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**Addendum #1: Questions and Clarifications on RFP
Design & Engineering Services for Bus Parking Yard in Paso Robles**

October 14, 2016

Q: Was an MMRP developed for the project as discussed in SLO-RTA's September 6th response letter to the City? It was not attached to the MND and is not attached to the September 14th hearing package.

A: Yes, a Mitigation Monitoring and Reporting Program was adopted by the RTA Board of Directors at its September 14th meeting. Below is language cut/pasted from the Staff Report under Agenda Item B-1:

Adopt Mitigation Monitoring and Reporting Program

Even though some might consider this to be a relatively simple project, the RTA has an obligation to carry out the commitments it makes to protect the environment. As listed in Section 5.0 of the MND document, a total of 19 measures are proposed to mitigate or avoid significant environmental impacts as a result of the proposed Project. Of these 19 Mitigation Measures, all but the following six are construction-related and will effectively expire once the project is fully implemented:

1. AES-1 & BIO-16 – Exterior Lighting Controls
2. AQ-4 – Operational Permit Requirements
3. AQ-5 – Operational Phase Idling Limitations
4. BIO-7 – Operations-Related Erosion Control Measures
5. BIO-9 – Protection of the Salinas River
6. BIO-9 – Oak Tree Protection

It shall be the responsibility of the RTA Executive Director to ensure all of the 19 Mitigation Measures are carried out during the construction phase, or as an on-going monitoring program for the six mitigations listed above. During the construction phase, the RTA Executive Director will report on the status of each of the 18 mitigations at each regularly-scheduled RTA Board meeting as part of his Executive Director's written report. Once the construction phase is completed, the RTA Executive Director will provide a written annual monitoring report for the six on-going mitigations for a period of five years. If any challenges arise concerning the six on-going/programmatic mitigations, it will be reported immediately instead of at year-end. For example, if an oak tree on the site becomes damaged or otherwise unhealthy, the Executive Director would report it to the RTA Board and seek direction on addressing the problem.

The Regional Transit Authority is a Joint Powers Agency serving residents and visitors of:

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

The entire Board packet containing the above-referenced Staff Report can be found at http://www.slorta.org/wordpress/wp-content/uploads/RTA-Board-Agenda_9.14.16.pdf.

Q: Does the 20-page limit equals ten double-sided pages or is it 20 double-sided?

A: The 20-page limit equates to ten sheets of double-sided paper.

Q: Has a DBE goal been established for this project?

A: The RTA's overall goal for DBE participation is 1.4% (not 4% as stated originally in the RFP). A separate contract goal has not been established for this Design & Engineering project.

Below are items that were discussed at the on-site pre-bid meeting conducted on October 5, 2016.

- It is anticipated that a Notice to Proceed will be issued on or about November 7th.
- The City of Paso Robles and the County of San Luis Obispo are both partners in helping design this project.
- A Conditional Use Permit (CUP) will be developed and submitted by RTA to the City of Paso.
- Simulations will not be needed. Elevations will be engineering-based and not aesthetic. No fly-over views are needed. CAD-based drawings showing views from the roadway will be sufficient.
- A lighting plan shall be developed, showing Lumens emitted, both to address light pollution and to insure that Bus Operators have sufficient lighting to conduct bus inspections during hours of darkness.
- A charrette (meeting amongst project partners for review) is expected to be held as part of the process. Bidders should budget for two half-day charrette sessions.
- The project budget should include for an on-site inspector during construction
- Advertising portion – what is SLORTA's responsibility for bidding?
- The County of SLO won't be involved in the bidding process; it will be completed entirely by the RTA.

- In the preparation of the plan, interviews should be conducted with Bus Operators at start and end of shifts, for input on yard layout and other concerns. Road Supervisors will also be contacted.
- If buses are arranged to face the highway in the parking design, plan for alternate lighting to facilitate vehicle inspection, such as light post with electrical outlets (from which extension cords that can be used to be plugged into alternative lighting). Having buses turn around and back into spots is also an option, to avoid the operational difficulties of such alternative lighting.
- The City has requested a planted earthen berm along the freeway side of the yard, as part of visual corridor improvements. A masonry wall could be explored as an alternative, in order to avoid the reduction of space that would result from a berm of the required height.
- The Design Team should reference environmental documents, as appropriate, in the design documents.