



BRUCE RUDD
City Manager

September 25, 2014

Tony Boren, Executive Director
Fresno Council of Governments
2035 Tulare Street Suite 201
Fresno, CA 93721

**SUBJECT: LETTER REQUESTING INITIATING A MEASURE "C" AMENDMENT
FOR THE PEDESTRIAN / TRAILS FACILITIES SUBPROGRAM**

Dear Mr. Boren:

The City of Fresno is formally requesting that the Fresno Council of Governments initiate an amendment to Measure "C" concerning the Pedestrian / Trails Facilities Subprogram. Attached is a brief summary of the proposal developed by Mr. Mark Keppler and Mr. John Wright, in partnership with staff from the cities of Fresno and Clovis. The purpose of the amendment is to modify the existing language which restricts the use of the funds to new construction of pedestrian trails, the development of a Master Plan and for retrofitting existing facilities. The proposal developed by Mr. Keppler and Mr. Wright preserves the commitment of the plan to building new trails but provides a critical maintenance resource in situations where we can leverage other funding sources. Adoption of the plan amendment would allow the cities to expand the trail system thus providing a great resource to support alternative modes of transportation.

The City of Fresno is supportive of the proposed Measure "C" Plan Amendment and we would appreciate if Fresno COG could initiate the process to amend the plan.

If I can be of further assistance, please do not hesitate to contact me at 559-621-8000.

Sincerely,

A handwritten signature in blue ink that reads "Bruce Rudd".

Bruce Rudd
City Manager

Attachment

c: Scott Mozier, Public Works Director

DRAFT POLICY ON USE OF MEASURE C TRAIL FUNDS

The Cities of Fresno and Clovis, as well as Fresno County, have raised concerns about the use of Measure C trail funds for the construction of new projects with general fund monies insufficient to support their on-going maintenance. To address this concern and yet still remain true to the intent and promise of Measure C, the following pilot policy modification is offered for a one year trial period. This proposal recognizes the efforts that went into specifically allocating Measure C Trail funds for new construction as part of the Measure C development and election process. This trial period is an attempt to allow for unforeseen issues to be addressed, on a one-year trial basis, before a final policy is put in place.

It is proposed that when Cities of Fresno and Clovis, as well as Fresno County, proposes a new trail project, either by building an entirely new trail or by extending an existing trail that is funded in whole or in part from a source or sources other than Measure C Trail funds, the Cities of Fresno and Clovis, as well as Fresno County, may qualify for matching Measure C Trail funds for on-going trail maintenance at a rate of 5 to 1 (i.e., use of Measure C Trail funds for on-going maintenance equal to 20% of the project's non-Measure C Trail funds). The projects must meet all of the following:

- a. The project must be consistent with their respective circulation elements and adopted trail master plans.
- b. The project must be developed to meet AASHTO or California State guidelines.
- c. The jurisdiction must agree to maintain the new trail (segment) for at least twenty years.
- d. The maintenance match shall not exceed 20% of the construction cost and shall not be greater than \$10,000 per year per mile for a maximum of five years (i.e., \$50,000 for five years).

Example: A two (2) mile trail costing \$250,000 per mile (\$500k total) using funds other than Measure C Trail money would be eligible for \$100,000 in trail maintenance funds from the Measure C Trails account (20% of \$250K = \$50K x 2 miles = \$100K total for maintenance costs assuming the total project cost of \$500k was from non-Measure C Trail Funds). The funds would provide for up to \$10,000 per mile for maintenance per year for five years. If the jurisdiction can find other ways to support the maintenance efforts it can extend the use of the funds for maintenance. If the project cost exceeds \$250,000 per mile, the \$10,000 per mile per year cap for maintenance would reduce the ratio of Measure C Trail funds for maintenance. For example, if a jurisdiction's design resulted in a \$500K per mile cost, that jurisdiction would not be eligible for \$200K in maintenance matching money since the \$10K cap would apply. While a jurisdiction could use Measure C trail money for the capital construction, only the capital cost from other,

non-Measure C, sources could be used to calculate the five-to-one match for maintenance money and the \$10K per mile per year cap for maintenance matching funds would apply.

Under this one year pilot policy, “on-going maintenance” is limited to the maintenance on newly built, not existing, trails and is defined as including:

- Tree and shrub trimming, tree stake retying, replacement or removal
- Fertilizing and weed control chemicals and their application
- Weed removal
- Pot holes, breaks in the asphalt surface, or tree root uplifting,
- Irrigation system repair and upkeep (repair breaks, missing heads),
- Repair or reset timers
- Replace or repair stolen or damaged wires
- Litter removal
- Replace burned out light bulbs

”On-going maintenance” does not include:

- Resurfacing of asphalt except to do spot repairs resulting from things such as a broken water line
- Restriping any median lines
- Installing or replacing signing
- Paying for the cost of water or electricity
- Maintenance at adjacent trail heads or parks