

Special Council Meeting

June 17, 2025

FRESNO CITY COUNCIL



Supplement Packet

ITEM(S)

A. (ID 25-907)

RESOLUTION - Declaring the official intent to use proceeds of future indebtedness to reimburse the City for certain expenditures related to capital costs of Pave More Now, Pay Later Program (Requires 5 Affirmative Votes).

Contents of Supplement: Project Funding Options

Supplemental Information:

Any agenda related public documents received and distributed to a majority of the City Council after the Agenda Packet is printed are included in Supplemental Packets. Supplemental Packets are produced as needed. The Supplemental Packet is available for public inspection in the City Clerk's Office, 2600 Fresno Street, during normal business hours (main location pursuant to the Brown Act, G.C. 54957.5(2)). In addition, Supplemental Packets are available for public review at the City Council meeting in the City Council Chambers, 2600 Fresno Street. Supplemental Packets are also available on-line on the City Clerk's website.

Americans with Disabilities Act (ADA):

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, sign language interpreters, assistive listening devices, or translators should be made one week prior to the meeting. Please call City Clerk's Office at 621-7650. Please keep the doorways, aisles and wheelchair seating areas open and accessible. If you need assistance with seating because of a disability, please see Security.

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CITY OF FRESNO
CITY CLERK'S OFFICE

\$75M Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost in 2026	Notes
1	Shields: Fruit to Palm	0.50	22	\$ 2,002,000	
1	Indianapolis-Cornelia-Ashlan-Ellendale (Indianapolis Included)	3.00	33	\$ 5,631,000	
1 & 2	*Shaw: Blythe to Brawley (WB) + Shaw: Brawley to Valentine (not Marks)	1.00	45	\$ 3,459,600	*Split 41% D1 and 59% D2
1 & 3	*Shields: Brawley to Parkway	1.07	29	\$ 3,750,000	*\$3,750,000/\$1,875,000 D1 and D3 split
2	Polk: Herndon to Bullard	1.00	30	\$ 4,411,000	
2	Figarden: Santa Fe to Valentine	1.00	50	\$ 4,133,000	
3	McKinley-Palm-Olive-Fruit	5.14	57	\$ 8,934,000	
4	Dakota: Cedar to Maple	0.50	47	\$ 1,503,000	
4	Ashlan: 168 to Winery	0.80	28	\$ 4,000,000	
4	Santa Ana-First-Gettysburg-Augusta	1.33	25	\$ 2,143,000	
4	Fresno: Gettysburg to Ashlan	0.50	47	\$ 1,446,000	
4 & 7	*McKinley: Peach to Clovis	1.00	47	\$ 3,069,000	*\$3,069,000/\$1,534,500 D4 and D7 Split
5	Cedar: CCB to California	1.00	30	\$ 2,827,000	
5	CCB: Orange to Cedar	0.50	35	\$ 2,450,000	
5	Belmont-Fowler-Illinois-Fordham	2.32	26	\$ 5,200,000	
6	First: Sierra to Bullard	0.50	43	\$ 1,710,000	
6	Perrin: Champlain to Granville	0.53	49	\$ 1,789,220	
6	Sierra-Fourth-Escalon-First (Escalon Included)	1.08	13	\$ 1,791,000	
6	Cedar: Herndon to Sierra	0.50	39	\$ 1,590,000	
6	Cedar: Sierra to Bullard	0.50	43	\$ 1,446,000	
6	Nees: Cedar to Maple	0.50	45	\$ 2,277,000	
7	Belmont-Sixth-Tulare-First	4.89	50	\$ 7,471,000	
7	McKenzie-Winery-Tulare-Chestnut	0.99	26	\$ 1,923,000	
Total		30.15	37	\$ 74,955,820	
Budget			\$	75,000,000	
Balance			\$	44,180	

\$100M Year 1 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost in 2026	Notes
1	Ashlan-Hughes-Griffith-Marks	1.10	30	\$ 1,791,000	
1	Shields: Fruit to Palm	0.50	22	\$ 2,002,000	
1 & 2	*Shaw: Blythe to Brawley (WB) + Shaw: Brawley to Marks	1.50	45	\$ 5,766,000	*Split 41% D1 and 59% D2
1 & 3	*Shields: Brawley to Parkway	1.07	29	\$ 3,750,000	*\$3,750,000/\$1,875,000 D1 and D3 split
2	Polk: Herndon to Bullard	1.00	30	\$ 4,411,000	
3	McKinley-Palm-Olive-Fruit	5.14	57	\$ 8,934,000	
4 & 7	*McKinley: Peach to Clovis	1.00	47	\$ 3,069,000	*\$3,069,000/\$1,534,500 D4 and D7 Split
4	Dakota: Cedar to Maple	0.50	47	\$ 1,503,000	
4	Ashlan: 168 to Winery	0.80	28	\$ 4,000,000	
5	Cedar: CCB to California	1.00	30	\$ 2,827,000	
5	CCB: Orange to Cedar	0.50	35	\$ 2,450,000	
5	Winery: CCB to Butler	0.50	33	\$ 1,200,000	
6	First: Sierra to Bullard	0.50	43	\$ 1,710,000	
6	Perrin: Champlain to Sommersville	1.41	49	\$ 4,760,000	
7	Floradora-Millbrook-Olive-First (Bond Excluded)	2.25	48	\$ 3,722,000	
7	McKenzie-Winery-Tulare-Chestnut	0.99	26	\$ 1,923,000	
Total		19.76	37	\$ 53,818,000	
Budget			\$	50,000,000	
Balance			\$	(3,818,000)	

\$100M Year 2 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost Est 2027	Notes
1	Indianapolis-Cornelia-Ashlan-Ellendale (Indianapolis Included)	3.00	33	\$ 5,631,000	
2	Herndon-Palm-Fremont-Fruit	1.96	36	\$ 3,157,000	
2	Figarden: Santa Fe to Valentine	1.00	50	\$ 4,133,000	
3	South of Downtown Industrial (Red Priority)	1.00	22	\$ 3,370,000	Reduced cost & mileage to balance.
3	Belmont-Calaveras-Divisadero-San Pablo	1.88	49	\$ 1,277,000	
4	Santa Ana-First-Gettysburg-Augusta	1.33	25	\$ 2,143,000	
4	First: Bullard to Barstow	0.50	46	\$ 1,770,000	
4	First: Barstow to Shaw	0.50	33	\$ 1,738,000	
4	Fresno: Gettysburg to Ashlan	0.50	47	\$ 1,446,000	
5	Belmont-Fowler-Illinois-Fordham	2.32	26	\$ 5,200,000	
5	Fowler: Belmont to Tulare	0.50	48	\$ 1,742,000	
6	Sierra-Fourth-Escalon-First (Escalon Included)	1.08	13	\$ 1,791,000	
6	Cedar: Herndon to Sierra	0.50	39	\$ 1,590,000	
6	Cedar: Sierra to Bullard	0.50	43	\$ 1,446,000	
6	Nees: Cedar to Maple	0.50	45	\$ 2,277,000	
7	Belmont-Sixth-Tulare-First	4.89	50	\$ 7,471,000	
Total		21.96	38	\$ 46,182,000	
Budget			\$	50,000,000	
Balance			\$	3,818,000	

\$125M Year 1 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost in 2026	Notes
1	Ashlan-Hughes-Griffith-Marks	1.10	30	\$ 1,791,000	
1	Shields: Fruit to Palm	0.50	22	\$ 2,002,000	
1	Slurry Seal (locations TBD)			\$ 522,714	Slurry Added for \$125M scenario
1 & 2	*Shaw: Blythe to Brawley (WB) + Shaw: Brawley to Marks	1.50	45	\$ 5,766,000	*Split 41% D1 and 59% D2
1 & 3	*Shields: Brawley to Parkway	1.07	29	\$ 3,750,000	*\$3,750,000/\$1,875,000 D1 and D3 split
2	Polk: Herndon to Bullard	1.00	30	\$ 4,411,000	
2	Slurry Seal (locations TBD)			\$ 522,714	Slurry Added for \$125M scenario
2	Herndon: Riverside to Hayes	0.50	49	\$ 1,540,000	Added for \$125M scenario
3	McKinley-Palm-Olive-Fruit	5.14	57	\$ 8,934,000	
3	Kearney Frontage NE and SW sections	1.20	36	\$ 1,560,000	Added for \$125M scenario
3	Slurry Seal (locations TBD)			\$ -	Zero in order to balance
4	Dakota: Cedar to Maple	0.50	47	\$ 1,503,000	
4	Ashlan: 168 to Winery	0.80	28	\$ 4,000,000	
4	Browning-Ninth-Barstow-Millbrook	1.09	31	\$ 2,214,000	Added for \$125M scenario
4	Slurry Seal (locations TBD)			\$ 522,714	Slurry Added for \$125M scenario
4 & 7	*McKinley: Peach to Clovis	1.00	47	\$ 3,069,000	*\$3,069,000/\$1,534,500 D4 and D7 Split
5	Cedar: CCB to California	1.00	30	\$ 2,827,000	
5	CCB: Orange to Cedar	0.50	35	\$ 2,450,000	
5	Winery: CCB to Butler	0.50	33	\$ 1,200,000	
5	Slurry Seal (locations TBD)			\$ 522,716	Slurry Added for \$125M scenario
6	First: Sierra to Bullard	0.50	43	\$ 1,710,000	
6	Perrin: Champlain to Sommerville	1.41	49	\$ 4,760,000	
6	Slurry Seal (locations TBD)			\$ 522,714	Slurry Added for \$125M scenario
7	Floradora-Millbrook-Olive-First (Bond Excluded)	2.25	48	\$ 3,722,000	
7	McKenzie-Winery-Tulare-Chestnut	0.99	26	\$ 1,923,000	
7	McKenzie-Willow-Tulare-Winery	0.94	49	\$ 1,644,000	Added for \$125M scenario
7	Slurry Seal (locations TBD)			\$ 522,714	Slurry Added for \$125M scenario
Total		23.49	38	\$ 63,912,286	
Added for \$125		Budget	\$ 62,500,000		
		Balance	\$ (1,412,286)		

\$125M Year 2 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost Est 2027	Notes
1	Indianapolis-Cornelia-Ashlan-Ellendale (Indianapolis Included)	3.00	33	\$ 5,631,000	
1	Norwich-Babigian-Holland-Cornelia	1.55	25	\$ 3,135,000	Added for \$125M scenario
2	Herndon-Palm-Fremont-Fruit	1.96	36	\$ 3,157,000	
2	Figarden: Santa Fe to Valentine	1.00	50	\$ 4,133,000	
2	Herndon-Brawley-Palo Alto-Blythe	0.95	31	\$ 2,022,000	Added for \$125M scenario
3	South of Downtown Industrial (Red Priority)	1.4	22	\$ 4,368,714	
3	Belmont-Calaveras-Divisadero-San Pablo	1.88	49	\$ 1,277,000	
4	Santa Ana-First-Gettysburg-Augusta	1.33	25	\$ 2,143,000	
4	First: Bullard to Barstow	0.50	46	\$ 1,770,000	
4	First: Barstow to Shaw	0.50	33	\$ 1,738,000	
4	Fresno: Gettysburg to Ashlan	0.50	47	\$ 1,446,000	
4	Shields: Millbrook to Cedar	0.50	45	\$ 2,000,000	Added for \$125M scenario
5	Belmont-Fowler-Illinois-Fordham	2.32	26	\$ 5,200,000	
5	Fowler: Belmont to Tulare	0.50	48	\$ 1,742,000	
5	Sunland: Church to Calwa	0.88	25	\$ 2,350,000	Added for \$125M scenario
6	Sierra-Fourth-Escalon-First (Escalon Included)	1.08	13	\$ 1,791,000	
6	Cedar: Herndon to Sierra	0.50	39	\$ 1,590,000	
6	Cedar: Sierra to Bullard	0.50	43	\$ 1,446,000	
6	Nees: Cedar to Maple	0.50	45	\$ 2,277,000	
6	Millbrae-Winery-Fremont-Chesnut	1.19	23	\$ 2,290,000	Added for \$125M scenario
7	Belmont-Sixth-Tulare-First	4.89	50	\$ 7,471,000	
7	Chestnut-McKinley to Olive	0.50	51	\$ 2,110,000	Added for \$125M scenario
Total		27.93	37	\$ 61,087,714	
Added for \$125		Budget	\$ 62,500,000		
		Balance	\$ 1,412,286		

\$150M Year 1 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost in 2026	Notes
1	Ashlan-Hughes-Griffith-Marks	1.10	30	\$ 1,791,000	
1	Shields: Fruit to Palm	0.50	22	\$ 2,002,000	
1	Dayton-Selland-Shields-Brawley	1.53	34	\$ 3,138,100	Added for \$150M scenario
1 & 3	*Shields: Brawley to Parkway	1.07	29	\$ 3,750,000	*\$3,750,000/\$1,875,000 D1 and D3 split
2	Polk: Herndon to Bullard	1.00	30	\$ 4,411,000	
2	Herndon: Riverside to Hayes	0.50	49	\$ 1,540,000	Added for \$125M scenario
2	Nees: Ingram to Blackstone	0.60	35	\$ 2,508,100	Added for \$150M scenario
1 & 2	*Shaw: Blythe to Brawley (WB) + Shaw: Brawley to Marks	1.50	45	\$ 5,766,000	*Split 41% D1 and 59% D2
3	McKinley-Palm-Olive-Fruit	5.14	57	\$ 8,934,000	
4	Dakota: Cedar to Maple	0.50	47	\$ 1,503,000	
4	Ashlan: 168 to Winery	0.80	28	\$ 4,000,000	
4 & 7	*McKinley: Peach to Clovis	1.00	47	\$ 3,069,000	*\$3,069,000/\$1,534,500 D4 and D7 Split
4	Browning-Ninth-Barstow-Millbrook	1.09	31	\$ 2,214,000	Added for \$125M scenario
4	Gettysburg: SR 168 to Maple	0.71	32	\$ 2,608,100	Added for \$150M scenario
5	Cedar: CCB to California	1.00	30	\$ 2,827,000	
5	CCB: Orange to Cedar	0.50	35	\$ 2,450,000	
5	Winery: CCB to Butler	0.50	33	\$ 1,200,000	
5	Hamilton: Cedar to Maple	0.50	32	\$ 2,808,100	Added for \$150M scenario
6	First: Sierra to Bullard	0.50	43	\$ 1,710,000	
6	Perrin: Champlain to Sommerville	1.41	49	\$ 4,760,000	
6	Palo Alto-Willow-Sierra-Chestnut	1.61	22	\$ 2,508,100	Added for \$150M scenario
6	Quincy-Portland-Portland-Millbrook	0.59	33	\$ 2,246,100	Added for \$150M scenario
7	Floradora-Millbrook-Olive-First (Bond Excluded)	2.25	48	\$ 3,722,000	
7	McKenzie-Winery-Tulare-Chestnut	0.99	26	\$ 1,923,000	
7	McKenzie-Willow-Tulare-Winery	0.94	49	\$ 1,644,000	Added for \$125M scenario
Total		27.83	37	\$ 75,032,600	

Added for \$125	Budget	\$ 75,000,000
Added for \$150	Balance	\$ (32,600)

\$150M Year 2 Pave More Now Project Candidates

District	Location	Center Line Miles	PCI (Avg)	Cost Est 2027	Notes
1	Indianapolis-Cornelia-Ashlan-Ellendale (Indianapolis Included)	3.00	33	\$ 5,631,000	
1	Norwich-Babigian-Holland-Cornelia	1.55	25	\$ 3,135,000	Added for \$125M scenario
1	Ashlan-Marks-Sussex-Feland	0.91	32	\$ 2,458,100	Added for \$150M scenario
2	Herndon-Palm-Fremont-Fruit	1.96	36	\$ 3,157,000	
2	Figarden: Santa Fe to Valentine	1.00	50	\$ 4,133,000	
2	Herndon-Brawley-Palo Alto-Blythe	0.95	31	\$ 2,022,000	Added for \$125M scenario
3	South of Downtown Industrial (Red Priority)	1.57	22	\$ 4,800,000	
3	Belmont-Calaveras-Divisadero-San Pablo	1.88	49	\$ 1,277,000	
3	Kearney Frontage NE and SW sections	1.20	36	\$ 1,560,000	Added with \$125M (Yr 1)
3	Calwa-Clara-George-Bardell (Clara, George, and Bardell Included)	0.94	22	\$ 2,036,000	Added for \$125M scenario
3	Hughes-La Sierra-West-Kearney	1.46	42	\$ 2,948,100	Added for \$150M scenario
4	Santa Ana-First-Gettysburg-Augusta	1.33	25	\$ 2,143,000	
4	First: Bullard to Barstow	0.50	46	\$ 1,770,000	
4	First: Barstow to Shaw	0.50	33	\$ 1,738,000	
4	Fresno: Gettysburg to Ashlan	0.50	47	\$ 1,446,000	
4	Shields: Millbrook to Cedar	0.50	45	\$ 2,000,000	Added for \$125M scenario
4	Ninth: Bulldog to Shaw	0.25	23	\$ 2,508,100	Added for \$150M scenario
5	Belmont-Fowler-Illinois-Fordham	2.32	26	\$ 5,200,000	
5	Fowler: Belmont to Tulare	0.50	48	\$ 1,742,000	
5	Sunland: Church to Calwa	0.88	25	\$ 2,350,000	Added for \$125M scenario
5,7	Sixth: Tulare to CCB	0.50	42	\$ 1,938,100	Added for \$150M scenario
6	Sierra-Fourth-Escalon-First (Escalon Included)	1.08	13	\$ 1,791,000	
6	Cedar: Herndon to Sierra	0.50	39	\$ 1,590,000	
6	Cedar: Sierra to Bullard	0.50	43	\$ 1,446,000	
6	Nees: Cedar to Maple	0.50	45	\$ 2,277,000	
6	Millbrae-Winery-Fremont-Chestnut	1.19	23	\$ 2,290,000	Added for \$125M scenario
7	Belmont-Sixth-Tulare-First	4.89	50	\$ 7,471,000	
7	Chestnut-McKinley to Olive	0.50	51	\$ 2,110,000	Added for \$125M scenario
Total		33.36	36	\$ 74,967,400	
Added for \$125		Budget	\$	75,000,000	
Added for \$150		Balance	\$	32,600	