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CITY OF FRESNO
CITY CLERK'S OFFICE

**Regular Council Meeting
May 26, 2022**

FRESNO CITY COUNCIL



Information Packet

ITEM(S)

File ID 22-854, 1-LL

Actions pertaining to proposed renewal of Measure C

Contents of Supplement (2):

Resolution

PowerPoint Presentation

Item(s)

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.

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, CALLING ON FRESNO COUNTY TRANSPORTATION AUTHORITY AND FRESNO COUNCIL OF GOVERNMENTS TO ENGAGE THE COMMUNITY IN DEVELOPMENT OF THE MEASURE C RENEWAL EFFORT FOR PLACEMENT ON THE BALLOT IN 2024

WHEREAS, Fresno County taxpayers have contributed more than \$3 billion to Measure C, a half-cent transportation sales tax; and

WHEREAS, the Measure C Renewal Executive Committee is presently recommending nearly \$7 billion more in tax revenues through the year 2057; and

WHEREAS, Measure C is not set to expire until 2027; and

WHEREAS, Fresno County residents deserve a transportation sales tax measure that invests in people, supports healthy and thriving neighborhoods, and connects households – especially low-income households across urban and rural communities – to opportunity; and

WHEREAS, taxpayer spending plans should be identified, led, and driven by community members; and

WHEREAS, too many communities – particularly low-income and communities of color – have historically been left out of the decision-making process and their expertise overlooked; and

WHEREAS, Fresno County’s current population exceeds 1 million people, but features more than 600,000 residents who are unable to drive or do not have access to a motor vehicle due to lack of affordability; and

WHEREAS, such residents are mostly senior citizens, young people, and those

Date Adopted:
Date Approved:
Effective Date:
City Attorney Approval: _____

Resolution No. _____

with physical limitations; and

WHEREAS, these communities are reliant to public transit infrastructure; and

WHEREAS, nearly 400,000 Fresno County workers commute each day, but our existing public transportation system meets the needs of only 1%; and

WHEREAS, the American Lung Association has ranked the City of Fresno as fourth in the nation for worst air pollution for ozone and PM 2.5; and

WHEREAS, the Office of Environmental Health Hazard Assessment CalEnviroScreen tool ranks the City of Fresno in the 90th percentile and above for PM 2.5 pollution and 80th percentile and above for the ozone pollution; and

WHEREAS, CalEnviroScreen ranks census tracts in the southern portion of the City of Fresno and along its highways at or above the 90th percentile and at or above the 80th percentile for diesel particulate matter; and

WHEREAS, the City of Fresno is the hub of commerce, government, and social services relied upon by Fresno County and its residents and is home to the majority of Fresno County residents; and

WHEREAS, a third iteration of Measure C has the potential to simultaneously reduce greenhouse gas emissions, improve our air, increase mobility through transit, strengthen pre-existing road infrastructure, create jobs and economic opportunity, and improve telecommunication facilities along transportation corridors; and

WHEREAS, the 2006 renewal effort clearly demonstrated that for a transportation measure to meet the two-thirds majority vote required by enabling legislation, all stakeholders must be represented in the formation of the new measure; and

WHEREAS, the proposed Measure C renewal allocation plan reduces future public

transit investments by 50% and active infrastructure investments by more than 83% compared to the current expenditure plan; focuses on capacity-increasing projects; and fails to consider pollution levels and impacts of climate change; and

WHEREAS, the proposed Measure C renewal allocation plan directs future investments to the City of Fresno fringe and leaves existing City of Fresno neighborhood streets without repair, underfunds the development of complete neighborhood streets with proper bicycle and pedestrian trails, sidewalks, lighting, and curbs and gutters; and

WHEREAS, the current Measure C proposal fails to address the needs of the City of Fresno's current \$4.5 billion road network, reduces future public transit resources, and does not prioritize strategic regional growth which threatens the fiscal health of our City by increasing the City of Fresno's unfunded street maintenance burden by \$500 million over the next decade; and

WHEREAS, the City of Fresno 2021 Pavement Management Report finds that all current failed streets are located in south Fresno; and

WHEREAS, City of Fresno 2021 Pavement Management Report concluded continuation of the current funding formula into 2031 would result in 60% of streets within the City of Fresno's road network as being graded POOR or FAILING condition; and

WHEREAS, the Senate Bill 1 tax (the 2017 gas excise tax), our primary source of state revenue for existing roads, is a declining revenue source.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. Calls on the Fresno County Transportation Authority (FCTA) and the Fresno Council of Governments (FCOG) to engage in a robust and equitable public participation

process to discuss how best to invest in transportation projects and programs.

2. Calls on the FCTA and FCOG to reject November 2022 as suitable for placement of a Measure C extension ballot measure before voters.

3. Calls on the FCTA and FCOG to obtain direct feedback from each participating community in the County and the City of Fresno Council Committee to develop a plan for a 2024 measure.

4. Calls for City Council to advocate for a Measure C renewal expenditure plan that directs more dollars to established City of Fresno existing neighborhoods streets that rely on the general fund, safe routes to schools paths, restores active and public transit resources in neighborhoods that lack proper transportation infrastructure, starting with neighborhoods that need it most via specific metrics, guidelines, and measurable outcomes.

5. Encourages the City of Fresno to identify \$300,000 in the 2022-2023 budget to be used to inform and educate City of Fresno residents on the Measure C renewal process, expenditure plan, measure language and any other tax and/or revenue measure within the City of Fresno.

6. This resolution shall be effective upon final approval.

* * * * *

STATE OF CALIFORNIA)
COUNTY OF FRESNO) ss.
CITY OF FRESNO)

I, TODD STERMER, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the _____ day of _____ 2022.

AYES :
NOES :
ABSENT :
ABSTAIN :

TODD STERMER, CMC
City Clerk

By: _____
Deputy Date

APPROVED AS TO FORM:
DOUGLAS T. SLOAN
City Attorney

By: _____
Raj Singh Badhesha Date
Assistant City Attorney



Collaboration. Commitment. Confidence.SM

2021 PAVEMENT MANAGEMENT PROGRAM UPDATE



Purpose of Presentation

1. Overview for Council on results of the Pavement Management Program Update
2. Help answer the following questions:
 - What is a pavement management system?
 - How big is Fresno's street network?
 - What is the value of this publicly owned asset?
 - What condition is it in?
 - How much we do need to fix all streets? Do we have enough funding? If not, how much do we need?

What is a Pavement Management Program?



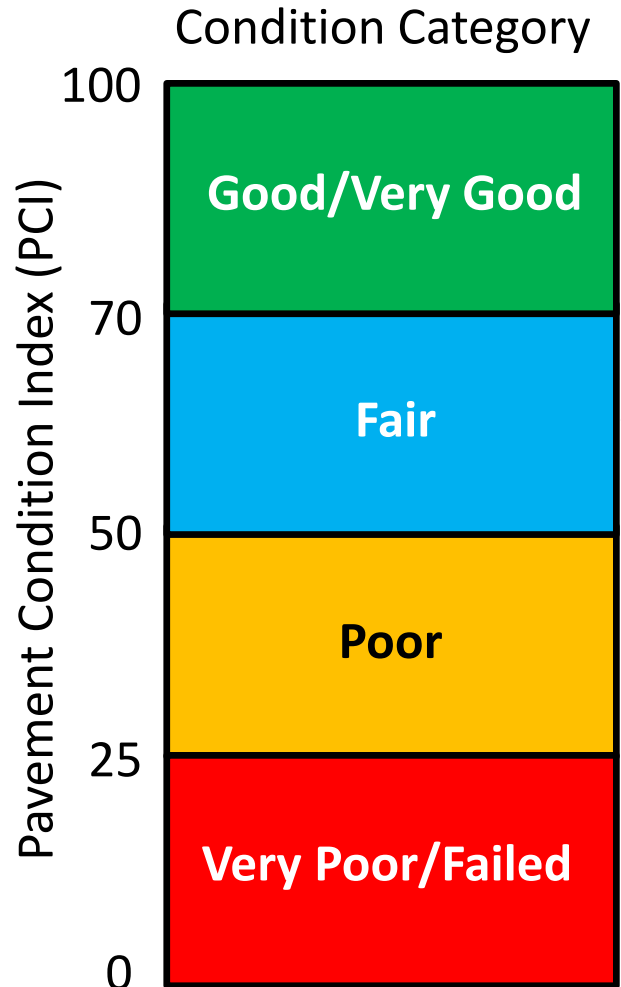
- Used to make cost-effective decisions
- Answers 4 main questions
 1. What streets does the City own/maintain?
 2. What condition are they in?
 3. What repairs are needed & when?
 4. How much funding is needed to maintain or improve streets?
- StreetSaver software

What Does the City Own/Maintain?

Functional Class	Centerline Miles	% of the Entire Network (by Pavement Area)
Arterials	340.7	20.9%
Collectors	209.6	15.8%
Residentials	1217.3	63.3%
Total	1767.6	100%

Asset value = \$4.5 billion

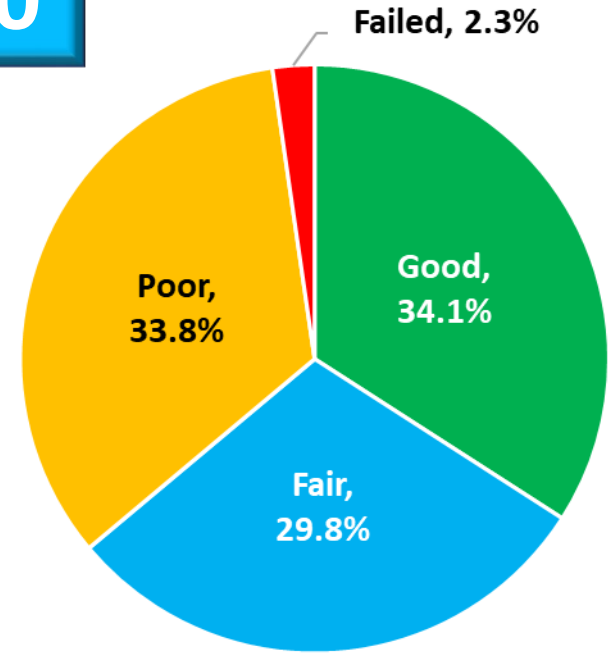
What Condition Are Streets In?



Network PCI = 60

60

Arterials PCI = 62
 Collectors PCI = 64
 Residentials PCI = 60



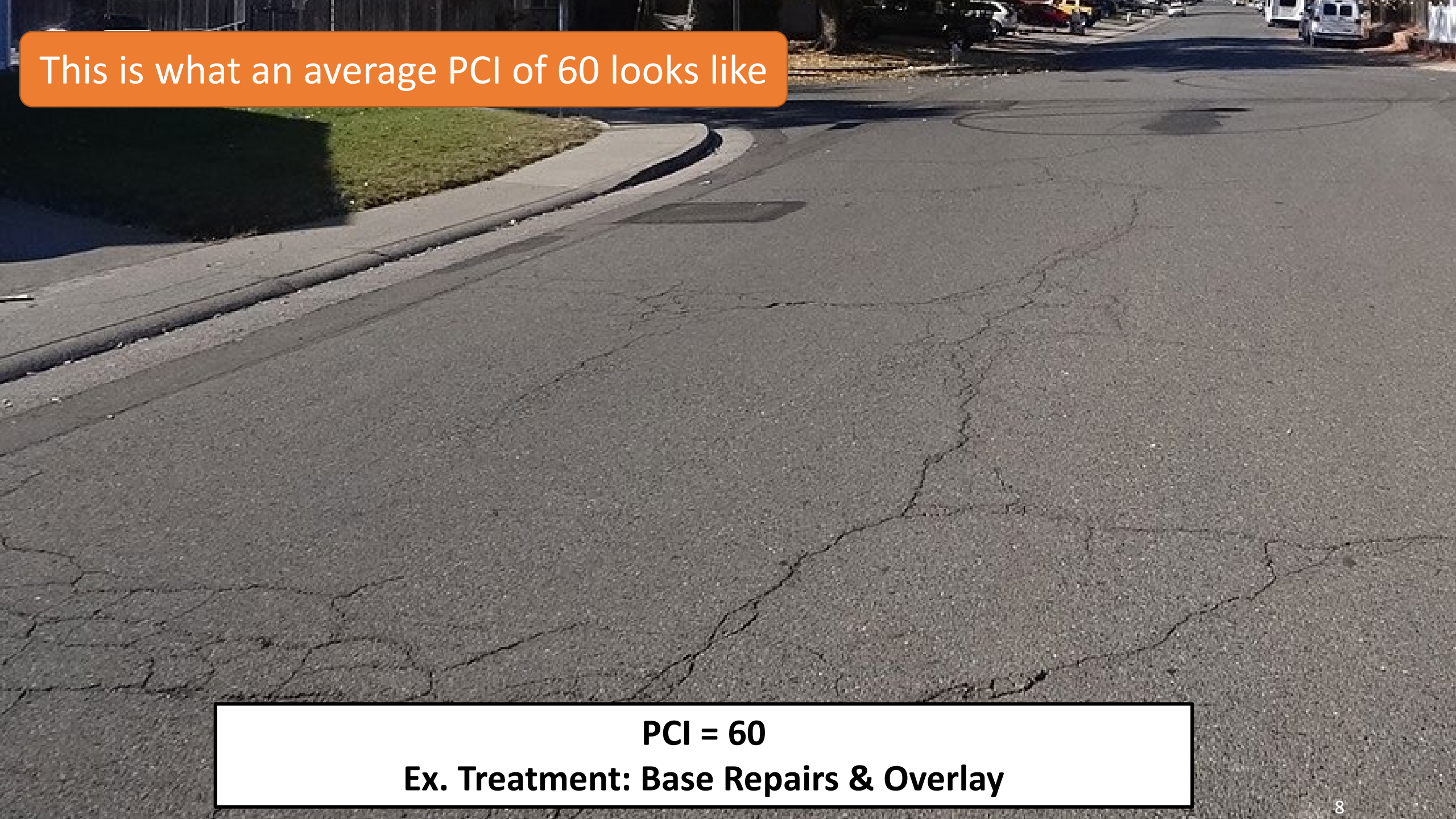


PCI = 90
Ex. Treatment: Do Nothing



PCI = 75
Ex. Treatment: Crack & Slurry Seal

This is what an average PCI of 60 looks like



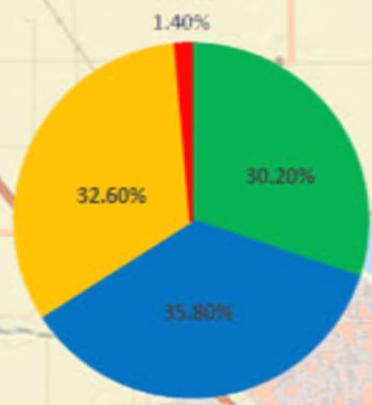
PCI = 60
Ex. Treatment: Base Repairs & Overlay



PCI = 40
Ex. Treatment: Mill and Overlay



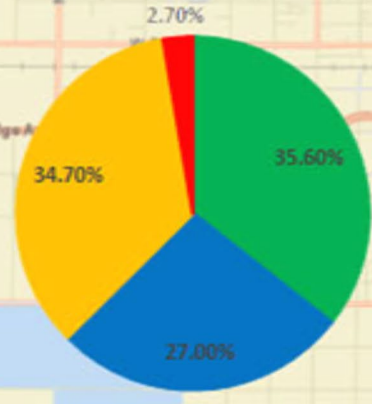
PCI < 20
Ex. Treatment: Surface Reconstruction



■ PCI >= 70
 ■ 50 <= PCI < 70
 ■ 25 <= PCI < 50
 ■ PCI < 25

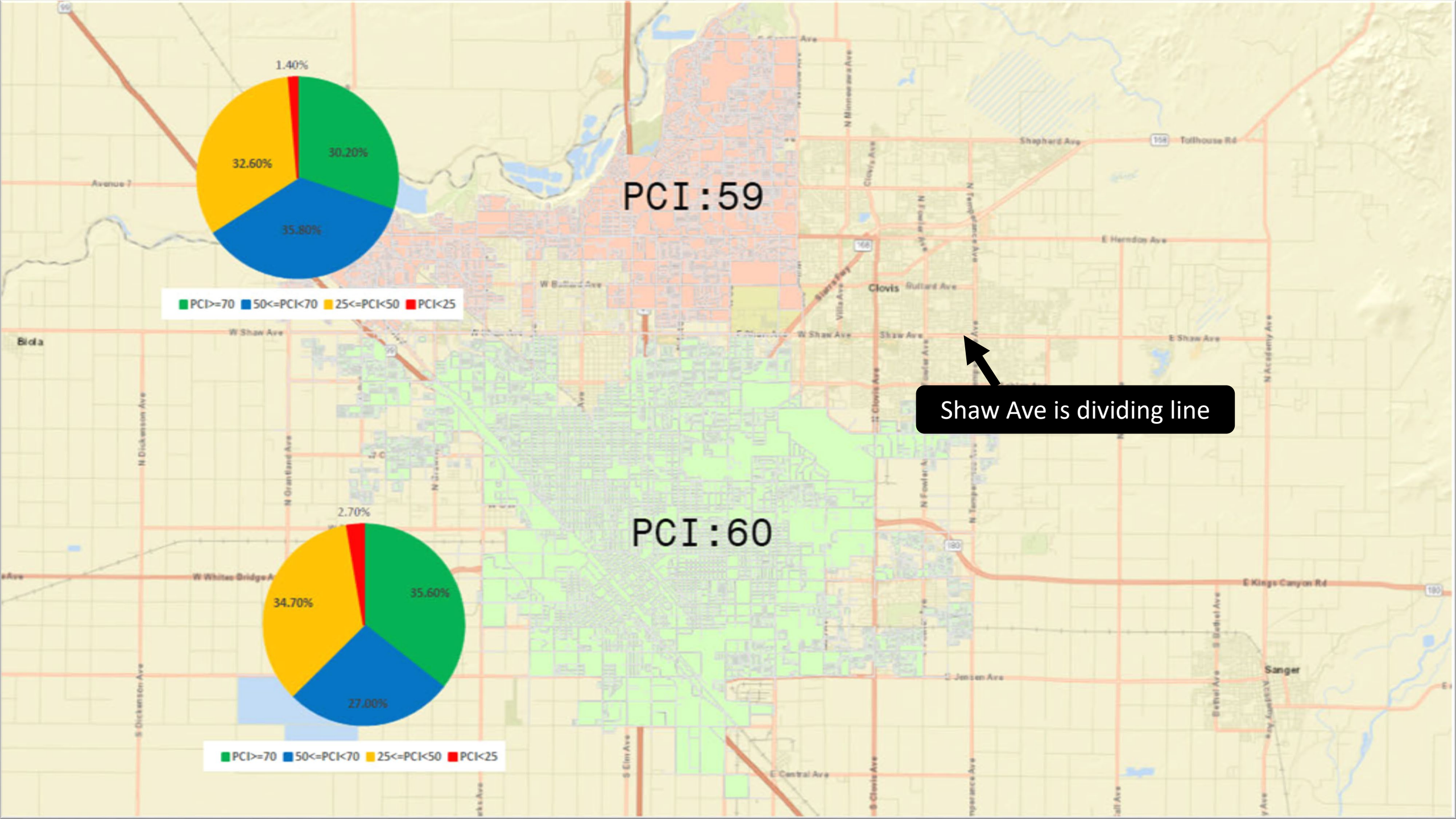
PCI : 59

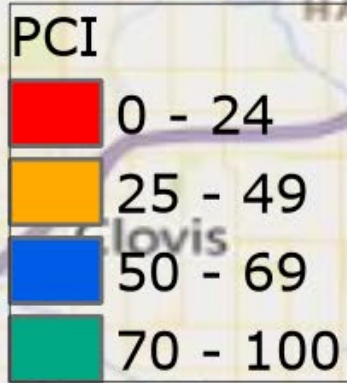
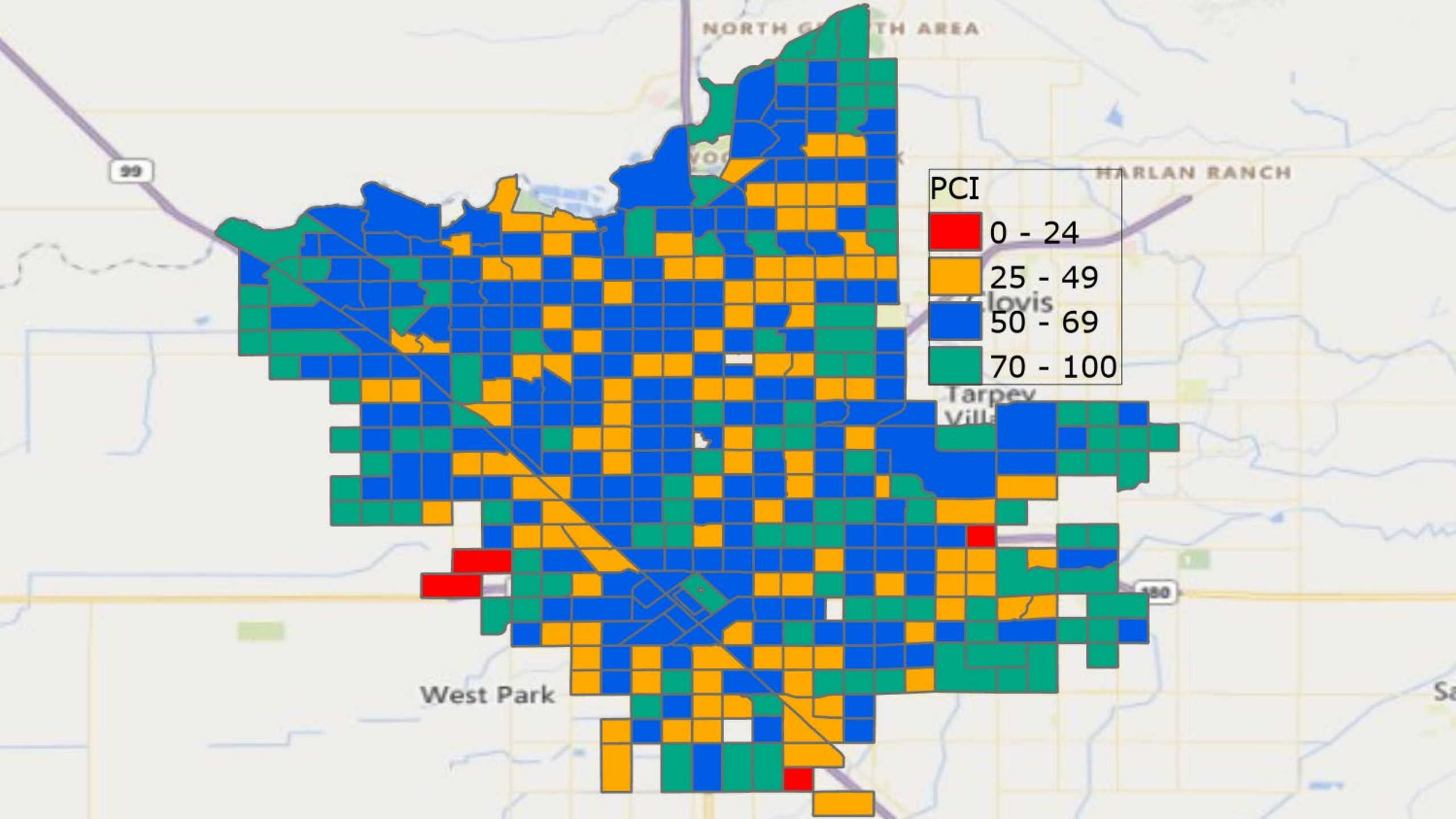
Shaw Ave is dividing line



■ PCI >= 70
 ■ 50 <= PCI < 70
 ■ 25 <= PCI < 50
 ■ PCI < 25

PCI : 60





West Park

Tarpeyville

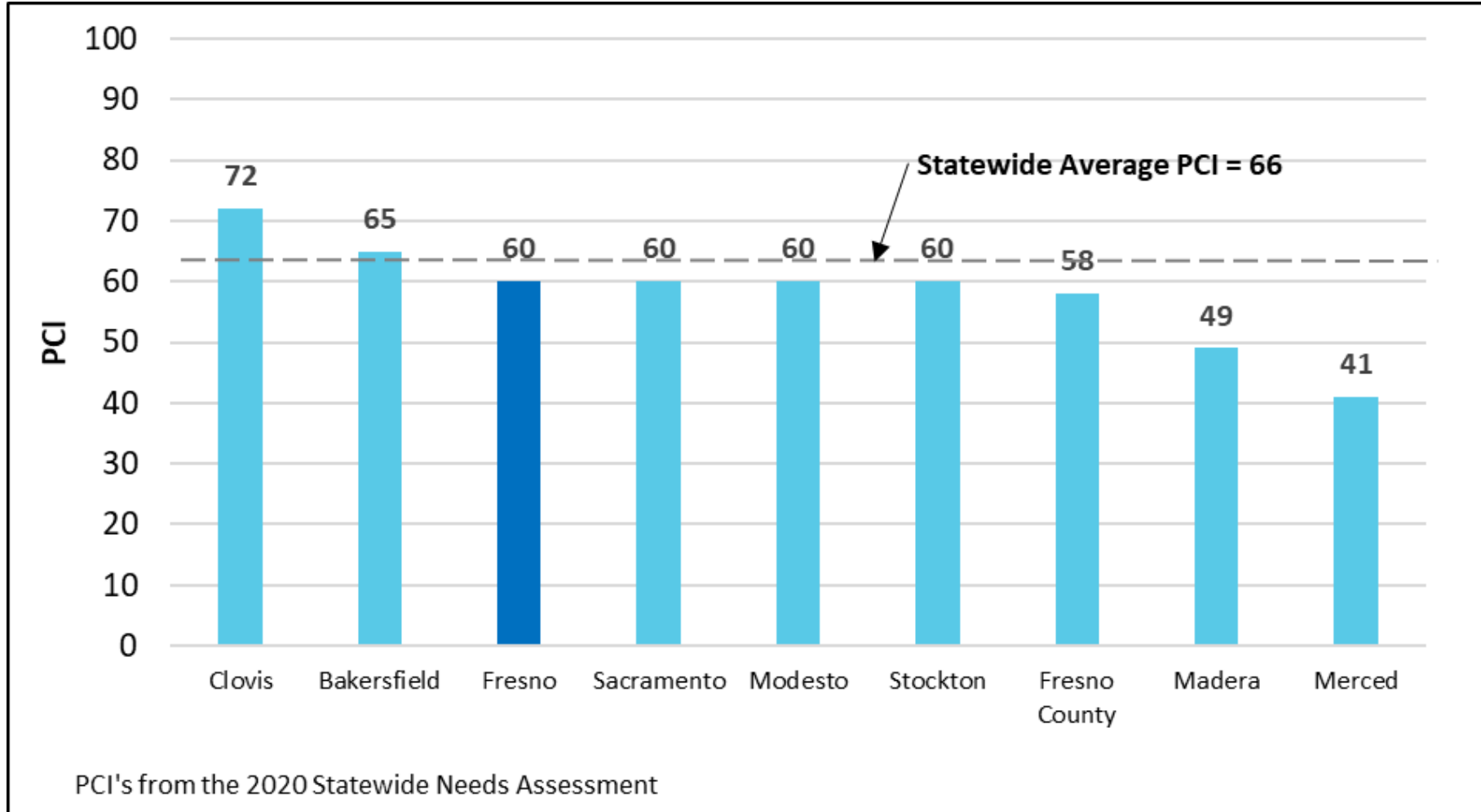
HARLAN RANCH

NORTH GROWTH AREA

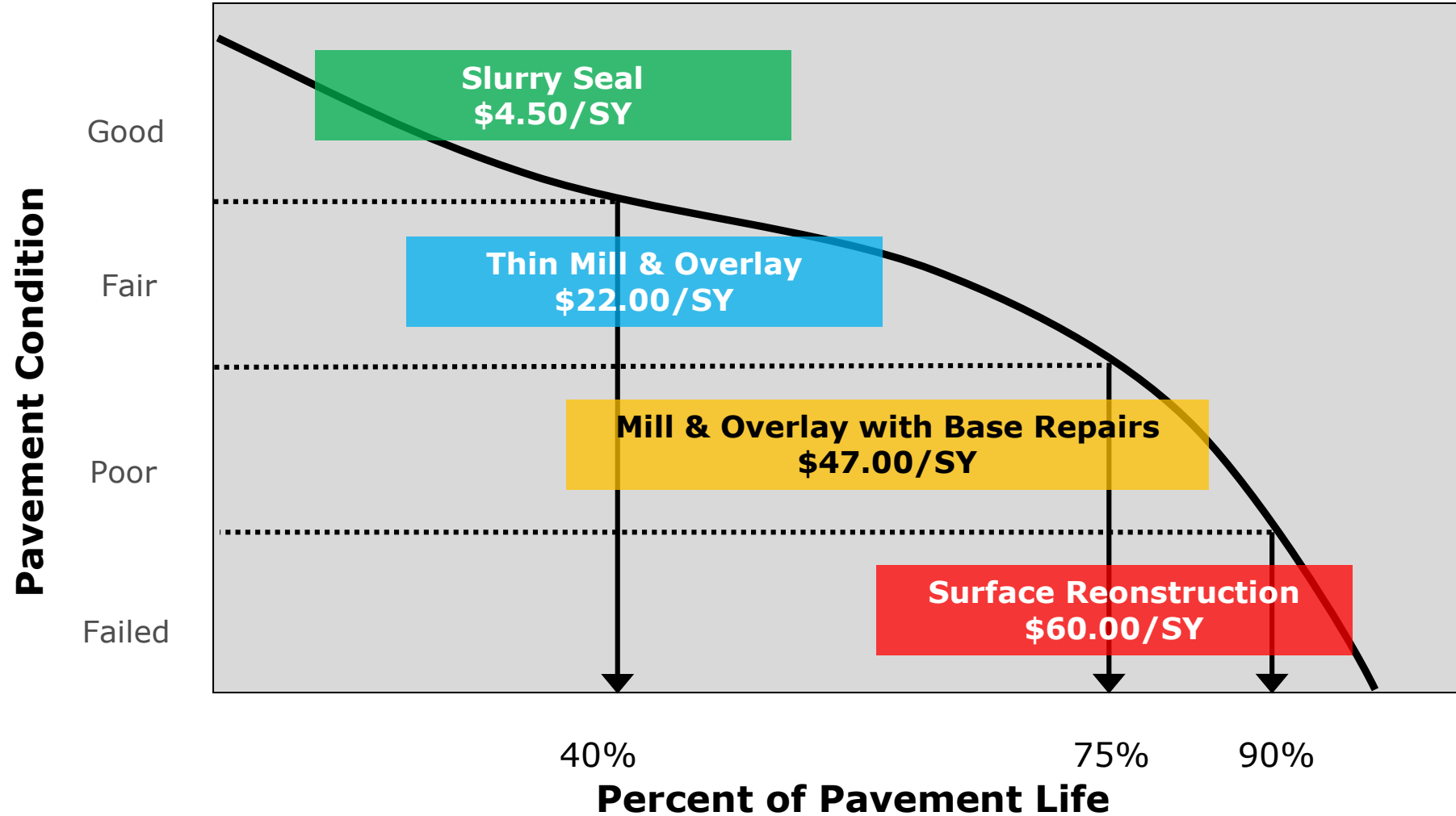
99

150

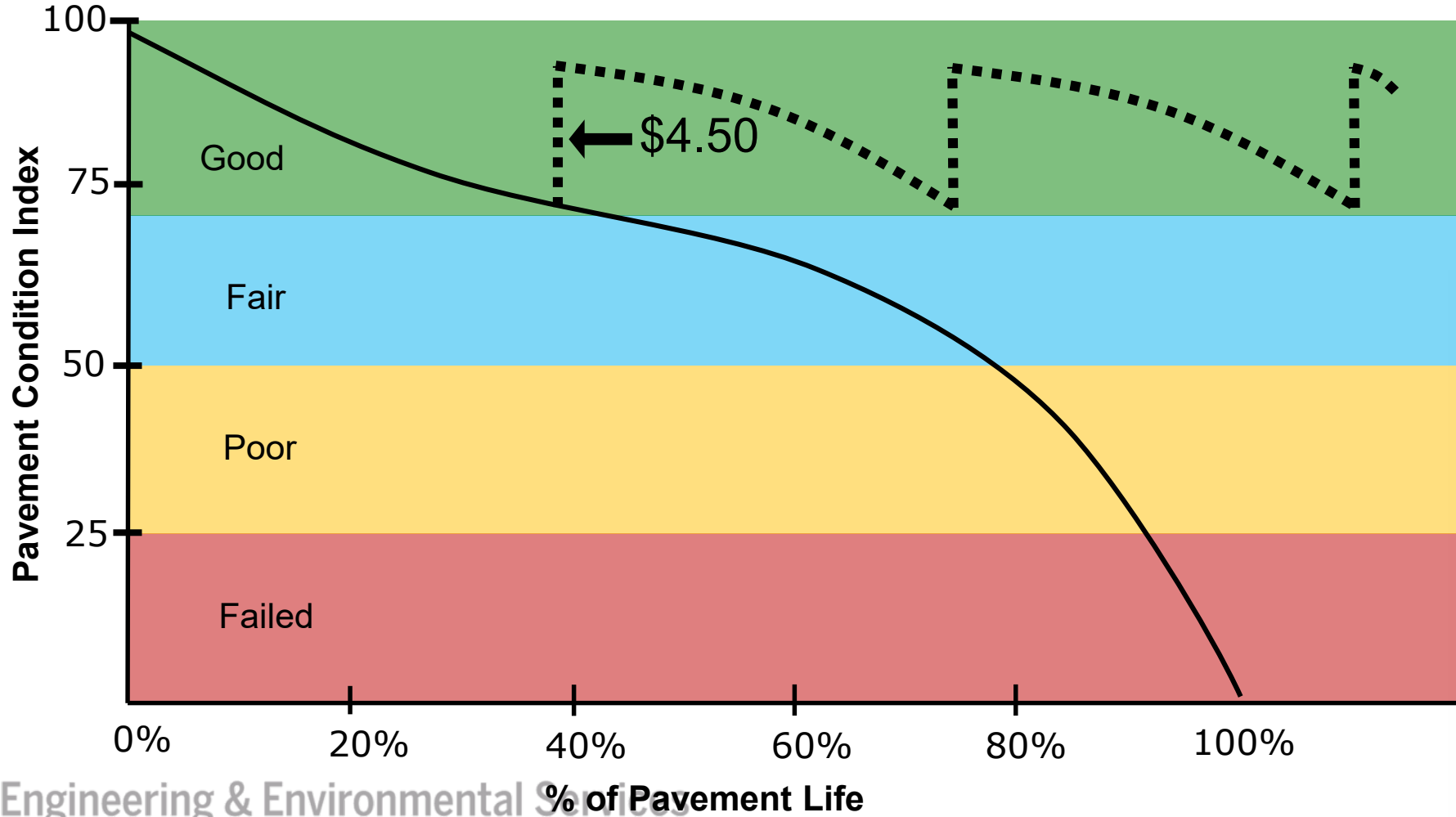
How Does Fresno Compare With Other Cities?



Good Roads Cost Less to Maintain

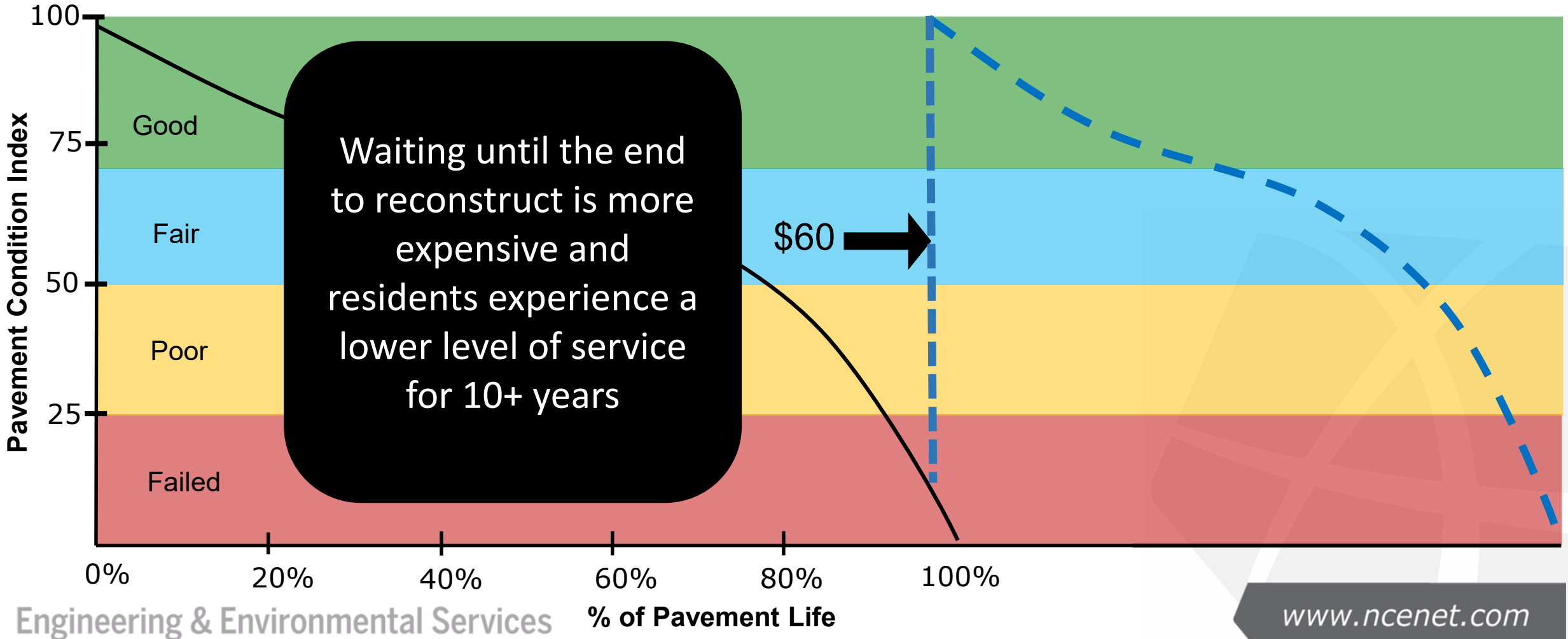


Importance of Preventive Maintenance



Residents experience a higher level of service & City saves money

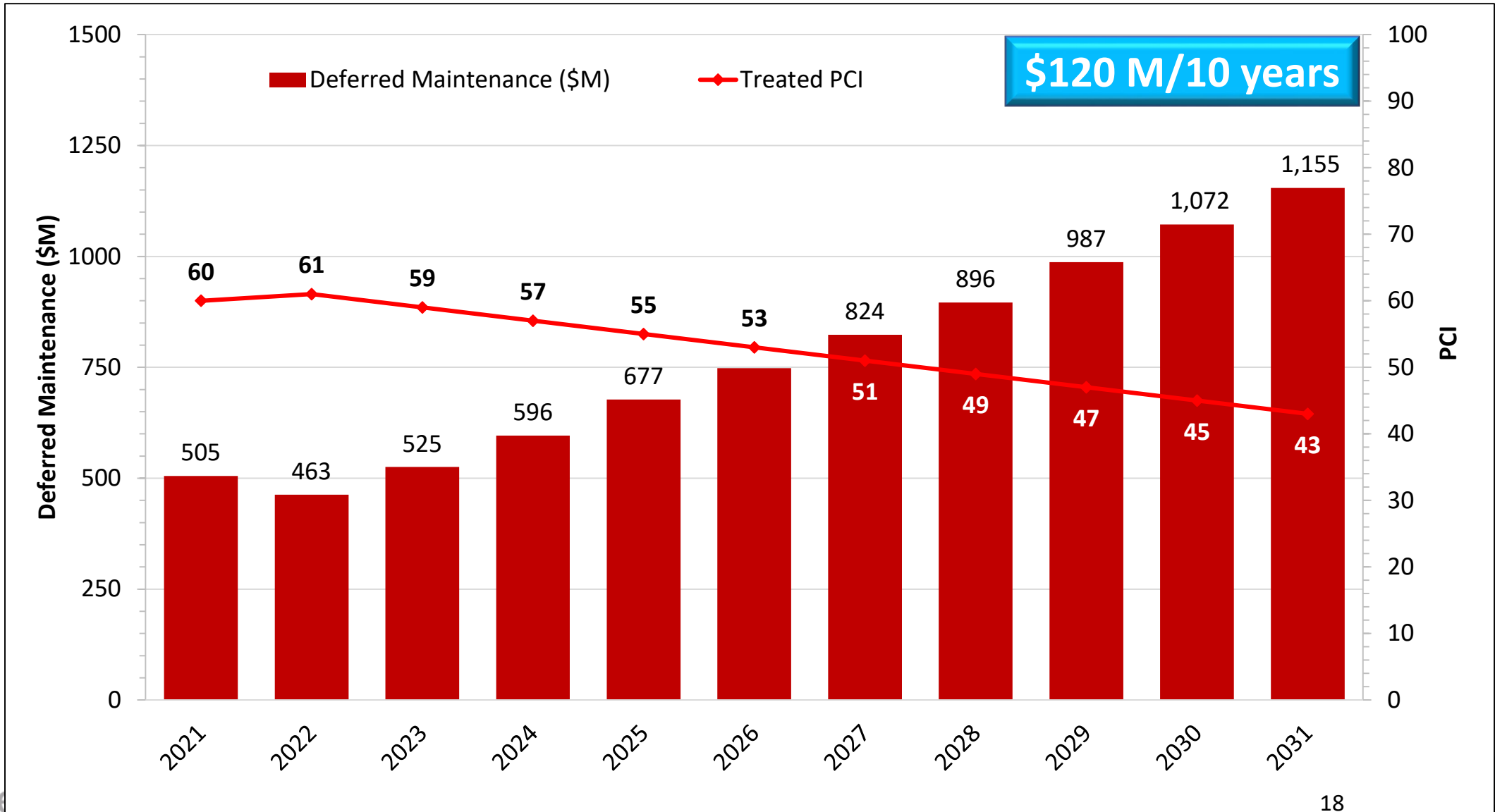
Reconstruction Is Not As Cost-Effective



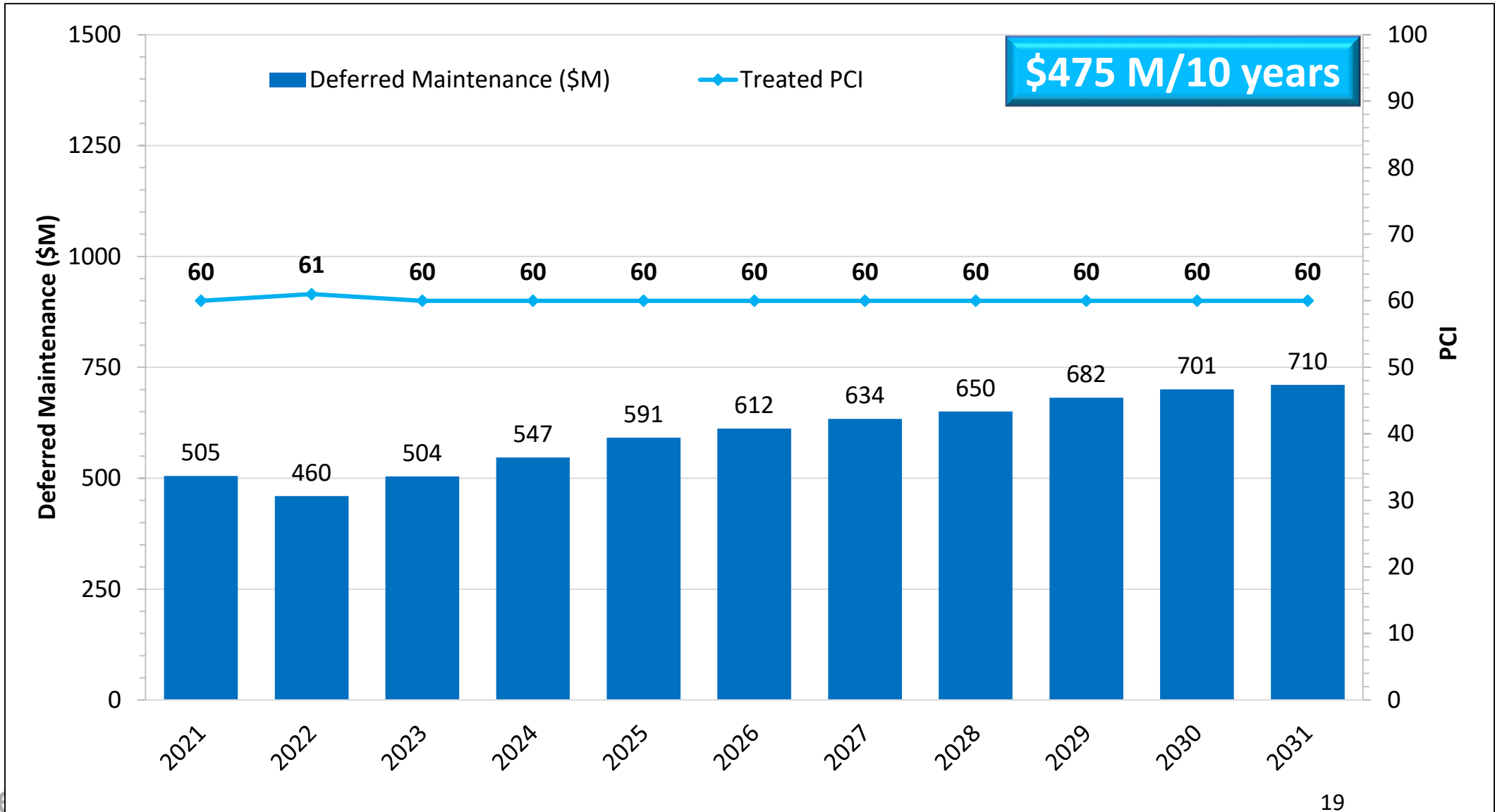
Funding Scenarios

- Scenario 1: City's Existing Funding (\$12 M/year)
- Scenario 2: Maintain PCI at 60
- Scenario 3: Improve PCI by Functional Class
 - Arterials/Collectors PCI → 70
 - Residential PCI → 65

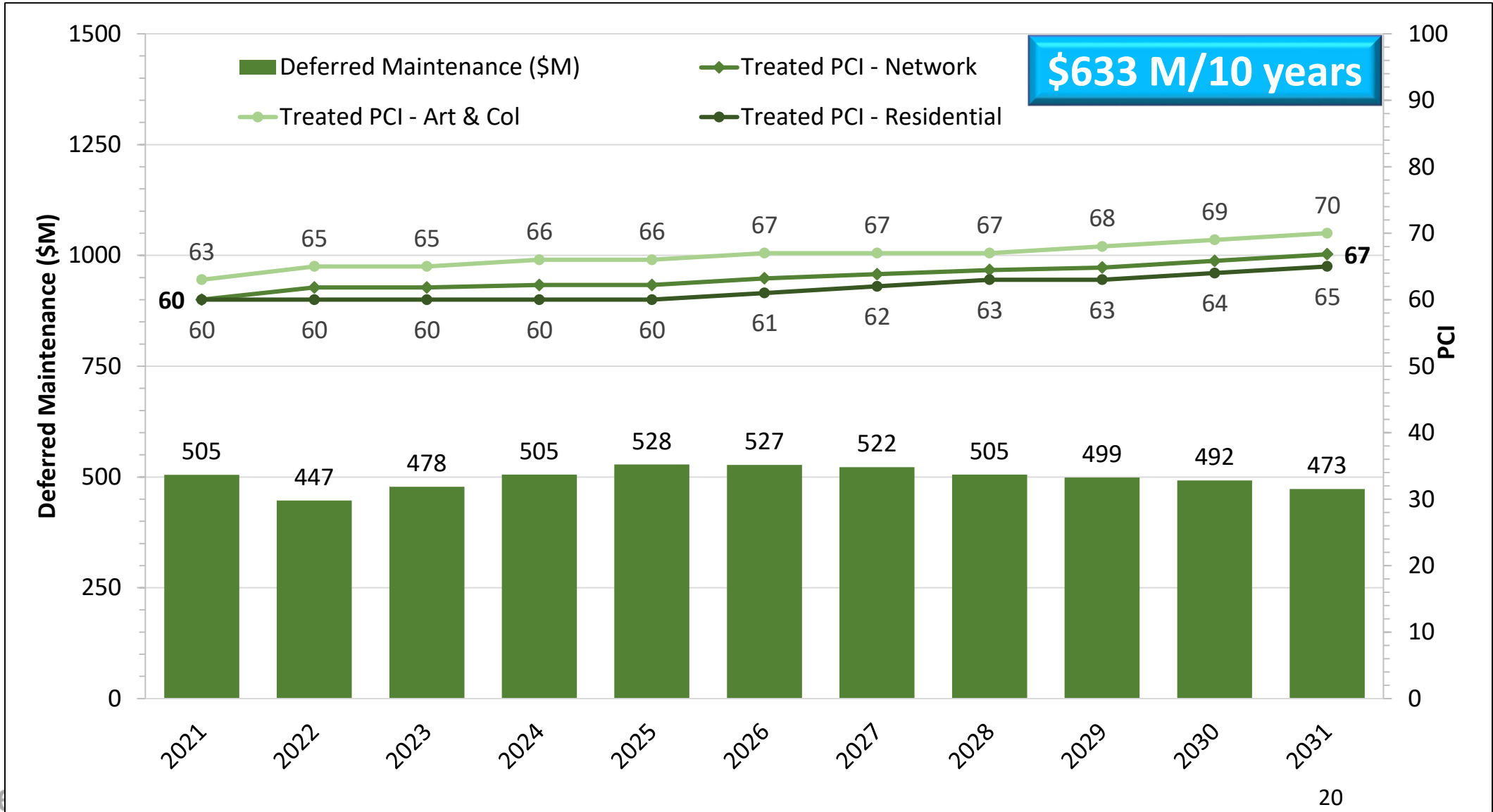
Scenario 1: City's Existing Funding



Scenario 2: Maintain PCI at 60



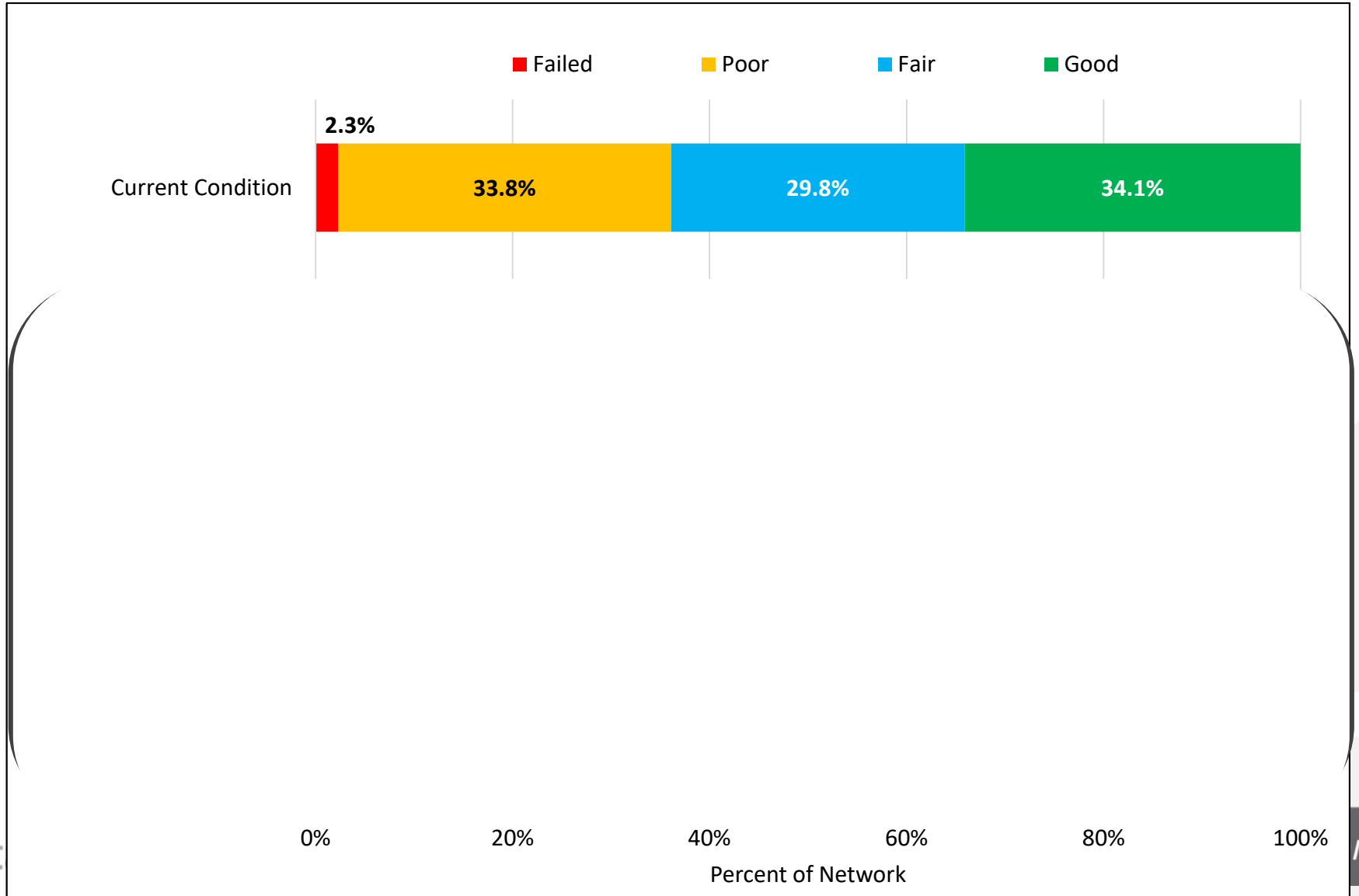
Scenario 3: Improve PCI by Functional Class



Network Condition Breakdown

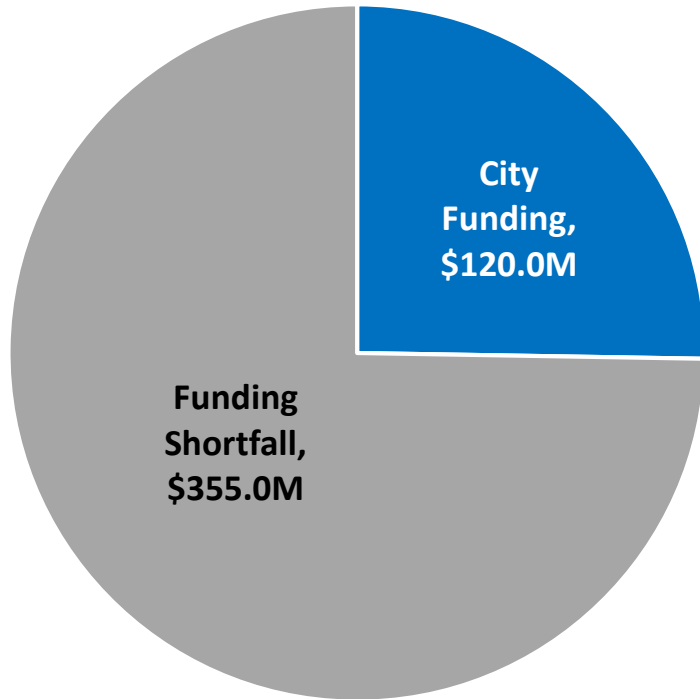
Today
(2021)

Future
2031
Projections

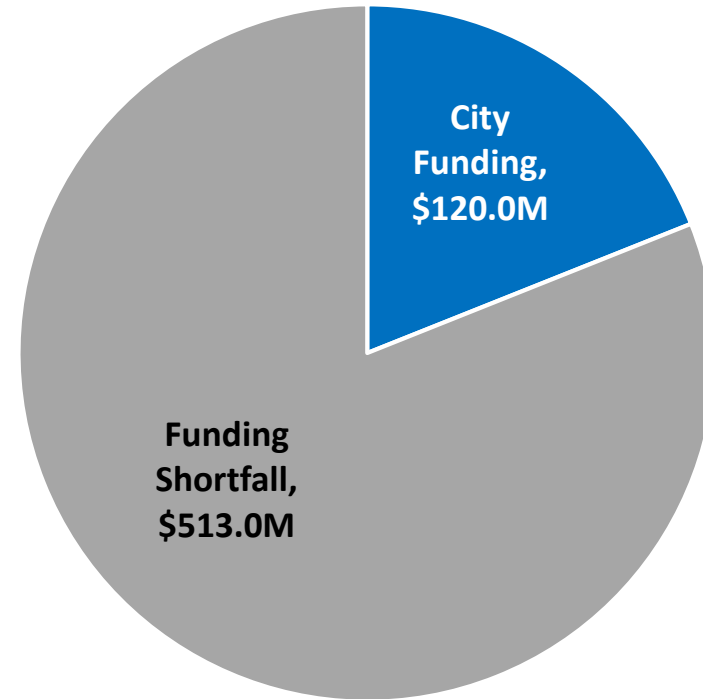


10-Year Funding Shortfall

**Scenario 2:
Maintain PCI at 60**



**Scenario 3:
Improve PCI by Functional Class**



Conclusions

- City has a substantial investment in the street network (\$4.5 Billion)
- Network is in “Fair” condition with a PCI of 60
- Existing budget (\$12 M/year) is insufficient
 - PCI will deteriorate to 43
 - Deferred maintenance will double to \$1,155 Million
 - 56.8% of network will be in “Poor” or “Failed” condition by 2031

Other Considerations

- Pursue Additional Funding Sources
 - Local sales measure, grants, general funds, etc.
- Maintain streets in good condition
 - Preventive maintenance
- Perform Regular Inspections
- Employ Cost Saving Treatments
 - Cold-in-Place Recycling, Full Depth Reclamation
- Community Facility Districts (new subdivisions only)



Margot Yapp, P,E,
President

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