

SYNOPSIS MINUTES - MORRO BAY PUBLIC WORKS ADVISORY BOARD
REGULAR MEETING – JANUARY 14, 2013
VETERAN’S HALL – 6:00 P.M.

Chairperson Makowetski called the meeting to order at 6:00 p.m.

PRESENT:	Matt Makowetski	Chairperson
	Ron Burkhart	Vice-Chairperson
	Marlys McPherson	Board Member
	Richard Rutherford	Board Member
	Stephen Shively	Board Member
STAFF:	Rob Livick	Public Services Director
	Rick Sauerwein	Engineering Division Manager
	Barry Rands	Associate Engineer
	Joe Woods	Recreation and Parks Director
	Mike Wilcox	Maintenance Superintendent

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS/PRESENTATIONS

Chairperson Makowetski stated he received an email regarding the City’s street sweepers, and noted the issue would be discussed later in the meeting.

CONSENT CALENDAR

A-1 Approval of Minutes from October 18, 2012 - Recommendation: Approve minutes.

MOTION: Shively moved to approve the October 18, 2012 minutes. The motion was seconded by Rutherford and carried unanimously. (4-0).

OLD BUSINESS – None.

PUBLIC COMMENT PERIOD

Chairperson Makowetski opened public comment period.

Joe Polly, resident of north Morro Bay, stated he would like to see the utility wires moved underground, and stated he would be willing to help fund the project if it were to be approved. He expressed interest in knowing what the public thought of this idea.

Rigmore Samuelson, resident of Morro Bay, stated she would like the City to repair the sidewalks, curbs, and gutters along Market Street because she thinks they are uneven, may cause flooding, and may be a hazard to the public.

Chairperson Makowetski expressed his appreciation for Samuelson's comments and directed the public to also visit the City's website to post concerns about City streets.

Linda Merrill, resident of north Morro Bay, expressed concern about the large potholes in north Morro Bay. She asked the City to revise its current policies regarding reconstruction and repair of potholes to better address the northern area of the City. Chairperson Makowetski stated these issues will be addressed later in the meeting.

Boardmember Shively stated his understanding was that potholes do get filled when reported. Livick confirmed the Maintenance Division does do pothole repairs and crack fillings as routine maintenance, whereas the Pavement Management Plan policies are reserved for larger rehabilitation efforts.

Chairperson Makowetski closed public comment period.

NEW BUSINESS

C-1 Streets Summit: An Update on Pavement Management, Streets Maintenance Programs and Recommendations for Future Work – Recommendation: Receive update, take public testimony and provide recommendations to City Council for the upcoming Goal Setting and Biannual Budget Process

Livick presented the engineering section of the staff report.

Boardmember Shively asked Livick to clarify whether the City is reconstructing the base under the road as well as the asphalt pavement itself. Livick clarified, given adequate funding, the City would completely reconstruct the streets by grinding off the asphalt layer, digging through the red rock, compacting the soil underneath, and then constructing the road from scratch.

Boardmember Shively asked Livick to clarify whether the ten worst streets in the City all have the same problematic soil types. Livick stated the soil types vary.

Woods presented the maintenance and street trees sections of the staff report.

Chairperson Makowetski asked Woods about the potential for a database which would allow the public to view the City's queue of street repairs. Woods stated the City has not activated a queue in that regard but he will consider the suggestion. The Pavement Management Plan rates the streets from best to worst; the Maintenance Division will address the worst streets first, while the Engineering Division will use preservation techniques that improve street condition before they become badly deteriorated to obtain the greatest value from the sparse funds that are available.

Woods acknowledged there are glitches in the online citizens' tracker module, but the City is working to resolve them. Woods noted the Maintenance Division is fixing potholes in the northern area of the city first, moving south, but if potholes are in extremely poor condition, the City tries to fix them as soon as possible.

Boardmember Shively asked Woods to clarify who fixes the potholes in the city. Woods stated the Maintenance crew repairs potholes as long as the surface area is not too large; for repairs over about five tons, the City hires contractors to do the work.

Boardmember Burkhart asked staff if a link for street repairs has been added to the City's homepage which would make it easier for the public to submit street repair requests. Woods clarified the City now uses a

module called Let Us Know which allows the City and the requestor to track the request. Makowetski asked Woods whether it would be possible to add a link to the homepage specifically for street repairs. Livick stated staff will work with City Administration to resolve the issue.

Boardmember Shively asked if root barriers are installed with new street trees. Woods stated there are specific installation requirements for each tree installed in the city and the requirements are available on the City's website.

Livick revisited the engineering section of the staff report and presented several slides illustrating various pavement techniques used by the City.

Boardmember Shively asked Livick about the feasibility of creating assessment districts to prioritize certain areas of the City for street repairs. Livick stated the City Council has previously examined such measures but has decided not to include them in Staff's work program. Livick discussed alternative methods of funding large-scale maintenance programs.

Livick stated the Pavement Management Plan update will consider the feasibility of dividing the city into different geographical areas and establishing a yearly work plan for each area.

Chairperson Makowetski opened public comment period.

Joe Polly, resident of north Morro Bay, stated he would like to see the potholes repaired on Avalon, Casitas, and Nutmeg Streets.

Jim Dilts, resident of Morro Bay, expressed concern that Quintana Road, south of South Bay Boulevard, is in very poor condition and he would like it repaired as soon as possible.

Chuck Stohl, resident of north Morro Bay, asked Woods to clarify the City's total budget for street maintenance. Woods stated the total budget varies yearly, but the City currently has about \$224,000 from the General Fund for street maintenance. Stohl suggested, given the limited budget, the City should explore additional approaches to raise revenue for street repairs.

Walter Heath, resident of Morro Bay, stated he does not think it is necessary to establish an assessment district in north Morro Bay since one was not established in south Morro Bay, where streets there are in good condition. Heath stated the streets in north Morro Bay will need to be completely reconstructed, and to finance this project, the City will need to raise a large amount of money in a short period of time; he suggested temporarily increasing the sales tax to do so.

Dan Glessman, author of an article published in the Bay News regarding Measure Q monies, proposed increasing the sales tax by 0.5 percent and dedicating it completely to streets. He explained the money generated from the increased tax could be used to pay off a loan from the League of Cities for street repair. This approach would allow the City to reconstruct the streets within a 10-15 year period.

Ahmed Kassam, resident of north Morro Bay, expressed concern that the larger garbage trucks are damaging newly repaired streets and he would like to see only smaller trucks using those streets until the pavement has settled completely.

Melanie Bachman, resident of Morro Bay, requested the City extend the reconstruction area on Pacific Street to include the portion east of Kern Avenue to Kings Avenue. She stated this portion of Pacific is in poor condition and, because it is used heavily by pedestrians and bicyclists to access downtown, it should

be included. Bachman also noted numerous power lines have been discarded in this area and she would like them removed.

Nancy Best, resident of Morro Bay, stated she would like Kings Avenue repaired as it is a feeder street and is now in poor condition because it experiences large amounts of storm water runoff which have deteriorated the pavement surface. The water tanks are nearby and when they are emptied for maintenance purposes they should be drained via the concrete trough into the State Park to avoid further road wear.

Melinda Kendall, resident of Morro Bay, suggested repairing Kings Avenue would relieve some of the wear and tear from the traffic circle.

John Bachman, resident of Morro Bay, expressed concern that pedestrians along Pacific Street are not adequately protected because of the poor condition of the street, the lack of sidewalks, and the parked cars on either side of the street. The road needs reconstruction to add curb, gutters and sidewalk.

Linda Merrill, resident of Morro Bay, expressed concern that the City has not made street repairs a top priority during the last thirty years and would like to see the City take action soon.

Tom Templeton, resident of Morro Bay, expressed appreciation for Barry Rands' responsiveness. He also expressed concern that funding for street repairs is not dispersed evenly throughout the City; he would like to see more money dedicated to fixing the streets in north Morro Bay. Street maintenance should not be a Parks & Recreation responsibility.

Jane Heath, resident of Morro Bay, expressed concern that the City's priorities were decided without input from the public. She would like to see the money for street repairs distributed more equitably.

Lucian Morin, resident of Morro Bay, stated he would like to see a timeline of street repairs, and he would also like to see a more equitable distribution of funds.

Linda Fidel, resident of north Morro Bay, stated it would be in the City's best interest to improve the roads in north Morro Bay since tourists do also visit that area of town.

Jen Ford, resident of Morro Bay, thanked the Board for revisiting the Pavement Management Plan and for responding to her previous requests. She stated support for increasing taxes to fund street repairs in north Morro Bay. Ford asked Livick to comment on the status of the triple layer cape seal on Tide Street. Livick stated he would like to wait until the rainy season is over to assess how it withstands more traffic wear and wet soil conditions. If successful, Livick stated this technique will be used when the City republishes the Pavement Management Plan as it will allow the City to stretch pavement management funding further.

Chairperson Makowetski closed public comment period.

Livick commented on the garbage truck issue, stating the trucks now make multiple trips per week, and have heavier loads than the streets were designed to hold. He also commented on the street sweepers, noting the City may opt to incorporate this service with garbage services; then the associated costs for the street sweeping service could be absorbed in the garbage rates.

Chairperson Makowetski asked Livick to confirm the current cost of the street sweepers, and Livick stated it costs the City about \$50,000 per year. Makowetski asked Livick if it would be possible to keep the street sweepers away from the vulnerable residential streets in the northern area of the City because they further damage the street surface. He would instead like to see the street sweepers concentrate on the downtown area and the Embarcadero. Livick stated this may be a possibility in the future but the City's current

NPDES Storm Water Permit stipulates the City must sweep all residential streets at least once per month and twice per week in downtown area. Livick stated the permit is in the process of being amended and if the RWQCB approved of reductions, the changes could be implemented in June.

Rands acknowledged the public's concerns regarding equity in the Pavement Management Plan and he stated the update will incorporate more aspects of fairness. He stated the City has applied in the past for grants to repair streets in the northern area of the City but the grants were not successful. He agreed the City needs to come up with more money to work on the streets in the north.

Boardmember Shively stated the funds should be equitably distributed throughout the City, perhaps based on the number of residents in each area. He explained money in the north will not go as far as it does in the south because streets in the north will need true reconstruction. He stated he does not think there is enough money right now to fix all the roads in the City without an additional revenue source. He stated it requires a two-thirds majority vote to pass a tax or bond issue in the City, and this should be considered when alternative revenue sources are being examined.

Boardmember Rutherford asked for clarification about why no funding was allocated to street repairs in FY2011-2012. Woods clarified that since all Measure Q allocations for streets went to the Pavement Management Plan during FY2010-2011, the funds were allocated differently in the next fiscal year.

Boardmember Burkhart asked for clarification about whether the City's pothole repair procedures are proactive, reactive, or both. Wilcox stated the Maintenance Division is trying to be more proactive in their approach to potholes. Burkhart asked specifically for the pothole at San Joaquin and Adler to be repaired.

Chairperson Makowetski made the following comments:

- He asked staff to clarify whether the \$250,000 that is currently dedicated to the first level of street repair is feasible every year. Livick stated the yearly allocations are at the discretion of the City Council.
- He stated the City needs a larger revenue stream in order to fix the roads in the northern area of the City. Sales tax, loans, and grants are all possible options. Makowetski asked for an annual spreadsheet of available grants so that when possible, staff would be able to easily see grants are available.
- He stated another potential revenue source could come from unexpected monies wherein a certain percentage would be devoted to street repair, especially to streets in the northern area. Additionally, with the collection of monies from unexpected revenue sources, the City could establish an account to accumulate matching funds, instead of in-kind funds, which would be to the City's advantage when applying for grants.
- He noted the Pavement Management Plan does not outline goals for the City and suggested the update establish some regarding prioritizing the type of streets to be repaired as well as specific problem streets that need to be repaired. Traffic volumes should be a criteria for prioritizing the PMP.

Boardmember Shively asked Livick to confirm whether it is required to rebuild the curb/gutter/sidewalk as part of the building permit process. Livick stated there are only a few residential zoning districts in the City that require standard curb/gutter/sidewalk, so it is not always a requirement to rebuild them in the permit process. Shively explained how other cities either require the applicant to install such improvements or pay into a fund that eventually makes it possible to build out that road after enough lots have paid.

Chairperson Makowetski stated he wanted to include two additional recommendations to the Program Recommendations:

1. Goals – Include the goals discussed above which would target specific areas of the City for street repairs.
2. Grants – Create a spreadsheet of available grants, as discussed above, with their due dates throughout the year.

Chairperson Makowetski suggested imposing developer fees to fund curb/gutter/sidewalk installations. Boardmember Shively noted the City would have to be careful imposing such policies because state law AB1600 requires there must be a nexus to what the developers are paying.

Boardmember Burkhart clarified with Livick the City Council decides how much money to allocate to each fund. Burkhart proposed the City dedicate a percentage of the General Fund specifically to street improvements (not to maintenance). He would like a separate fund established solely for street repair capital projects.

Chairperson Makowetski asked Rands if an amendment could be added to the Pavement Management Plan which would designate surplus revenue to repairing the already identified problematic streets.

Livick clarified there are no grants available specifically for local street and road repairs—they are usually incidental. According to SLOCOG, the City's funding partner, State money for local streets and roads is depleted, and, instead, cities are using local (countywide) initiative sales tax to fund transportation issues.

Livick suggested preparing a memorandum summarizing the recommendations from the Board and from the public, and presenting it to the City Council for their consideration.

MOTION: Shively moved to grant Chairperson Makowetski the authority to sign the memorandum which will be prepared by Livick.

The motion was seconded by Burkhart and carried unanimously. (4-0).

FUTURE AGENDA ITEMS - None

ADJOURNMENT

The meeting adjourned at 8:22 p.m. to the next scheduled meeting to be held at the Veteran's Memorial Hall on Thursday, February 21, 2013, at 6:00 p.m.