAND AVE	Signal	11.13	21	1	10	0	10
15	THOMPSON AVE & DINUBA AVE	Signal	10.47	8	2	3	0	3
16	MOUNTAIN VIEW AVE & VAN HORN AVE & CA-99 SB OFFRAMP OFF	Unsignalized	10.41	22	0	9	0	13
17	MCCALL AVE & HICKS ST	Unsignalized	10.07	6	2	3	0	1
18	SECOND ST & WHITSON ST	Signal	7.08	10	0	3	4	3
19	HIGHLAND AVE & ROSE AVE	Unsignalized	7.02	6	0	5	1	0
20	MCCALL AVE & NELSON BLVD	Unsignalized	6.71	4	0	3	0	1
21	MCCALL AVE & DINUBA AVE	Unsignalized	6.57	13	0	3	3	7
22	SECOND ST & BAUDER ST	Unsignalized	6.39	7	1	1	2	3
23	DOCKERY AVE & ROSE AVE	Unsignalized	5.99	5	1	2	1	1
24	ORANGE AVE & ROSE AVE	Unsignalized	5.79	4	0	3	0	1
25	SECOND ST & CA-99 SB ONRAMP ON & CA-99 SB OFFRAMP OFF	Unsignalized	5.77	9	1	2	2	4
26	WHITSON ST & FLORAL AVE	Signal	5.07	5	1	2	1	1
27	GAITHER ST & MCCALL AVE	Unsignalized	4.77	4	0	3	0	1
28	ARRANTS ST & MCCALL AVE	Signal	4.36	7	1	1	2	3
29	FLORAL AVE & MCCALL AVE	Signal	4.23	11	0	6	3	2
30	CA-99 NB OFFRAMP OFF & MOUNTAIN VIEW AVE	Unsignalized	3.96	5	0	1	2	2

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Hit Object	Other
31	SECOND ST & SYLVIA ST	Unsignalized	3.85	4	0	3	0	1
32	MCCALL AVE & BARBARA ST	Signal	3.85	4	1	2	0	1
33	WRIGHT ST & DINUBA AVE	Unsignalized	3.76	4	0	1	2	1
34	SECOND ST & WILSON ST	Unsignalized	3.56	3	0	0	1	2
35	MCCALL AVE & ALTON ST	Unsignalized	3.56	3	0	2	0	1
36	THOMPSON AVE & CHANDLER ST	Unsignalized	3.36	2	0	0	0	2
37	HIGHLAND AVE & NORTH HILL ST	Unsignalized	3.36	2	0	1	1	0
38	THOMPSON AVE & WHITSON ST	Signal	3.23	6	1	3	0	2
39	HIGHLAND AVE & STILLMAN ST & PEA SOUP ANDERSEN BLVD	Signal	3.23	6	0	3	1	2
40	FIRST ST & WHITSON ST	Unsignalized	3.03	5	0	3	0	2
41	MCCALL AVE & ROSE AVE & GRANT ST	Signal	3.03	5	0	3	0	2
42	NORTH ST & WHITSON ST	Unsignalized	2.83	4	0	1	1	2
43	FLORAL AVE & WILLOW AVE	Unsignalized	2.83	4	0	3	0	1
44	WRIGHT ST & BARBARA ST	Unsignalized	2.74	4	0	1	2	1
45	FIRST ST & YOUNG ST	Unsignalized	2.54	3	0	1	0	2
46	HUNTSMAN AVE & GAYNOR ST	Unsignalized	2.34	2	0	0	2	0
47	DINUBA AVE & MITCHELL AVE	Unsignalized	2.34	2	0	0	1	1
48	MAGNOLIA ST & SAN CARLOS ST	Unsignalized	2.14	1	1	0	0	0
49	LOCUST ST & GROVE ST & CENTER ST	Unsignalized	2.14	1	0	0	0	1
50	LOCUST ST & MILL ST	Unsignalized	2.14	1	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

**Table 78. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors**

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	0	1	3
2	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	1	0	2	2
3	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	3	0	3
4	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	0	2	0	3
5	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	0	1	2
6	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	0	1	0	3
7	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	0	1	2
8	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	1	0	1	1
9	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	0	0	0	1
10	WRIGHT ST & NORTH HILL ST	Unsignalized	38.05	1	0	1	0	0



#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
11	WRIGHT ST & FLORAL AVE	Signal	32.24	8	0	1	1	6
12	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	3	6
13	THOMPSON AVE & FLORAL AVE	Signal	11.98	10	0	3	0	7
14	FLORAL AVE & HIGHLAND AVE	Signal	11.13	21	1	0	2	18
15	THOMPSON AVE & DINUBA AVE	Signal	10.47	8	1	5	0	2
16	MOUNTAIN VIEW AVE & VAN HORN AVE & CA-99 SB OFFRAMP OFF	Unsignalized	10.41	22	0	7	1	14
17	MCCALL AVE & HICKS ST	Unsignalized	10.07	6	1	3	0	2
18	SECOND ST & WHITSON ST	Signal	7.08	10	0	1	2	7
19	HIGHLAND AVE & ROSE AVE	Unsignalized	7.02	6	0	2	1	3
20	MCCALL AVE & NELSON BLVD	Unsignalized	6.71	4	0	0	0	4
21	MCCALL AVE & DINUBA AVE	Unsignalized	6.57	13	0	4	1	8
22	SECOND ST & BAUDER ST	Unsignalized	6.39	7	0	1	3	3
23	DOCKERY AVE & ROSE AVE	Unsignalized	5.99	5	1	1	0	3
24	ORANGE AVE & ROSE AVE	Unsignalized	5.79	4	0	3	0	1
25	SECOND ST & CA-99 SB ONRAMP ON & CA-99 SB OFFRAMP OFF	Unsignalized	5.77	9	0	2	1	6
26	WHITSON ST & FLORAL AVE	Signal	5.07	5	1	1	0	3
27	GAITHER ST & MCCALL AVE	Unsignalized	4.77	4	0	1	0	3
28	ARRANTS ST & MCCALL AVE	Signal	4.36	7	1	2	0	4
29	FLORAL AVE & MCCALL AVE	Signal	4.23	11	0	0	1	10
30	CA-99 NB OFFRAMP OFF & MOUNTAIN VIEW AVE	Unsignalized	3.96	5	0	1	1	3
31	SECOND ST & SYLVIA ST	Unsignalized	3.85	4	0	3	1	0
32	MCCALL AVE & BARBARA ST	Signal	3.85	4	0	1	1	2
33	WRIGHT ST & DINUBA AVE	Unsignalized	3.76	4	0	0	0	4
34	SECOND ST & WILSON ST	Unsignalized	3.56	3	0	0	0	3
35	MCCALL AVE & ALTON ST	Unsignalized	3.56	3	0	0	0	3
36	THOMPSON AVE & CHANDLER ST	Unsignalized	3.36	2	0	0	0	2
37	HIGHLAND AVE & NORTH HILL ST	Unsignalized	3.36	2	0	0	0	2
38	THOMPSON AVE & WHITSON ST	Signal	3.23	6	0	1	0	5
39	HIGHLAND AVE & STILLMAN ST & PEA SOUP ANDERSEN BLVD	Signal	3.23	6	0	0	1	5
40	FIRST ST & WHITSON ST	Unsignalized	3.03	5	0	2	1	2
41	MCCALL AVE & ROSE AVE & GRANT ST	Signal	3.03	5	0	1	1	3
42	NORTH ST & WHITSON ST	Unsignalized	2.83	4	0	1	1	2
43	FLORAL AVE & WILLOW AVE	Unsignalized	2.83	4	0	1	0	3
44	WRIGHT ST & BARBARA ST	Unsignalized	2.74	4	0	0	1	3



#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
45	FIRST ST & YOUNG ST	Unsignalized	2.54	3	0	1	0	2
46	HUNTSMAN AVE & GAYNOR ST	Unsignalized	2.34	2	0	0	0	2
47	DINUBA AVE & MITCHELL AVE	Unsignalized	2.34	2	0	0	2	0
48	MAGNOLIA ST & SAN CARLOS ST	Unsignalized	2.14	1	1	0	0	0
49	LOCUST ST & GROVE ST & CENTER ST	Unsignalized	2.14	1	0	1	0	0
50	LOCUST ST & MILL ST	Unsignalized	2.14	1	0	0	0	1

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors  
DUI = Driving Under the Influence

Table 79 and Table 80 provide information for the top eight roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

**Table 79. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types**

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/Ped	Rear End	Hit Object	Other
1	E Floral Ave (east of S De Wolf Ave to west of SR 99)	Local	70.02	8	2	3	1	2
2	E Mountain View Ave (S Dockery Ave to SR 99 SB on ramp)	Arterial/Collector	37.29	8	1	1	1	5
3	S Highland Dr (Rose Ave to Nebraska Ave)	Arterial/Collector	36.58	4	1	3	0	0
4	Whitson St (W Front Rd to north of Gaither St)	Arterial/Collector	35.07	2	0	1	0	1
5	S Highland Ave (Art Gonzales Pkwy to SR 99 NB on ramp)	Arterial/Collector	34.55	7	0	2	4	1
6	W Whitson St (3rd St to W Front St)	Arterial/Collector	33.13	2	0	0	1	1
7	E Mountain View Ave (SR 99 to SR 99 NB off ramp)	Arterial/Collector	11.58	14	0	14	0	0
8	Floral Ave (west of Willow Ave to Wright St)	Arterial/Collector	6.71	4	0	4	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

**Table 80. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors**

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
1	E Floral Ave (east of S De Wolf Ave to west of SR 99)	Local	70.02	8	2	1	0	5
2	E Mountain View Ave (S Dockery Ave to SR 99 SB on ramp)	Arterial/Collector	37.29	8	1	4	0	3
3	S Highland Dr (Rose Ave to Nebraska Ave)	Arterial/Collector	36.58	4	1	0	1	2
4	Whitson St (W Front Rd to north of Gaither St)	Arterial/Collector	35.07	2	0	0	1	1
5	S Highland Ave (Art Gonzales Pkwy to SR 99 NB on ramp)	Arterial/Collector	34.55	4	0	0	2	2
6	W Whitson St (3rd St to W Front St)	Arterial/Collector	33.13	2	0	0	0	2
7	E Mountain View Ave (SR 99 to SR 99 NB off ramp)	Arterial/Collector	11.58	14	0	7	0	7
8	Floral Ave (west of Willow Ave to Wright St)	Arterial/Collector	6.71	4	0	2	1	1

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors  
DUI = Driving Under the Influence



## Education Strategies

Education strategies for Selma are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol, given the prevalence of these primary collision factors in fatal/severe crashes. In addition, pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving



The campaign includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those related to speeding, watching out for pedestrians, and not using the roadway under the influence of drugs or alcohol.

The following activities are recommended for Selma as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Selma through the following channels:
  - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
  - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
  - Post materials at governmental buildings such as City Hall, libraries, DMVs, and other facilities that the public regularly uses.
  - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
  - Have a direct link to Safe Roads Save Lives campaign website on the City's website.



## Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Selma – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Selma staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.



## Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

- The following enforcement strategies should be considered for Selma:
- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.
- Deploy speed feedback signs in areas with high crash rates or speeding citations.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

## EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Selma update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

# MLRSP

## Multijurisdictional Local Road Safety Plan

### Selma City Council Presentation

February 22, 2022



# Overview

- What is a Local Road Safety Plan?
- Why was the LRSP created?
- What is in the LRSP?
- What happens next?



Source: Federal Highway Administration

# What is a Local Road Safety Plan?



Analyzes historical crash patterns and trends



Identifies engineering, education, emergency response, and enforcement countermeasures and strategies



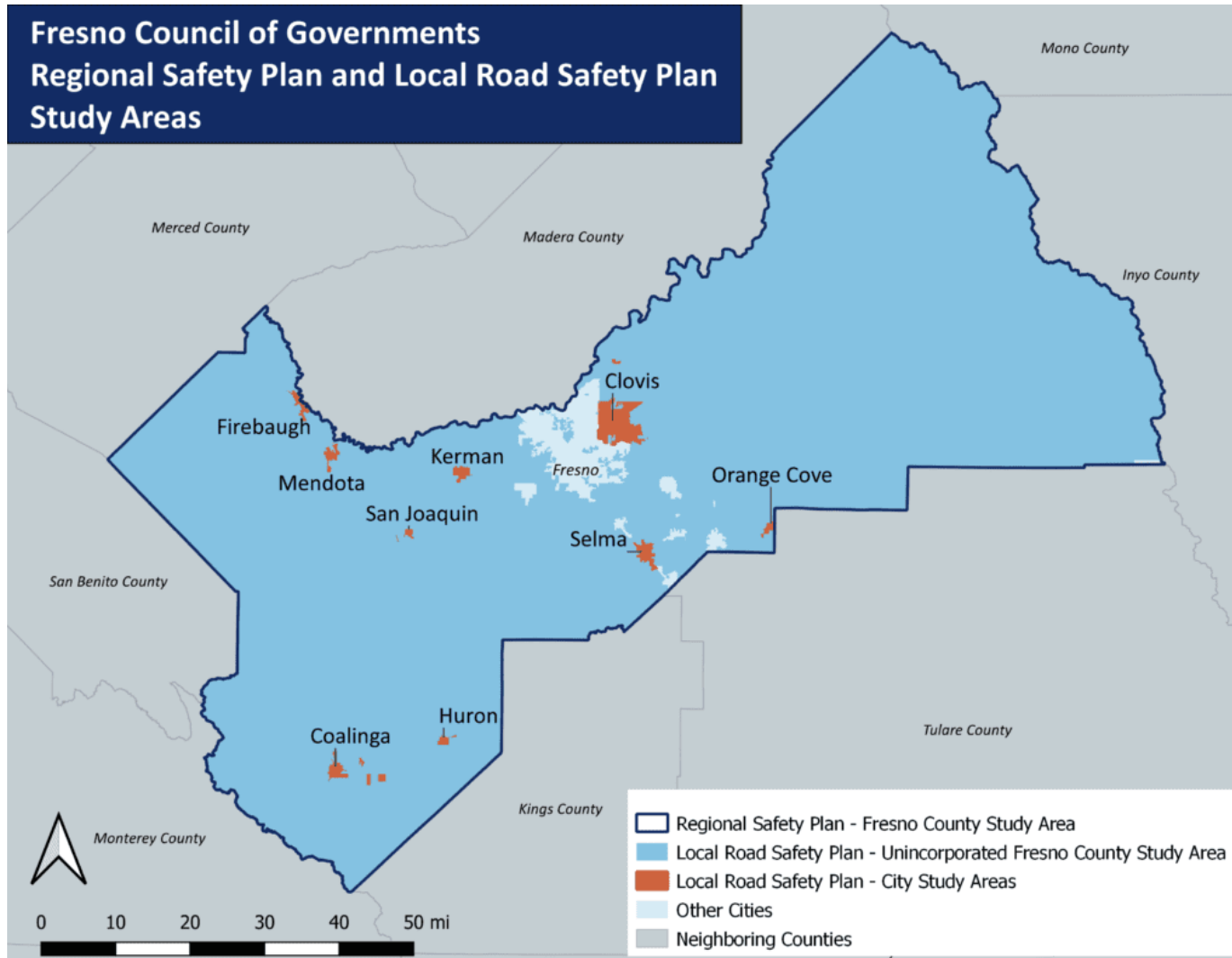
Prioritizes safety improvements based on crash data and stakeholder engagement



Meets federal safety plan guidance and Caltrans LRSP requirements

February 22, 2022 Council Packet

# Why was the LRSP Created?



Builds from the Fresno  
COG Regional Safety Plan

Funded by Caltrans grant  
program

# Why was the LRSP Created?

- To encourage **collaboration** across the region and with local safety partners
- To discuss traffic safety **issues** and **solutions**
- To clearly identify **priorities** and a plan for **implementation**
- To enable Selma to apply for Highway Safety Improvement Program (HSIP) **grant funding**



# What is in the LRSP?

- Vision and Goals
- Safety Partners
- Performance Measures
- Data Summary
- Existing Roadway Safety Performance
- Emphasis Areas
- Strategies
- Evaluation and Implementation

**Collision Type**

Reported collision type gives an indication of the movements most frequently involved in collisions and in severe outcomes. Figure 62 reports the most frequent reported collision types by severity.

Among total reported collisions, the top three most frequent collision types are hit object (30%), rear end (28%), and sideswipe (27%).

**Priority Locations**

Kittelson identified priority intersections and segments in Clovis using the annualized collision severity scores and excess predicted collisions described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection locations, the five-year (2015 to 2019) annualized collision severity scores and excess predicted collisions for the top 20 intersections are shown in Table 46. For roadway segments, the collision severity scores and excess predicted collisions for the top 20 segments are shown in Table 47. Intersections with no reported collisions are not included in the analysis.

Table 46 presents the top 20 intersections by annualized collision severity score and excess predicted collisions.

Rank	Location	Annualized Collision Severity Score	Excess Predicted Collisions
1	WHITEBRIDGE AVE & AVE TO VINELAND AVE	1.0	1.0
2	FIRST ST & C ST	0.8	0.8
3	MERLOT AVE & STAY	0.7	0.7
4	MADERA AVE FROM AVE TO WHITEBRIDGE	0.6	0.6
5	GOLDENROD AVE FROM AVE TO WHITEBRIDGE	0.5	0.5
6	KEARNEY BLVD & MADERA AVE	0.4	0.4
7	MADERA AVE & WH	0.3	0.3
8	GOLDENROD AVE & MADERA AVE	0.2	0.2
9	MADERA AVE & A ST	0.1	0.1
10	GOLDENROD AVE & AVE	0.0	0.0
11	VINELAND AVE & WH	0.0	0.0
12	MADERA AVE & STAY	0.0	0.0
13	MADERA AVE & SUN	0.0	0.0
14	SISKIYOU AVE & WH	0.0	0.0
15	MADERA AVE & E ST	0.0	0.0
16	CALIFORNIA AVE & V	0.0	0.0
17	KEARNEY BLVD & R	0.0	0.0
18	GOLDENROD AVE & JENSEN AVE FROM DEL NORTE AVE	0.0	0.0
19	JENSEN AVE FROM DEL NORTE AVE	0.0	0.0
20	DEL NORTE AVE & K	0.0	0.0

Note: PDO = Property Damage Only

**Emphasis Areas**

Based on key trends in the collision data, emphasis areas for the City of Firebaugh include pedestrian collisions, head-on collisions, and rear-end collisions. These collision types are the most frequent and severe, and they represent the greatest risk to public safety. Therefore, strategies aimed at reducing these collision types are a high priority for the City of Firebaugh.

**PEDESTRIAN COLLISIONS**

Pedestrian collisions were the most frequent type of collision in Firebaugh. Half of the collisions were reported as "crossing into the path of a vehicle" or "pedestrian struck by a vehicle".

Pedestrians are identified as the most vulnerable road users. They are often unaware of their surroundings and are not protected by a vehicle's metal frame. Pedestrian collisions are often severe and can result in fatalities or serious injuries.

**HEAD-ON COLLISIONS**

Head-on collisions were the second most frequent type of collision in Firebaugh. These collisions are often severe and can result in fatalities or serious injuries. They are often caused by drivers who are distracted or who are driving too fast for the conditions.

**HIT OBJECT COLLISIONS**

Hit object collisions were the third most frequent type of collision in Firebaugh. These collisions are often caused by drivers who are distracted or who are driving too fast for the conditions. They can result in property damage or injuries.

**DRIVER BEHAVIOR**

The primary collision factor in the two severe collisions was driver behavior. In both cases, the driver was cited for driving too fast for the conditions. This highlights the importance of driver behavior in roadway safety.

**ENGINEERING STRATEGIES**

The top three fatal and severe injury collision types in Firebaugh were rear-end, vehicle-pedestrian, and sideswipe collisions. The top three fatal and severe injury primary collision factors were improper turning, automobile right of way, and unsafe starting and backing. High priority countermeasures to address these collision types and primary collision factors are shown in Table 15.

Countermeasure Name	ID	Collisions Addressed
Street Lighting	R1	Collisions at night
Install Raised Median	R6	Improper turning
Wider Shoulder	R15	Sideswipe
Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end
Install/Upgrade Signs with New Fluorescent Sheet	R22	Sideswipe
Install Centerline Rumble Strips/Stripes	R30	Sideswipe
Add Intersection Lighting at Intersections	S15/S1	Collisions at night
Improve Signal Hardware Lenses, Isolates with Retroreflective Border, Mounting Size, Number	S2	Rear end
Provide Advanced Dilemma-Zone Detection	S4	Rear end
Install Flashing Beacons as Advance Warning	S10/S39	Rear end
No Right-Turn on Red	NS4/NS5	Vehicle-pedestrian, improper turning
Convert Intersection to Roundabout	NS4/NS5	All
Install/Upgrade Stop Sign or Intersection Warning/Regulatory Signs	NS6	All
Upgrade Intersection Pavement Markings	NS7	All
Install Splitter Islands for Minor Street Approaches	NS13	Rear end
Install Sidewalk/Pathway	R34/PB	Vehicle-pedestrian
Install/Upgrade Pedestrian Crossing with Enhanced Features	R35/PB	Vehicle-pedestrian
Install Raised Medians (or Refuge Islands)	NS19/PB	Vehicle-pedestrian
Install/Upgrade Pedestrian Crossing at Uncontrolled Locations with Enhanced Safety Features	NS21/PB	Vehicle-pedestrian

Note: The ID number references the Caltrans Manual Local Road Safety

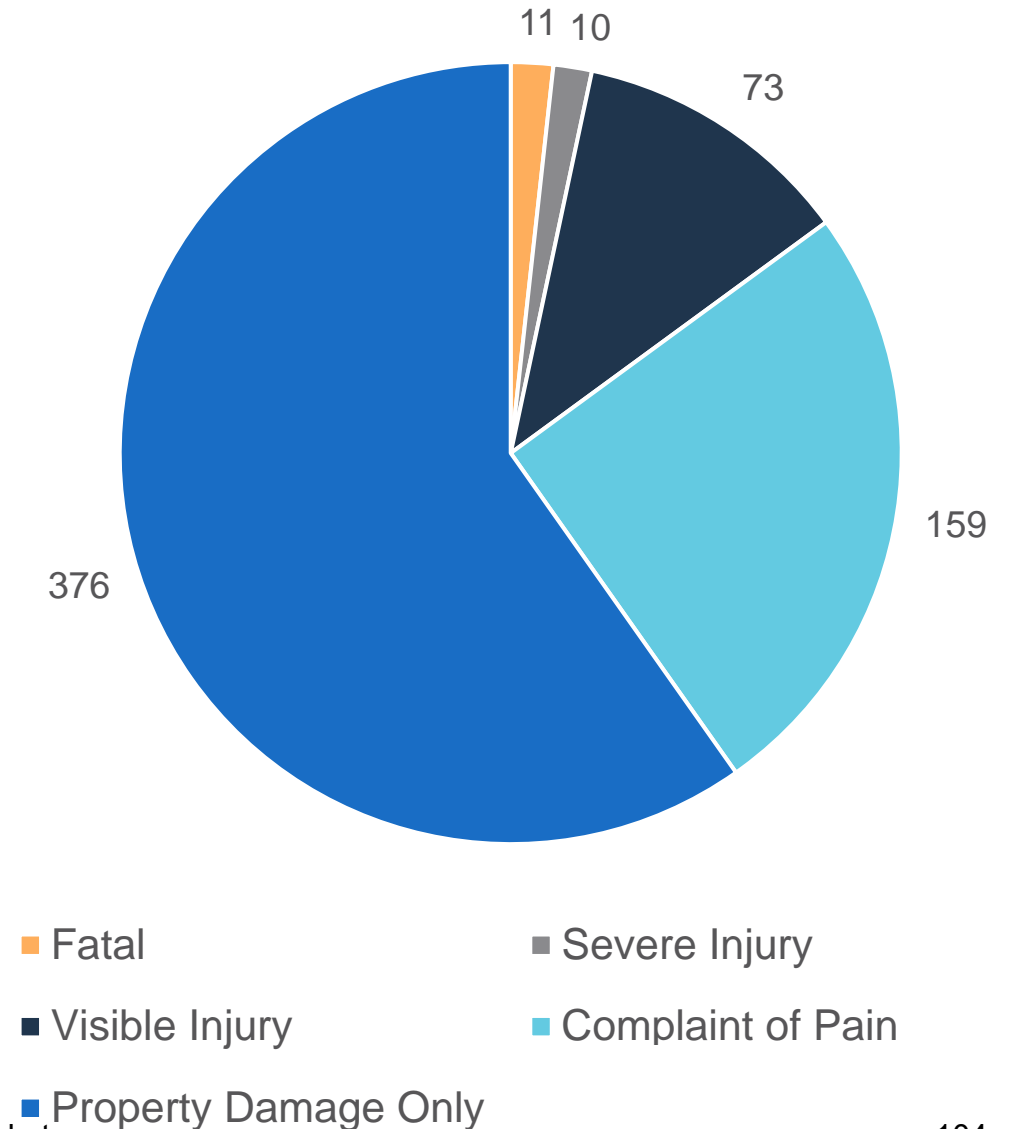
3.0, City of Firebaugh | 40

# What is in the LRSP?

## Vision:

*A roadway network that supports safe travel for our community.*

Crash Data by Severity



# What is in the LRSP?

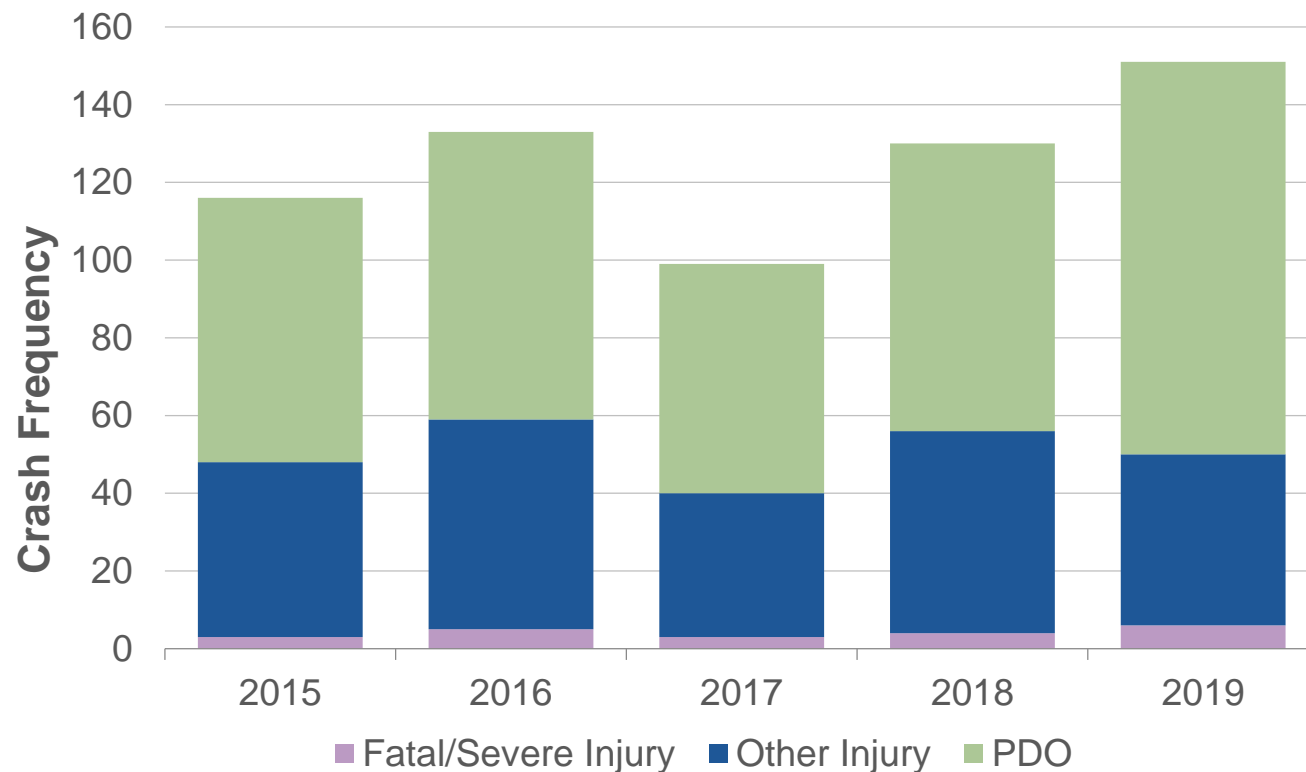
## Safety Partners

- Selma Rotary
- Adventist Health
- Bringing Broken Neighborhoods Back to Life (BBNBTL)
- Caltrans
- Fresno Council of Governments
- Fresno County Rural Transit
- Kings View Community Services
- Selma Department of Engineering
- Selma Department of Public Works
- Selma District Chamber of Commerce
- Selma Fire Department
- Selma Police Department
- WestCare Foundation

# What is in the LRSP?

## Existing Roadway Safety Performance

Year-over-Year Trends in Crash Data by Severity



**629 reported crashes in 2015-2019**

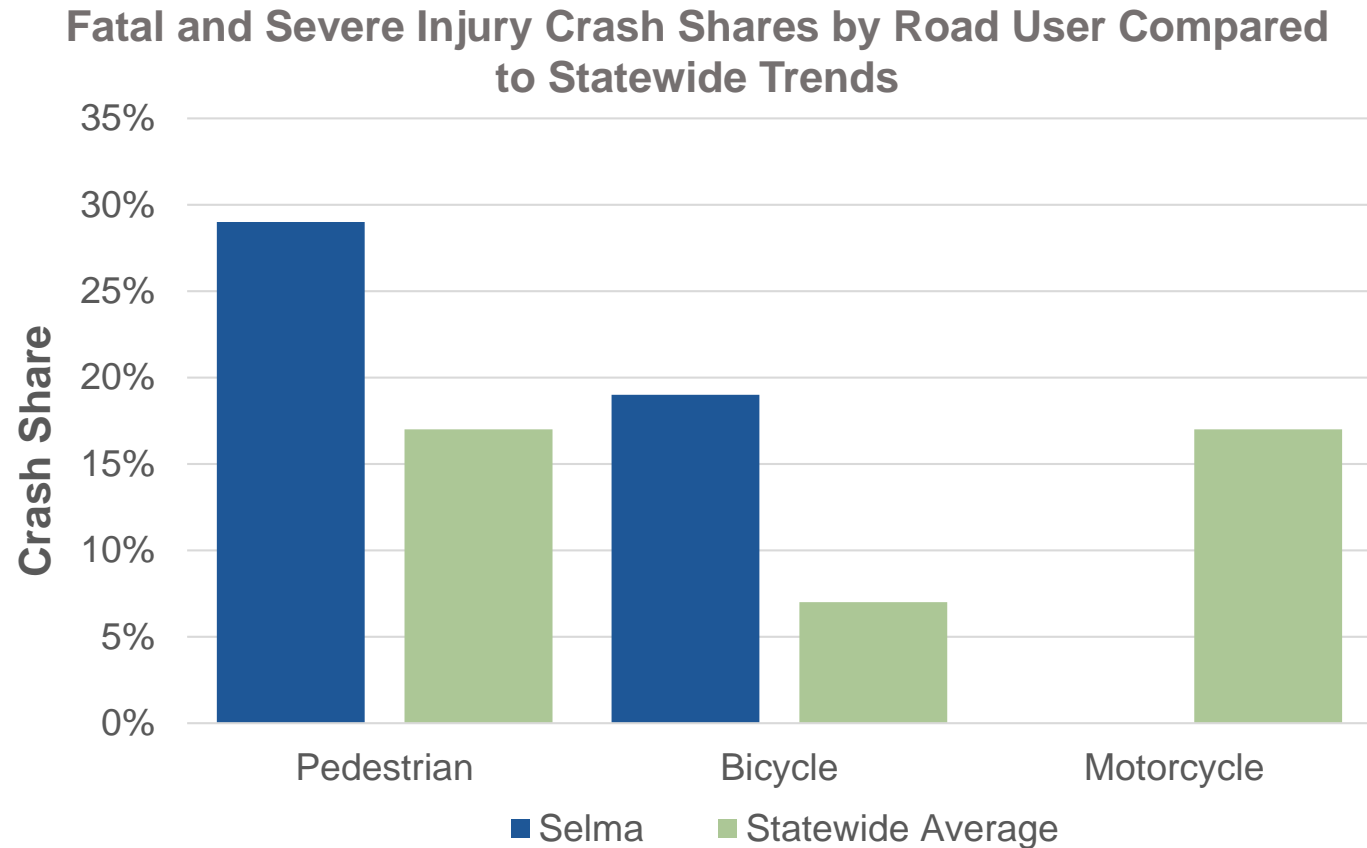
**3% resulted in death or severe injury**

# What is in the LRSP?

## Existing Roadway Safety Performance

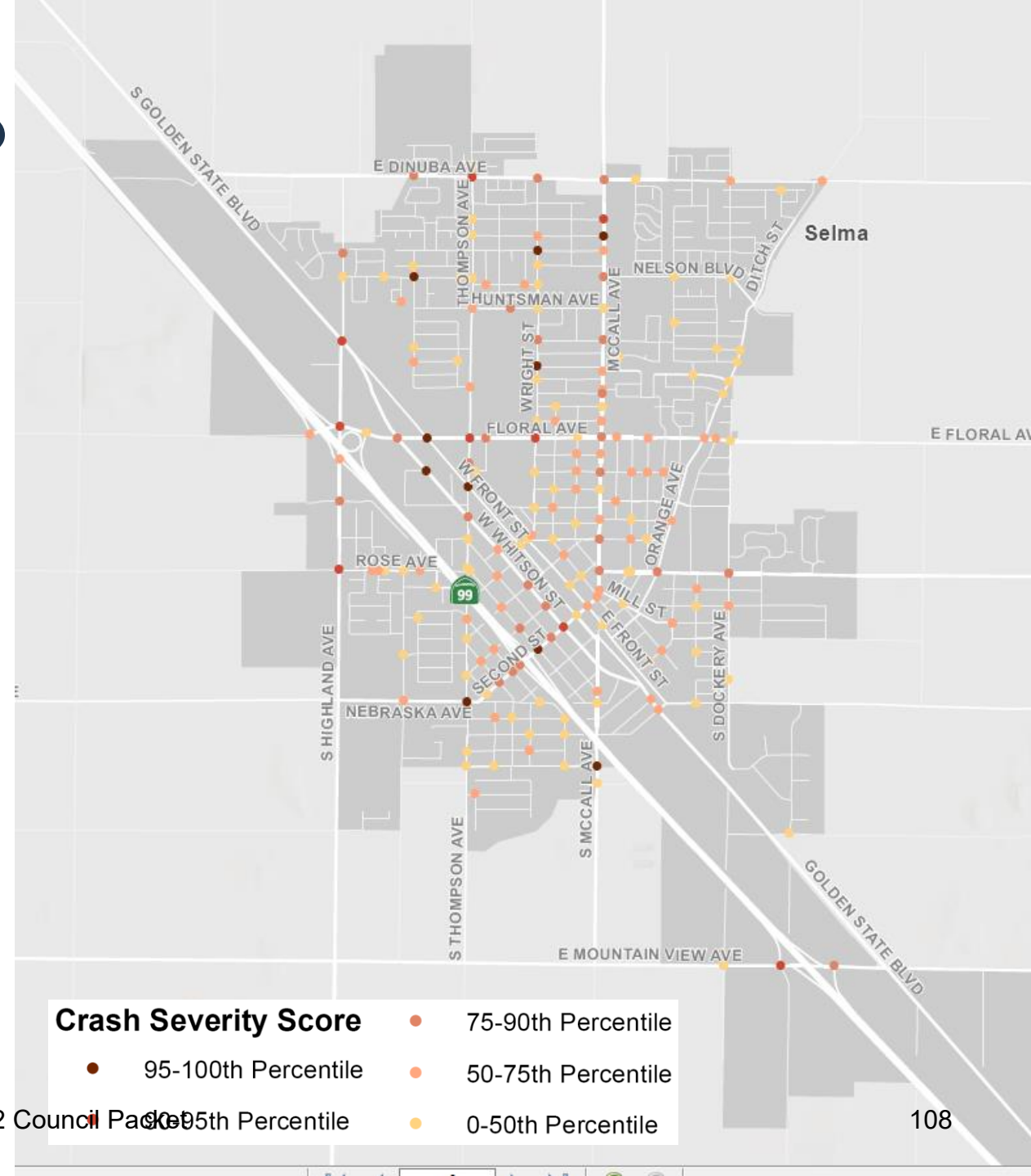
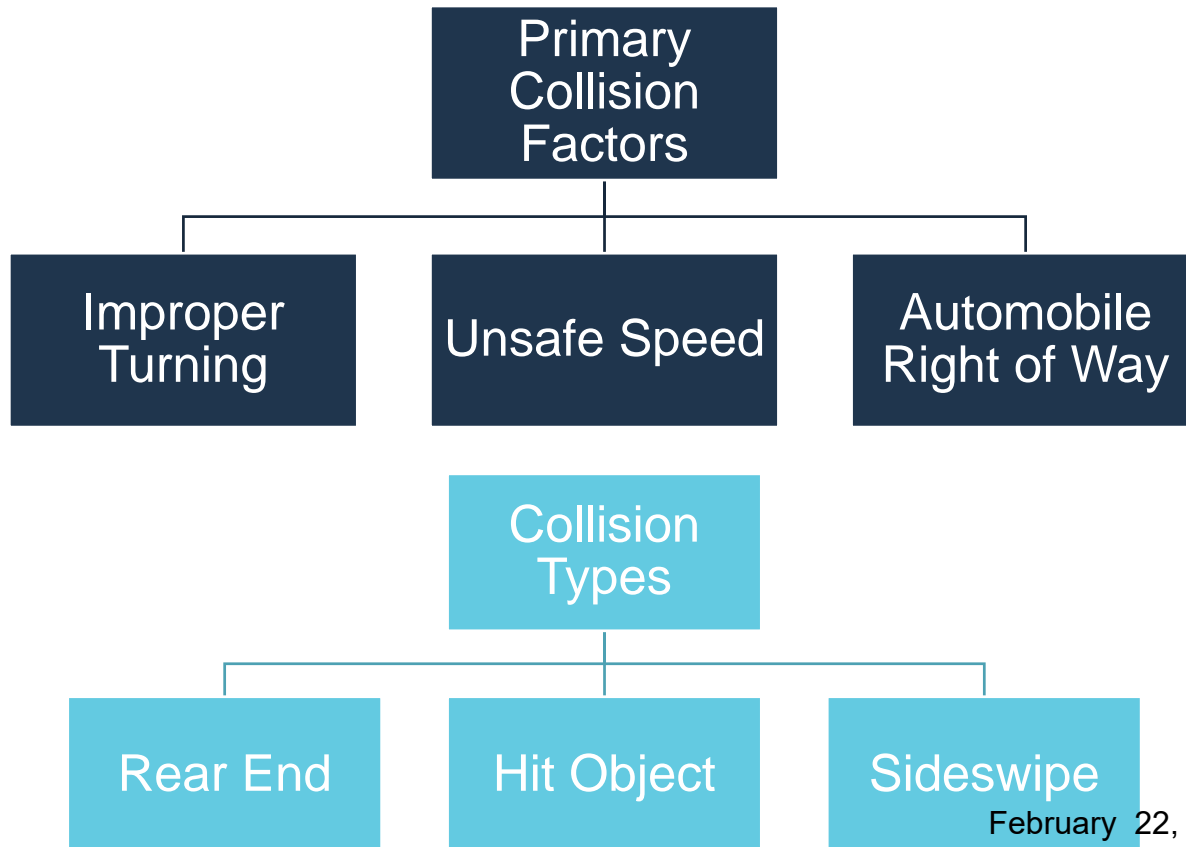
Selma compared to statewide average:

- Higher share of pedestrian crashes and bicycle crashes
- No reported fatal or severe injury motorcycle crashes



# What is in the LRSP?

## Existing Roadway Safety Performance



# What is in the LRSP?

## Emphasis Areas

**Pedestrian and Bicycle Crashes**

**Rear End Crashes**

**Hit Object Crashes**

**Driver Behavior**

High priority  
challenge areas  
in the California  
Strategic  
Highway Safety  
Plan



# What is in the LRSP?

## Strategies

### Engineering

Geometric/operational changes to a roadway, intersection, or pedestrian/bicycle infrastructure

### Education

Programs aimed at distributing educational messages focused on road user behavior

### Emergency Services

Programs/policies that facilitate coordination with emergency/first responders

### Enforcement

Programs/campaigns focused on road user behavior through more visible and active enforcement

# What is in the LRSP?

## Engineering Strategies

- Addresses top fatal and severe injury collision types and primary collision factors
- Utilizes Regional Countermeasures Toolbox
- Includes roadway, intersection, and pedestrian/bicycle treatments
- Provides priority intersections and segments
- Examples: street lighting, splitter islands, enhanced crossings

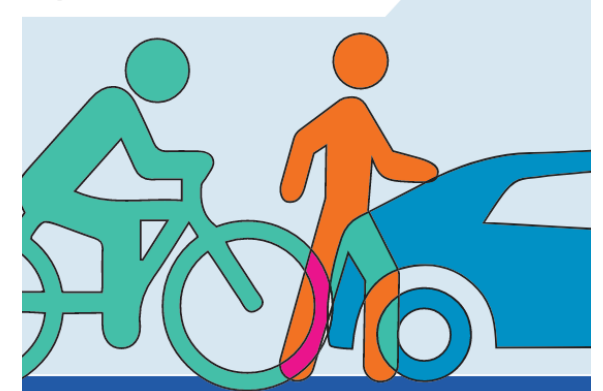
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The toolbox is used when considering safety improvements and determining which are eligible for grant funding



### REGIONAL SAFETY PLAN



NOVEMBER 2021

# What is in the LRSP?

## Education Strategies

- Regional campaign - Safe Roads Save Lives
- Campaign Goals
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving
- Guidance and materials in Regional Safety Plan



# What is in the LRSP?

## Education Strategies

- FresnoCOG has the *Safe Roads Save Lives* materials to share with local partners
- Recommended activity:
  - Identify lead staff
  - Meet with advocacy groups
  - Work with school districts
  - Spread materials through social media, print materials, outdoor advertisements, PSAs, websites



# What is in the LRSP?

## Emergency Response Strategies

- Involve emergency service organizations in roadway safety projects
- Consider impact of roadway projects on response times
- Coordinate to share observations and identify issues early

# What is in the LRSP?

## Enforcement Strategies

- Strategic speed enforcement checks
- Focused enforcement in locations with high crash rates
- Automatic enforcement, especially in school zone
- Speed feedback signs in areas with high crash rates or speeding citations



Crash data can help identify priority locations and times of day



Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities

# What happens next?

- Continue to coordinate with regional and local safety partners
- Regularly collect and organize data based on the performance measures
- Update the LRSP every three to five years

## Performance Measures based on:



Number of annual crashes with key characteristics



Investments made in traffic safety



Coordination efforts between stakeholders



Opportunities for citizen engagement

# What happens next?

- Identify countermeasures and strategies to implement
- Explore funding opportunities
- Apply for HSIP funding

## Performance Measures based on:



Number of annual crashes with key characteristics



Investments made in traffic safety



Coordination efforts between stakeholders



Opportunities for citizen engagement

# What happens next?

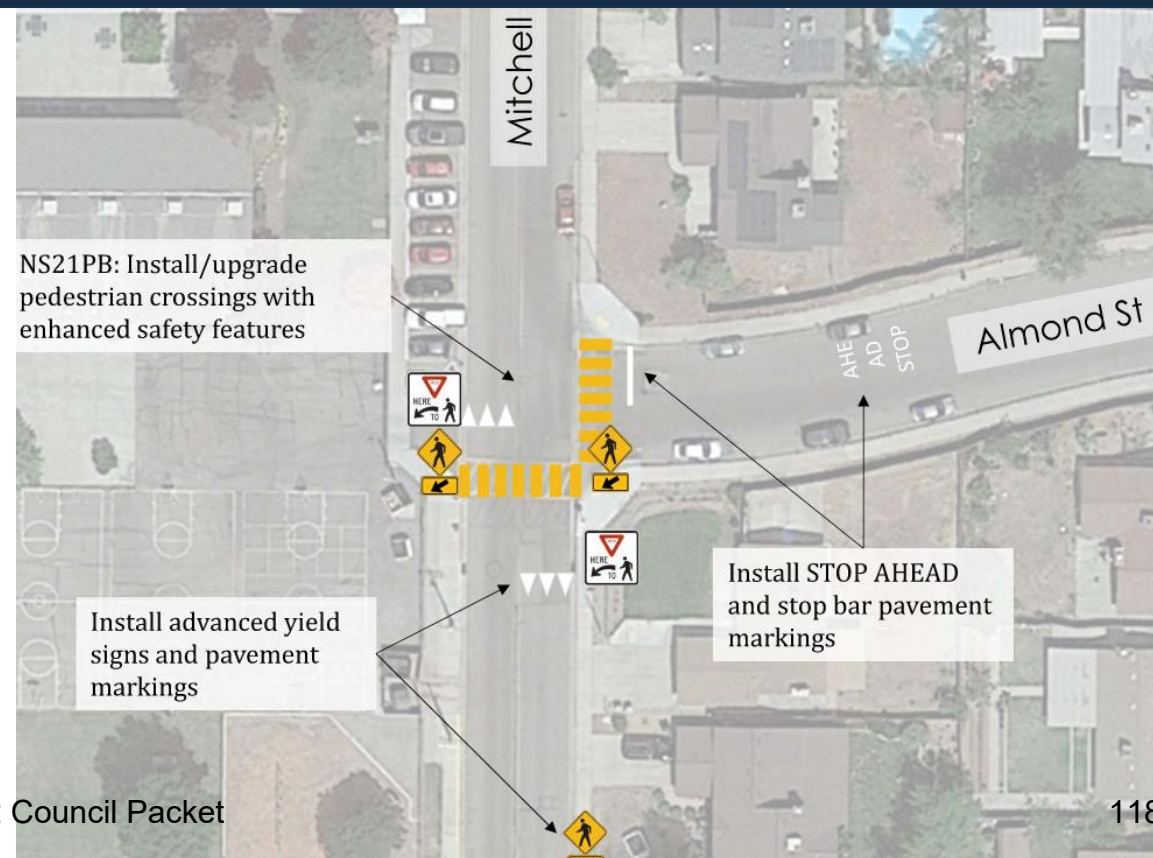
- HSIP Pedestrian Set-aside

- Nine locations identified

- Wright St/ Burnham St
    - Wright St / Huntsman Ave
    - Wright St / Barbara St
    - Wright St / Dennis Dr
    - Wright St / Aspen St
    - Orange Ave / Barbara St
    - B St / Arrants St
    - Mitchell Ave / Fig St
    - Mitchell Ave / Almond St

## Pedestrian crossing improvements

- High visibility crossings
- Advanced yield lines and warning signs
- Median refuge areas
- Stop ahead and stop bar markings



# Questions?

**RESOLUTION NO. 2022 – \_\_R**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SELMA  
APPROVING THE CITY OF SELMA LOCAL ROAD SAFETY PLAN (LRSP)**

**WHEREAS**, the City of Selma has the authority to construct and maintain its streets and roads to provide a roadway network to serve the needs of the community through quality infrastructure and environment; and

**WHEREAS**, the City of Selma has worked with the Fresno Council of Governments to develop a Local Road Safety plan (LRSP) to analyze historical crash patterns and trends to identify countermeasures to reduce the number and severity of future crashes; and

**WHEREAS**, the LRSP will increase the City of Selma's eligibility for various transportation grants and will provide additional guidance for the development of safer streets and roads.

**NOW THEREFORE, IT IS HEREBY RESOLVED**, that the City of Selma resolves as follows:

1. The foregoing recitals are deemed true and correct.
2. The City of Selma Local Road Safety Plan is adopted by the City Council.

I, Reyna Rivera, City Clerk to the City of Selma do hereby certify that the foregoing Resolution was approved at a regular meeting of the City Council of the City of Selma on the 22nd day of February, 2022 by the following vote:

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

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Scott Robertson, Mayor

ATTEST:

By: \_\_\_\_\_  
Reyna Rivera, City Clerk

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

February 22, 2022

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**ITEM NO:** 3.

**SUBJECT:** Downtown Strategic Plan Funding: Discussion and Update

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**DISCUSSION:** The City of Selma has maintained a focus on Economic Development for the Downtown district. This has included several grant awards funding various projects to leverage and evaluate the community assets. Staff will provide a brief oral update to the grant related activity for Downtown Selma.

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**RECOMMENDATION:** Provide comments and feedback on direction for improving downtown economic vitality.

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Tracy Tosta, Administrative Analyst

Fernando Santillan, City Manager



# Downtown Strategic Plan Update

## February 22, 2022

# Project Need



# Project Context



## PAST IMPROVEMENTS

Selma Performing Arts Center, aesthetic lighting, and seasonal signage. Façade Improvement Revolving Loan program.



## CURRENT PLANNED IMPROVEMENTS

Repair tree and infrastructure issues including sidewalk hazards.



## OVERLAY ZONE

Pending completion of overall Zoning Code Update.



## IMPROVEMENT DISTRICT

Feasibility Study Complete. District formation pending.



## STRATEGIC PLAN

A plan to tie it all together with a vision for the future.

TOD FUNDING: \$167,000

# Deliverable #1



## OVERLAY ZONE

Mixed-use  
Housing  
Parking  
Business Diversity  
Walkability  
Accessibility

Overlay Zone development ongoing with Rincon Consultants.  
The city has received substantial input from businesses and residents.

SB2 portion for Zoning Ordinance Update: \$135,000  
Estimate to incorporate the zone overlay into the update: \$7,000  
Portion of TOD grant application for overlay zone completion: \$7,000

Estimated Completion Date: Summer 2022

Draft Overlay Zone will be incorporated into Zoning Code Update for final implementation.



# Project Location

## Proposed Overlay Zone Boundaries

Vicinity Map

OVERLAY  
ZONE



Google Earth

February 22, 2022 Council Packet

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# Project Summary

Rural Business Development Grant award for feasibility study: \$40,000  
District formation estimate: \$10,000  
Portion of TOD grant application: \$10,000

Estimated Completion Date: Spring 2022



## IMPROVEMENT DISTRICT

In RFP phase for  
feasibility study.

Anticipating continued  
support from  
community and  
Council.

## Improvement Districts can fund and expand events.

**65%** of respondents to the Overlay Zone questionnaire said they would like to see farmers market held downtown.

**58%** said events should be held 1-2 times per month and **20%** wanted weekly events in downtown.

# Project Summary

City of Selma has never had a formal written plan for downtown that takes full stock of opportunities and needs.

Estimated cost of Strategic Plan: \$150,000  
Portion of TOD grant application: \$150,000

Estimated Completion: July 1, 2023  
RFP to be posted: March 2022



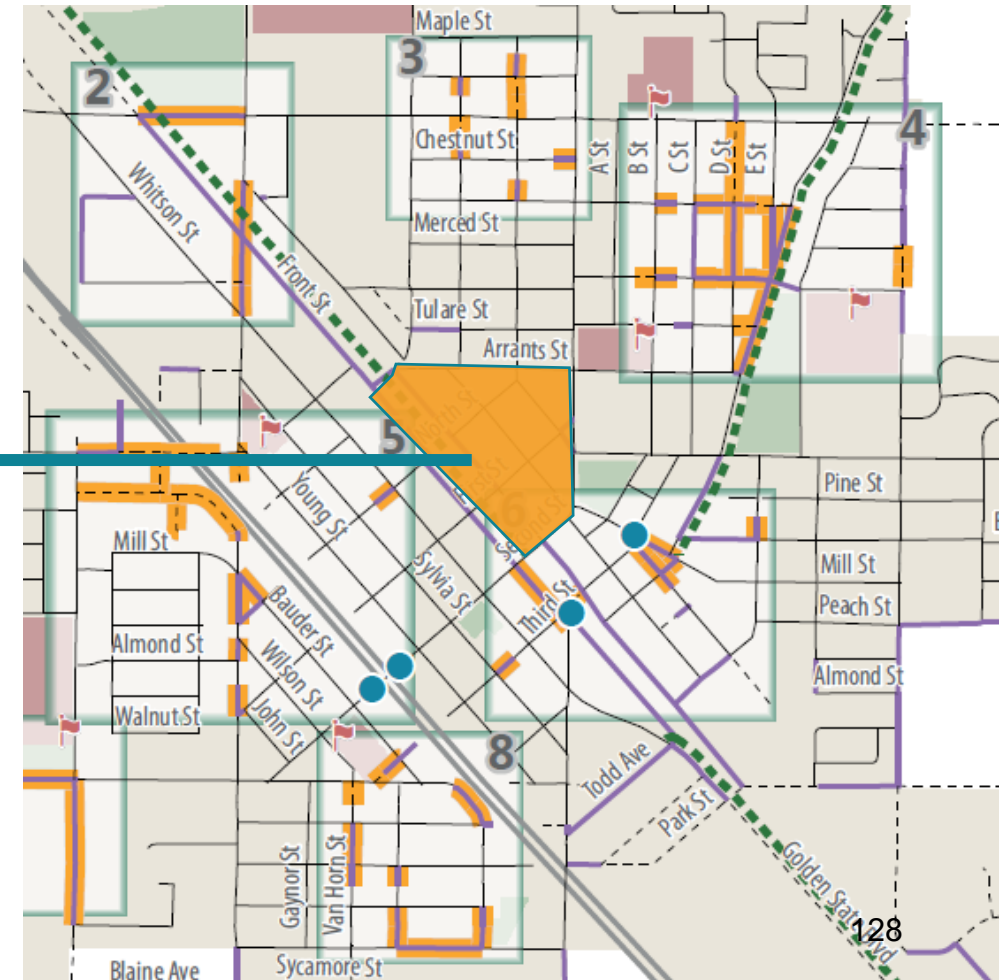
## STRATEGIC PLAN

Supported by other existing plans such as the ATP (2018).

Solidify vision and identify opportunities.



Downtown is in the center of 6 ATP focus areas which mainly encompass residential zones.



# Project Summary



## STRATEGIC PLAN

Continued.

### FOCUS POINTS

1. Land Use
2. Transportation
3. Urban Design
4. Affordable Housing
5. Green Building
6. Parking

### Other Aspects to be Considered in Evaluation

1. Historical Value and Information
2. Budgeted and Planned Activities
3. Community Needs
4. Infrastructure Needs
5. Environmental Goals
6. Housing Goals
7. Accessibility
8. Business Development





## STRATEGIC PLAN

Continued.

### STAFF'S GOALS FOR STRATEGIC PLAN PROCESS

- Develop a long range document and actionable road map to improve downtown beyond it's previous vibrancy experienced prior to the 2000s
- Cultivate a unique identity for Selma through its core district
- Create a place for centering and supporting the community with the City's existing assets.



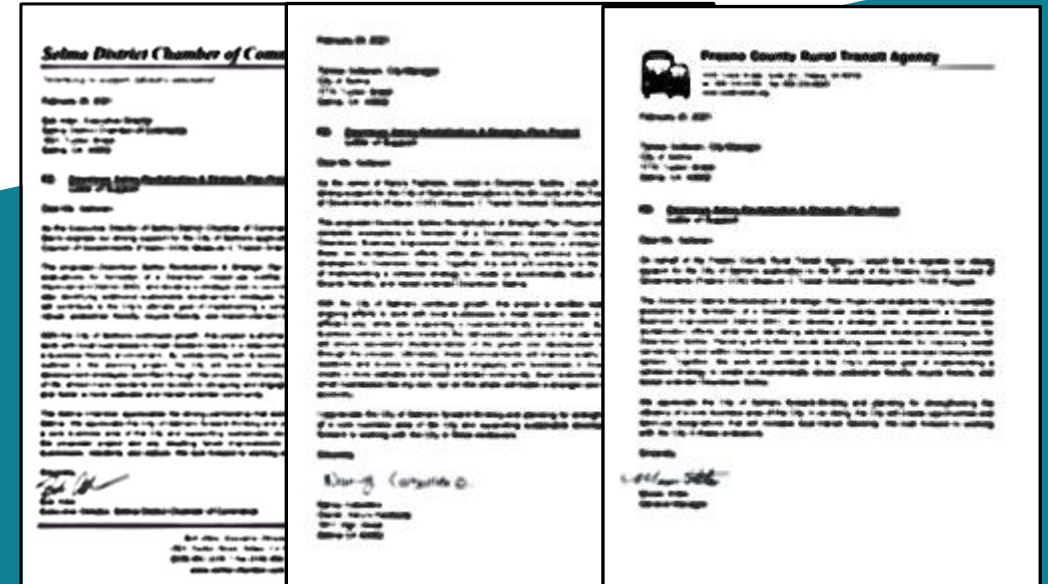
# Downtown Support

Overlay Zone Public outreach: 78 responses

ATP Grant Input: 10 responses

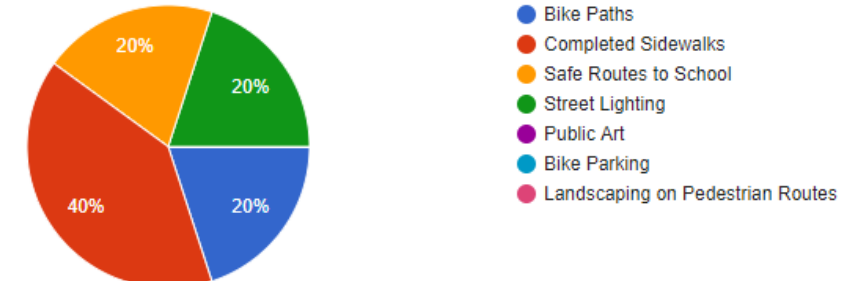
BID Feasibility Study: 9 letters of support noting 42 jobs retained or added.

TOD grant application: 4 letters of support



What elements do you want to see more of in Selma?

10 responses





# Thank You

**(and good bye Selma!)**