



**CITY OF MORRO BAY  
PUBLIC WORKS ADVISORY BOARD  
A G E N D A**

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*The City of Morro Bay is dedicated to the preservation and enhancement of the quality of life.  
The City shall be committed to this purpose and will provide a level of municipal service and  
safety consistent with and responsive to the needs of the public.*

Veteran's Memorial Building  
Regular Meeting, 6:00 p.m.

209 Surf Street, Morro Bay  
Wednesday, March 17, 2010

Matt Makowetski, Chair  
Bill Olson  
Jenny Brantlee

June Krystoff-Jones, Vice Chair  
Susan Shaw  
Richard Rutherford  
John Zweemer

- I. CALL TO ORDER AND ROLL CALL**
- II. PLEDGE OF ALLEGIANCE / MOMENT OF SILENCE**
- III. ACCEPTANCE OF AGENDA**
- IV. ANNOUNCEMENTS**
- V. WRITTEN COMMUNICATIONS**
- VI. PUBLIC COMMENTS/PRESENTATIONS**
  - A. Presentation by the Citizens Tree Committee regarding Landmark Trees and the Master Street Tree List
- VII. CONSENT CALENDAR**
  - A. Approval of Minutes of February 17, 2010
- VIII. DIRECTOR'S REPORT/INFORMATION ITEMS – No action required**
- IX. NEW BUSINESS**
  - A. Consideration of Proposed Transit Service Changes - Burlingame
- X. OLD BUSINESS**
  - A. None
- XI. FUTURE AGENDA ITEMS**

Main and San Jacinto Intersection (Brantlee)	Stormwater Management Plan Status Report (Livick)
City Facility Tour (Staff)	Water Conservation (Wade)
Bike Plan Update (Livick)	Collection System Repairs (Randall)
Pavement Management Plan (Livick)	
- XII. ADJOURNMENT – Next Regular Meeting: 6:00 p.m., Wednesday, April 21, 2010**

THIS AGENDA IS SUBJECT TO AMENDMENT UP TO 72 HOURS PRIOR TO THE DATE AND TIME SET FOR THE MEETING. PLEASE REFER TO THE AGENDA POSTED AT THE DEPARTMENT OF PUBLIC SERVICES, 955 SHASTA AVENUE, FOR ANY REVISIONS OR CALL THE DEPARTMENT AT 772-6261 FOR FURTHER INFORMATION.

MATERIALS RELATED TO AN ITEM ON THIS AGENDA SUBMITTED TO THE PUBLIC WORKS ADVISORY BOARD AFTER DISTRIBUTION OF THE AGENDA PACKET ARE AVAILABLE FOR PUBLIC INSPECTION AT; PUBLIC SERVICES OFFICE AT 955 SHASTA AVENUE, MORRO BAY, CA 93442; MORRO BAY LIBRARY AT 625 HARBOR STREET, MORRO BAY, CA 93442; MILLS/ASAP REPROGRAPHICS AT 495 MORRO BAY BOULEVARD, MORRO BAY, CA 93442 DURING NORMAL BUSINESS HOURS. IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE DEPARTMENT OF PUBLIC SERVICES AT LEAST 24 HOURS PRIOR TO THE MEETING TO INSURE THAT REASONABLE ARRANGEMENTS CAN BE MADE TO PROVIDE ACCESSIBILITY TO THE MEETING.

March 8, 2010

To: City of Morro Bay Public Works Advisory Board and City Staff

Enclosed are recommendations the Morro Bay Volunteer Tree Committee proposes for the establishment of a City Landmark Tree Program/Amendment and a suggested update for the City of Morro Bay Master Tree List. The recommendations are a product of our monthly meetings and include input from City of Morro Bay Staff and the landscape professionals on the Committee. We request that your board reviews the recommendations and forward them on to the Planning Commission and City Council for final approval and adoption.

If the recommendations are adopted, the Tree Committee would like to develop an addendum guide with pictures and information highlighting each tree's special characteristics, best applications and living specimens in the community. We will include a reference library of resources for additional information.

#### Attachments

#### **A) Land Mark Tree Recommendation**

Page 1: Explains the need and background information pertaining to historical trees and vegetation in Morro Bay.

Page 2: Is our step-by-step recommendation for implementation of a Landmark Tree Program.

Page 3: Outlines our research and general process for developing this recommendation.

#### **B) Updated City of Morro Bay Master Tree List Recommendation**

After extensive review and deliberation we suggest the City amend the current Master Tree List and adopt our recommended Update. The proposed Update highlights trees which exhibit one or all of the following characteristics: Drought Tolerance, Bird & Butterfly Habitat, Thrives in Mediterranean Coastal Conditions, Agricultural heritage connections to the Morro Bay Bioregion, recognized California Natives. Furthermore, the proposed Update identifies which trees are compatible with Greywater irrigation applications and those that thrive in "bonsai" street planting conditions. If approved, we are ready to finalize the Update to be compatible with the current City Master Tree List format, develop an informational addendum guide for each tree variety listed and compile a resource library.

References: CA Native Plants for the Garden (Cachuma Press), Sunset Western Garden, SLO County Greywater Guide

Respectfully Submitted By:

Morro Bay Volunteer Tree Committee

Wally McCray      Ann Reisner      Cory Paul      Noah Smukler      Sean  
Ellis

Gabriel Frank      Taylor Newton      Susan Shaw      Melinda Elster      June  
Krystoff-Jones

*The Morro Bay Tree Committee is composed of local landscape professionals, citizens and non-profits who believe a healthy urban forest provides beneficial wildlife habitat, supports public health and promotes the natural beauty of the City of Morro Bay. Morro Bay benefits from active volunteer citizen groups to facilitate the growth and stewardship of the City's public natural resources. Through educational outreach activities and tree planting projects the Committee is dedicated to the protection, conservation and expansion of our urban forest to help the citizens and visitors of Morro Bay discover their better natures.*

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Morro Bay Tree Committee Landmark Tree Discussion & Recommendation  
2010

FEBRUARY, 18

*"Morro Bay was always the stuff of which dreams were made....Many were the dreamers who wove dreams of future wealth and happiness around the development of this area."*

~ Morro Bay's Yesterdays, Gates & Bailey (pg 1)

The City of Morro Bay is cradled in one of the Nation's elite federally recognized and protected estuaries. From the Rock to the Chorro Valley, the area is rich in natural wild splendor, farmland, the local history of Indigenous cultures and European settlement. The native landscape, habitat for our wild fauna and flora, surrounds our city and survives in pockets on farms, landscapes, parks and streetscapes that we pass daily. Trees and their seedlings, planted by the founding immigrants and homesteaders that developed the City of Morro Bay, still survive as treasured family history and forgotten street sentinels. The city and surrounding community has always been in a state of development, always falling back on its primary resource...our landscape and nature.

Trees have played a functional role in the history and development of the City of Morro Bay. The first home built by Franklin Riley at the intersection of MB Blvd and Main, was made of the native willows. The first year Riley realized the area needed trees, he started a nursery at the intersection of Harbor and Morro, growing Monterey Cypress and Blue Gum Eucalyptus. The trees were vital in slowing the sand filled wind, creating a layer of topsoil, and providing firewood for heating and cooking.

Trees have played a historical role as sentient reminders of our past. In the surrounding farm lands of the subdivided rancheros, the trees and stumps of giants mark the cemeteries, homes, and places of celebration from the past 200 years. Some of these giants still exist in city limits as stumps, living trees, and their seedlings. Some trees planted in the last few decades rival their predecessors in size, beauty and function.

Trees have an essential role supporting Morro Bay's economic and physical health. Trees are a key element in Morro Bay's famous scenic beauty and wildlife habitat for which so many migratory and endemic birds and butterflies, and our tourism industry, depend annually. Trees are a vital component in the revitalization of our local industries of: tourism, agriculture, fisheries, energy, and real estate development. Mature tree canopy's beautify our neighborhoods and business districts by complementing the architecture of buildings, shading locals and sun weary travelers, reducing erosion,

filtering and slowing storm water, capturing carbon in the atmosphere and purifying the very air we breathe.

The guidelines and regulations that protect the trees and vegetation in our city, are designed to work for the betterment of our present and future, and should reflect what we have learned from our past. Landmark Tree recognition, designation, protection, and proactive maintenance is an important step in establishing valuable control measures to preserve our history as the City of Morro Bay evolves in the future. Recognized Landmark Trees give our community another opportunity to reflect and celebrate our heritage, environment and the City's future.

#### Implementation Recommendations Step 1:

Establish a Landmark Tree addendum to MB City Tree Regulations. On public land, recognized Landmark Trees will be protected and proactively maintained for long-life/health, under the authority of the Director of Public Services. Private property land owners may volunteer to have trees on their property recognized as Landmark Trees, but trees on their property will still be their responsibility to maintain and protect.

#### Step 2:

All nominated Landmark Trees will be reviewed and approved by appropriate City Staff, the City of Morro Bay Public Works Advisory Board, Planning Commission and, if necessary, City Council. The Morro Bay Tree Committee will have an opportunity to provide comments through this process.

#### Step 3:

City approved Landmark Trees should be identified with a sign or plaque, perhaps funded by Morro Bay Beautiful, and be incorporated into the City's Urban Forest Management Plan and appropriate planning documents. Special protection measures will be adopted, including heightened review of projects that may negatively impact City recognized Landmark Trees.

#### Step 4:

The MB Historical Society and Tree Committee will develop a "Historical Touring Map" of Morro Bay that includes the City approved Landmark Trees. The MB Tree Committee should consider further public awareness projects and continue to recommend appropriate updates to the City's website, Urban Forest Management Plan and planning process.

#### Suggested Landmark Tree Criteria:

1. Any Specimen Tree or grove of significant size, beauty, cultural heritage or habitat value.
2. Specimen tree or grove of significant habitat value for migratory birds and butterflies.
3. Native trees or groves of historical significance to local indigenous cultures.
4. Specimen tree or grove of agricultural significance and history.

5. Specimen tree or grove older than 80-100 years.
6. Any Trees playing very important functional role in city parks or for city planning and maintenance.
7. Specimen Trees or groves of significance planted by early settlers of Morro Bay.

Examples of potential Landmark Trees (pictures can be provided upon request)

Monterrey Cypress and Blue Gum Eucalyptus planted around the Cloister's Resort by EG Lewis, in the area of San Jacinto and Sandalwood, or original settlement area South of Harbor Street.

The Palms on Monterey and MB Blvd, marking the site of the US Post Office of 1928.

Monterrey Pines on Piney that may be seedlings of original pines planted by Parker

Specimen Channel Island Oaks planted at MB Library courtyard near new Peace Pole

#### MORRO BAY TREE COMMITTEE "LANDMARK TREE" RESEARCH & RECOMMENDATION ~ 2/18/2010

##### A. Identify Need for Landmark/Heritage Tree Regulations:

- Trees have played an important role in the history and development of the city of Morro Bay.
- Trees play a vital role in the history and ecology of the natural environment, both flora, fauna, and geologic.
- Trees play a pivotal role in supporting public health and the local economy.
- The City of Morro Bay's 25 year commitment to Arbor Day Foundation's "Tree City USA" Program.

##### B. Landmark/Heritage Tree definition: any tree existing within city limits, which has been so designated by resolution of the City Council, after review by the City's Tree Board and Planning Commission.

- Private Property Trees, voluntary designation by landowner to property deed; proactive maintenance recommended.
- Landmark Trees on public right of way property; proactive maintenance, health, and protection under the authority of the appropriate Staff member (Director of Public Services or City Engineer)
- Landmark Tree Regulations shall include special protection and review measures.

##### C. Landmark Tree Selection: Any tree nominated for the City of Morro Bay Landmark Tree designation will be reviewed by the City Staff, acting Tree Board, Planning Commission and City Council.

- Nomination and Selection based on one or more of the following criteria:
  1. Size, Age
  2. Local History
  3. Aesthetic Beauty
  4. Important Species for Bird & Animal Habitat (Endemic and Migratory)
  5. Important Species for City Landscape Maintenance/Function

- Possible Landmark Trees in City of MB, should be less than 20 (City of SLO has 22).

D. Landmark Tree & MB Historical Society, "MB Heritage & Natural Habitat Tour"

- Recommend development of a Map and Historical Walk through Morro Bay, highlighting history, development, and the natural environment of the City.
- Similar to existing Morro Bay Historical Society Walk through the history of Morro Bay.
- Bring together the Morro Bay Natural History, Bird Sanctuary, City History, and Past/Present/Future development and land use; for community and guests.

\* Carmel and Rocklin, California, are examples of cities that have established extensive tree regulations, from a Liberal and Conservative perspective respectively. Other resources include: City of SLO, American Society of Landscape Architect's "Special Status Trees", and the Arbor Day Foundation.

Proposed Update to City of Morro Bay Master Tree List as Recommended by MB Tree Committee, March 2010  
 C= City's Master tree list Y= 1999 Yards list B= on Bonsai(roots) list \* = Water Needy G = Greywater Compatible New Addition  
 Ideals: Drought Tolerant, Bird & Butterfly Habitat, Thrives in Mediterranean Coastal Conditions, Agricultural heritage, California Native

Evergreens	Deciduous	Evergreen CA Natives
Acacia longifolia (golden wattle) ....C, Y, B	Hakea laurina (Sea urchin) C, Y	Arbutus 'marina' G (Strawberry Madrone)
Banksia integrifolia C (Coast Banksia)	Ulmus parvifolia (Chinese elm) C, B	Quercus agrifolia C,Y (Coast live oak)
Callistemon viminalis C (Weeping Bottlebrush)	<u>Populus fremontii</u> * G (Fremont Cottonwood)	<u>Quercus tomentella</u> (Channel Island Oak)
Leptospermum laevigatum (Australian tea tree)C, Y,B	<u>Plantanus racemosa</u> * (CA Sycamore) G	Lyonothamnus floribundus (Catalina Ironwood) Y
Melaleuca quinquenervia (Cajeput tree) C, Y, B	<u>Acer macrophyllum</u> * (CA Big Leaf Maple)	Pinus radiata (Monterey pine) C, Y
Melaleuca nesophlia (Pink Melaleuca)..C, Y, B	<u>Ficus carica</u> G (Fig)	<u>Pinus torreyana</u> (Torrey Island Pine)
Metrosideros excelsus.Y. (New Zealand Xmas tree)	Malus B (Apple)*	Heteromeles arbutifolia (Toyon-Holly) C, Y, G
Podocarpus macrophyllus (Yew pine) C, B	<u>Aesculus californica</u> (CA Buckeye)	Rhus integrifolia (Lemonade berry) Y, B
<u>Pinus canariensis</u> (Canary Island Pine)	<u>Salix</u> (Willow) G *	<u>Ceanothus 'Ray Hartman'</u> (CA Lilac)
<u>Brahea edulis</u> G Guadalupe Island Fan Palm		Prunus lyonii (Catalina cherry) Y,G
<u>Washingtonia robusta</u> G (Mexican Fan Palm)		Cupressus macrocarpa C,Y (Monterey cypress)
<u>Quercus ilex</u> (Holly Oak)		<u>Garrya elliptica</u> (Coast Silk-Tassel)
<u>Calocedrus decurrens</u> (CA Incense Cedar)		<u>Myrica californica</u> (Pacific Wax Myrtle) G
<u>Bambusa oldhamii</u> * G (Timber Bamboo)		<u>Washingtonia filifera</u> (CA Fan Palm) G
<u>Fiejoa sellowiana</u> G (Pineapple Guava)		<u>Umbellularia californica</u> * (CA Bay Laurel)
<u>Persea americana</u> * G (Avocado)		<u>Sequoia sempervirens</u> * G (Coast Redwood)
<u>Citrus Trees</u> * G (Satsuma Orange)		
Olea europaea (Fruiting Olive) B		

CITY OF MORRO BAY  
PUBLIC WORKS ADVISORY BOARD  
SYNOPSIS MINUTES

(Complete audio- and videotapes of this meeting are available from the City upon request)

Veterans Memorial Hall  
Regular Meeting, 6:00 p.m.

209 Surf Street, Morro Bay  
Wednesday, February 17, 2010

Bill Olson, Chair

Matt Makowetski, Vice Chair  
Jenny Brantlee  
Susan Shaw

June Krystoff-Jones  
Richard Rutherford  
John Zweemer

I. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:00 p.m.

Members Present: Bill Olson, Matt Makowetski, June Krystoff-Jones, Jenny Brantlee, Richard Rutherford, John Zweemer, and Susan Shaw

Members Absent: None

Staff Present: Rob Livick and Cathy Weaver

II. MOMENT OF SILENCE

Olson called for a moment of silence.

III. ACCEPTANCE OF AGENDA: Accepted as presented

IV. ANNOUNCEMENTS: Brantlee announced the Morro Bay Fundraiser Follies "Broadway by the Bay" would be running Friday, February 26 and Saturday, February 27, 2010. Review of Broadway Musicals, starts at 6:00 pm and costs \$10.00.

V. WRITTEN COMMUNICATIONS: The Bike Committee report.

VI. PUBLIC COMMENTS/PRESENTATIONS: None

VII. CONSENT CALENDAR:

A. Approval of Minutes from the January 20, 2010, Meeting

MOTION: Rutherford to approve minutes as presented (Shaw 2nd)

Vote: 7-0

VIII. DIRECTOR'S REPORT/INFORMATION ITEMS: Livick reported on the following items: JPA met last evening and awarded a 2.7 million dollar contract to Montgomery/ Watson, Harza (MWH) for design of the Wastewater Treatment Plant; Continuing to work with Caltrans on North Main Bike Lanes; Precision Concrete Cutting finished up the sidewalk leveling project, Krystoff-Jones asked about how they did the sidewalk leveling, and what thickness was needed to maintain the integrity of the sidewalk. Makowetski asked for an update on the

Pavement Management Plan; he also asked about the Chorro Valley water situation; Shaw asked about the 5% water delivery item; Makowetski asked about tree and storm water issues from the recent storms; State Water deliveries and other water sources; Zweemer asked about going out to bid for a contractor to do pothole repairs; Krystoff-Jones asked about the Dial-a-Ride audit and losing State Gas Tax monies; and Makowetski asked about the Lift Station repair/replacement issues.

IX. NEW BUSINESS: Election of Officers

MOTION:	Krystoff-Jones nominated Matt Makowetski for Chair (Shaw 2 <sup>nd</sup> )	Vote: 7-0
MOTION:	Brantlee nominated June Krystoff-Jones for Vice Chair (Shaw 2 <sup>nd</sup> )	Vote: 7-0

Shaw thanked Bill Olson for all his wonderful work and leadership on the Public Works Advisory Board.

X. OLD BUSINESS: None

XI. FUTURE AGENDA ITEMS: Main and San Jacinto Intersection (Brantlee), Bike Plan Update (Livick), Lost Water and how we rebate those costs (Wade), South Bay and Quintana Intersection Update (Livick). Transit Service Plan (Burlingame). City Facility Tour (Staff), Storm Water Management Plan Status Report (Livick), Water Conservation (Wade), Collection System Repairs (Randall).

XII. ADJOURNMENT

The meeting was adjourned at 6:52 p.m. to the next regularly scheduled meeting at the Veteran's Hall on Wednesday, March 17, 2010, at 6:00 pm.

PUBLIC WORKS ADVISORY BOARD  
 City of Morro Bay, Department of Public Services  
**Director's Report / Information Items**  
 03/10/2010

<b>AGENDA NO.: <u>VIII</u></b>  <b>DATE: <u>03/17/2010</u></b>
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Category	Information Item	Staff Contact	Status
Transit	Dial-A-Ride	Janeen Burlingame	<p>On February 22, the City Council awarded the trolley bid for purchase of a replacement trolley to National Bus Sales. The trolley purchase will be paid for 100% with American Recovery and Reinvestment Act funds.</p> <p>A public workshop regarding the proposed transit service changes will be held on March 18, 2010 at 10 a.m. at the Community Center.</p>
Solid Waste	Franchise Agreement	Janeen Burlingame	<p>Spring Clean Up Week is scheduled for April 12-16, 2010. Up to 2 cubic yards (equivalent to 12 32-gallon containers) of material can be placed at the curb in addition to your grey waste wheeler on your regularly scheduled collection day. Containers or bundles must weigh less than 75 pounds and measure 4 feet or less in length. There is a special discount for collection of bulky items. For more information, call Morro Bay Garbage Service at 543-0875.</p>
Wastewater	Joint Powers Agreement	Bruce Keogh	<p>- <u>Morro Bay – Cayucos WWTP</u>: An RFP has been prepared and 5 consulting engineering firms have responded. Staff has reviewed the responses and recommended that the Board award a contract to MWH for 2.7 million. The Board met on February 16<sup>th</sup> and awarded this contract with a 10% contingency. The design phase of the project is starting now several months ahead of schedule and will enable the design and permitting consultant to better coordinate their work.</p>
Other Capital Projects	Fire Station 53 Admin/Living Quarters Project	Dylan Wade	<p>The project has been awarded a 1.6 million dollar FEMA grant. The project team is awaiting completion of the NEPA process by the grant agency. Once the grant requirements have been met the project will be prepared to go out to bid.</p>

Category	Information Item	Staff Contact	Status
Water	Resource Management, Operations	Dylan Wade	<p>-<u>Mandatory Water Conservation Measures</u>: Mandatory Water Conservation Measures are in effect. The community is currently at a Moderately Restricted Water Supply condition in accordance with section 13 of the municipal code.</p> <p>-<u>State Water Project</u>: The delivery allocation and statewide deliveries have been increased to 15% for 2010. Under this delivery scenario the community will have sufficient quantities of water during the summer peak this year due to the unallocated County's allocation.</p> <p>- <u>Potable Water Production</u>: Total potable annual water production for 2009 was 1429 acre feet with 235 acre feet of groundwater, 64 acre feet of desalinated water, and 1069 acre feet of State Water. Total February Water production was 62.35 af with 39.56 af of brackish treated water, 0 af of State water, and 22.74 af of groundwater.</p> <p>- <u>Chorro Valley</u>: The City has met with several customers on the Chorro Valley pumping line to discuss removal from the system. The City also met with both the County Planning Department and the Regional Water Quality Control Board to determine their requirements for water supply at these residences. With both the groundwater nitrate contamination and the requirements of the Groundwater Rule continuing to provide water to customers outside of the City limits has become untenable.</p> <p>- <u>Desal Plant Brackish Treatment System</u>: The newly installed BWRO treatment trains are our current major source of water for the community. While we are running this facility the drinking water system switches from chloramines to a free chlorine disinfectant. The chlorine has a stronger taste and odor associated with it then the chloramines. Even with the increased chlorine odor the water is safe to drink. An application has been made with the California Department of Public Health to begin Ammonia injection. Once approval to do that has been received, or once State water deliveries increase the system will switch back to the more familiar chloramines.</p> <p>- <u>King's Tank Work</u>: There has been and will continue for the next several weeks to be some maintenance work performed at the King's West tank. A valve failed during a recent project to install piping necessitating draining the tank in order to replace the valve. Now that the tank is offline the City is taking this opportunity to perform some maintenance work. Once this work is completed the City will switch back to State water as the primary supply.</p>

Category	Information Item	Staff Contact	Status
Collection System	Collection System	Dylan Wade, Jim Hayes	<p><u>Lift Station 3 (Quintana Road)</u>: The 50% design submittal package has been received from the consultant and is pending division review. The lift station has continued to experience problems with reliability.</p> <p><u>Lift Station 2 (Front Street)</u>: Design work is complete on the Lift Station #2 Replacement Project. The preparation of bid documents including the Front end specification are the last remaining work item. The lift station has continued to experience problems with reliability.</p> <p>- <u>Collection System</u>: The collections crews are working on reviewing Sections # 6 for necessary repairs. We will be collecting a number of repairs and will likely let several contracts for this work during this year. In addition we will be letting a series of minor contracts to explore new techniques and technologies for implementing system repairs and rehabilitation. In this process we are hoping to develop some standard methods for dealing with these repair tasks.</p>
Streets/Sidewalks	Local Street Maintenance Projects  ARRA (Stimulus \$)	Rob Livick	<p>The City's Street crew is continuing to work on routine street maintenance activities.</p> <p>If you have a street maintenance issue please call the Public Services office at 772-6261 so that we can add it to the list of work.</p> <p>Cal Trans Issued the finance letter and agreement. There will be an item on the March 22, 2010 Council meeting for authorization to enter into the agreement.</p>
Trees		Rob Livick	Routine trimming and removal of Street Trees is on hold until July 1, 2010. The only tree work in the right of way will be for emergency and safety concerns.
Storm Water	Storm Water Plan	Rob Livick	Working with the regional Board regarding the final modifications to the plan.
Bike Paths	City-wide Bike Lanes	Rob Livick	The Plan will be presented and reviewed at the April PWAB meeting.

**\* Please contact individual staff members prior to the meeting if possible for more detailed information.**

# San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency  
Metropolitan Planning Organization  
Rideshare Program / Census Data Affiliate  
Service Authority for Freeways and Expressways

Arroyo Grande  
Atascadero  
Grover Beach  
Morro Bay  
Paso Robles  
Pismo Beach  
San Luis Obispo  
San Luis Obispo County

## MEMORANDUM

DATE: March 11, 2010

TO: City Managers, City & County Finance Managers, Transit Agencies and Technical Transportation Advisory Committee (TTAC) Members

FROM: Ronald L. DeCarli, Executive Director

RE: Notification of reduction in FY 2009/10 Transportation Development Act (TDA) funds by 10.3%

The purpose of this memorandum is to keep you informed so that you can anticipate a reduction in the amount of anticipated TDA revenue.

In October 2009, the San Luis Obispo Council of Governments adopted a TDA fund estimate of \$9,051,700 for fiscal year 2009/10. It now appears TDA revenues transmitted from the State could be 10.3% lower than expected at approximately \$8,199,926. We have received 7 of the 12 months of data to date, and we estimate a \$701,774 region-wide shortfall including fully allocating the contingency of \$150k. For comparison purposes, the year-end total TDA revenue in FY 08/09 was \$9,319,817.

As you may recall, TDA revenue is derived from ¼ cent of the countywide general sales tax revenue. As total sales countywide are reduced, TDA also drops. TDA funds are provided to SLOCOG for allocation to the Cities and County for public transit and street and roads purposes. SLOCOG typically receives monthly TDA receipts approximately 5 months after the actual retail transaction. Therefore we are now receiving the receipts from one of the lowest points of the economic downturn; October 2009.

A staff report recommending this TDA funding reduction is scheduled at the April 7<sup>th</sup> SLOCOG Board meeting. Your 4<sup>th</sup> quarter TDA disbursement will be lower than is currently estimated; some jurisdictions may have their 3<sup>rd</sup> quarter reimbursement affected as well.

This reduction would result in a 7.88% cut after we allocate our remaining \$150k contingency fund as shown on "TABLE A" on the next page. Our agency is sharing the cut as well. The estimate that we are now preparing assumes the RTA Board will not cut its TDA budget per prior Board declaration.

Finally, the County estimates TDA revenues for FY 10/11 at \$7.7 million, a further reduction. Several economic indicators suggest revenues should be higher. We welcome any additional information on sales tax projections that you may have. We will prepare our recommendations for next year at the Technical Transportation Advisory Committee meeting on March 24<sup>th</sup>.

We understand that reductions of this magnitude will affect transit as well as streets and roads allocations. Once adopted, the TDA allocation instructions will be modified to reduce the funding – first from streets & roads (per State law) and second from local transit. Please contact Peter Rodgers 781-5712 or Sue Hall 781-4255 if you should have questions or concerns.

**Table A**  
**Revised Local Transportation Funds (LTF) 2009/2010- REVISED (4/7/10)**

*(10.35% cut to estimated LTF, reduce reserve from \$150k to \$0k -  
nets 7.88% cut to jurisdictions and 8% cut to SLOCOG)*

	Estimated LTF 2009/2010	12/2/09 Modified LTF 2009/2010	4/7/10 Modified LTF 2009/2010	CHANGE	% Change		
REVENUE DEPOSITED	\$9,682,000	\$8,229,700	\$7,377,926	(\$851,774)	-10.35%		
Cash Bal. at 7/1 of Fiscal Year	822,000	822,000	822,000	\$0	0.00%		
<b>Subtotal</b>	<b>\$10,504,000</b>	<b>\$9,051,700</b>	<b>\$8,199,926</b>	<b>(\$851,774)</b>	<b>-9.41%</b>		
Fund Reserve	(350,000)	(150,000)	0	\$150,000	100.00%		
Total Available for Distribution	\$10,154,000	\$8,901,700	\$8,199,926	(\$701,774)	-7.88%		
Admin./Planning/Building Reserve (Note 1)	\$577,231	\$505,077	\$464,671	(\$40,406)	-8.00%		
Bicycle Safety Education Program (Reg. Ridesharing) (Note 2)	9,577	8,397	7,735	(\$662)	-7.88%		
Ride-On-5% of Bal. after admin. and bikeway calc. (Note 3)	468,783	411,015	378,641	\$32,374	7.88%		
<b>Total Off-the-Top Allocation</b>	<b>1,055,591</b>	<b>924,489</b>	<b>851,047</b>	<b>(\$73,442)</b>	<b>-7.94%</b>		
<b>TOTAL AVAILABLE TO APPORTION</b>	<b>\$9,098,409</b>	<b>\$7,977,211</b>	<b>\$7,348,879</b>	<b>(\$628,332)</b>	<b>-7.88%</b>		
Bikeway Allocation included in Total Available to Apportion (Note 4)	\$181,959	\$159,535	\$146,970	(12,565)	-6.91%		
	Population	Finance 2008 Pop. %	LTF 2009/2010	CHANGE			
ARROYO GRANDE	17,036	6.33%	\$575,489	\$504,571	\$464,828	(39,743)	-7.88%
ATASCADERO	28,590	10.61%	\$965,792	\$846,777	\$780,080	(66,697)	-7.88%
GROVER BEACH	13,213	4.91%	\$446,345	\$391,342	\$360,518	(30,824)	-7.88%
MORRO BAY	10,548	3.92%	\$356,319	\$312,410	\$287,803	(24,607)	-7.88%
PASO ROBLES	29,934	11.11%	\$1,011,193	\$886,584	\$816,751	(69,833)	-7.88%
PISMO BEACH	8,603	3.19%	\$290,616	\$254,803	\$234,733	(20,070)	-7.88%
SAN LUIS OBISPO (Note 5)	50,940	18.91%	\$1,720,792	\$1,508,739	\$1,389,901	(118,837)	-7.88%
SLO COUNTY (Note 5)	110,473	41.02%	\$3,731,862	\$3,271,984	\$3,014,264	(257,721)	-7.88%
<b>Total Apportioned</b>	<b>269,337</b>	<b>100.00%</b>	<b>\$9,098,408</b>	<b>\$7,977,211</b>	<b>\$7,348,879</b>	<b>(\$628,332)</b>	<b>-7.88%</b>

1. Per Overall Work Program and Budgets (to be amended to reflect this change at this meeting).
2. Bikeway Safety Education is 5% of Total Bikeway Allocation and is included in the Admin Planning.
3. Maintain increase to Ride-On Transportation of 5% of balance after administration and bikeway calculations.
4. Bikeway Apportionment is 2% of the balance (after Admin./Planning and Reserve).
5. SLO City's population increased by Cal Poly residents (6,243 - \$170,341). SLO County's population decreased by Cal Poly Poly residents (6,243 - \$170,341).



**AGENDA NO:** IX-A  
**Meeting Date:** Mar. 17, 2010  
**Action:** \_\_\_\_\_

# Staff Report

**TO:** PUBLIC WORKS ADVISORY BOARD  
**DATE:** MARCH 10, 2010  
**SUBJECT:** CONSIDERATION OF PROPOSED TRANSIT SERVICES CHANGES

## RECOMMENDATION

Staff recommends the PWAB review and provide comments as necessary on the proposed changes in transit service for Morro Bay Dial-A-Ride (MBDAR) and trolley, as outlined in the staff report, to be effective FY 2010/2011 and recommend the City Council approve said changes.

**Motion:** I move that the Public Works Advisory Board recommend the City Council approve changes to Morro Bay Dial-A-Ride and trolley services as outlined in Exhibits A, B and C.

## FISCAL IMPACT

Due to the recession and changes in the State budget regarding transit funding, MBDAR has lost more than \$147,000 in Transportation Development Act (TDA) funds with which to operate service since April 2008. The anticipated funding shortfall for existing MBDAR services for FY 2010/2011 is estimated at more than \$143,000. Approval of the proposed changes to MBDAR and trolley services would result in no funding shortage for FY 2010/2011 and trolley summer service would no longer be funded with general funds.

## SUMMARY

The City receives Local Transportation Funds (LTF) and State Transit Assistance (STA) from the State for transportation programs. The City currently uses these funds to operate MBDAR service. No State funding is used to operate the trolley service as all of the State transit funds the City receives is used for MBDAR.

The Management Partners Assessment of City Organization and Financial Options report included a recommendation to eliminate general fund support of the trolley service. In addition, there was also a recommendation that all enterprise funds, which include the Transit enterprise fund, should be self-supporting.

Transit funding from the State has been cut repeatedly over the past three fiscal years; in April 2008 for FY 2007/2008 (12.3% LTF cut), during the middle of FY 2008/2009 (10% LTF cut and 50% STA cut) and for FY 2009/2010 (12.3% LTF cut mid-year and STA eliminated for the fiscal year).

The cut to LTF in FY 2007/2008 was back filled by SLOCOG using STA discretionary funds so transit service would remain whole as the City uses 100% of its TDA funds on MBDAR. Unfortunately, the same could not be done for the other two fiscal years. For the LTF and STA cuts mid-year in FY 2008/2009, the City received approval from SLOCOG to use a previously awarded capital Rural Transit Fund grant for operating assistance to back fill the funding loss. For the LTF mid-year cut in the current fiscal year, the City Council authorized the use of three alternative funding sources in order to avoid having to cut MBDAR service in half for the remainder of the fiscal year.

Since FY 2007/2008, MBDAR has lost more than \$147,000 in LTF and STA funds with which to operate service. As mentioned above, the City has been able to make adjustments during the fiscal year in which these cuts occurred to ameliorate the funding losses without having to sacrifice transit service; however, the LTF funding available for FY 2010/2011 for transit services is estimated to be a levels below that which the City received in FY 2000/2001.

As the City begins the budget development process for FY 2010/2011, it must look at what funding will be allocated from the State to determine whether or not existing MBDAR services can be provided beyond the current fiscal year, and if not, what type of transit services can be provided with the available funding.

## **BACKGROUND**

The Transportation Development Act (TDA) provides two sources of funding for transportation programs: LTF and STA. The LTF is derived from 1/4 cent of each 7.25 cents collected in retail sales taxes. The STA is derived from the statewide sales tax on vehicle fuel. Both of these funds are distributed to the region by the State and allocated by the San Luis Obispo Council of Governments (SLOCOG) to each of the seven cities, the County, SLOCOG, and Ride-On - the Consolidated Transportation Services Agency (CTSA) for the San Luis Obispo region. The County Auditor provides SLOCOG with LTF estimates each spring that are used to develop the upcoming fiscal year allocation. The State provides SLOCOG with STA estimates that are used to develop the upcoming fiscal year allocation. These estimates are usually received by March of each year and in April the SLOCOG Board approves the apportionment of these funds for the next fiscal year so transit operators can begin developing their budget.

LTF funds provide off-the-top funding for SLOCOG planning/administration before the remaining amount is apportioned according to population for public transit, street/road improvements, bikeway/pedestrian facilities, and Regional Transit Authority (RTA) service per the Joint Powers Agreement between the seven cities and the County. STA funds are used for public transit purposes. The City uses 100% of its LTF (after the required 2% bikeway/pedestrian set aside and RTA allocation) and STA apportioned to operate MBDAR. No TDA funds are used for trolley service.

Between FY 2000/2001 and FY 2006/2007, the LTF apportioned to the City increased by 40%, to \$297,413 available for MBDAR operations. During the same time, operating costs had been stable, averaging 4% increases per year, despite the price of fuel rising in each of those fiscal years and contract required compensation increases to the contractor.

In FY 2007/2008, several changes occurred. First, there was a 29% increase in operating costs. At that time, fuel costs were at its highest level when the price of gasoline was heading towards \$5.00 per gallon and fuel expenditure increased by a third from FY 2006/2007 and were more than double from FY 2003/2004. Second, the City Council approved an increase to the compensation paid to MV Transportation in order for there to be an increase to the wages for the local drivers and dispatchers so that they would be on par with the wage structure of other transit operators in the county to combat issues of driver turnover.

Lastly, the City's original LTF apportionment of \$332,420 was cut in the 4<sup>th</sup> quarter of the year to \$289,922. What was originally supposed to be a 17% increase to LTF for the City turned into a 2.3% increase to LTF. As mentioned previously, this cut was back filled by SLOCOG using STA discretionary funds so transit service would remain whole as the City uses 100% of its TDA funds on MBDAR; however, this was just the beginning of the State's economic downturn that would result in additional decreases to LTF funding over the next two fiscal years.

In FY 2008/2009, the City's original LTF apportionment was \$281,718, already down from the LTF received in FY 2007/2008 after the 4<sup>th</sup> quarter cut, and was cut 10% mid-year to \$245,079. The decrease occurred because actual sales tax revenue generated was not coming in it at the levels estimated by the County Auditor used to determine annual apportionments. At the same time, the Governor's budget was adopted which included a 50% decrease to STA allocations for FY 2008/2009 and the elimination of STA allocations for FY 2009/2010 resulting in more than \$28,000 lost between the two fiscal years. For the LTF and STA cuts mid-year in FY 2008/2009, the City received approval from SLOCOG to use a previously awarded capital Rural Transit Fund grant for operating assistance to back fill the funding loss.

The FY 2009/2010 original LTF apportionment was \$247,040. In addition to the required bike/pedestrian and RTA set asides, this year also included an unanticipated \$15,000 set aside for the City's TDA required Triennial Performance Audit that would be conducted during this fiscal year. In the past, SLOCOG used the STA funds it received to pay for transit agencies performance audits; however, with the Governor's elimination of STA fund allocations, SLOCOG informed transit agencies the cost for these audits would now be borne by them and the cost would be taken off the top of the LTF apportionment.

Unfortunately, the economy has been slow to start recovering and the FY 2009/2010 LTF apportionment was cut mid-year by 12.3% to \$204,009, the lowest levels since FY 2000/2001. For the LTF mid-year cut in the current fiscal year, the City Council authorized the use of three alternative funding sources in order to avoid having to cut MBDAR service in half for the remainder of the fiscal year.

Transit funding news is not getting better as staff has recently been notified by the SLOCOG that the County Auditor is estimating FY 2010/2011 LTF to be 6.5% lower than the prior fiscal year and an additional LTF cut could occur again in this fiscal year.

## **DISCUSSION**

Since FY 2007/2008, MBDAR has lost more than \$147,000 in LTF and STA funds with which to operate MBDAR service. As the City begins the budget development process for FY 2010/2011, it must look at what funding will be allocated from the State to determine whether or not existing MBDAR services can be provided beyond the current fiscal year, and if not, what type of transit services can be provided with the available funding.

With a current MBDAR operating budget of \$379,154, \$204,009 anticipated LTF for FY 2010/2011 and \$38,000 estimated fares, MBDAR would be short more than \$137,000 to operate existing service levels before additional increases to the operating budget are contemplated for the annual Consumers Price Index increase per the contract for services and fuel as the price per gallon is higher now than when the budget was prepared for this fiscal year. As such, it is apparent that current MBDAR service levels cannot be maintained for FY 2010/2011.

Dial-A-Ride type transit services are the most expensive because there are fixed costs associated with their operations that are not associated with other types of transit services. For example, dispatching is required for dial-a-ride service, but not for fixed route service, as the dispatcher answers calls from customers requesting service, schedules the ride time with the rider and dispatches that information to the drivers throughout the day, whereas with fixed route service, no reservations are taken that require dispatching to drivers.

## **Transit Service Options**

- Reduce MBDAR service hours
- Establish year round fixed route trolley service and reduce MBDAR service hours
- Establish year round fixed route trolley service and eliminate MBDAR service

### **Reduce MBDAR Service Hours**

This option would be to reduce MBDAR service hours and/or days in order to retain a demand response type transit service. Unfortunately, in order to develop an operating budget that utilizes the anticipated LTF apportionment, vehicle service hours would need to be reduced by 80%, to 900 hours per year, with service operated one day a week, resulting in approximately 83% of current riders not being provided local transit service. In addition, the farebox ratio would be estimated at 3.5%, well below the TDA required 10%. If the farebox ratio falls below 10%, transit funding can be withheld until changes are made to bring the ratio back to 10%. This option is not viable and is not recommended.

### **Establish Year Round Fixed Route Trolley Service and Reduce MBDAR Service Hours**

This option would be to establish a year round weekday fixed route and reduce the MBDAR service hours by approximately 50% (use one vehicle instead of two and shorten the MBDAR day to 8 hours). This option would provide for an estimated 5,067 vehicle service hours (2,613 for trolley; 2,454 for MBDAR).

The fixed route to be created would essentially combine the North and Downtown trolley routes into one North/South route. Exhibit B outlines the proposed year round weekday fixed route schedule. Service would be hourly with half hour service to City Park for connections with the RTA Route 12A and 12B. The idea is to operate the early morning and early evening hours to provide service to commuters connecting with RTA, hospitality service workers and the students who can use fixed route service.

During the summer season, in addition to the weekday North/South route that would be in operation, trolley service would be expanded to include Saturday and Sunday service for the North/South route and add the Waterfront route. Exhibit C outlines the proposed summer Saturday/Sunday route schedule.

Since MBDAR service would be reduced in the morning and early evening, mandated Americans with Disabilities Act (ADA) paratransit service for those persons whose disabilities prevent them from using the accessible fixed route trolley service would be provided by Runabout. Runabout is operated by the RTA and riders must meet the criteria specified by the ADA to become certified as eligible to use Runabout and have a guaranteed ride.

Current ridership make up is such that the 52% of MBDAR passengers who are Regular fare riders, meaning they are not a senior or disabled, could transition to the fixed route service, and of the remaining 48% of MBDAR passengers, a high percentage of those riders could go through the process to become ADA certified to use the Runabout while the other riders could transition to the fixed route service.

With this option, there would be a funding shortage of more than \$287,000 after fares and advertising revenues are factored in. In addition, while the trolley farebox ratio would be estimated at 21.7%, well above the TDA required 10%, the MBDAR farebox ratio would be estimated at 6.6%, well below the TDA required 10%. This option is not viable and is not recommended.

### **Establish Year Round Fixed Route Trolley Service and Eliminate MBDAR Service**

This option would be to establish a year round weekday fixed route and eliminate MBDAR service. This option would provide for an estimated 2,613 vehicle service hours.

The fixed route to be created, as in the previous option, would combine the North and Downtown trolley routes into one North/South route. Exhibit B outlines the proposed year round weekday fixed route schedule. Service would be hourly with half hour service to City Park for connections with the RTA Route 12A and 12B. The idea is to operate the early morning and early evening hours to provide service to commuters connecting with RTA, hospitality service workers and students who can use fixed route service.

During the summer season, in addition to the weekday North/South route that would be in operation, trolley service would be expanded to include Saturday and Sunday service for the North/South route and add the Waterfront route. Exhibit C outlines the proposed summer Saturday/Sunday route schedule.

Since MBDAR service would be eliminated, mandated ADA paratransit service for those persons whose disabilities prevent them from using the accessible fixed route trolley service would be provided by Runabout. Runabout is operated by RTA and riders must meet the criteria specified by the ADA to become certified as eligible to use Runabout and have a guaranteed ride. More information on Runabout and the application process are available online at the RTA website: [www.slorta.org/](http://www.slorta.org/).

As mentioned in the previous option, current ridership make up is such that the 52% of MBDAR passengers who are Regular fare riders, meaning they are not a senior or disabled, could transition to the fixed route service, and of the remaining 48% of MBDAR passengers, a high percentage of those riders could go through the process to become ADA certified to use the Runabout while the other riders could transition to the fixed route service.

With this option, there would be no funding shortage after fares and advertising revenues are factored in. In addition, the trolley farebox ratio would be estimated at 21.7%, well above the TDA required 10%.

In addition, with this option, the City would achieve the two Management Partners' recommendations regarding elimination of general fund support for trolley service and make the Transit enterprise fund self sufficient.

**Fares**

Since fixed routes cost less to operate than demand response type service, fixed route fares tend to be lower than those charged for dial-a-ride.

The fare for other fixed routes operated in the county are as follows:

	<b>Regular</b>	<b>Discount</b>	<b>Children</b>
RTA Route 12A*	\$1.25	\$0.60	5 & under free
SLO Transit	\$1.25	\$0.60	5 & under free
SCAT (South County)	\$1.25	\$0.60	5 & under free
North County Shuttle	\$1.25	\$0.60	3 & under free
Paso Express	\$1.25	\$0.60	42" & under free

\*For trips going from SLO to SLO or Morro Bay/Los Osos to Morro Bay/Los Osos. For trips between areas, additional charges apply.

The SLOCOG's Regionwide Fare Improvement Study was completed in November 2008. The study evaluated the fare policies and practices of all transit operators in the county and made recommendations that would work towards improving regional mobility and ensure passengers are treated consistently as they travel across transit systems. As one can see, the Regular and Discount fares for the fixed route operators in the county have the same fare. This ensures consistency among different transit systems and reduces a potential barrier to using public transit.

Staff proposes the following fare structure:

- Regular: \$1.25 per ride
- Discount: \$0.60 per ride

The discount fare would be offered to senior (65 and older) and disabled riders as is the current policy for the MBDAR.

With regard to other types of fare categories/media, staff recommends an item be brought to the PWAB and City Council at a future meeting to establish additional fare policies relating to other types of fares offered, such as a day pass, monthly pass, punch pass based on rides, punch pass based on dollar amount, student pass, etc. after additional evaluation.

## **CONCLUSION**

Due to the recession and changes in the State budget regarding transit funding, MBDAR has lost more than \$147,000 in Transportation Development Act (TDA) funds with which to operate service since April 2008. The anticipated funding shortfall for existing MBDAR services for FY 2010/2011 is estimated at more than \$143,000.

As such, the existing MBDAR service levels cannot be maintained in FY 2010/2011 and after evaluating different transit service options based upon the level of State transit funding that is anticipated to be allocated to the City, staff recommends establishing a year round fixed route trolley to replace MBDAR service as outlined in Exhibits A, B and C.

Exhibit A  
Proposed Morro Bay Transit Service Changes

**Trolley Fixed Route**

- Establish year round fixed route (North/Downtown summer trolley routes combined into one route and also travel along Piney Way)
- Service hours 6:40 a.m. - 5:30 p.m., Monday - Friday (1 vehicle; hourly schedule)
- Connections to RTA every half hour at City Park
- ADA service provided by Runabout\*

**Trolley Fixed Route Summer Season** (for 2011 and beyond)

- Add Waterfront and North/Downtown routes on Saturday and Sunday
- Service hours 10:40 a.m. - 5:55 p.m.
- Operate Memorial Day and Labor Day holidays; 11 a.m. - 6 p.m.
- Operate 4<sup>th</sup> of July 11 a.m. - approx. 1 hour after fireworks

**MBDAR**

- Demand response service would be eliminated and replaced with year round weekday fixed route trolley service described above

**Fare**

- Regular: \$1.25 per ride
- Discount: \$0.60 per ride (senior and disabled)

**Proposed Start Date:** October 4, 2010 (after 2010 trolley season ends)

\*ADA stands for the Americans with Disabilities Act. Signed into law in 1990, the ADA is a federal civil right law prohibiting discrimination against individuals with disabilities in a range of categories, including transportation.

The ADA law mandated that improvements such as insuring that all new buses used for fixed route bus service must have a lift or ramp to allow boarding by those passengers who cannot, or have difficulty boarding the bus using steps be made to public transit systems to make them accessible to persons with disabilities.

The ADA law also mandated that public transit systems provide ADA paratransit service for those persons whose disabilities prevent them from using accessible fixed route bus services. This does not include disabilities that make use of fixed route bus service difficult or inconvenient. The specific criteria for determining who is eligible for ADA paratransit are defined by ADA law.

Runabout is the ADA paratransit service for San Luis Obispo County. Runabout provides door-to-door transportation service and is sponsored by the San Luis Obispo Regional Transit Authority, local governments, and the other local fixed route bus systems in the County. Only riders who meet the criteria specified by the ADA and who have been certified as eligible will have a guaranteed ride.

Exhibit B  
Proposed Weekday Fixed Route Schedule\*

**YEAR ROUND WEEKDAY TROLLEY - NORTH/SOUTH ROUTE**

<b>NORTHBOUND</b>											
<b>CITY PARK - HARBOR @ PINEY (Leave)</b>	<b>640</b>	<b>740</b>	<b>840</b>	<b>940</b>	<b>1040</b>	<b>1140</b>	<b>1240</b>	<b>1340</b>	<b>1440</b>	<b>1540</b>	<b>1640</b>
SHASTA @ KENNEDY WAY (LIBRARY)	642	742	842	942	1042	1142	1242	1342	1442	1542	1642
KENNEDY WAY @ QUINTANA	643	743	843	943	1043	1143	1243	1343	1443	1543	1643
MAIN @ LEMOS RANCH	644	744	844	944	1044	1144	1244	1344	1444	1544	1644
MAIN @ ERROL	646	746	846	946	1046	1146	1246	1346	1446	1546	1646
MAIN @ BONITA	648	748	848	948	1048	1148	1248	1348	1448	1548	1648
MAIN @ ELENA	649	749	849	949	1049	1149	1249	1349	1449	1549	1649
MAIN @ SEQUOIA	650	750	850	950	1050	1150	1250	1350	1450	1550	1650
MAIN @ JAMAICA	651	751	851	951	1051	1151	1251	1351	1451	1551	1651
MAIN @ TAHITI	652	752	852	952	1052	1152	1252	1352	1452	1552	1652
MORRO STRAND CAMPGROUND	655	755	855	955	1055	1155	1255	1355	1455	1555	1655
<b>SOUTHBOUND</b>											
HWY 1 @ SAN JACINTO	659	759	859	959	1059	1159	1259	1359	1459	1559	1659
ATASCADERO @ TRAILER PARK	701	801	901	1001	1101	1201	1301	1401	1501	1601	1701
ATASCADERO @ MORRO DUNES PARK	704	804	904	1004	1104	1204	1304	1404	1504	1604	1704
ATASCADERO @ TRAILER PARK	705	805	905	1005	1105	1205	1305	1405	1505	1605	1705
MAIN @ ERROL	706	806	906	1006	1106	1206	1306	1406	1506	1606	1706
MBB @ MARKET	710	810	910	1010	1110	1210	1310	1410	1510	1610	1710
MBB @ MAIN	710	810	910	1010	1110	1210	1310	1410	1510	1610	1710
MBB @ NAPA	711	811	911	1011	1111	1211	1311	1411	1511	1611	1711
<b>CITY PARK - HARBOR @ PINEY</b>	<b>712</b>	<b>812</b>	<b>912</b>	<b>1012</b>	<b>1112</b>	<b>1212</b>	<b>1312</b>	<b>1412</b>	<b>1512</b>	<b>1612</b>	<b>1712</b>
MBB @ NAPA	714	814	914	1014	1114	1214	1314	1414	1514	1614	1714
MBB @ MONTEREY	715	815	915	1015	1115	1215	1315	1415	1515	1615	1715
MORRO BAY STATE PARK	720	820	920	1020	1120	1220	1320	1420	1520	1620	1720
<b>NORTHBOUND</b>											
MAIN @ KERN	722	822	922	1022	1122	1222	1322	1422	1522	1622	1722
PINEY @ ANCHOR	724	824	924	1024	1124	1224	1324	1424	1524	1624	1724
TRANSIT OFFICE - HARBOR @ NAPA	725	825	925	1025	1125	1225	1325	1425	1525	1625	1725
MBB @ MARKET	728	828	928	1028	1128	1228	1328	1428	1528	1628	1728
MBB @ MAIN	728	828	928	1028	1128	1228	1328	1428	1528	1628	1728
MBB @ NAPA	729	829	929	1029	1129	1229	1329	1429	1529	1629	1729
<b>CITY PARK - HARBOR @ PINEY (Arrive)</b>	<b>730</b>	<b>830</b>	<b>930</b>	<b>1030</b>	<b>1130</b>	<b>1230</b>	<b>1330</b>	<b>1430</b>	<b>1530</b>	<b>1630</b>	<b>1730</b>

\*The weekday fixed route would operate year round.

Exhibit C  
Proposed Summer Fixed Route Expanded Service\*

**SUMMER SATURDAY & SUNDAY TROLLEY - NORTH/SOUTH ROUTE**

<b>NORTHBOUND</b>								
<b>CITY PARK - HARBOR @ PINEY (Leave)</b>	<b>1040</b>	<b>1140</b>	<b>1240</b>	<b>1340</b>	<b>1440</b>	<b>1540</b>	<b>1640</b>	<b>1740</b>
SHASTA @ KENNEDY WAY (LIBRARY)	1042	1142	1242	1342	1442	1542	1642	1742
KENNEDY WAY @ QUINTANA	1043	1143	1243	1343	1443	1543	1643	1743
MAIN @ LEMOS RANCH	1044	1144	1244	1344	1444	1544	1644	1744
MAIN @ ERROL	1046	1146	1246	1346	1446	1546	1646	1746
MAIN @ BONITA	1048	1148	1248	1348	1448	1548	1648	1748
MAIN @ ELENA	1049	1149	1249	1349	1449	1549	1649	1749
MAIN @ SEQUOIA	1050	1150	1250	1350	1450	1550	1650	1750
MAIN @ JAMAICA	1051	1151	1251	1351	1451	1551	1651	1751
MAIN @ TAHITI	1052	1152	1252	1352	1452	1552	1652	1752
MORRO STRAND CAMPGROUND	1055	1155	1255	1355	1455	1555	1655	1755
<b>SOUTHBOUND</b>								
HWY 1 @ SAN JACINTO	1059	1159	1259	1359	1459	1559	1659	-
ATASCADERO @ TRAILER PARK	1101	1201	1301	1401	1501	1601	1701	-
ATASCADERO @ MORRO DUNES PARK	1104	1204	1304	1404	1504	1604	1704	-
ATASCADERO @ TRAILER PARK	1105	1205	1305	1405	1505	1605	1705	-
MAIN @ ERROL	1106	1206	1306	1406	1506	1606	1706	-
MBB @ MARKET	1110	1210	1310	1410	1510	1610	1710	-
MBB @ MAIN	1110	1210	1310	1410	1510	1610	1710	-
MBB @ NAPA	1111	1211	1311	1411	1511	1611	1711	-
<b>CITY PARK - HARBOR @ PINEY</b>	<b>1112</b>	<b>1212</b>	<b>1312</b>	<b>1412</b>	<b>1512</b>	<b>1612</b>	<b>1712</b>	-
MBB @ NAPA	1114	1214	1314	1414	1514	1614	1714	-
MBB @ MONTEREY	1115	1215	1315	1415	1515	1615	1715	-
MORRO BAY STATE PARK	1120	1220	1320	1420	1520	1620	1720	-
<b>NORTHBOUND</b>								
MAIN @ KERN	1123	1223	1323	1423	1523	1623	1723	-
PINEY @ ANCHOR	1124	1224	1324	1424	1524	1624	1724	-
TRANSIT OFFICE - HARBOR @ NAPA	1125	1225	1325	1425	1525	1625	1725	-
MBB @ MARKET	1128	1228	1328	1428	1528	1628	1728	-
MBB @ MAIN	1128	1228	1328	1428	1528	1628	1728	-
MBB @ NAPA	1129	1229	1329	1429	1529	1629	1729	-
<b>CITY PARK - HARBOR @ PINEY (Arrive)</b>	<b>1130</b>	<b>1230</b>	<b>1330</b>	<b>1430</b>	<b>1530</b>	<b>1630</b>	<b>1730</b>	-

**SUMMER SATURDAY & SUNDAY TROLLEY - WATERFRONT ROUTE**

- EMBARCADERO @ FRONT
- MORRO ROCK
- EMBARCADERO @ COLEMAN BEACH
- EMBARCADERO @ BEACH
- EMBARCADERO @ HARBOR
- EMBARCADERO @ PACIFIC
- EMBARCADERO @ MARINA
- TIDELANDS PARK
- EMBARCADERO @ DRIFTWOOD
- EMBARCADERO @ GIANT CHESSBOARD
- MARKET @ MBB (transfer to N/S route)**

\*Summer Waterfront Route is approximately 20 minutes

\*The summer fixed route expanded service would operate Memorial Day weekend through the 1<sup>st</sup> weekend in October. If additional funding becomes available, a second vehicle can be added to the North/South route to provide for half hour service along the whole route.