RTA BOARD AGENDA

Wednesday, September 14, 2016
BOARD OF SUPERVISORS' CHAMBERS
COUNTY GOVERNMENT CENTER
1055 Monterey Street, San Luis Obispo, California 93401
RTA starts at 8:30 am

The *AGENDA* is available/posted at: http://www.slorta.org

President: Jan Howell Marx **Vice President: Lynn Compton**

Board Members:

Frank Mecham (First District – SLO County)	Tom O'Malley (Atascadero)
Bruce Gibson (Second District – SLO County)	John Shoals (Grover Beach)
Adam Hill (Third District – SLO County)	Jamie Irons (Morro Bay)
Lynn Compton (Fourth District – SLO County)	Fred Strong (Paso Robles)
Debbie Arnold (Fifth District – SLO County)	Shelly Higginbotham (Pismo Beach)
Jim Guthrie (Arroyo Grande)	Jan Howell Marx (San Luis Obispo)

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency [LEP]) by contacting the RTA offices at 781-4472. Please note that 48 hours advance notice will be necessary to honor a request.

CALL TO ORDER AND ROLL CALL

PUBLIC COMMENTS: This portion of the agenda is reserved for any members of the public to directly address the San Luis Obispo Regional Transit Authority (RTA) Board on any items not on the agenda and within the jurisdiction of the Board. Comments are limited to three minutes per speaker. The Board will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

EMPLOYEE RECOGNITION FOR YEARS OF SERVICE TO RTA:

- **Certificate of Recognition:**

  10 Years of Service – Tania Arnold

A. INFORMATION AGENDA

A-1 Executive Director's Report (Receive)
A-2 Strategic Business Plan Results (Receive)

B. ACTION AGENDA

B-1 Public Hearing: Affirm Mitigated Negative Declaration for Paso Bus Yard & Solicit Design Services (Adopt)

C. CONSENT AGENDA: (Roll Call Vote) the following items are considered routine and non controversial by staff and will be approved by one motion if no member of the RTA or public wishes an item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTA Board members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

C-1 RTA Board Meeting Minutes of August 3, 2016 (Approve)
C-2 Equal Employment Opportunity Plan Update (Approve)
C-3 Vehicle Procurement (Approve)
C-4 Seek Bids to Lease 253 Elks Lane (Approve)
C-5 Conflict of Interest Code Update (Approve)
C-6 Amendment to SRTP Agreement for SLO Transit Additional Work (Approve)

D. CLOSED SESSION: None

E. BOARD MEMBER COMMENTS

Next regularly-scheduled RTA Board meeting on November 2, 2016

CERTIFICATE OF RECOGNITION

IS PRESENTED ON THIS 14TH DAY OF SEPTEMBER, 2016 BY

THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

IN RECOGNITION OF

TEN YEARS

OF DEDICATED AND CONSCIENTIOUS SERVICE

TANIA ARNOLD

JAN MARX, BOARD PRESIDENT

GEOFF STRAW, EXECUTIVE DIRECTOR

rta REGIONAL TRANSIT AUTHORITY

SoCoTransit

PASO EXPRESS

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM: **A-1**

TOPIC: **Executive Director's Report**

PRESENTED BY: **Geoff Straw, Executive Director**

STAFF RECOMMENDATION: **Accept as Information**

BACKGROUND/DISCUSSION:

Operations:
The RTA celebrated its seventh anniversary of taking operations in-house on August 1, 2016. As part of our annual Celebrating Safety event, RTA managers met with each RTA and SCT employee – including presenting Annual Safety Awards to Bus Operators while in service on Friday August 5th. This was especially well-received by Bus Operators and riders alike, including many "standing ovations" by riders on the buses. A total of five Bus Operators have been with the RTA since its in-house operations began and have never been involved in a preventable collision. For the three fixed route Bus Operators, this equates to more than 500,000 miles without a preventable collision. Four more RTA Bus Operators have earned six-year awards, while our senior-most SCT Bus Operator has worked for 12 years without a preventable collision. Join me in congratulating our employees who help us provide safe and reliable service.

The RTA will conduct is next Employee of the Quarter lunch in conjunction with our Second Annual Bus Roadeo on October 16th at the RTA operations facility from 11:30AM until 1:00PM. Please add that event to your calendars.

The RTA is has refined its schedule of activities related to environmental planning services for a long-term operations, administration and maintenance facility, as summarized in the milestone table below.

Task	Event	Start	Finish	Duration (weeks)	Cumulative (weeks)	Notes
1	Kickoff Meeting (and coordination)	March 2016	Aug 2016	21.9	21.9	
2	Env. Constraints, Eval. Of Candidate Sites (resolve flood issue) Confirm locally preferred site		9/7/2016	5.3	27.1	

3	Technical Studies Aesthetics - simulations Air Quality Biological s survey Cultural Resources Survey Traffic	9/7/2016	9/23/2016	2.3	29.4	
	Review by RTA/revisions/finalize	9/23/2016	11/4/2016	6.0	35.4	
	Scoping Meetings		11/2/2016 and week of 11/16			During prep of tech. studies
4	Admin. Draft IS	11/4/2016	1/13/2017	10.0	45.4	
	Review by RTA	1/13/2017	2/10/2017	4.0	49.4	
	Screencheck Draft IS	2/10/2017	2/24/2017	2.0	51.4	
	Review by RTA					
5	Identify Level of CEQA & NEPA Review		2/24/2017			Assume CE, with adequate support.
6	Public Review of Draft IS-MND	2/24/2017	3/26/2017	4.3	55.7	30 days, include 1-2 meetings
	Prepare draft letter and attachments for FTA (during public review)					
7	Admin. Final IS-MND, Resp. to comments	3/26/2017	4/9/2017	2.0	57.7	
	Review by RTA	4/9/2017	4/23/2017	2.0	59.7	
	Final IS-MND	4/23/2017	5/7/2017	2.0	61.7	
	Hearings	May-16				
	FTA Processing & Approval of CE	June-July 2017				

Service Planning & Marketing:

Staff has analyzed ridership patterns on the Route 10X, which currently operates between Morro Bay and Orcutt. This project was originally funded with an FTA Section 5311f Intercity grant focusing on connecting long-travel services and was implemented in September 2015. The Route 10x provides direct connections with Clean Air Express buses in Orcutt that serve Goleta and Santa Barbara. Preliminary findings suggest the departure times should be adjusted to better serve commuters along the line, and staff expects to launch the service changes on September 19th.

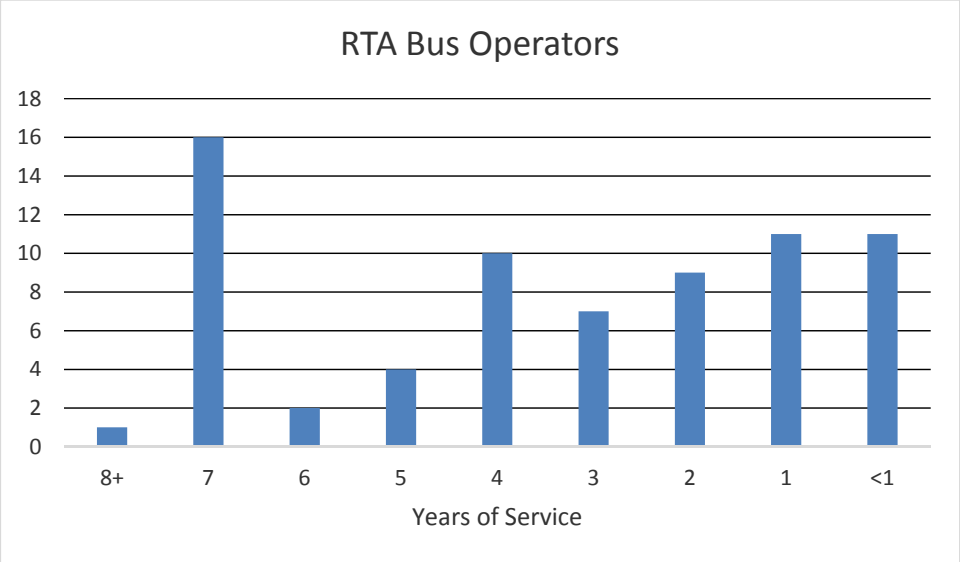
The RTA took delivery of our first ticket vending machine at the end of June. The backbone infrastructure installation and testing will to be completed in late September or early October. We expect to launch the system at the Government Center passenger facility in the late fall, and then monitor its performance before considering additional TVMs at other passenger facilities in the RTA service area.

As mentioned in previous meetings, the RTA has agreed to serve as the grants manager for Ride-On's Mobility Solutions for All Americans-funded study. A summary of the Travel Management Coordination Center project is attached. Staff from the RTA and/or Ride-On

will provide updates on the project to the RTA Board prior to discuss costs/benefits of any preliminary recommendations that might involve financial obligations using regional funding sources. The MSAA-funded TMCC study is projected to conclude in summer 2017.

Staff continues to work with Rademaker Design to develop layout options for replacing the existing shelters at the Government Center passenger facility to provide better shade for passengers. This design will also incorporate the TVM mentioned above, as well as LED signs depicting real-time bus arrival information. Staff expects to bring recommendations to the November 2016 RTA Board meeting.

Finance and Administration:
As mentioned above, the RTA celebrated its 7-year anniversary of directly operating services on August a, 2016. Of the RTA's 71 current Bus Operators, 17 have been with us since its inception. The graph below depicts tenure by years of service. As is typical in a senior-bidding agency, the employees with the highest seniority tend to stick around, while there is "churning" at the bottom, since the more senior employees can choose the more desirable shifts. This, of course, which results in the need to constantly recruit and train new employees.



The spike in employees with four years' tenure also corresponds with rapid growth in Runabout service levels that began to spike a few years ago. Indeed, the number of Runabout service hours grew from 23,790 in FY11-12 to 25,575 in FY12-13 and then peaked in FY13-14 at 31,209; it has actually declined slightly to 29,155 in FY15-16.

Staff has developed a preliminary year-end FY15-16 operating and financial results report, which is attached. Below are some important findings for the past fiscal year:

- The RTA's core fixed route ridership totaled 702,952 one-way passenger-trips, which is down 8.2% in comparison to the same period last year (765,559). As discussed in previous reports, declining fuel prices have resulted in transit ridership declines across the country. An exception is the experience at SLO Transit, which had record ridership in FY15-16. However, removal of a key parking lot on the Cal Poly campus surely contributed to that increase.

- Runabout ridership also declined: 43,516 vs. 45,266 the previous year, which is a decrease just over 3.9 percent – despite a record month in October 2015 (4,441 boardings). This is welcome relief from the double digit increases experiences over the previous two fiscal years.

- The farebox recovery ratio for core fixed route services equated to 25.74%, while Runabout achieved a ratio of 4.20%. Although the RTA's results for this performance measure are lower than in previous years, the results are well above the 16% requirement established by the SLOCOG.

- The subsidy per passenger-trip on core fixed route services was $4.43 and $69.63 on Runabout. Similar to the discussion above, the erosion in ridership has impacted the results in this area. Staff will continue to closely monitor this important metric.

- In terms of financial results, staff worked hard to keep operating and capital costs within budget in light of the declining ridership. Some important takeaways include:

    - Administrative costs equated to 85.30% of budget. Staff focused on reducing costs that are essentially discretionary (professional/technical services, professional development, and marketing/reproduction), while most other "fixed" operating costs were also closely monitored to ensure good stewardship of public funds.

    - Overall Service Delivery costs equated to 87.34% of budget; these costs include both day-to-day operations and vehicle maintenance activities. The greatest variance was experienced in fuel costs (52.34% of budget), which is the third-greatest single line-item in our budget – which was a welcome relief on the financial side, but also impacted ridership as some riders chose to instead drive their personal automobiles. On the flip-side, costs related

to vehicle maintenance (in particular, parts/supplies/materials) were above budget. Both of these variances were reported throughout the past fiscal year, and staff believes the amounts identified in the FY16-17 budget are more realistic.

Also, attached are preliminary operating and financial data for the first month of FY16-17. Ridership is July 2016 is down 19.6% in comparison to July 2015 on fixed route services. However, there were four fewer weekdays in July 2016 (July 4th landed on a Monday in 2016 vs. a Saturday in 2015), which helped contribute to the decline. When looking at passenger boardings per hour of service, fixed route is down 12.8% – 19.97 in July 2016 vs. 22.90 in July 2015.

Staff expects to bring a budget revision recommendation to the RTA Board at its November meeting to account for capital carryover projects.

San Luis Obispo County
Travel Management Coordination Center (TMCC) Project
Status Report - September 2016

The Federal Transit Administration (FTA) Mobility Solutions for All Americans (MSAA) project is into its ninth month of planning and designing a replicable and scalable TMCC that is proposed to provide demand response transportation (DRT) customers with real-time access to information and services through technology. The proposed project conceptually provides the customer with the capability to access DRT provider information and services through multiple platforms (i.e. in person, telephone, online, and mobile app) while enabling transportation partners to coordinate or share services where acceptable. The project has been divided into three phases. The first phase is improvements that can be made during the planning grant period for no or low cost to improve coordinated transportation. Phases 2 and 3 are the advanced technologies that are part of the grant planning process.

At this stage in the planning process, customers are envisioned to utilize the multiple platforms to connect with all interested DRT providers and other partners to know whom in the community to contact for these services and receive services such as trip scheduling and ride status information. The project also envisions the customer being able to determine and select the most effective DRT provider to meet their transportation needs (based on eligibility and service availability). The system is being evaluated for use by the entire community, such as all members of the general public, human service agencies, transportation providers, caretakers, planning agencies, and all other potential stakeholders to access paratransit options. Other participating stakeholders in the project who could benefit include 511, Ride-On, 211, Department of Social Services, Medi-Cal, and other agencies can that could utilize the potential technology platforms to assist their customers as well. The community participants have formed three committees to assist with the project: transportation providers, technology specialists and transportation users.

During the initial months of the project, staff sought and received 68 customer survey responses and attended a number of community meetings to determine stakeholder needs in evaluating the potential TMCC project. Customer needs collected to date include topics such as providing DRT information and services, enabling multiple customer access methods for all persons, and addressing options for persons who do not have either a smart phone or computer.

The MSAA process has also enabled community stakeholders and transportation providers to meet and discuss the project and potential TMCC. Through these meetings, the transportation providers have discovered several inter-agency service coordination efforts that could be further explored to improve the community's DRT services. These Phase 1 improvements are low cost or no cost efforts. To facilitate this effort, transportation providers are currently working on agreements to coordinate customer trips (where feasible) to reduce passenger wait times at doctors' offices, address high demand periods, and assist with driver shortages. The transportation providers are also

discussing how their transportation service information can be shared with customers by telephone and how to transfer callers to other transportation provider partners as needed – for a “one-call” experience.

In support of the project’s current coordination efforts, Ride-On has envisioned developing a simple website to calculate passenger fares for DRT providers, such as Yellow Cab, SLO SafeRide, and Smart Shuttle. The proposed website is also intended to provide one place to determine the hours of operation, rider eligibility and cost for transportation services. Ride-On is also considering a process to train its staff to be more aware of the services provided by the community’s transportation providers and to share this information with its customers. In July, Ride-On applied for an “Innovations in Accessible Mobility Grant” through the National Aging and Disability Transportation Center to support development of the proposed website and staff training efforts. The NADTC grant requested $38,000, required no local matching funds, and will be sustained by Ride-On in the future.

The TMCC’s potential systems (Phases 2 and 3) identified through the MSAA process will not be implemented until after the grant’s conclusion in summer 2017. At that point, comment and approval from necessary governing bodies will be sought to proceed with the MSAA’s proposed recommendation and securement of sustainable operating and capital funding.

Through the MSAA process, the potential is high for significant improvement in coordination of DRT transportation in San Luis Obispo County. The MSAA also currently proposes the customer to have new methods to access multiple human service, public and private sector DRT providers and their services.

Submitted by Mark Shaffer
Ride-On Executive Director

PRELIMINARY UNAUDITED		**Amended Budget FY 2015-16**	**Year to Date FY 2015-16**	**Percent of Total Budget FY 2015-16**
	Hours	**72,970**	69,399	95.11%
	Miles	**1,693,360**	1,551,648	91.63%
Administration:				
Labor	operations cost	**789,900**	732,040	92.68%
Labor - Administration Workers Comp	operations cost	**55,880**	55,720	99.71%
Office Space Rental	operations cost	**489,360**	437,933	89.49%
Property Insurance	operations cost	**18,500**	16,128	87.18%
Professional Technical Services	operations cost	**92,970**	50,925	54.78%
Professional Development	operations cost	**26,940**	19,076	70.81%
Operating Expense	operations cost	**255,450**	239,157	93.62%
Marketing and Reproduction	hourly	**138,400**	71,340	51.55%
North County Management Contract	operations cost	**(39,720)**	(39,720)	100.00%
County Management Contract	operations cost	**(80,500)**	(80,500)	100.00%
SCT Management Contract	operations cost	**(79,830)**	(79,830)	100.00%
Total Administration		**1,667,350**	1,422,268	85.30%
Service Delivery:				
Labor - Operations	hourly	**3,865,100**	3,569,509	92.35%
Labor - Operations Workers Comp	hourly	**378,050**	376,970	99.71%
Labor - Maintenance	hourly	**904,210**	863,556	95.50%
Labor - Maintenance Workers Comp	hourly	**110,640**	110,324	99.71%
Fuel	miles	**1,502,000**	786,228	52.35%
Insurance	miles	**483,930**	475,680	98.30%
Special Transportation (includes County programs, Cuesta even	n/a	**118,330**	53,781	45.45%
Avila Trolley	n/a	**57,750**	46,885	81.19%
Maintenance (parts, supplies, materials)	miles	**436,560**	550,712	126.15%
Maintenance Contract Costs	miles	**111,150**	125,218	112.66%
Total Operations		**7,967,720**	6,958,863	87.34%
Capital/Studies:				
Computer System Maintenance/Upgrades		**37,540**	31,964	85.15%
Miscellaneous Capital				
Facility Improvements		**39,960**	17,678	44.24%
Maintenance Software and Maintenance Equipment		**58,990**	-	0.00%
Radios		**6,000**	4,653	77.54%
Vehicle ITS/Camera System		**725,900**	383,370	52.81%
Bus Stop Improvements		**294,890**	111,068	37.66%
RouteMatch Call Back System		**37,500**	-	0.00%
Vehicles				
Support Vehicles		**60,000**	-	0.00%
Over the Road Coaches		**1,300,000**	-	0.00%
Cutaway Vehicles		**259,300**	244,353	82.86%
Runabout Vehicles		**521,280**	406,315	77.95%
Total Capital Outlay		**3,341,360**	1,199,400	35.90%
Contingency	hourly	**110,000**	364	0.33%
Interest Expense	operations cost	**64,500**	42,591	66.03%
Loan Paydown		**200,600**	200,596	100.00%
Facility Environmental Planning		**219,430**	37,629	17.15%
Management Contracts		**200,050**	200,050	100.00%
TOTAL FUNDING USES		**13,771,010**	10,061,760	73.06%
TOTAL NON-CAPITAL EXPENDITURES		**10,009,620**	8,624,136	86.16%

		Amended Budget FY 2016-17	July Budget	July Actual	July Variance	Year to Date FY 2016-17	Percent of Total Budget FY 2016-17
	Hours	**74,430**	6,203	5,582	621	5,582	7.50%
	Miles	**1,734,770**	144,564	121,435	23,129	121,435	7.00%
Administration:							
Labor	operations cost	**815,700**	67,975	61,821	6,154	61,821	7.58%
Labor - Administration Workers Comp	operations cost	**71,210**	17,803	17,166	637	17,166	24.11%
Office Space Rental	operations cost	**504,790**	42,066	34,842	7,224	34,842	6.90%
Property Insurance	operations cost	**17,420**	17,420	16,263	1,157	16,263	93.36%
Professional Technical Services	operations cost	**79,560**	6,630	12,053	(5,423)	12,053	15.15%
Professional Development	operations cost	**37,850**	3,154	-	3,154	-	0.00%
Operating Expense	operations cost	**255,190**	21,266	15,800	5,466	15,800	6.19%
Marketing and Reproduction	hourly	**93,730**	7,811	3,192	4,619	3,192	3.41%
North County Management Contract	operations cost	**(40,320)**	(3,360)	(3,360)	-	(3,360)	8.33%
County Management Contract	operations cost	**(82,110)**	(6,843)	(6,843)	-	(6,843)	8.33%
SCT Management Contract	operations cost	**(114,900)**	(9,575)	(9,575)	-	(9,575)	8.33%
Total Administration		**1,638,120**	164,347	141,359	22,987	141,359	8.63%
Service Delivery:							
Labor - Operations	hourly	**4,100,660**	341,722	300,021	41,701	300,021	7.32%
Labor - Operations Workers Comp	hourly	**481,790**	120,448	116,138	4,309	116,138	24.11%
Labor - Maintenance	hourly	**947,680**	78,973	70,544	8,429	70,544	7.44%
Labor - Maintenance Workers Comp	hourly	**141,000**	35,250	33,989	1,261	33,989	24.11%
Fuel	miles	**1,164,130**	97,011	61,953	35,058	61,953	5.32%
Insurance	miles	**560,160**	46,680	50,093	(3,413)	50,093	8.94%
Special Transportation (for SLOCAT and Paso)	n/a	**57,300**	4,775	3,193	1,582	3,193	5.57%
Avila Trolley	n/a	**57,060**	7,133	10,853	(3,721)	10,853	19.02%
Maintenance (parts, supplies, materials)	miles	**465,050**	38,754	37,540	1,214	37,540	8.07%
Maintenance Contract Costs	miles	**138,910**	11,576	4,794	6,782	4,794	3.45%
Total Operations		**8,113,740**	782,321	689,118	93,203	689,118	8.49%
Capital/Studies:							
Computer System Maintenance/Upgrades		**62,250**	850	827	23	827	1.33%
Miscellaneous Capital							
Passenger Protection 1300 buses		**8,400**	-	-	-	-	0.00%
Specialized Maintenance Tools		**33,500**	-	-	-	-	0.00%
Desks and Office Equipment		**10,760**	6,400	5,570	830		
Vehicle ITS/Camera System		**176,690**	13,000	12,994	6	12,994	7.35%
Bus Stop Improvements/Bus Stop Solar Lighting		**97,690**	-	-	-	-	0.00%
Bus Rehabilitation		**126,000**	-	-	-	-	0.00%
Vehicles							
Trolley replacement vehicles		**200,000**	-	-	-	-	0.00%
Runabout Vehicles		**163,480**	-	-	-	-	0.00%
Total Capital Outlay		**878,770**	20,250	19,390	860	19,390	2.21%
Contingency	hourly	**117,020**	9,752	-	9,752	-	0.00%
Interest Expense	operations cost	**44,590**	3,716	3,038	678	3,038	6.81%
Loan Paydown		**200,600**	-	-	-	-	0.00%
Elks Lane Project		**499,990**	-	-	-	-	0.00%
Facility Environmental Planning		**1,000,000**	-	-	-	-	0.00%
Management Contracts		**237,330**	19,778	19,778	-	19,778	8.33%
TOTAL FUNDING USES		**12,730,160**	1,000,163	872,682	127,480	872,682	6.86%
TOTAL NON-CAPITAL EXPENDITURES		**10,150,800**	979,913	853,293	126,620	853,293	8.41%

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JUNE 30, 2016
PRELIMINARY UNAUDITED FISCAL YEAR - 2015/2016 (page 1 of 2)

	RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 S.M., NIPOMO, A.G., S.L.O.	RT 12 MORRO BAY, CUESTA, SAN LUIS	RT 14 CUESTA, SAN LUIS TRIPPER	RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B.	TOTAL RTA CORE WEEKDAY	RT 7 PASO EXPRESS ROUTE A	RT 8 PASO EXPRESS ROUTE B	TOTAL PASO EXPRESS FIXED ROUTE	PASO EXPRESS DIAL A RIDE
REVENUES:										
FARES	348,685	342,023	255,972	23,833	27,342	997,855	69,592	73,731	143,323	6,686
TOTAL ROUTE REVENUES	348,685	342,023	255,972	23,833	27,342	997,855	69,592	73,731	143,323	6,686
EXPENDITURES:										
ADMINISTRATION	223,153	224,748	147,365	14,245	52,614	662,125	16,752	16,682	33,434	5,828
MARKETING	18,735	18,870	12,379	1,297	4,424	55,705	4,252	4,233	8,485	0
OPERATIONS/CONTINGENCY	752,673	766,921	490,548	48,530	167,305	2,225,976	292,897	292,534	585,432	98,362
FUEL	158,836	171,321	96,553	11,161	29,416	467,287	19,962	20,754	40,716	3,320
INSURANCE	87,484	94,356	53,183	6,174	15,199	256,396	13,875	14,434	28,309	3,459
TOTAL EXPENDITURES	1,240,881	1,276,217	800,028	81,407	268,958	3,667,490	347,739	348,637	696,376	110,969
FAREBOX RATIO	28.10%	26.80%	32.00%	29.28%	10.17%	27.21%	20.01%	21.15%	20.58%	6.02%
RIDERSHIP	236,071	207,270	164,922	17,170	17,183	642,616	51,715	55,551	107,266	2,970
SERVICE MILES	290,976.10	313,839.80	176,883.20	20,512.80	51,009.10	853,221.00	46,180.00	48,037.30	94,217.30	11,541.00
SERVICE HOURS	9,507.44	9,575.87	6,278.70	616.81	2,242.82	28,221.64	3,557.17	3,542.12	7,099.29	1,216.37
RIDERS PER MILE	0.81	0.66	0.93	0.84	0.34	0.75	1.12	1.16	1.14	0.26
RIDERS PER HOUR	24.83	21.65	26.27	27.84	7.66	22.77	14.54	15.68	15.11	2.44
COST PER PASSENGER	5.26	6.16	4.85	4.74	15.65	5.71	6.72	6.28	6.49	37.36
SUBSIDY PER PASSENGER	3.78	4.51	3.30	3.35	14.06	4.15	5.38	4.95	5.16	35.11

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JUNE 30, 2016
PRELIMINARY UNAUDITED FISCAL YEAR - 2015/2016 (page 2 of 2)

	RT 9 SAT P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 9 SUN P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 SAT S.M., NIPOMO, A.G., S.L.O.	RT 10 SUN S.M., NIPOMO, A.G., S.L.O.	RT 12 SAT MORRO BAY, CUESTA, SAN LUIS	RT 12 SUN MORRO BAY, CUESTA, SAN LUIS	RT 15 SAT SAN SIM., MORRO BAY, SAN LUIS	RT 15 SUN SAN SIM., MORRO BAY, SAN LUIS	TOTAL RTA CORE WEEKEND	TOTAL FIXED ROUTE RTA & PASO EXPRESS	RUNABOUT	SYSTEM TOTAL
REVENUES:												
FARES	21,777	12,725	22,738	12,682	15,077	10,560	4,493	3,312	103,365	1,244,543	132,697	1,383,925
TOTAL ROUTE REVENUES	21,777	12,725	22,738	12,682	15,077	10,560	4,493	3,312	103,365	1,244,543	132,697	1,383,925
EXPENDITURES:												
ADMINISTRATION	15,160	9,880	14,171	8,599	10,348	9,819	10,372	6,282	84,633	780,192	683,934	1,469,954
MARKETING	1,260	830	1,178	722	860	824	862	527	7,064	71,254	0	71,254
OPERATIONS/CONTINGENCY	50,814	33,324	48,052	29,211	34,078	32,501	35,630	21,607	285,216	3,096,624	2,143,677	5,338,663
FUEL	10,430	7,106	10,449	6,452	6,352	6,265	8,230	5,060	60,343	568,346	190,924	762,590
INSURANCE	5,833	3,944	5,844	3,581	3,552	3,477	4,603	2,808	33,642	318,347	144,275	466,081
TOTAL EXPENDITURES	83,497	55,083	79,694	48,565	55,191	52,887	59,697	36,284	470,898	4,834,763	3,162,810	8,108,542
FAREBOX RATIO	26.08%	23.10%	28.53%	26.11%	27.32%	19.97%	7.53%	9.13%	21.95%	25.74%	4.20%	17.07%
RIDERSHIP	13,216	7,440	12,809	7,087	8,793	6,119	2,870	2,002	60,336	810,218	43,516	856,704
SERVICE MILES	19,344.30	13,057.20	19,380.00	11,856.00	11,781.00	11,512.80	15,264.30	9,297.60	111,493.20	1,058,931.50	480,149.00	1,550,621.50
SERVICE HOURS	641.07	421.20	599.25	366.60	437.58	418.60	438.60	267.80	3,590.70	38,911.63	29,154.73	69,282.73
RIDERS PER MILE	0.68	0.57	0.66	0.60	0.75	0.53	0.19	0.22	0.54	0.77	0.09	0.55
RIDERS PER HOUR	20.62	17.66	21.38	19.33	20.09	14.62	6.54	7.48	16.80	20.82	1.49	12.37
COST PER PASSENGER	6.32	7.40	6.22	6.85	6.28	8.64	20.80	18.12	7.80	5.97	72.68	9.46
SUBSIDY PER PASSENGER	4.67	5.69	4.45	5.06	4.56	6.92	19.23	16.47	6.09	4.43	69.63	7.85

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JULY 31, 2016
CURRENT FISCAL YEAR - 2016/2017 (page 1 of 2)

	RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 S.M., NIPOMO, A.G., S.L.O.	RT 12 MORRO BAY, CUESTA, SAN LUIS	RT 14 CUESTA, SAN LUIS TRIPPER	RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B.	TOTAL RTA CORE WEEKDAY	RT 7 PASO EXPRESS ROUTE A	RT 8 PASO EXPRESS ROUTE B	TOTAL PASO EXPRESS FIXED ROUTE	PASO EXPRESS DIAL A RIDE
REVENUES:										
FARES	39,535	41,397	26,071	2,085	4,700	113,786	3,906	6,554	10,460	570
TOTAL ROUTE REVENUES	39,535	41,397	26,071	2,085	4,700	113,786	3,906	6,554	10,460	570
EXPENDITURES:										
ADMINISTRATION	22,505	22,674	14,854	282	5,328	65,642	1,418	1,412	2,830	530
MARKETING	943	950	622	12	223	2,751	0	0	0	0
OPERATIONS/CONTINGENCY	73,964	75,079	48,410	914	16,440	214,807	30,641	30,570	61,211	10,146
FUEL	13,484	14,548	8,193	149	1,351	37,725	1,853	1,928	3,781	281
INSURANCE	8,754	9,445	5,319	97	877	24,491	1,465	1,524	2,988	372
TOTAL EXPENDITURES	119,650	122,696	77,400	1,453	24,218	345,416	35,377	35,434	70,810	11,329
FAREBOX RATIO	33.04%	33.74%	33.68%	143.51%	19.41%	32.94%	11.04%	18.50%	14.77%	5.03%
RIDERSHIP	16,376	15,499	10,656	304	1,605	44,440	3,319	4,203	7,522	265
SERVICE MILES	22,832.00	24,634.00	13,874.00	252.00	2,287.00	63,879.00	3,820.00	3,974.50	7,794.50	969.00
SERVICE HOURS	746.00	751.60	492.40	9.33	176.60	2,175.93	294.25	293.00	587.25	97.03
RIDERS PER MILE	0.72	0.63	0.77	1.21	0.70	0.70	0.87	1.06	0.97	0.27
RIDERS PER HOUR	21.95	20.62	21.64	32.58	9.09	20.42	11.28	14.34	12.81	2.73
COST PER PASSENGER	7.31	7.92	7.26	4.78	15.09	7.77	10.66	8.43	9.41	42.75
SUBSIDY PER PASSENGER	4.89	5.25	4.82	(2.08)	12.16	5.21	9.48	6.87	8.02	40.60

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JULY 31, 2016
CURRENT FISCAL YEAR - 2016/2017 (page 2 of 2)

	RT 9 SAT P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 9 SUN P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 SAT S.M., NIPOMO, A.G., S.L.O.	RT 10 SUN S.M., NIPOMO, A.G., S.L.O.	RT 12 SAT MORRO BAY, CUESTA, SAN LUIS	RT 12 SUN MORRO BAY, CUESTA, SAN LUIS	RT 15 SAT SAN SIM., MORRO BAY, SAN LUIS	RT 15 SUN SAN SIM., MORRO BAY, SAN LUIS	TOTAL RTA CORE WEEKEND	TOTAL FIXED ROUTE RTA & PASO EXPRESS	RUNABOUT	SYSTEM TOTAL
REVENUES:												
FARES	3,960	1,456	3,903	2,241	2,559	1,648	758	389	16,914	141,160	11,489	153,219
TOTAL ROUTE REVENUES	3,960	1,456	3,903	2,241	2,559	1,648	758	389	16,914	141,160	11,489	153,219
EXPENDITURES:												
ADMINISTRATION	1,896	1,222	1,772	1,063	1,294	1,214	1,297	777	10,536	79,008	71,564	151,102
MARKETING	79	51	74	45	54	51	54	33	441	3,192	0	3,192
OPERATIONS/CONTINGENCY	6,222	4,021	5,860	3,516	4,199	3,948	4,325	2,589	34,681	310,699	223,311	544,156
FUEL	1,120	741	1,122	673	682	654	884	528	6,404	47,910	12,001	60,192
INSURANCE	727	481	728	437	443	424	574	343	4,158	31,637	14,549	46,558
TOTAL EXPENDITURES	10,045	6,517	9,557	5,734	6,673	6,291	7,134	4,269	56,220	472,446	321,425	805,200
FAREBOX RATIO	39.42%	22.35%	40.84%	39.08%	38.36%	26.19%	10.63%	9.10%	30.09%	29.88%	3.57%	19.03%
RIDERSHIP	1,167	667	1,313	725	917	701	263	236	5,989	57,951	3,431	61,647
SERVICE MILES	1,896.50	1,255.50	1,900.00	1,140.00	1,155.00	1,107.00	1,496.50	894.00	10,844.50	82,518.00	37,948.00	121,435.00
SERVICE HOURS	62.85	40.50	58.75	35.25	42.90	40.25	43.00	25.75	349.25	3,112.43	2,372.24	5,581.70
RIDERS PER MILE	0.62	0.53	0.69	0.64	0.79	0.63	0.18	0.26	0.55	0.70	0.09	0.51
RIDERS PER HOUR	18.57	16.47	22.35	20.57	21.38	17.42	6.12	9.17	17.15	18.62	1.45	11.04
COST PER PASSENGER	8.61	9.77	7.28	7.91	7.28	8.97	27.13	18.09	9.39	8.15	93.68	13.06
SUBSIDY PER PASSENGER	5.21	7.59	4.31	4.82	4.49	6.62	24.24	16.44	6.56	5.72	90.33	10.58

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM:	**A-2**
TOPIC:	**Strategic Business Plan Results**
ACTION:	**Receive**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Receive Annual Report on Performance Results Through June 30, 2016**

BACKGROUND/DISCUSSION:
At its July 9, 2014 meeting, the RTA Board adopted the *RTA 2015-2017 Strategic Business Plan*. This plan was essentially an updated version of the *RTA 2011-2014 Strategic Business Plan*, and the update includes slightly revised Vision and Mission Statements, as well as "stretch" performance standards to ensure RTA staff continually seeks to improve its services.

The attached report presents our annual results from July 1, 2015 through June 30, 2016 as well as comparative information in comparison to prior fiscal years. Please note that the financial figures are unaudited estimates, but they provide a reasonable representation of each applicable financial measure. These results and the underlying *RTA 2015-17 Strategic Business Plan* were used by the Short Range Transit Plan (SRTP) consultants as they suggested possible new goals and objectives as part of the SRTP effort. For measurement purposes, the SRTP sets the base of RTA believes it can achieve, and the Strategic Business Plan sets the goal of RTA strives to achieve.

On the next page is a table that provides a snapshot summary of important performance metrics. These metrics are discussed in more detail in the attached report.

It should be noted that staff is currently planning for the next comprehensive RTA Customer Perception Survey projected to take place in March 2017. This effort will include an employee survey, a Rider Survey for RTA and Runabout customers, and an Internet-based stakeholder/Non-Rider survey. Staff anticipates providing a summary of this effort at the July 2017 RTAC meeting, focusing on how it can assist us in updating our Strategic Business Plan, for final Board adoption in September 2017.

Staff Recommendation:
Receive the attached report on performance results achieved in FY15-16.

RTA Operating and Financial Performance Trends

Metric	Service Type	Standard	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16[1]
Annual Ridership	Fixed-Route	N/A	687,936	734,743	763,614	765,559	702,952
	Runabout	N/A	34,424	37,994	43,669	45,266	43,516
Annual Service Miles	Fixed-Route	N/A	997,010	988,056	993,858	982,914	964,714
	Runabout	N/A	485,498	508,634	564,686	519,165	480,149
Annual Service Hours	Fixed-Route	N/A	32,888	31,676	31,851	31,531	31,812
	Runabout	N/A	23,790	25,575	31,209	30,396	29,155
Subsidy per Passenger-Trip	Fixed-Route	N/A	$4.12	$3.75	$3.50	$4.03	$4.43
	Runabout	N/A	$64.80	$65.12	$64.99	$65.62	$69.63
Farebox Recovery Ratio	Fixed-Route	25%	28.8%	30.8%	31.5%	26.6%	25.7%
	Runabout	N/A	4.2%	4.0%	3.9%	4.0%	4.2%
Productivity[2] (Passenger Boardings per Service Hour)	Fixed-Route	22 Px/Hr	20.9	23.2	24.0	24.3	22.1
	Runabout	N/A	1.45	1.49	1.40	1.49	1.49

Note 1: Fiscal Year 2015-16 financial data are unaudited; all previous-year data has been audited.

Note 2: The productivity standard was increased from 20 to 22 in the Strategic Business Plan update in 2015.

Year-End Report on RTA Performance Standards

July 2015 through June 2016

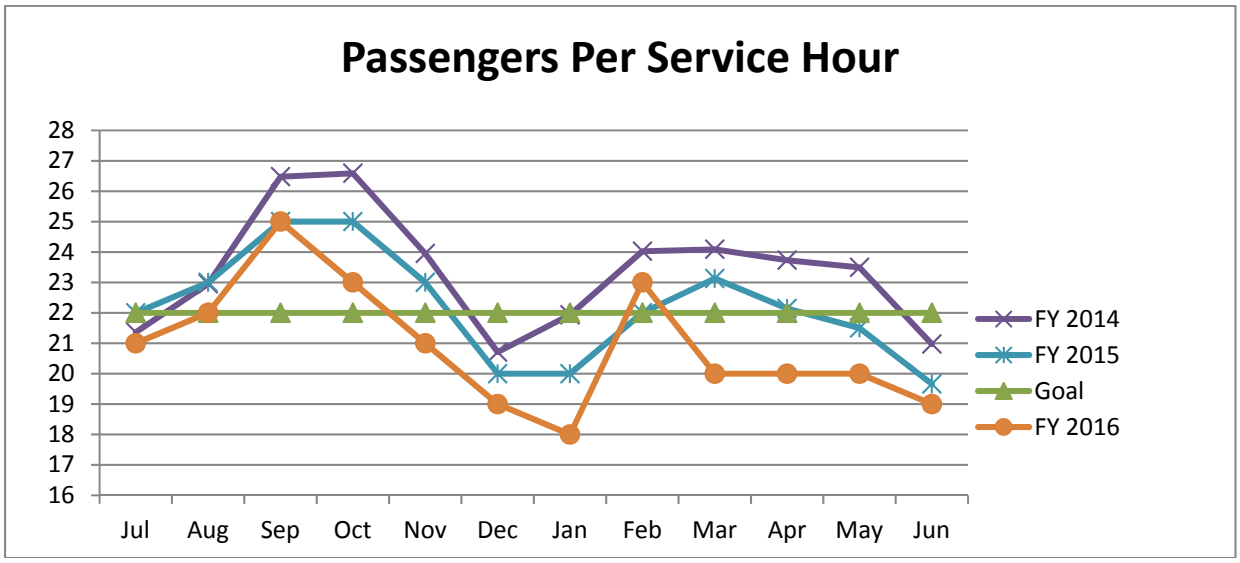
Regional Transit Authority Standards of Excellence: Service Quality and Efficiency

Summary: We will deliver dependable, customer focused and efficient transit services to the communities that we serve. Further, we will look for opportunities to deploy innovative new service within the resources available.

Standard 1: Fixed Route passengers per vehicle service hour will be 22 or greater.
Measurement: Objective.

- Reviewed monthly by Operations, and reported by Executive Director at each Board meeting.

RTA carried an overall average of 21 riders per hour for the year. This is below our goal of 22. Lower fuel prices are considered the primary reason for the decline as some passengers appear to have chosen to use their private automobile in lieu of riding RTA buses.



Standard 2: Service delivery rate shall be 99% or greater.
Measurement: Objective.

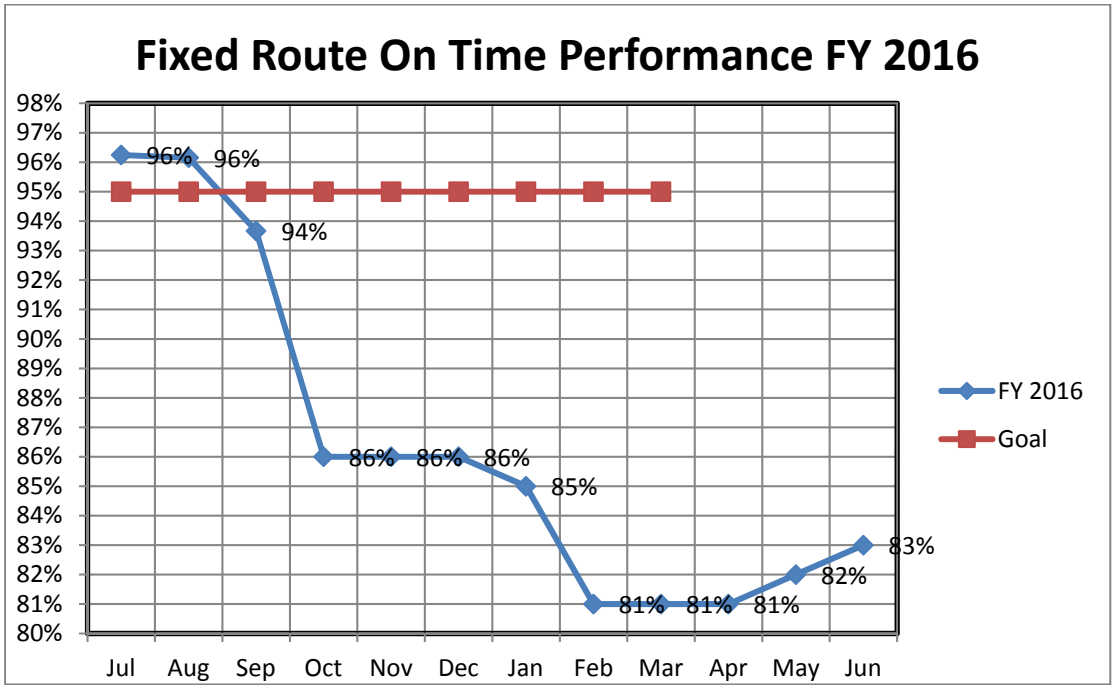
- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

As long as a scheduled fixed route bus trip is delivered ahead of the next scheduled bus trip, then service is considered "delivered" (but that late trip will still be reported under the on-time performance measure discussed below). A typical weekday includes a total of 138 bus trips, while each Saturday includes 50 trips and each Sunday includes 32. The service delivery goal is 99% or greater. Of 39,072 trips for FY16, RTA missed eight scheduled trips, or a service delivery achievement of 99.98%.

Standard 3: System wide On-time Performance shall be 95% or greater.
Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

Fixed route service is considered on-time if at no point the bus is six or more minutes late. With the introduction of the ITS system in September 2015, early departures are now being included in the metric. In addition, every published time-point is now being considered, whereas the previous system of Bus Operator reporting via two-way radio the only metric considered – which was inconsistent at best. The result of the increased accuracy is a decline in our reported performance, not necessarily in the overall service quality. The goal is 95% or greater. It is recommended that we continue to track the metric and make any improvements we can, and then re-evaluate the goal. One reason for the drop is the need to make technical adjustments in the ITS.



Standard 4: Runabout On-time Performance shall be 95% or greater.
Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

Runabout service is considered on-time if the van arrives within 30 minutes of the appointed pick-up time. The goal is 95% or greater, and through year's end Runabout has surpassed this goal in each month of FY15-16, averaging around 98%. Staff will continue to monitor Runabout's on-time performance to ensure this trend continues.

Standard 5: RTA will make consistent efforts to explore new service and service delivery options, as well as work with regional efficiencies in the delivery of transportation to the jurisdictions
Measurement: Subjective.

- Reported by the Executive Director and Division Heads annually. Below are some interim findings:

1. Enhanced peak-period Route 9 and 10 service was implemented beginning in mid-September 2015. This included one morning and one afternoon trip for each route.

2. New San Luis Obispo Airport service between the Government Center and the SLO County Airport was implemented as part of Route 10X. Funding restrictions limited the number of bus stops on this new service. This service was evaluated and adjustments are planned for September 19, 2016. Additional bus stops and schedule adjustments to accommodate a 7:30am to 4:00pm work period are being tested.

3. The Joint RTA and SLO Transit Short Range Transit draft plans are completed. It was a worthwhile effort resulting in several advantages. Coordinating capital program projects, improving systems familiarity among management, and improving cooperation are among the positive outcomes.

4. The Short Range Transit Plan suggests we provide more direct service between Los Osos and SLO on Route 12. Route 12 is scheduled for redesign in the spring of 2017.

5. RTA worked with Cuesta College to move their bus stop to the back of the campus to improve ADA accessibility in July 2016 in time for the onset of Fall classes in August 2016.

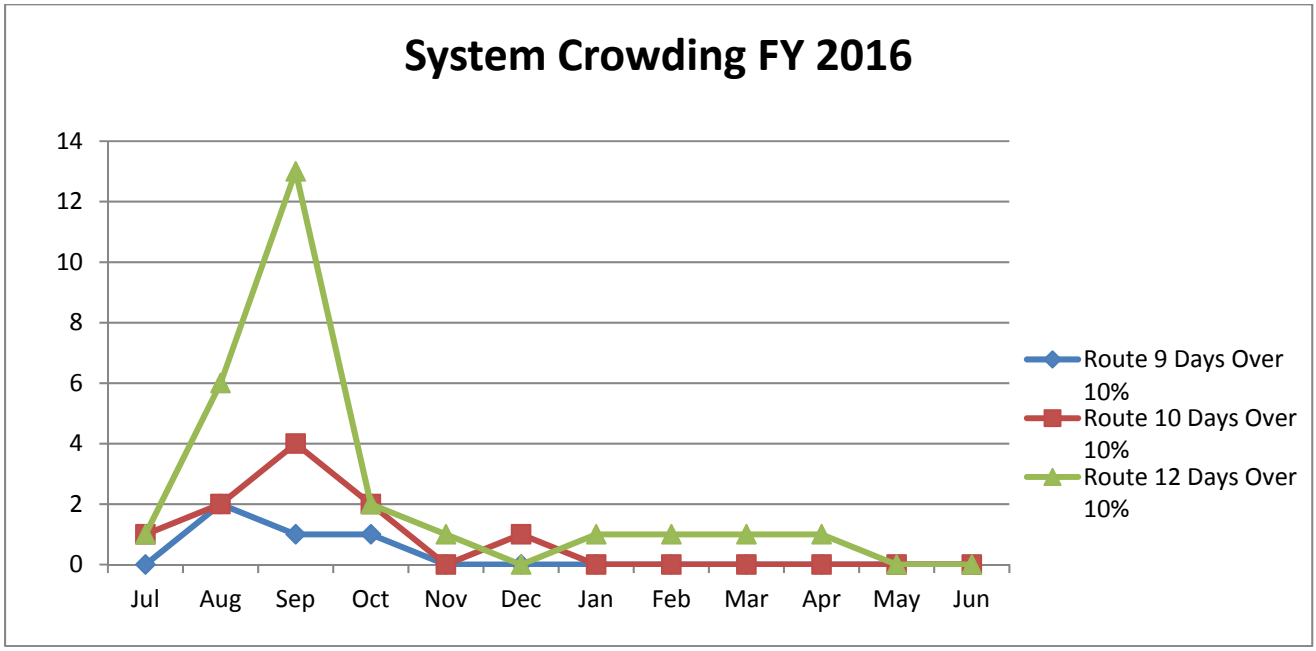
6. The Cuesta North Campus Shuttle was discontinued in May 2016 due to poor ridership.

7. The bus parking lots in Paso Robles (4^{th}/Pine and 8^{th}/Pine) are scheduled for redevelopment. An alternate location alongside US101 on Paso Robles Street near the northbound 13^{th} Street onramp is being evaluated as a long-term solution.

Standard 6: The number of bus trips with passenger standees will not exceed 10% of the daily bus trips on that route.
Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director biannually to the Board.

The ITS data that we began collecting in September 2015 is telling us that previous reporting methods were giving us the number of standees without consideration of available/open seats. In short, it was not practical for Bus Operators to count available seats in relation to standees. Also, some passengers choose to stand rather than ask someone to move over and make space. With the automated passenger counters and known bus capacities we have a more accurate measure of loads. Our current measurement at the route level should be changed to a trip-level accounting, and we plan to bring a new approach to the RTA Board in FY16-17.



Regional Transit Authority Standards of Excellence: Revenue and Resources

We will live within our means. While providing excellent service to our customers and communities, we will do so within the financial resources available to us. The financial health of the organization will not be compromised and we will work to deliver good value for the taxpayers' investment in RTA.

Standard 1: The annual operating budget will be based upon projected revenue and the total operating cost will not exceed the budget adopted by the Board.
Measurement: Objective.

- Monthly financial statements and YTD budget expenses.

Fiscal Year 2012 Result: Operating Costs were 95% of the adopted budget

Fiscal Year 2013 Result: Operating Costs were 93% of the adopted budget
Fiscal Year 2014 Result: Operating Costs were 90% of the adopted budget
Fiscal Year 2015 Result: Operating Costs were 88% of the adopted budget
Fiscal Year 2016 Result: Operating Costs were 86% of the adopted budget (unaudited)

Budget versus actual expenses data is calculated and reviewed on a monthly basis by RTA staff. This information is reported to the Board at each meeting (typically every other month) to help inform decisions.

Standard 2: Fixed Route Farebox Recovery Ratio (FRR) shall be greater than 25%.
Measurement: Objective.

- Based upon monthly Route Productivity/Performance Report.

Fiscal Year 2012 Result: 28.81%
Fiscal Year 2013 Result: 30.82%
Fiscal Year 2014 Result: 31.50%
Fiscal Year 2015 Result: 26.40% (*including Paso Express*)
Fiscal Year 2016 Result: 25.74% (*including Paso Express*)

RTA consistently meets or exceeds this FRR goal but it has fallen as ridership has declined. Staff will continue to closely monitor our FRR performance, particularly as the economy continues to improve, and gas prices change.

Standard 3: No significant financial audit findings.
Measurement: Objective.

- Finance and Administration will report negative audit findings (if any).

RTA is audited every year and consistently has received clean reports with no significant financial audit findings. Staff continually strives for improved transparency and continues to implement procedures that exceed the auditors' expectations.

Standard 4: Ensure that all capital procurements provide good value to our customers and our employees.
Measurement: Subjective.

- Evaluated through bi-annual customer perception survey, feedback from communities and review of the annual capital program by staff and the Board.

The annual capital program is developed by staff and presented to the Board as part of the annual budget-making process. In addition, staff presents budget revision recommendations if conditions change.

Year-End Report on RTA Performance Standards

July 2015 through June 2016

Regional Transit Authority Standards of Excellence: Safety

We recognize the tremendous importance of safety in the operation of RTA service to our customers and communities. Therefore the safety of our customers and employees will be an organizational priority and we will be proactive in promoting system safety.

Standard 1: Rate of preventable vehicle collisions will not exceed 1.0 per 100,000 miles.
Measurement: Objective.

- Rate shall be reported by Safety and Training.

In January 2014, the RTA Board tightened the standard from 2.0 collisions per 100,000 miles to only 1.0. For FY15-16, RTA missed this challenging goal by just .03 with a collision rate of 1.03 per 100,000 miles. Increased training and awareness campaigns are being conducted to improve safety and we are confident we can eventually meet this standard.

Standard 2: Address all safety hazards identified by the Safety Resource Committee.
Measurement: Objective.

- List shall be compiled with action items and timelines by Safety and Training.

The Safety Resource Committee has effectively resolved 39 employee suggestions during FY15-16 at its quarterly meetings. The committee started with 10 open items and ended with 5 open items. The next meeting is scheduled for September 13, 2016. There are three ongoing items listed as RTA's Heart-TA employee wellness program, Posting Safety Committee Agenda after meetings, and posting quarterly Collision Statistics.

Standard 3: Preventable workers compensation lost-time claims will not exceed 6 annually, and preventable medical-only claims will not exceed 10 annually.
Measurement: Objective.

- All work comp claims shall be duly investigated and reported by Finance and Administration.

  Fiscal Year 2010-11 Result: 10 (includes 4 medical-only, all have been closed; 4 were lost-time claims)
  Fiscal Year 2011-12 Result: 16 (includes 7 medical-only, 2 remain open; 8 were lost-time claims)
  Fiscal Year 2012-13 Result: 16 (includes 6 medical-only, 5 remain open; 7 were lost-time claims)
  Fiscal Year 2013-14 Result: 4 (all 4 were medical-only, all have been closed; none were lost-time claims)
  Fiscal Year 2014-15 Result: 9 (includes 4 medical-only, 2 have been closed; 4 were lost-time claims)

Fiscal Year 2015-16 Result: 2 (no medical-only claims, 1 previously open case has been closed and included lost-time; 1 has been delayed and may include lost-time)

As shown, we experienced a relatively high number of work comp claims in FY11-12 and FY12-13, but staff believes the successful change in third party administrators on July 1, 2014 (because of performance issues by the previous contractor) has resulted in quicker closing of claims. This has resulted in lower overall costs. We are optimistic that claims handling has improved, which will have a positive impact on our incurred losses over time.

Standard 4: Customer and Community perception of system safety will be at least 90%.
Measurement: Objective.

- As measured by community survey, which shall be conducted at least every two years.

The first comprehensive Customer Perception Survey was completed in 2013. We completed passenger and stakeholder surveys as part of the joint Short Range Transit Plan effort in March 2015; the results of this effort is included in the SRTP report. Overall, customer satisfaction remains high for RTA and Runabout. We plan to conduct the next round of surveys in March 2017.

Standard 5: Total risk management costs shall not exceed 8.5% of total operating costs.
Measurement: Objective.

- Reported monthly by Finance and Administration in financials and YTD budget reports.

Fiscal Year 2011 Result: 5.1% of total operating costs
Fiscal Year 2012 Result: 7.5% of total operating costs
Fiscal Year 2013 Result: 7.6% of total operating costs
Fiscal Year 2014 Result: 8.2% of total operating costs
Fiscal Year 2015 Result: 8.7% of total operating costs
Fiscal Year 2016 Result: 10.3% of total operating costs

We outperformed the goal through FY13-14. However, FY14-15 results started to increase, with a jump in FY15-16 as a result of significant claims that developed in prior years, as well as generally higher liability costs in the public transit market. Staff went out to market as part of the FY16-17 budget making process to evaluate insurance options and ensure best value. This included property, workers compensation, liability, and auto physical damage insurance costs. Staff concluded that our current carriers/pools provide the best low-cost value available to us.

Regional Transit Authority Standards of Excellence: Human Resources

Year-End Report on RTA Performance Standards

July 2015 through June 2016

Our employees are the foundation of the organization. We will support our employees in achieving excellence through training and development, teamwork, and continuous efforts at effective communication while treating each with integrity and dignity

Standard 1: Recruit, promote and retain highly qualified employees to achieve our service standards.

Measurement: Subjective.

- Annual assessment by Executive Director and Department Heads.

The annual calendar year turnover rates for RTA are as follows:

2010 – 24%
2011 – 33%
2012 – 20%
2013 – 12%
2014 – 19%
2015 – 18%
2016 – 9% as of July 31, 2016

Standard 2: Provide continuous development of organizational skills through ongoing training and development programs that result in personal and professional growth.

Measurement: Objective.

- Departments have submitted training needs with budget process.
- Maintenance: 30 Hours per technician annually.
- Operations Supervisors: 24 Hours annually.
- Bus Operators: 8 Hours Annually
- Finance and Administration: 16 Hours per employee annually.

RTA is very fortunate to have had a relatively robust training budget over the last two years as we have emerged from the economic recession. It should be noted that this ongoing training is essential to what staff at RTA does on a daily basis to help both the organization and staff grow.

- Maintenance: 40 Hours per technician annually – During FY15-16 the technicians averaged 44 hours of training per person. During FY14-15 they averaged 108.5 hours each. It should be noted that Technicians were provided an unusually high number of vendor-provided hours as part of the Gillig low-floor bus procurements that were completed in 2013 and early 2015.

- Operations Supervisors: 24 Hours annually – Supervisors averaged 38 annual training hours per person for the year.

- Bus Operators training includes:

  - State-mandated minimum of 8 hours of *Verification of Transit Training* annually.
  - Six-month refresher for new Bus Operators.
  - Focused and customized training designed specifically for 2 year drivers.

- Finance and Administration: 16 Hours per employee annually – these hours are used by each employee in various ways based on their responsibilities and in consultation with their direct supervisor. Staff averaged over 18 hours for FY15-16.

Standard 3: Enable our employees to achieve excellence in serving our customers by building teamwork and understanding effective communication within the organization.
Measurement: Subjective.

A total of 13 RTA staff members and one SCT staff member meet bi-weekly staff to discuss general items that may affect other departments; others are invited as needed and to address specific issues (when possible, including one Bus Operator). In February 2016 administrative staff from RTA and SCT participated in an all-day off-site Team Strengthening session moderated by an outside facilitator. Finally, the Executive Director and the three department heads meet weekly to ensure consistency in messaging and direction for the organization; these four employees also held a retreat in July 2016 to plan for succession and to discuss major challenges facing the organization (including the impacts of declining ridership in the face of reduced gas prices).

Standard 4: Employees will be evaluated annually in a fair and equitable way to judge performance and be provided a developmental plan for the next fiscal year.
Measurement: Objective.

- Employee merit evaluations will be provided to each employee annually with the evaluation grading measurement of attainment of department objectives developed during the budget process and achievement of RTA's Standards and KPIs.

RTA currently completes formal annual evaluations for administration and management staff. Bus Operators are evaluated based on the requirements of the collective bargaining agreement (CBA). Given that the CBA provides is some latitude for pay increases for Technicians in the shop, we instituted a formal evaluation in FY13-14. Additionally, both Technicians and Bus Operators are evaluated as part of the RTA Safety Awards program on their individual anniversary dates.

RTA implemented a step salary program over the past two years that identifies merit increases over a seven-year period within each employee's range. This new program provides predictability for both employees and the organization as a whole.

Year-End Report on RTA Performance Standards

July 2015 through June 2016

Regional Transit Authority Standard of Excellence: Fleet and Facility

We will operate and maintain a modern and clean fleet and facilities that will be pleasing to our customers and a source of pride for our employees and our communities.

Standard 1: Replace 100% of all revenue vehicles no more than 40% beyond the FTA-defined useful life standard in terms of years or miles.
Measurement: Objective.

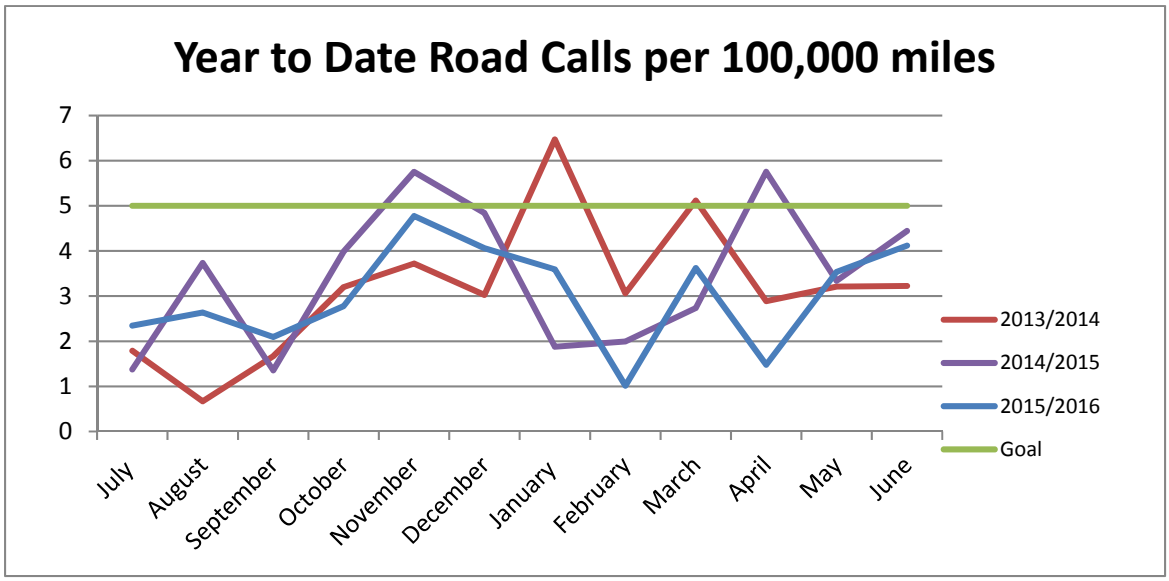
- As reported by Finance and Administration.

As of June 30, 2016, the average RTA fixed route vehicle age (including Paso Express fixed route vehicles) is under 5 years with an average of 250,000 miles. The design life of a fixed route bus is 12 years/500,000 miles. The average demand response vehicle age (including Runabout and other Dial-A-Ride vans) is just over 2 years with an average of 61,000 miles. The design life of a demand response van is 4-years/100,000 miles, so we are currently within the 40% beyond standard.

Standard 2: Road calls will not exceed 5 per 100,000 miles of vehicle service miles. A road call is defined as all failures that affect the completion of a scheduled revenue trip or the start of the next scheduled revenue trip, including failures during deadheading and layover.
Measurement: Objective.

- As reported by the Maintenance Department.

This standard has been achieved or surpassed in all but three months over the past three fiscal years. The year-end average was 3.17 in FY12-13-14, 3.43 in FY14-15 and 3.00 in FY15-16. For well over a year now, staff has been aligning and reporting to match the definition as listed in the National Transit Database. We will closely track this standard as our fleet ages and/or if breakdowns appear to be occurring more frequently.



Standard 3: Maintain a clean, attractive fleet. Maintain our facilities so that they are safe and appealing to customers and employees.
Measurement: Subjective.

- As measured by employee and customer feedback.

The first comprehensive Customer Perception Survey was completed in 2013. We completed passenger and stakeholder surveys as part of the Short Range Transit Plan in March 2015; the results of this effort are reported in the SRTP report. Overall, passengers appear to be satisfied with the cleanliness of RTA vehicles and facilities.

Standard 4: Achieve an 80% favorable rating of bus stop appearance by customers and the communities that we serve.
Measurement: Objective.

- As measured in the biannual Community Evaluation conducted by Marketing.

The first comprehensive Customer Perception Survey was completed in 2013. We completed passenger and stakeholder surveys as part of the Short Range Transit Plan in March 2015; the results of this effort are reported in the SRTP report. Overall, passengers appear to be satisfied with the state of RTA bus stops.

Staff is working to improve the passenger experience at the Government Center passenger facility, including incorporation of passenger shelters with better shade, a ticket vending machine, and an LED sign that provides real-time bus arrival information.

Standard 5: Achieve all federal, state-mandated maintenance practices, as well as vendor recommended maintenance schedules for our fleet and facilities.
Measurement: Objective.

- No negative FTA or TDA audit findings.
- Preventative maintenance schedules for all equipment shall be done on a timely basis (3,000 mile intervals or as mandated by equipment OEM vendor).

RTA has not received a negative FTA or TDA finding in the previous audits, with triennial audits being completed during the 2013 and 2014 calendar years. Preventable maintenance has been completed on a timely basis with no CHP Terminal Inspection/Audit findings in since before 2013. The next CHP Terminal Inspection/Audit is for scheduled for early summer 2017.

Regional Transit Authority Standards of Excellence: Leadership

We will strive to be one of the nation's leading small transit operators. We will work to maintain collaborative relationships within the industry, our community, with our stakeholders and develop future leaders from within our organization.

Standard 1: Maintain cooperative relationships with federal, state and local funding agencies.
Measurement: Subjective.

- Will be reviewed by staff and RTA Board.

Staff believes that we have maintained strong relationships with all local, state and federal agencies. Staff has developed recommended updates for the South County Transit JPA, as well as a new agreement with SCT for RTA administrative oversight duties. Another cooperative success was jointly funding increased road supervision in the South County. Finally, staff worked closely with local, state and federal agencies to develop environmental documentation for a new bus parking yard in Paso Robles.

Standard 2: Develop partnerships with stakeholders, community leaders and decision makers keeping them well informed of the integral role of RTA and contributions to the communities that we serve.
Measurement: Subjective.

- To be evaluated and monitored by RTA Board.

The Executive Director and other senior staff attend City Council and other policy board meetings throughout the county, as well as civic group meetings, as appropriate.

The Executive Director and Deputy Director/CFO both serve on the California Transit Indemnity Pool Board of Directors in leadership positions: the Executive Director serves on the Oversight Committee, and the Deputy Director/CFO on the Finance Committee. This helps ensure that

RTA is advocating for our financial position when it comes to escalating liability costs in the State.

Standard 3: Promote effective internal communications and promote the values of the organization.
Measure: Subjective.

- To be evaluated by Executive Director.

As mentioned in past year-end reports, this is area of organizational culture than can never be fully "completed" but is something that we continually strive to improve. We invite one RTA Bus Operator and one SCT Supervisor to our bi-weekly staff meetings to ensure the strategic issues we discuss include input from both the driver group and our SCT partners. We also periodically publish an internal newsletter for all employees.

The Team Strengthening session we conducted in February 2016 was universally supported by all participants, and it provided senior management with ideas to further improve internal communications and employee relations. One of the central takeaways is the need for continual "face-time" by managers to promote open communications.

Finally, the senior manager group conducted a retreat hosted by our partners at the Santa Barbara MTD. The focus of the half-day retreat was succession planning and identification of traits/characteristics of critical positions.

Standard 4: Provide effective leadership for public transportation within the County.
Measurement: Subjective.

- To be evaluated by Executive Director and RTA Board.

The Executive Director is currently completing his role as the Project Manager for the joint SLO Transit / RTA Short Range Transit Plan effort. In addition, he attends each bimonthly SLO Transit Mass Transit Committee meeting to ensure open communications between our two agencies. To ensure that each JPA jurisdiction's policy board is informed about regional transit issues, the Executive Director occasionally attends City Council meetings or as requested. The RTA Executive Director also attends County Supervisor and Board President agenda review meetings with the SLOCOG Executive Director to ensure we understand and support each other's efforts. Finally, RTA staff provides comments to City and County planning departments to ensure that transit amenities are considered in planning documents and development proposals.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM:	**B-1**
TOPIC:	**Public Hearing: Adopt Mitigated Negative Declaration (SCH# 2016081002) for RTA Partial Use of County Corp Yard in Paso Robles**
ACTION:	**Approve**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Adopt Mitigated Negative Declaration; Adopt Mitigation Monitoring/Reporting Program; and Direct Staff to Pursue the Project by Procuring Design Services**

BACKGROUND/DISCUSSION

At its January 6, 2016 meeting, the RTA Board of Directors directed staff to continue pursuing partial use of the County Corporation Yard in Paso Robles for bus parking, employee parking and placement of a small modular office building. The Board directed staff at its March 2, 2016 meeting to request a Federal Transit Administration Categorical Exclusion for the project, which was granted by FTA the on April 18, 2016. At its July 13, 2016 meeting, the RTA Board accepted the draft Initial Study – Mitigated Negative Declaration (MND) document in order to formally begin the minimum 30-day public input process.

Staff will summarize the public input process below, followed by a number of recommended steps the Board should consider in order to continue to implement this important project.

Public Input Process

Following acceptance of the draft MND document by the RTA Board, staff submitted the document package to the State Clearinghouse. The State Clearinghouse posted the report on their website and distributed paper copies to the following agencies:

- Air Resources Board
- California Highway Patrol
- Caltrans District 5
- Fish & Game Region 4

- Native American Heritage Commission
- Regional Water Quality Control Board
- State Water Resources Control Board: Water Quality
- Department of Toxic Substances Control
- Department of Water Resources

The official State Clearinghouse comment period began on August 1, 2016, when the MND was posted for a 30-day period. On September 6, 2016, RTA staff received confirmation from the State Clearinghouse that no comments were provided by State agencies by the August 31 deadline.

In addition to submitting the required number of copies to the State Clearinghouse (both electronic and 15 bound copies), RTA staff did the following:

- Posted an electronic (PDF) copy on the RTA website,
- Emailed a copy to the Paso Robles Planning and Public Works departments,
- Emailed a copy to the County Real Estate and Public Works departments,
- Emailed a copy to the San Luis Obispo Air Pollution Control District,
- Placed a bound copy at the RTA front desk, and
- Placed bound copies in the Paso Robles and San Luis Obispo libraries.

No other requests were fielded from the public or any other governmental agency to obtain copies of the MND report.

Summary of Public Input Received

RTA staff only received one comment on the draft MND report: an August 19, 2016 letter from the City of Paso Robles. The RTA Executive Director met with the Paso Robles City Planner and City Engineer on September 1st at the City offices to get a better understanding of the City's issues and suggestions. Following this on-site discussion and several subsequent email correspondences, staff followed up with a response letter on September 6, 2016. A copy of both the City's August 19 and RTA staff's September 6th response letter is attached. All of the recommended changes to the original MND report were developed as a result of these discussions with City of Paso Robles staff.

Changes Incorporated into the Revised MND Document

The following are staff's recommended clarifications that could be discussed by the RTA Board as it considers adopting the attached final draft MND. All of the changes outlined in this section are included in the attached revised MND report. In comparison to the original draft MND accepted by the RTA Board at its July 13 meeting, all instances of new text in the revised MND report are underlined, while any removed text is indicated using ~~strikethrough~~.

1. RTA staff has clarified that the RTA has the authority to prepare a CEQA document and make a determination finding as indicated on page 1 of the revised MND report.

2. RTA staff revised the MND report to correctly indicate the Open Space zoning, as well as Parks and Open Space land use designation, for the Project site. However, it should be noted that the County is a superior agency to the City of Paso Robles and does not technically need to go through the zoning and design review process for improvements on its Corporation Yard property. However, the RTA and the County have agreed to work collaboratively to develop a Conditional Use Permit in order to ensure a good project is implemented. Changes to the language regarding zoning and land use are reflected on page 3, 11, 69 and 70.

3. RTA staff revised the Project Location narrative on page 7 to more correctly state that the Salinas River typically has surface water flow winter through spring months.

4. RTA staff revised the findings in all four of the Aesthetics section as "Less Than Significant Mitigation Incorporated" in the Evaluation Areas table on page 14. In addition, the Mitigation Measure AES-1 on page 14 (repeated on page 89) has been amended to identify the need to screen the view of the site from the US101 Visual Corridor. More specifically, RTA staff commits to work collaboratively with City of Paso Robles and County of San Luis Obispo staff to develop a Conditional Use Permit that includes screening views of the RTA's site improvements from travelers on US101 through the use of appropriate landscaping and other reasonable methods.

5. As a new Mitigation Measure TRA-1, RTA will pay for the installation of a traffic warning sign on Paso Robles Street to alert motorists bound for the northbound US101 on-ramp of cross-traffic ahead. This new Mitigation Measure is indicated on page 80 and again on page 95.

If the RTA Board accepts these revisions in the final draft MND report, staff will subsequently remove the underlined/~~strikethrough~~ language from the document and post it as the Final MND report on the RTA website.

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.

Filing of Notice of Determination

If the RTA Board chooses to adopt the revised MND, RTA staff must take further steps to ensure compliance with CEQA law. The first step is to authorize the RTA Executive Director to execute the Mitigated Negative Declaration statement in Section 4.0 – Determination on page 87 of the revised MND document.

Next, as the lead agency, the RTA must file a notice of determination within five working days after deciding to carry out or approve the project. The notice of determination shall include:

1. An identification of the project including the project title as identified on the proposed negative declaration, and its location.

2. A brief description of the project.

3. The agency's name and the date on which the agency approved the project.

4. The determination of the agency that the project will not have a significant effect on the environment.

5. A statement that mitigated negative declaration was adopted pursuant to the provisions of CEQA.

6. A statement indicating whether mitigation measures were made a condition of the approval of the project, and whether a mitigation monitoring plan/program was adopted.

7. The address where a copy of the mitigated negative declaration may be examined.

Since the RTA is a local agency, staff must file the notice of determination with the San Luis Obispo County Clerk within five working days after approval of the project by the RTA Board. A notice of determination filed with the County Clerk shall be available for public inspection and shall be posted by the County Clerk within 24 hours of receipt for a period of at least 30 days. Thereafter, the County Clerk shall return the notice to the RTA with a notation of the period during which it was posted. The RTA shall retain the notice for not less than 12 months.

The RTA shall also file a notice of determination with the State Office of Planning and Research, and it shall be available for public inspection and shall be posted for a period of at least 30 days. The Office of Planning and Research shall retain the notice of determination for not less than 12 months.

Procure Design and Engineering Services

The December 29, 2015 *Feasibility and Findings Report for Bus Parking Area at County Corporation Yard in Paso Robles* report developed by The Wallace Group provided a concept plan for the project. If the RTA Board adopts the MND document, it is important to keep the momentum moving forward to complete the project, since the existing two bus parking sites in Paso Robles are being prepared for redevelopment. RTA staff is recommending that the Board authorize the Executive Director to conduct a formal procurement for design and engineering services, and execute an agreement not to exceed $100,000. The costs for these services can be paid using existing FTA Section 5307 and State Low-Carbon Transit Operations Program grants.

Staff Recommendation

1. Adopt the revised *RTA Use of County Yard for Bus Parking Facility in Paso Robles* Mitigated Negative Declaration document;

2. Authorize the RTA Executive Director to execute the Mitigated Negative Declaration Determination letter, and make all required submittals to the State Office of Planning and Research and to the County Clerk;

3. Adopt the Mitigation Monitoring and Reporting Program; and

4. Authorize the RTA Executive Director to carry out the project by procuring design and engineering services.

CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

August 19, 2016

Mr. Geoff Straw, Executive Director
San Luis Obispo Regional Transit Authority
179 Cross Street, Suite A
San Luis Obispo, CA 93401

RE: Regional Transit Authority - Use of County Yard for Bus Parking Facility in Paso Robles
Draft Mitigated Negative Declaration
Comments from the City of Paso Robles

Dear Mr. Straw:

The City of Paso Robles appreciates being included in the site selection process and environmental review for the proposed Regional Transit Authority Use of County Yard for Bus Parking Facility in Paso Robles. The City's Community Development Department has reviewed the Draft Mitigated Negative Declaration (MND), and provides the following comments. The City requests a formal response to comments prior to adopting the draft MND, and to include them in the environmental document record, since this MND may be used in the processing of a future Conditional Use Permit entitlement.

General Comments:

The City of Paso Robles understands the interest of the Regional Transit Authority (RTA) to establish a new bus parking facility in the Paso Robles area, and that the County Yard on Paso Robles Street is suitable to the RTA for this purpose. However, this location may have some potential drawbacks in regard to the physical location adjacent to, and at an onramp entrance to Highway 101.

1. Highway 101 is noted in the City's General Plan, Conservation Element, as a Visual Corridor (Goal C-5). As such, the City has been actively working towards improving the visual quality of development along the highway, as demonstrated through adoption of the City's Gateway Design Standards. The existing County Yard presents an unsightly storage yard along this Visual Corridor. There is concern that storage of RTA buses and other vehicles may exacerbate the unattractive visual quality of the existing site. Specific comments on additional measures to reduce visual impacts along the highway are provided below.

2. The onramp from Paso Robles Street to Highway 101 cuts across the one-way "in" and one-way "out" access road to the County Yard. This is a precarious condition at best, and poses potential safety liability to vehicles that may not anticipate buses crossing the onramp when they are accelerating onto the highway. The MND analysis in the Initial Study does not evaluate this situation or provide proposed mitigations. Specific comments on this topic are provided below.

Technical Comments:

1. The City recommends that the Purpose of the IS/MND on page 1, be expanded in the second sentence, since this is a unique circumstance for a Lead Agency, and may be confusing to outside reviewers on how the RTA is the Lead Agency. It might note *that the RTA is the Lead Agency since it is a public agency and has the authority to prepare an environmental document in accordance with CEQA, even though the project will be located within a jurisdiction (e.g. City) of another public agency*.

2. The Project Purpose, Objectives and Need on page 3, indicates that this site was selected over other potential sites, such as the Paso Robles Airport because the airport area was determined to be infeasible due to significant impacts to the environment or safety concerns. Please clarify, since from the City's perspective, neither of these issues appear to apply.

3. The Project Purpose, Objectives and Need on page 3, indicates that this project complies with nearby land use designations. However, the property land use designation is Parks and Open Space, and it is zoned Open Space. Land uses of vehicle storage and outdoor storage (as accessory use) are not permitted in the zoning district, and are contrary to the land use designation. Expanding the existing non-conforming use of the County Yard would require approval of a to Conditional Use Permit to mitigate for potential land use conflicts. Please clarify this in the text, and add as a mitigation measure.

4. The Project Description on page 4, references offices and accessory buildings. Please provide building elevations and photo simulations of the appearance of the buildings, all improvements such as landscaping, and parked buses and vehicles as it would be viewed from the highway.

5. The Project Location on page 7, includes a reference to the Salinas River being dry except during "rain events". Rain events are temporary and do not produce enough water to create surface river flow. The Salinas River typically has surface water flow Winter through Spring months. Please correct reference.

6. There is no reference to conducting "early consultation" with State and Federal resource agencies regarding potential impacts to biological resources within the Salinas River corridor. Based on the City's experience, it is recommended that you circulate the project biology study with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

7. Please show all property lines and ownership on the site plan, including city, county and Caltrans.

8. The MND does not include a Mitigation Monitoring and Report Program (MMRP), as required by the California Environmental Quality Act (CEQA). Please attach it to the Draft MND.

Environmental Checklist and Discussion Comments:

1. Aesthetics. Boxes a. – c. are recommended to be checked "less than significant with mitigation incorporated". As noted above, in accordance with the City's General Plan, Conservation Element, Highway 101 is a Visual Corridor, and as such is an "aesthetically sensitive area". Development of

the site with modular buildings and outdoor vehicle storage may result in exacerbating the existing visual blight of the County Yard, unless mitigated.

A mitigation measure should be added to reduce potential impacts to aesthetic resources, and include dense landscape buffer screening along the west side of the site adjacent to Highway 101. Consider increasing the proposed landscape buffer from 10 to 20 feet wide, add a raised berm in the landscape area, and list hedgerow/tree species proposed and note permanent irrigation to ensure the landscaping thrives. Also identify and provide cut-sheet of proposed fence screening materials.

Provide specification of light standards cut-sheet and note height.

2. Hydrology and Water Quality. The Regulatory Setting discussion indicates the project does not require Water Quality Control Board approvals. Please document how the project impervious surface area is below the thresholds that requires a storm water control management plan.

3. Transportation/Traffic. The site access road from the Highway 101 onramp will result in an increase in vehicle trips that head southbound into on-coming traffic that is accelerating onto the highway. This may result in a potential to increase traffic hazards at this location. This should be analyzed by a qualified traffic engineer, and appropriate mitigation measures proposed, as determined necessary by the traffic engineer.

   The response to Question d – f, notes that the project is consistent with both the 2014 San Luis Obispo Council of Governments Regional Transportation Plan and the Paso Robles Circulation Element of the (City's) General Plan. Please provide policy consistency documentation.

Please let me know if you would like to discuss or strategize on any of the comments provided. I can be reached at (805) 237-3970 or by email at sdecarli@prcity.com.

Sincerely,

Susan DeCarli

Susan DeCarli
City Planner

cc: Tom Frutchey, City Manager
Warren Frace, Community Development Director
Dick McKinly, Public Works Director
John Falkenstien, City Engineer

179 Cross Street, Suite A
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www.slorta.org

September 6, 2016

Susan DeCarli
City Planner
City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446

Re: **Response to City's Comments on RTA Use of County Yard for Bus Parking Facility MND Report**

Dear Ms. DeCarli –

Thank you for providing the City's comments on the RTA's intended partial use of the County's Corporation Yard for bus parking purposes. In general, the RTA agrees with most of your findings and I will address each of those areas of agreement below.

It should be noted that RTA's counsel has determined that a City of Paso Robles conditional use permit (CUP) is not required in order for the RTA to lease and enhance the County's facility, since the land is owned by the County of San Luis Obispo (a superior agency) and the RTA would be performing a government function at the site. However, to ensure continued good intergovernmental relations, the RTA agrees to work collaboratively with City and County officials in obtaining a CUP for the proposed project.

Responses to City Suggestions

1. Technical Comment #1 (TC1): RTA staff agrees with the City's recommendation to clarify the RTA's authority to prepare a CEQA document and adopt an MND. Further, the RTA has the authority authorize and to implement a governmental project even though the site is located within another public agency's jurisdiction. RTA staff recommends correcting this mistake in the final IS-MND report.

2. Technical Comment #2: The City questions whether the RTA's consideration of impacts at other potential sites was appropriately determined. RTA staff believes our agency appropriately considered other sites, and the RTA Board of Directors provided explicit direction to staff at its March 2, 2016 meeting under Agenda Item B-2, which is attached hereto as a separate enclosure. Specifically, as discussed on page B-2-3 of that report, the

RTA Board determined at its September 2015 meeting that the extra miles of travel required by parking buses the Paso Robles Airport would result in additional vehicle emissions, as well as have adverse economic cost impacts (fuel, vehicle maintenance costs, and employee wages). In addition, the 60 mph posted speed limit on westbound SR46 at the Airport Road intersection would pose a potential safety hazard for RTA Bus Operators and SR46 travelers, given the seven to nine buses per weekday (depending on season) turn left from eastbound SR46 at the end of the service day during hours of darkness. In comparison, buses exiting the proposed site – primarily early in the morning when the service day begins – would encounter both far-slower moving vehicles and far-fewer vehicles per day. In discussions with County staff that currently use the County Corp Yard, this has not been a problem – even with heavy-duty trucks that accelerate at a much slower rate that the RTA buses. Nonetheless, RTA staff recommends that, as part of the project implementation, RTA pay for the installation of a traffic warning sign on Paso Robles Street to warn motorists bound for the northbound US101 on-ramp of cross-traffic ahead.

3. Technical Comment #3: The City correctly identifies the RTA's mistake regarding the zoning and land use identified in the draft IS-MND report. RTA staff acknowledges that the proposed site is zoned Open Space and the land use designation is Parks and Open Space. In addition, RTA staff acknowledges that the County of San Luis Obispo (as a superior agency) is able to use its property for governmental purposes. RTA staff recommends clarifying this language in the final IS-MND report.

4. Technical Comment #4: The City requests building elevations and photo simulations depicting buildings, landscaping and parked vehicles as they would be viewed from the highway. RTA staff believes this would be an unnecessary use of public funds to develop such a high level of detail for a relatively simple project using land already disturbed for governmental transportation-related purposes. RTA staff recommends that the RTA Board take no further action on the City's suggestion to incorporate this information in the final IS-MND report, but that RTA staff should work collaboratively with City and County staff on developing a final design that meets all parties' reasonable expectations during the CUP development process.

5. Technical Comment #5: The City suggests that the language on page 7 regarding Salinas River flows ("typically dry except during rain events") be revised. RTA staff recommends that the language on page 7 be revised to state "typically has surface water flow winter through spring months" in the final IS-MND report.

6. Technical Comments #6: The City suggests consultation with State and Federal resource agencies regarding potential impacts to biological resources, and that a project biology study be circulated with the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Services. However, this project would be implemented on land that has previously been disturbed for governmental transportation purposes and, as such, RTA staff believes it would be an unwise use of public funds to undertake a full biology study.

The draft IS-MND report was appropriately circulated through the State Clearinghouse, with the suggestion that Fish and Game Region 4 be consulted as a Reviewing Agency. As confirmed by the State Clearinghouse staff on August 31, no comments were received on the draft IS-MND. RTA staff recommends that no further action be taken on the City's suggestion.

7. Technical Comment #7: The City suggests that the IS-MND include property lines and ownership on the site plan. However, there is no dispute between the City or County regarding property lines. RTA staff recommends that no further action be taken on the City's suggestion.

8. Technical Comment #8: The City suggests adding a Mitigation Monitoring and Report Program (MMRP). RTA staff agrees that an MMRP is required at the time the MND is adopted. Since no other State or Federal agencies submitted comments on the draft MND report as of the August 31 deadline, staff is developing this MMRP now, and will present it as part of consideration of the MND by the RTA Board at its September 14th meeting.

9. Aesthetics beginning on page 13 of the draft IS-MND report: The City suggests that the first three evaluation areas be checked as "Less Than Significant Mitigation Incorporated." RTA staff will address each of these sections below.

    a. Scenic Vistas: CEQA defines a scenic vista as "a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public." RTA staff did not originally regard the view from the US101 corridor as a highly valued landscape when developing the draft IS-MND report, yet we now better understand the value that the City places on the corridor. Nonetheless, RTA staff believes that the mitigations we discussed with City officials in Fall 2015 (10-foot landscape buffer, new modular building, and the recognized branding of Paso Express and RTA vehicles) would provide sufficient screening when viewed from US-101; it would help address the City's recent suggestion of "existing visual blight" of the existing County Corp Yard. In short, RTA agrees to work collaboratively with City and County officials during the CUP development process to design the improvements to reasonably maximize the width (minimum 10-feet) and height of a new landscaped buffer/berm and to plant/irrigate/maintain appropriate landscaping to help screen the site from US-101. RTA staff recommends that the RTA Board consider this Evaluation Area finding as "Less Than Significant Mitigation Incorporated" by incorporating the new/additional mitigations described above in this section.

    b. Damaging Scenic Resources: The CEQA language includes references to scenic resources that include trees, rock outcroppings, and historic buildings within a scenic highway. RTA staff recommends that the RTA Board consider this Evaluation Area finding as "Less Than Significant Mitigation Incorporated" by incorporating the new/additional mitigations described in section 9a above.

c. Degrade the Existing Visual Character: Similar to the discussion above, RTA staff recommends that the RTA Board consider this Evaluation Area finding as "Less Than Significant Mitigation Incorporated" by incorporating the new/additional mitigations described in section 9a above.

The City also suggests that the RTA submit a list of hedgerow/tree species and commit to adequate irrigation to ensure the landscaping thrives. RTA staff agrees to work collaboratively with City and County staff on developing a final design that meets all parties' reasonable expectations as part of the CUP development process.

10. Hydrology and Water Quality beginning on page 61 of the draft IS-MND report: the City questions how the RTA arrived at the conclusion that no RWQCB approvals are required. The Central Coast RWQCB requires dischargers whose projects disturb one (1) or more acres of soil to obtain a discharge permit during construction. Working with our consultants (The Wallace Group), RTA staff determined that less than one acre of undisturbed soil would be cleared, graded or otherwise disturbed, so no approval is required. This was confirmed through email and a follow-up phone call with Dominic Roques on August 29, 2016. Mr. Roques serves as the Senior Engineering Geologist / Stormwater Program Manager at the Central Coast RWQCB.

11. Transportation/Traffic beginning on page 79 of the draft IS-MND report: the City suggests that a qualified traffic engineer analyze and propose possible mitigations. As part of the Concept Master Plan study developed by The Wallace Group, which is included in the attachment mentioned above, RTA staff walked the site the with Jorge Aguilar (The Wallace Group) and Tim Cate (SLO County Roads Department), and we specifically observed the traffic situation as it relates to vehicle ingress to and egress from the site. Mr. Cate shared with Mr. Aguilar and me that the County's vehicles – including slow-moving heavy-duty tractor-trailer trucks – do not have difficulty at this intersection given the one-way operations of the northbound US101 onramp and the long/clear sightline. Based on the County's experience, Mr. Aguilar's observations, and on-site trials by RTA Bus Operators and Supervisors, RTA staff does not believe this traffic maneuver poses an undue risk to the safe travel of our vehicles or to employees' private automobiles (no public access is provided at the site). Nonetheless, to help warn motorists traveling along Paso Robles Street toward the northbound US-101 on-ramp, RTA is willing to pay for and work with City officials to install a cross-traffic warning sign upstream of the site access, but RTA staff recommends that the RTA Board not require further traffic engineering review of these traffic operations.

The City also suggests that the RTA be more specific about which planning goals would be supported by the proposed project. Below are sections of area transportation plans that are consistent with this proposed project:

a. The proposed project is seen as fulfilling several of the strategies for satisfying multiple recommendations in the San Luis Obispo Council of Governments 2014 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) goals, including:

   i. RTP Goal 1 Mobility and Congestion Reduction – Provide reliable, integrated, and flexible travel choices and a reduction in congestion within and through the region.

   ii. RTP Goal 2 Accessibility – Improve accessibility to goods, services and jobs.

   iii. RTP Goal 4 Sustainability – Maintain and improve the efficiency of the surface transportation system and the project development and delivery process.

   iv. RTP Policy 1 Intermodal Transportation – Improve accessibility to goods, services and jobs and facilitate safe and convenient transportation for all system users. Plan, develop, and maintain a comprehensive, integrated, intermodal transportation system that allows convenient, flexible and efficient use of all transportation alternatives to substantially reduce the rate of growth in vehicle trips and vehicle miles traveled (VMT) and increase the use of alternative transportation modes.

   v. RTP Policy 4 Energy Conservation – Maintain and improve the transportation system in a manner that minimizes energy requirements through the planning, programming, and implementation of services, facilities, and land use developments which conserve energy.

   vi. RTP Policy 12 Interjurisdictional and Public/Private Partnerships – Increase opportunities for partnerships between public agencies, local jurisdictions and private enterprise in the development of a comprehensive, integrated intermodal transportation system

   vii. SCS Strategy 1 – Support the incorporation of projects that enable access by transit, bicycling and walking. With regard to bicycling and walking, the project would be consistent with the Salinas River Trail plan.

   viii. SCS Strategy 2 – Support the implementation of programs and projects that enhance multimodal transportation choices, limit automobile oriented development and promote pedestrian scale communities.

b. The proposed project is also seen as supporting several of the strategies for satisfying multiple recommendations in 2003 City of Paso Robles General Plan Circulation Element, including:

   i. Policy CE-1A, Action Item 16: View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

   ii. Policy C#-1D Improve and expand transit services.

I intend to include this response letter as part of my presentation to the RTA Board of Directors at its September 14th public hearing on the IS-MND report. If you have additional input, I would recommend that you present your suggestions at that meeting. In the meantime, do not hesitate to call or email me.

Best Regards,

Geoff Straw
RTA Executive Director

Enclosure:

RTA Staff Report B-2: Seek Board Direction on Bus Yard in Paso Robles, January 6, 2016 – this report includes The Wallace Group *Feasibility and Findings Report for Bus Parking Area at County Corporation Yard in Paso Robles*, December 29, 2015

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
January 6, 2016
STAFF REPORT (AMENDED)

AGENDA ITEM:	**B-2**
TOPIC:	**Seek Board Direction on Bus Yard in Paso Robles**
ACTION:	**Review and Approve**
PRESENTED BY:	**Geoff Straw, RTA Executive Director**
STAFF RECOMMENDATION:	**Approve**

BACKGROUND/DISCUSSION:

Note: This report replaces the original document that was posted on RTA's website on December 18, 2015. Any deleted language from the original document is denoted using ~~strikethrough~~, and any new language is denoted using underline.

As mentioned in previous Board meetings, RTA's use of the City of Paso Robles-provided bus parking yard at 4th & Pine will cease when the new property owner takes over. The current lease with the City indicates a 30-day notice. In addition, we will lose use of the City-provided operations facility at 8th & Pine when the adjacent property owner develops their land.

At its September 2015 Board meeting, staff presented results from a request for qualifications to assist with development of a concept design for RTA partial use of County Corp Yard in Paso Robles (adjacent to northbound Spring Street onto US-101 on-ramp). The Wallace Group was selected to complete the study.

Staff met with stakeholders on September 9th to kick-off the study. The consultant followed-up with one-on-one interviews with each stakeholder, including representatives from the City (Planning and Engineering offices) and the County (Real Estate, Road, Shop, and Ag Commissioner offices). ~~Attached is the concept layout, and staff will post the preliminary cost estimates on the RTA website when those are provided to us by the consultant in late December or early January – but certainly within 48 hours of the January 6 Board meeting.~~

Attached is the *Draft Feasibility and Findings Report* for the project, which includes a concept layout and a Preliminary Engineer's Opinion of Probable Construction Costs (last page). As shown, the preliminary cost estimate is $690,000 and does not include necessary soft costs for final design, environmental review, etc. – those costs typically amount to 20 to 40 percent of construction costs. The preliminary cost figure does include a 35% construction contingency, or approximately $179,000. All told, this project

as presented will require on the order of $828,000 to $966,000 in capital revenues to implement.

In terms of on-going operating costs, RTA would need to negotiate lease payments to the County for use of their land. We would also need to develop site maintenance costs that would likely be higher than we currently expend to maintain our existing two sites in Paso Robles – particularly since the City of Paso Robles would require enhanced landscaping to "screen" the facility's operations from US101. It should be noted that the City has graciously provided the 4th & Pine Streets bus parking area to RTA at no cost for many years, although RTA shares in the cost of the offices at 8th & Pine Streets. In short, moving to a long-term parking lot with necessary offices will obviously result in increased operating costs for RTA no matter where we end up.

Another "risk" element is that the City of Paso Robles has expressed a desire for the County Corp Yard site to ultimately be redeveloped as a "riverwalk" project, and wishes a maximum lease limit of ten years for RTA's project. The County, however, plans to maintain use of their corporation yard facility indefinitely. If our project moves forward and we seek Federal Transit Administration or Proposition 1B funds to make necessary site and tenant improvements, it is likely that our funding partners would accept a minimum ten-year lease but they typically express support for a longer term.

Staff has programmed $300,000 of Federal Transit Administration Section 5307 funds for tenant improvements necessary for a long-term facility. The FTA grant would require $75,000 in local matching funds. If the Board directs staff to move forward with developing a portion of the County Corp Yard, staff will submit the FTA grant application and seek to budget the necessary local funds.

Staff Recommendation
Review the concept layout and preliminary cost estimate to improve a portion of the County Corp Yard in Paso Robles. Provide direction to the Executive Director on negotiations with the County of San Luis Obispo to determine on-going lease costs. Direct staff to submit a grant application to the FTA to fund the tenant improvements.

MEMORANDUM

Regional Transit Authority (RTA)

RTA Concept Plan for County Corporation Yard in Paso Robles – 1307-0001.

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SURVEYING / GIS SOLUTIONS

WATER RESOURCES

Date: December 29, 2015

To: Mr. Geoff Straw, RTA Executive Director

From: Jorge Aguilar, PE 48704

Subject: **Draft Feasibility and Findings Report for Bus Parking Area at County Corporation Yard in Paso Robles**

I. Introduction

The Regional Transit Authority (RTA) is a joint powers authority that operates public transportation service in San Luis Obispo County and connecting into the northern part of Santa Barbara County. RTA not only operates fixed route bus services connecting cities throughout San Luis Obispo County but also includes Americans with Disabilities Act (ADA) complementary paratransit service (Runabout) to meet additional needs. In the north San Luis Obispo County area RTA has leased locations to base operations and park its fleet at and near the Paso Robles Train Station. The sites will no longer be available for lease and thus RTA is seeking a new site in which to base operations and park its fleet.

The desire for a new RTA North County Operations site is that it would accommodate its current and future planned fleet of buses and vans, as well as employee parking and office space for RTA drivers and staff. Specifically, the site would need to host the facilities currently located at the Train Station location, including a supervisor's office, an employee breakroom a kitchen, and storage space. The ideal site would be a long-term (10 years or more) facility that would accommodate RTA's fixed-route and demand-response bus service throughout SLO County, and be located sufficiently near the major bus routes to minimize what RTA refers to as "dead-head" costs of transporting vehicles to and from their routes. RTA has identified the County Corp Yard located in Paso Robles as a possible site, and has contracted Wallace Group to assess stakeholder needs, conduct a preliminary feasibility analysis, and prepare a conceptual site plan if appropriate.

Wallace Group staff attended a kickoff meeting hosted by RTA at the Paso Robles Train Station location, and subsequently conducted interviews with stakeholders identified by RTA, including: County of San Luis Obispo Public Works Roads Division, County of San Luis Obispo Fleet Services, and County of San Luis Obispo General Services Real Estate Division; the City of Paso Robles Planning and Public Works Departments; the UC Cooperative Extension Farm Advisors and the County Agricultural Commissioner;. These meetings informed the feasibility assessment and the conceptual planning process outlined in this report. It is important to qualify that this preliminary assessment did not include the benefit of site specific surveys including but not limited to topographic mapping, geotechnical and environmental

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analysis. Due to the preliminary nature of this effort the exhibits and recommendations are to be confirmed by subsequent more site specific and detailed analysis.

The relocation of the RTA operations site (the project) will require improvements at the County Corporation Yard. The project is to be funded by a combination of funds, currently consisting of $75,000 in local funds and $300,000 in federal funding. According to preliminary property information, the current County Corp Yard is a combination of parcels and remnant roadway right of way from the City roadway grid prior to the construction of US 101 by the state. The County owns the majority of the parcels at this site, and the City of Paso retains ownership of roadway right of way remnants at the site as well. City staff have indicated the City will likely support an approximate ten-year use by RTA of the site, but would like to see the site used for "Riverwalk" and other planned purposes beyond the ten-year timeline.

II. Process Overview

The preparation of this report involved the initial kickoff meeting, followed by a site visit at the current RTA bus parking lot as well as at the proposed County Corp Yard site. Individual stakeholder meetings were then conducted with each of the RTA-identified stakeholder groups. Based on stakeholder conversations and feedback, a preliminary site plan was developed (see Attachment 1) with the aim of determining if the site was feasible to hold the proposed RTA facilities while reasonably accommodating the needs of all users and being sensitive to their specific operations. Ongoing contact was maintained with RTA staff during these interviews to ensure that needs were being met with regards to the project planning process. Careful documentation of the findings of stakeholder meetings was completed to inform this report and ensure that known issues were addressed. Readily available information such as County wide aerial imagery, record topographic mapping and record right of way maps were used for this feasibility assessment and concept layout. It is important to note that initial layout information and engineers opinions of probable construction costs will require further refinement with more site specific information and review.

III. Summaries of Stakeholder Interviews and Key Interests

San Luis Obispo County Public Works Roads Division, Fleet Services, and General Services Real Estate Division

Tim Cate, Rocky Buoy, and Shauna Dragomir attended this stakeholder meeting with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at County Offices in September. The main topics of interest discussed at the meeting are outlined below:

- Fleet Services would like to ensure the ease and comfort of customers (sometimes timid drivers) passing through the industrial RTA lot and into the shop area. The RTA area should be easy to navigate, contain minimal clutter, and offer a straight path through the site.

- A fence with a locked gate would be preferred separating the RTA area from the County area. The preference for the type of fence was provided (see Figure 1).

Figure 1: County Fleet Services preference for fence style between County Corp Yard and RTA parking lot.

- The Roads Division would like the route through the RTA site to be a paved, relatively straight 20' road path providing direct access. The preference is that the buses travel on a paved path and do not drag mud or dirt around the site.

- Concern was expressed regarding future maintenance of the site and pavement, with regards to who would be responsible for it as well as whether the Board of Supervisors would require a long term maintenance plan for approval of the project. RTA would need to be responsible for future pavement maintenance.

- RTA would need to provide its own SWPPP for its portion of the site, separately from those being prepared by County Roads and County Fleet Services.

- Neither Roads Division nor Fleet Services has need for additional lighting in their areas.

- The County plans to remain on this site indefinitely and would assume that those operations would be unaffected by RTA north of the existing concrete pad area in the center of the Corp Yard.

- The County Assessor's Map for this parcel was sent by the Real Estate Division after the meeting (see Figure 2), along with a recommendation for leasing procedure (see Concept Overview section).

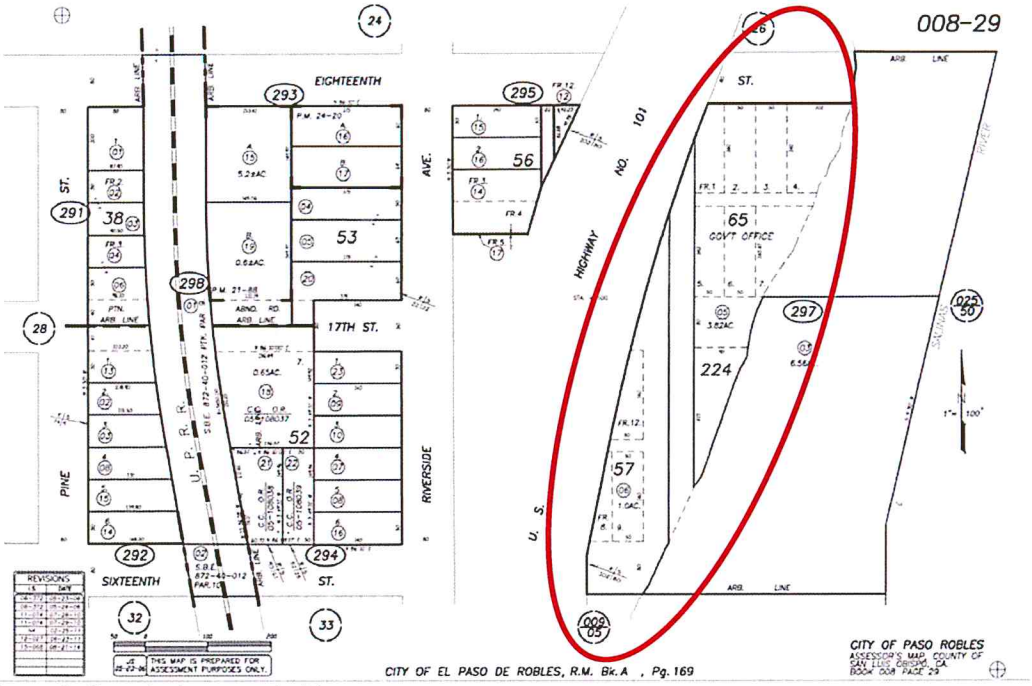

Figure 2: County Assessor's Map.

City of Paso Robles Planning and Public Works Departments

Dick McKinley, Warren Frace, and John Falkenstein attended this meeting with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at City Offices in October. The main topics of interest discussed at the meeting are outlined below:

- The City would prefer to reserve this site for future visioning with a use that takes advantage of the natural beauty and its proximity to the river, such as a river walk or an outdoor dining and commercial area for community use. The City feels there is better potential use for this site than a Corporation Yard or agency fleet parking lot, and would like to see the riverfront parcel be taken advantage of for its natural beauty. The City is also concerned that locating the RTA bus parking lot at this site would secure the County Corp Yard in this site for the next ten years, which is also inconsistent with their future goals and visions.

- Much discussion and consideration was put into the possibility of relocating the proposed project to an open site adjacent to and part of the north campus of Cuesta College. It was later determined that Cuesta College is not able to host an RTA bus parking lot.

- Regarding safety, concern was expressed that security cameras would offer little protection against vandalism and theft amongst the largely anonymous and transient homeless population that may at times inhabit the river area and poses a threat to the security of that particular site.

- The City's General Plan contains guidelines for highway screening. In the case of this project, this would require a 10'-12' tall planted screening. This

would likely require an assumed 10' of horizontal planting space along the entire the freeway fence perimeter on the west side of the site. This planting area would need to occur on the local side of the state right of way fence as opposed to the highway side as the City believes that a Caltrans encroachment permit for planting and maintenance agreement would be difficult to obtain. Plantings would need to be dense (oleander was discussed as an example) and RTA would need to be responsible for maintenance of this landscaping.

- The City mentioned coordination and consistency with SLOCOG's county-wide Salinas River trail plan which envisions a route through this area in the future (see Figure 3).

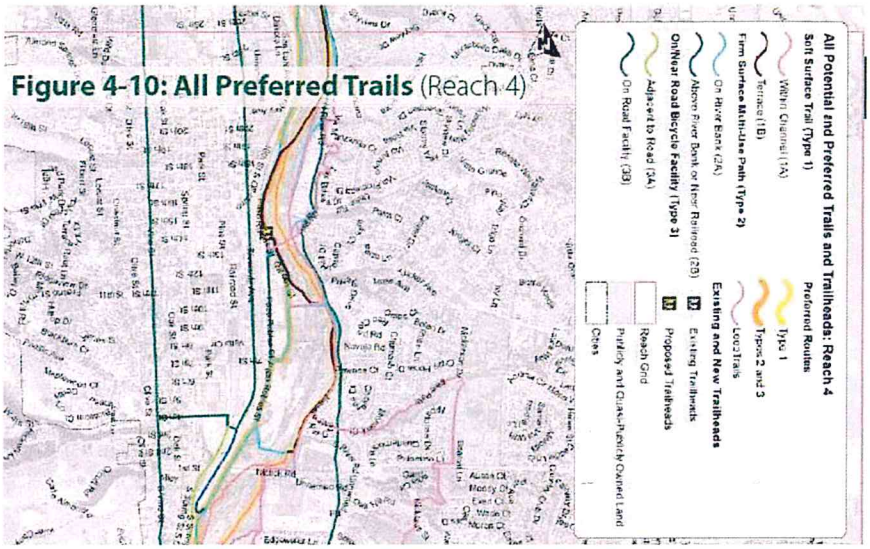

Figure 3: Potential and Preferred Trails Exhibit from SLOCOG Salinas River Trail Master Plan.

UC Agriculture Advisor

Mary Bianchi and Royce Larsen attended this meeting at the UC Agriculture Office in early October with Wallace Group staff members Jorge Aguilar and Marisa Lee, held at County Offices in early October. The main topics of interest discussed at the meeting are outlined below:

- The UC Ag Advisor owns and uses the southernmost seatrain container and also stores items in the adjacent County Ag Commissioner seatrain. They have just acquired the white trailer, and are planning on moving their storage from the County Ag seatrain into the trailer (see Figure 4). They have halted this process upon receiving word that the trailers may be moved as a result of this project.

Figure 4: Looking to the northwest, seatrains and trailer used by UC Agriculture Advisor and County Ag Commissioner.

- A significant concern of the UC Ag Advisor is access to their storage, sometimes as late in the evening as 10 p.m. Secure storage that is locked, and continued electricity to their trailer is key for their needs.

- In the event of a new building potentially being made available to them through this project, the UC Ag Advisor would require roughly 500-600 square feet of storage space, locked and secure, with an electrical hookup, and preferably separated by a wall, as occasionally items are stored that are odorous due to exposure to manure or chemicals.

- The UC Ag Advisor would like to be updated with progress reports regarding this project, as they are would like to resume the move from the seatrain to their new trailer as soon as possible.

- The UC Ag Advisor anticipates that they will stay at this location until they have the opportunity to move to Templeton, where their office is. If they were to move, they would need a building or container that was compliant with the Templeton Community District Design Standards.

County Agriculture Commissioner

This meeting was held on the phone with Karen Lowerison in October with Wallace Group staff member Marisa Lee. The main topics of interest discussed in the teleconference are as follows:

- The Ag Commissioner has an approximate 8' x 20' seatrain, currently being used partially by the UC Ag Advisor as referenced above (see Figure 4). They would like to retain this storage facility or its equivalent.

- The Ag Commissioner would like to be able to do the mixing (of water and chemicals) for their "weeds program", a countywide program that sprays for invasive weeds, on this site. This would require a hookup to a heavy duty water hose and an adjacent flat space where they could pull up a 400 gallon water truck to do the mixing.

- Although they understand the City's interests, the Ag Commissioner foresees their continued presence on this site as indefinite, until another viable alternative becomes available. They are on the lookout for an alternative location and exploring other ideas, however the decision to move is out of their hands directly and depends on the county budget decision making. Ideally they would like to be collocated with their office space in Templeton.

IV. Concept Feasibility Assessment and Overview

Preliminary aerial photography and topographic survey for this area came from a past City project that overlapped this project site. The previous topographic mapping did not contain the fence layout of the current County Corp yard however, so a surveyor was sent to the site to determine the existing fence line locations and added that to the base drawing file to enhance the base map. Assumptions were made on limits of existing asphalt areas and durability of those areas that could require potentially significant revisions to the construction cost estimating. Further geotechnical review

and survey mapping is deemed a critical component need to refine preliminary assessments. While the proposed site information is preliminary due to these and other considerations it is assumed sufficient for feasibility and planning services.

The site is generally narrower on the south near the on-ramp area to northbound US 101 and wider on the north where existing County facilities and operations are located. At the entry area to the site pavement has been placed in the past that could be used as a base for an overlay (subject to geotechnical analysis). Further north the entry to the current County Corporation Yard is gated and the gate is expected to be relocated to allow for RTA operations (see Figures 5 and 6):

Figure 5: Current conditions photos. Looking south to northbound US 101 on-ramp and Paso Robles Street area at southern entryway to site (future employee parking spaces and modular building to be placed along right side of photo adjacent to US 101 right of way).

Figure 6: Current conditions photos. Looking north at existing gate to County Corporation Yard. Gate to be moved to the new entryway farther south.

North of the current gate location the available area widens which will allow for bus parking and turning area, see Figure 7.

Figure 7: Current conditions photos. Looking south towards existing gate area. Future Runabout van and RTA bus parking area proposed at right side of photo.

Stakeholder interviews and site visits were a key part of the process that informed the feasibility assessment and initial planning effort for the proposed project. With Stakeholder input during the initial on-site meeting, it was determined that the vehicular path of travel should be along the easterly side of the open southern area, and that the proposed bus and vehicle parking should be located along the westerly or highway side of the project site south of the existing County operations area. This configuration concept was discussed to minimize potential conflicts with ongoing County operations as well as any potential for untreated runoff into the river corridor by pushing the parking area away from the river area and towards the existing highway. Attention is directed to Attachment 1, RTA Conceptual Fleet Parking Lot Layout.

Figure *8: Current conditions photos. Looking north at the existing County Corp Yard (fence and gate proposed to be added south of the seatrains and trailer to separate RTA operations area from County Corporations Yard area).*

The existing seatrain containers and trailer used by the Agriculture Departments of the UC Extension and the County were assumed to be left at or near their existing location, so as to minimize impact on these users. If possible, access to water and a flat site for mixing material would be desired by the County Agriculture Commissioner and that may be possible pending further analysis. Per City of Paso Robles request, a ten foot planted buffer area along the US 101 perimeter was assumed to be set aside along the highway fence line for the entire length of the project site. The existing entry gate to County facilities and services is assumed to be moved to the south to a new site entrance, and fencing is proposed to be added along the river side of the entry driveway area and on the south end of the site where it did not already exist. These modifications are intended to create a site that is completely enclosed by fences and gates for site security. An additional fence and gate is proposed to be added as the separation between RTA's site and the County Fleet Maintenance site, per the request of County Fleet Services. Locks would be provided by County site operators to allow RTA entry to those areas used by RTA operators while still allowing County staff to enter through those areas to the County facilities areas.

In the proposed Concept Plan, the bus parking has been shown pushed to the northernmost and widest part of the available site area, south of but abutting the seatrains and trailers. Bus parking stalls are shown as 12.5' wide x 56' long spaces delineated at a 60 degree angle for ease of bus parking and to maximize the available space. The parking spaces for the cutaway vans are adjacent to the bus parking area, accommodating the site as it narrows. A 50' x 25' modular office space is planned just to the south of the diagonal van parking, and is planned to include the required storage space (12' x 14'), driver break area with kitchen (14' x 20'), and supervisor office (12' x 14'), accessible by an outdoor breezeway. The employee parking spaces (10' x 20'), increased in number from 20 to 26 after the initial kickoff meeting, will be at a 90 degree angle along the highway fence at the southernmost end of the site where the site is the narrowest.

Bus turn templates using Auto-Turn (an industry standard vehicle turning software package) were used on the site mapping to determine feasibility of the bus movement needs overlapped onto the parking and facility area set asides. Perimeter lighting for the parking areas should be considered for security purposes. Lighting should be pointed and shielded to illuminate downward and minimize "light pollution", start at the new entryway, continuing along the highway side of the site, and around the new building. Lighting is not recommended along the river side of the site, as to minimize disruption to the natural habitat corridor. The final design should take into account ADA compliance by providing the requisite ratio of ADA parking spaces with accessible paths to the proposed building.

A structural section should be considered that provides a class II base and a hot mix asphalt (HMA) overlay. The structural section should be calculated with the high volume and turning movement of heavy vehicles in mind. The existing site is partially paved with an unknown depth of HMA and base. For estimating purposes it is assumed that this area would suffice for future use with a minimal overlay while an HMA and base section would be needed in areas that are not currently paved.

Stormwater quality / SWPPP considerations – Based on preliminary information and the conceptual site plan shown in Attachment 1 the proposed site will require post construction water quality site design features to treat water quality and provide runoff retention (see Attachment 2 Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking). This initial assessment includes the assumption that existing

asphalt areas will not be removed but rather remain in place with an overlay and not substantial change to line and grade.

Right of Way and Lease considerations - The proposed project site is comprised of four County-owned parcels and one City owned roadway right of way remnant (as represented on the original 1886 Plat Map of Paso Robles) strip of land. The County Real Estate Division has identified the following as a likely process for leasing in an email correspondence on October 6, 2015:

"*Ultimately, when terms are fully quantified and agreed in theory, and at such time as the underlying issue with the City's ownership of APN 008-297-003 is better understood, the County would draft a lease with SLORTA for the use of the property. The lease would need to be approved by the County Board of Supervisors. The lease would include certain requirements, one of which would be that SLORTA obtain any and all applicable permits from the City of Paso Robles for its use of the property, SWPPP, site layout, etc.*"

Preliminary Opinion of Probable Construction Cost and Project Development Support Costs – The preliminary nature of this feasibility assessment does allow the detailed analysis possible with project specific topographic and right of way mapping, utility investigation, geotechnical and environmental studies used for final design packages. However, the initial planning level assumptions do allow for higher contingencies in the cost estimating process. Typical planning level estimates reflect preliminary assumptions for pavement sections, grading and other significant cost items then include higher level of contingencies to account for the unknown factors. For this study prior aerial mapping for the area was augmented by site specific visits and stakeholder interviews to make assumptions on potential utility connection available at the site as well as the potential feasibility to minimize costs for new pavement by using the existing pavement where possible. Attachment 3, Preliminary Engineers Opinion of Probable Construction Costs shows a rounded construction cost estimate of six hundred and ninety thousand dollars ($690,000) that includes a contingency of 35%. It is important to note that the construction cost estimate does not include the project delivery support costs for technical support such as topographic mapping, geotechnical analysis and recommendations, environmental clearance, design and permits, construction management and agency administrative support costs. Those costs have not been estimated but may typically range from 20% to 40% of the construction costs dependent on a variety of factors.

V. Summary and Recommendation

RTA needs to relocate operations in the northern San Luis Obispo County area. RTA has identified a potential site at the existing County Corporation Yard in Paso Robles at which it might base its North County operations to park a fleet of vehicles, provide office space and RTA employee parking. County representatives and other interested City and agency stakeholders have been interviewed and the use of a portion of the existing County Corporation Yard appears to be acceptable to all contacted representatives for at least a ten year term.

A preliminary Concept Plan has been produced that indicates the site is a feasible location for the purposes RTA requires while maintaining compatibility with existing agency operations as described by the stakeholder representatives. However, currently identified available funding is below the estimated needs for construction and support costs. It is recommended that RTA determine if additional funding can be

obtained and if so pursue site specific design and environmental clearance activities including but not limited to: topographic and right of way delineation mapping, geotechnical investigation of the site and recommendations for design, determining lease agreement terms with County of San Luis Obispo representatives, design refinement and environmental clearance, permitting and final design, construction support and inspection.

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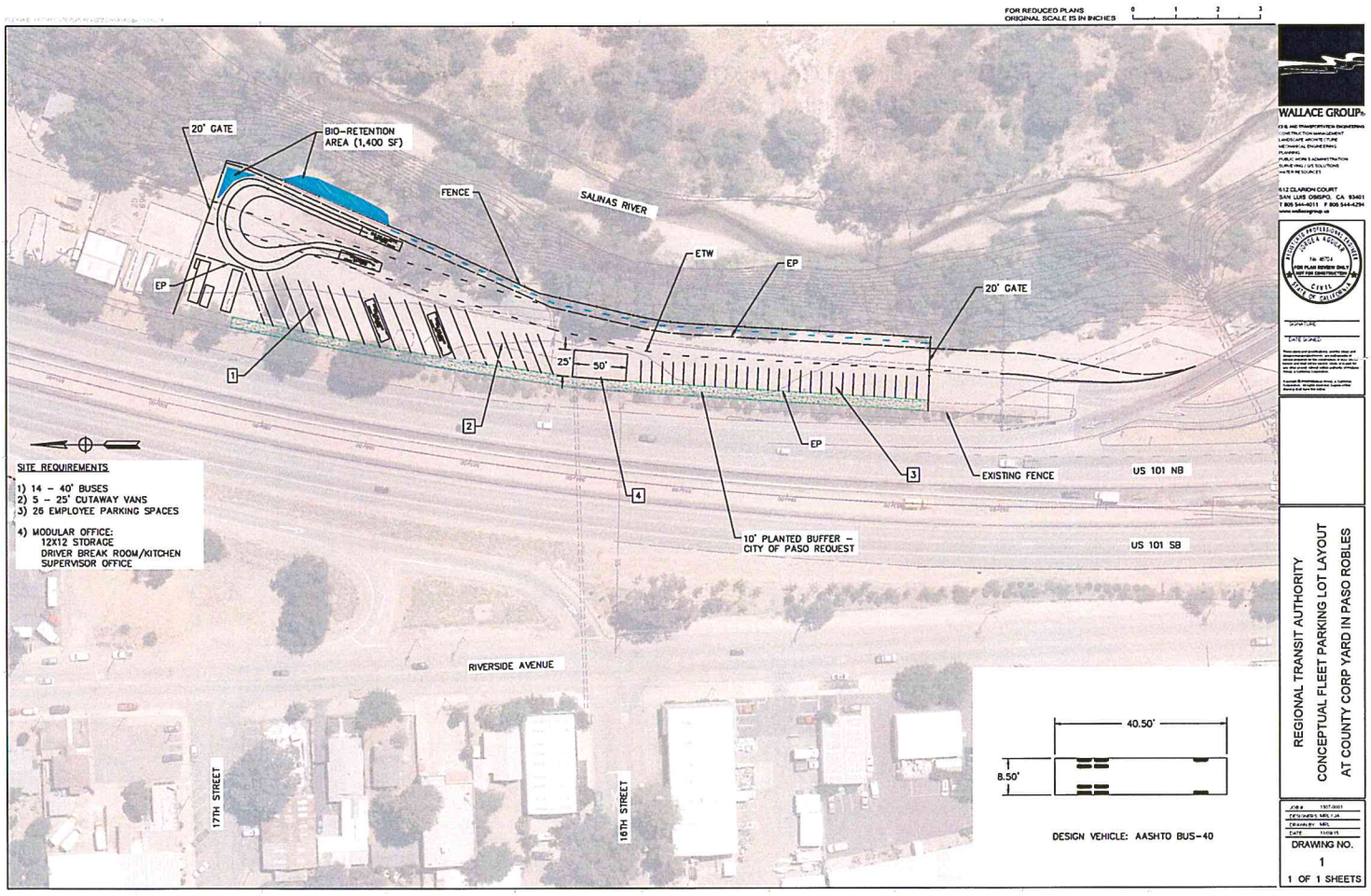
Attachments:

Attachment 1 – Conceptual Fleet Parking Lot Layout Plan
Attachment 2 – Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking
Attachment 3 – RTA Bus Parking at County Corp Yard Preliminary Engineers Opinion of Probable Construction Cost


FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES
0 1 2 3
20' GATE
BIO-RETENTION AREA (1,400 SF)
FENCE
SALINAS RIVER
ETW
EP
EP
20' GATE
25'
50'
1
2
3
4
EP
EXISTING FENCE
US 101 NB
US 101 SB
10' PLANTED BUFFER - CITY OF PASO REQUEST
SITE REQUIREMENTS
1) 14 - 40' BUSES
2) 5 - 25' CUTAWAY VANS
3) 26 EMPLOYEE PARKING SPACES
4) MODULAR OFFICE:
12X12 STORAGE
DRIVER BREAK ROOM/KITCHEN
SUPERVISOR OFFICE
RIVERSIDE AVENUE
17TH STREET
16TH STREET
40.50'
8.50'
DESIGN VEHICLE: AASHTO BUS-40
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T 805 544-4011 F 805 544-4294
REGIONAL TRANSIT AUTHORITY
CONCEPTUAL FLEET PARKING LOT LAYOUT
AT COUNTY CORP YARD IN PASO ROBLES
DRAWING NO.
1
1 OF 1 SHEETS

Post Construction Stormwater Requirements – RTA Paso Robles Bus Parking

Within MS4 Permit Boundary	Yes, City of Paso Robles
Watershed Management Zone	Zone 4
Groundwater Basin	Salinas Valley
85th Percentile Rainfall	0.9"
95th Percentile Rainfall	1.5"
Proposed Project Type	Bus Parking Lot
Anticipated Net Impervious Area	22,341 sf

POST-CONSTRUCTION REQUIREMENTS MATRIX						
Based on the "Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region"						
Central Coast RWQCB Resolution R3-2012-0032						
	Regulated Project Size					
	One Single Family Home	**All Others**	**WMZs**	**Storm Event**	**Storm Water Control Plan Required?**	**Caveats Reference Section listed in ( )**
Tier 1 Site Design	≥ 2,500 SF Impervious	≥ 2,500 SF Impervious	All	N/A	No	None
Tier 2 Water Quality Treatment	≥ 15,000 SF NET Impervious	≥ 5,000 SF NET Impervious	All	85th Percentile	Yes	Treatment for Existing Impervious (B.3.b) Technical Infeasibility (C.1) Watershed or Regional Plan (C.2.b) Urban Sustainability Area (C.3.b)
Tier 3 Retention	≥ 15,000 SF NET Impervious	≥ 15,000 SF Impervious	Some	85th or 95th Percentile, depends on WMZ	Yes	Redevelopment (B.4.b) Undisturbed and Natural Landscape Areas (B.4.d.iv) 10% Adjustment for Technical Infeasibility (B.4.e) Special Circumstances: Wetlands (B.6) Watershed or Regional Plan (C.2) Urban Sustainability Area (C.3)
Tier 4 Peak Flow Management	≥ 22,500 SF Impervious	≥ 22,500 SF Impervious	Some	2-year through 10-year	Yes	Special Circumstances: Altered Channels (B.6.a.i) Technical Infeasibility (C.1.) Watershed or Regional Plan (C.2) Urban Sustainability Area (C.3)
NOTES						
Refer to Section B.1 for definition of "Regulated Project". Regulated Projects **do not include** maintenance or listed specific project types.						
WMZ = Watershed Management Zone, as delineated by the RWQCB. Refer to maps attached to Post Construction Requirements.						

Applicable Performance Requirements

No. 1: Site Design & Runoff Retention	Yes
No. 2: Water Quality Treatment	Yes
No. 3: Runoff Retention	Yes, retain the 95th Percentile Storm
	$C = 0.858i^3 - 0.78i^2 + 0.774^i + 0.04 = 0.89,\ i = 1$
	Retention Volume = .89 * 1.5/12 * 22,341 = 2,500 cf
No. 4: Peak Management	No
No. 5: Special Circumstances	No

Assumptions:
All existing asphalt will not be removed but will remain with an overlay (routine road maintenance, no change in line or grade).

RTA BUS PARKING AT COUNTY CORP YARD

IN PASO ROBLES, CA

COUNTY OF SAN LUIS OBISPO

WALLACE GROUP PROJECT NO. 1307-0001

December 27, 2015

PRELIMINARY ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

ITEM NO.	ITEM NUMBER	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	ITEM TOTAL
1	130609	REMOVE CHAIN LINK FENCE	70	LF	$30.00	$2,100
2	150772	REMOVE CURB	50	LF	$22.00	$1,100
3	151540	RESET CHAIN LINK FENCE	70	LF	$30.00	$2,100
4	153891	RELOCATE 20' GATE	1	EA	$2,000.00	$2,000
5	190101	ROADWAY EXCAVATION	690	CY	$55.00	$37,950
6	260203	CLASS 2 AGGREGATE BASE	560	CY	$80.00	$44,800
7	390132	HOT MIX ASPHALT (TYPE A)	1760	TON	$100.00	$176,000
8	394073	PLACE HMA DIKE (TYPE A)	580	LF	$9.00	$5,220
9	900261	CHAIN LINK FENCE (NEW)	530	LF	$20.00	$10,600
10	902540	20' CHAIN LINK GATE	1	EA	$3,000.00	$3,000
11	840504	4" PAINTED TRAFFIC STRIPE (PARKING STALLS ONLY)	1560	LF	$0.20	$312
12		EROSION CONTROL MEASURES	1	LS	$5,000.00	$5,000
13		MODULAR BUILDING	1250	SF	$50.00	$62,500
14		LIGHTING	8	EA	$2,000.00	$16,000
15		ELECTRICITY METER	1	EA	$5,000.00	$5,000
16		WATER SYSTEM TO MODULAR BUILDING	1	LS	$6,000.00	$6,000
17		SEWER SYSTEM TO MODULAR BUILDING	1	LS	$3,000.00	$3,000
18		STORMWATER CONTROL (INLETS, PIPING, BIORETENTION ETC)	1	LS	$15,000.00	$15,000
19		PLANTED BUFFER (PLANTING AND IRRIGATION)	6600	SF	$10.00	$66,000
20		Mobilization	1	LS	$47,000.00	$47,000
					SUBTOTAL	$510,682
					PLANNING LEVEL CONTINGENCY (35%)	$178,739
					TOTAL ESTIMATE	$689,421
					ROUNDED TOTAL PRELIMINARY ESTIMATE-	**$690,000**

REVISED DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

RTA USE OF COUNTY YARD FOR BUS PARKING FACILITY IN PASO ROBLES

Lead Agency:
San Luis Obispo Regional Transit Authority
179 Cross Street, Suite A
San Luis Obispo, CA 93401

~~July 13, 2016~~ September 7, 2016

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TABLE OF CONTENTS

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SECTION 1.0 – INTRODUCTION

1.1 PURPOSE OF THE IS/MND

This revised ~~draft~~ Initial Study/ Mitigated Negative Declaration (IS/MND) document has been prepared to identify and assess the anticipated environmental impacts for the *RTA Use of County Yard Project* (Project). RTA will construct the Project to provide sufficient current and future vehicle parking and staff operations space to meet the regional and local public transportation needs in the northern portion of San Luis Obispo County.

The Initial Study (IS) is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed Project, RTA is the Lead Agency and will use the IS to determine whether the project has a significant effect on the environment. As a Lead Agency, the RTA has the authority to prepare California Environmental Quality Act (CEQA) documents and to make a determination finding.

If a Lead Agency finds substantial evidence that any aspect of the project, either alone or in combination with other projects, may have a significant effect on the environment, that agency is required to prepare an Environmental Impact Report (EIR), a supplement to a previously prepared EIR, or a subsequent EIR to analyze the project. A Responsible Agency is a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an Environmental Impact Report or Negative Declaration. The term "Responsible Agency" includes all public agencies other than the Lead Agency that have discretionary approval power over the project.

If a Lead Agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment, a Negative Declaration shall be prepared. If, over the course of the analysis, the project is found to have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less than significant level, a Mitigated Negative Declaration (MND) shall be prepared.

1.2 IS/MND FORMAT AND CONTENTS

In addition to **Section 1.0 – Purpose of the IS/MND** above, this document is organized into the following sections:

- **Section 2.0 – Project Description**: Includes a detailed description of the Project.
- **Section 3.0 – Environmental Checklist and Discussion**: Contains the Environmental Checklist Form together with an environmental setting and an impact discussion for each of the checklist questions. The Checklist Form is used to determine the following for the Project:

1. "Potentially Significant Impacts" that may not be mitigated even with the inclusion of mitigation measures;

2. "Less Than Significant Mitigation Incorporated" which could be mitigated with incorporation of mitigation measures; and,

3. "Less Than Significant Impacts" which would be less than significant and do not require the implementation of mitigation measures.

4. "No Impact" would be realized from the proposed Project.

- **Section 4.0 – Determination**: Identifies the determination of whether impacts associated with development of the Project are significant, and what, if any, additional environmental documentation may be required.

- **Section 5.0 – Summary List of Mitigation Measures**: Lists all mitigation measures that will be undertaken by RTA as part of the proposed Project.

- **Section 6.0 – References**: Identifies the documents consulted in preparing this IS/MND.

SECTION 2.0 – PROJECT DESCRIPTION

2.1 PROJECT PURPOSE, OBJECTIVES AND NEED

RTA operates regional fixed route public transportation services throughout San Luis Obispo County and into the City of Santa Maria in Santa Barbara County. In addition, RTA operates Runabout paratransit services within ¾-mile of all fixed routes in the county, including those fixed routes operated by other transit agencies. Finally, RTA provides direct operation of local fixed route and Dial-A-Ride services operated within the City of Paso Robles.

The purpose of the proposed Project would be to provide storage for up to fourteen 40-foot and 45-foot fixed route coaches, five 25-foot cutaway vans, and 26 employee parking spaces, as well as placement of a 25-foot by 50-foot modular office building. It would replace one existing vehicle storage-only parking lot, as well as another parking lot and administrative offices facility located in Paso Robles. These two separate facilities are located at 4th/Pine Streets (parking of RTA large buses) and at 8th/Pine Streets (parking of Paso Express small buses and vans, as well as office space) in downtown Paso Robles, respectively. Both of these existing City of Paso Robles-provided properties have recently been sold and/or are currently under development review.

An important objective that must be considered when selecting a bus storage yard site is the distance of the site from the starting/ending points of RTA's and Paso Express' bus routes at the North County Transit Center at 8th and Pine Street in Paso Robles. It is important that the bus storage yard be located as close as possible in order to conserve resources (such as fuel), to reduce emissions from both buses and employees' personal vehicles, and to minimize "deadhead" costs (employee wages, wear/tear on vehicles, etc.). Other important factors include: minimizing or avoiding impacts to surrounding uses; being compatible with existing land uses ~~complying with nearby land use designations~~; minimizing impacts to nearby traffic; and providing a safe and secure facility to protect RTA assets and enhance employees' personal security. Other sites were considered as part of a screening process – including moving all North County operations to RTA's primary site in San Luis Obispo (31 miles away) or to City-owned land near the Paso Robles Airport, but those sites were deemed infeasible due to expected significant impacts to the environment or safety concerns.

The proposed Project would be implemented at the existing SLO County Corp Yard property in Paso Robles. The County Corp Yard currently includes storage of SLO County Public Works Roads Division medium- and heavy-duty construction and road maintenance equipment, as well as a SLO County Fleet Services vehicle maintenance shop for light- and medium-duty vehicles. The site also includes one office trailer and a Seatrain storage container used by the SLO County Agricultural Commissioner. Finally, another Seatrain storage container is used by the UC Cooperative Extension Farm Advisor Office. RTA's proposed Project would be constructed on a portion of the property that was formerly used to store roadway materials, including sand, gravel, decomposed granite and crushed bark, but this area is currently not being used for County operations.

As explained above, the two sites currently used for bus parking and related office needs have been sold and/or are proposed for uses more appropriate with nearby land use designations. There is an urgent need to develop a long-term bus storage yard so that public transit services in the North County are not interrupted and so that vital public transportation services can continue to be provided to persons who rely on bus services. The proposed Project would meet this important need.

2.2 PROJECT DESCRIPTION

The proposed Project will accommodate RTA's current and future planned North County-based fleet of buses and vans, as well as employee parking and office space for RTA drivers and staff. The site is located sufficiently near the starting point of North County bus routes to minimize what RTA refers to as "dead-head" costs (and related emissions) of transporting vehicles to and from their routes.

Stakeholder interviews and site visits were a key part of the process that informed the initial feasibility assessment and initial planning effort for the proposed Project. With stakeholder input during the initial on-site meeting, it was determined that the vehicular path of travel should be along the easterly side of the open southern area of the SLO County Corp Yard property, and that the proposed bus and vehicle parking should be located along the westerly or highway side of the project site south of the existing County operations area. This configuration concept would minimize potential conflicts with ongoing County operations as well as any potential for runoff into the Salinas River corridor by pushing the parking area away from the river area and towards the existing highway.

The existing Seatrain containers and trailer used by the Agriculture Departments of the UC Extension and the County would be left at or near their existing location, so as to minimize impact on these users. Per the City of Paso Robles request, a ten-foot landscape buffer area along the US-101 perimeter is assumed along the highway fence line for the entire length of the project site. The existing entry gate to the property would be moved to the south, and a section of new fencing would be added along the river side of the entry driveway area and on the south end of the site where it does not already exist. These modifications are intended to create a site that is completely enclosed by fences and gates for site security. An additional fence and gate would be added to serve as a separation between RTA's site and the County Fleet Maintenance site, per the request of County Fleet Services.

The bus parking would be placed at the northernmost and widest part of the available site area, south of but abutting the Seatrain containers and trailer. Bus parking stalls would be 12.5' wide x 56' long spaces delineated at a 60-degree angle for ease of bus parking and to maximize the available space. The parking spaces for the cutaway vans and minivans are adjacent to the large bus parking area, accommodating the site as it narrows. A 50' x 25' modular office space would be placed just to the south of the diagonal van parking, and will include the required storage space (12' x 14'), driver break area with kitchen (14' x 20'), and supervisor office (12' x 14'), accessible by an outdoor breezeway. Utilities would be placed underground along the western

corridor (near the US-101) boundary; no other significant trenching would be required. The employee parking spaces (10' x 20'), increased in number from 20 to 26 after the initial kickoff meeting, would be at a 90-degree angle along the highway fence at the southernmost end of the site where the site is the narrowest.

Perimeter lighting for the parking areas at the new entryway, continuing along the highway side of the site, and around the new building will be considered for security purposes during final design. Any new lighting would be shielded to illuminate downward and to minimize "light pollution," and no new lighting would be installed along the river side of the site in order to minimize disruption to the natural habitat corridor.

A structural section will provide a Class II base and a Hot Mix Asphalt (HMA) overlay. The structural section would be calculated with the high volume and turning movement of heavy vehicles in mind. The existing site is partially paved with an unknown depth of HMA and base. For estimating purposes, it is assumed that this area would suffice for future use with a minimal overlay while an HMA and base section would be needed in areas that are not currently paved.

The site would require post-construction water quality site design features to treat water quality and provide runoff retention. The Project assumes that existing asphalt areas will not be removed but rather remain in place with an overlay and no substantial change to line and grade.

The landscape planting would be designed to provide screening of the facility building and stored vehicles when viewed from outside of the property (primarily from the adjacent US-101 corridor). The facility would appear to nestle into the environment, blurring the boundary between the built environment and the natural habitat to the east.

2.3 PROPOSED PROJECT OPERATIONS

As noted above, RTA currently operates out of two facilities in Paso Robles: a parking yard for large bus parking at 4th and Pine Streets, and a small-bus parking yard/offices at 8th and Pine Streets. Below is a table depicting employee arrival/departure activity at the site. As is typical at a public transit bus yard, the vast majority of activity is "on the road" – and very few persons are at the site during the day. As shown, a maximum of seven 40-foot vehicles using California Air Resources Board-designated "Urban Bus" diesel engines and two 30-foot vehicles using "Transit Fleet Vehicle" diesel engines start-up on weekdays, and another four Urban Bus and two Transit Fleet Vehicle buses depart during the mid-day.

RTA provided this table of hour-by-hour employee arrival-departure data, as well as hour-by-hour bus departure-arrivals data, to public works and planning staff at both the County and the City; neither identified these vehicles movements as needing further review. Note that the table depicts weekday activity; it is significantly curtailed during weekends and holidays. No private vehicle parking would be eliminated as a result of the Project, nor would it seriously impact traffic patterns in and around the City of Paso Robles.

	Weekday Paso Yard Traffic Activity					
	Run	Signon	Pullout	Pullin	Signoff	Vehicle
1	Supervisor	5:00a			2:00p	Car
2	91	5:05a	5:25a	12:15p	12:20p	40 footer
3	92	5:36a	5:56a	1:15p	1:20p	40 footer
4	203	5:45a	6:00a	2:45p	3:00p	minivan
5	701	5:45a	6:00a	12:45p	1:00p	minivan
6	93	5:46a	6:06a	12:00p	12:00p	40 footer
7	81	6:22a	6:48a	2:05p	2:10p	30 footer
8	94	6:25a	6:45a	5:17p	5:27p	40 footer
9	71	6:30a	6:45a	1:40p	1:45p	30 footer
10	915	6:30a	6:50a	12:00p	12:00p	40 footer
11	95	6:36a	6:56a	5:07p	5:42p	40 footer
12	220	6:45a	7:00a	3:45p	4:00p	minivan
13	Supervisor	10:30a			7:30p	car
14	96	7:25a	7:45a	3:05p	3:15p	40 footer
15	73	9:35a	9:35a	12:10p	12:10p	30 footer
16	219	11:45a	12:00p	8:45p	9:00p	minivan
17	72	1:30p	1:35p	7:18p	7:30p	30 footer
18	97	12:40p	1:00p	7:14p	7:24p	40 footer
19	98	1:30p	1:50p	8:45p	8:55p	40 footer
20	99	2:26p	2:46p	10:55p	10:55p	40 footer
21	913	2:30p	2:50p	11:00p	11:00p	40 footer
22	507 XB	varies	varies	varies	varies	varies
23	82	2:00p	2:05p	7:30p	7:40p	30 footer

A total of 18 mitigation measures (one repeated in three separate subsections) is discussed in Section 3.0 that will minimize to less-than-significant or completely avoid on-going/long-term environmental impacts that would occur as a result of RTA consolidating its two operating facilities into the proposed Project site. It should be noted, however, that each potential impact is analyzed as if the existing RTA operations were not already in place. All of these mitigation measures are also listed separately in Section 5.0 near the end of the IS/MND document.

2.4 PROJECT LOCATION

The proposed Project lies within the Paso Robles city limits in northern San Luis Obispo County. According to the US Census Bureau, the City had a population of over 29,793 in 2010 – the second most populous city in the County. San Luis Obispo County is bordered by Monterey County to the north and Santa Barbara County to the south. U.S. Highway 101 (US-101), the main freeway through the County, bisects it on a north-south route. State Highway 46 provides east-west connections.

The County's Corp Yard property is located at 1735 Paso Robles Street, and is bordered by US-101 to the west, the Salinas River (typically has surface water flow winter through spring months ~~typically dry except during rain events~~) to the east, a privately owned equipment storage yard to the north, and the northbound 13th Street on-ramp to US-101 to the south. It is comprised of four parcels totaling 8.59 acres, as follows:

1. APN 008-262-006 (3.34 acres)
2. APN 008-297-005 (3.82 acres)
3. APN 008-297-006 (1.00 acres)
4. APN 009-054-003 (0.43 acres)

RTA worked with The Wallace Group to develop a concept plan for the proposed Project. The resulting *Feasibility and Findings Report* identified the southern portion of the County's Corp Yard as the preferred Project site, which will use approximately 1.5 acres of the County's 8.59-acre lot.

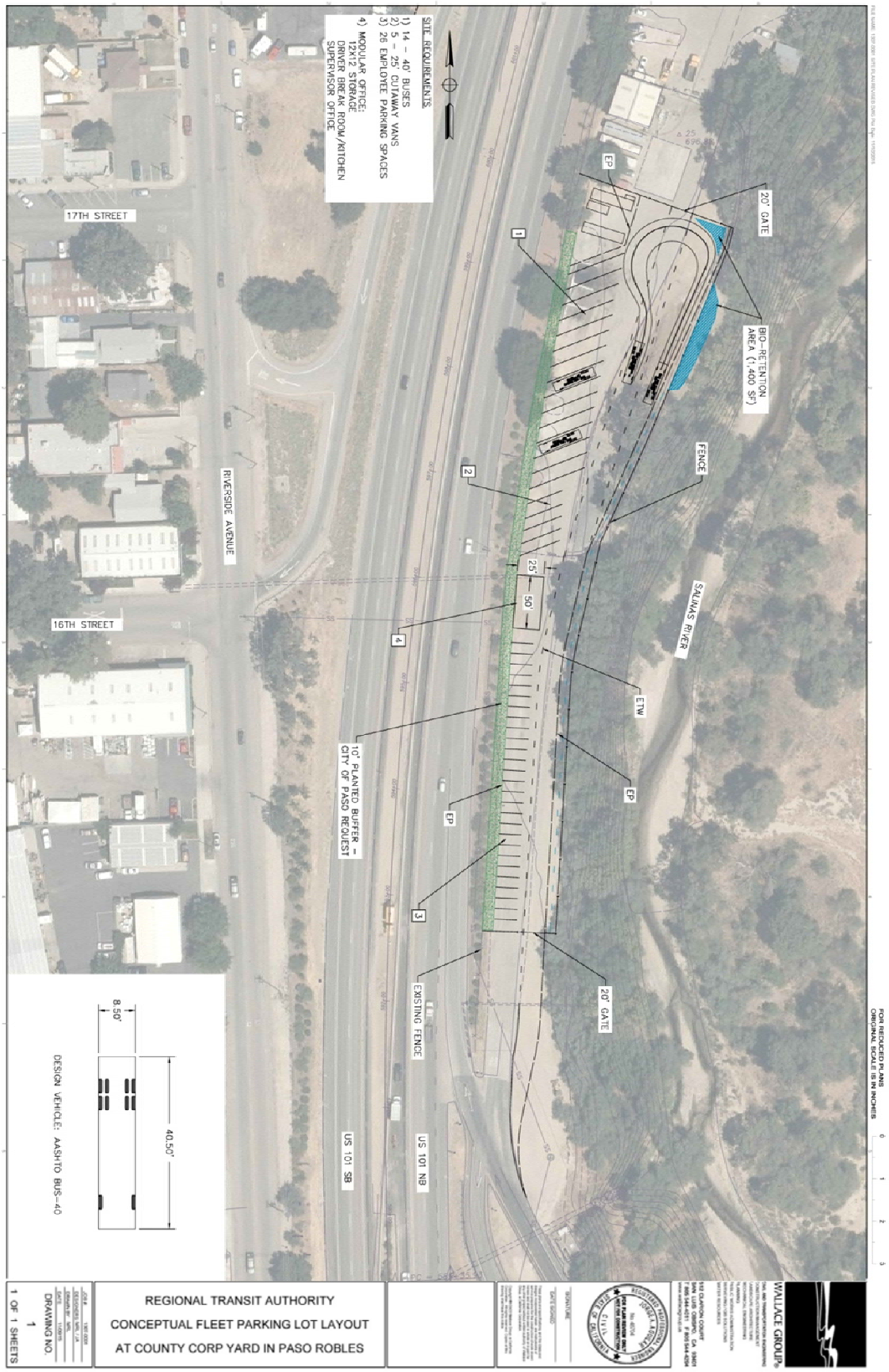
The location can also be expressed in terms of latitude/longitude as approximately 35°37'54.7" North 120°41'10.3" West.

The first map below depicts the City of Paso Robles in relation to the State of California. The next map shows the location of the two existing RTA bus storage yards, as well as the County's Corp Yard. The third map depicts the portion the County Corp Yard on which RTA's proposed project improvements would be implemented. The fourth graphic depicts the conceptual layout of the RTA Bus Parking Facility.


Location of Paso Robles, CA
Wellsona
101
46
Paso Robles
101
Templeton
DEL NORTE
SISKIYOU
MODOC
HUMBOLDT
TRINITY
SHASTA
LASSEN
TEHAMA
PLUMAS
MENDOCINO
GLENN
BUTTE
SIERRA
NEVADA
LAKE
COLUSA
SUTTER
YUBA
PLACER
YOLO
EL DORADO
Sacramento
SONOMA
NAPA
SACRA-MENTO
AMA-DOR
ALPINE
SOLANO
CALAVERAS
SAN FRANCISCO
MARIN
CONTRA COSTA
SAN JOAQUIN
TUOLUMNE
MONO
ALAMEDA
STANISLAUS
MARIPOSA
SAN MATEO
SANTA CLARA
MERCED
MADERA
SANTA CRUZ
SAN BENITO
INYO
MONTEREY
TULARE
SAN LUIS OBISPO
KERN
SAN BERNARDINO
SANTA BARBARA
VENTURA
LOS ANGELES
Los Angeles
ORANGE
RIVERSIDE
SAN DIEGO
IMPERIAL


Location of existing large bus storage yard
Location of existing small bus storage yard and office
Location of County Corp Yard
Paso Robles Wineries
Paso Robles Inn
Oak St
Spring St
Park St
Pine St
Peachy Canyon
Robins Field Park
Hotel Cheval
Park Cinemas
Railroad St
Amtrak Station - PRB
Riverside Ave
Paso Robles St
Salinas River
4th St
6th St
7th St
8th St
9th St
13th St
14th St
15th St
17th St
230
46
101
231A


Railroad St
Portion being considered by RTA
18th St
Paso Robles St
Salinas River
231A


SITE REQUIREMENTS:
1) 14 – 40' BUSES
2) 5 – 25' CUTAWAY VANS
3) 26 EMPLOYEE PARKING SPACES
4) MODULAR OFFICE:
12'X12' STORAGE
DRIVER BREAK ROOM/KITCHEN
SUPERVISOR OFFICE
17TH STREET
16TH STREET
RIVERSIDE AVENUE
20' GATE
BIO-RETENTION AREA (1,400 SF)
FENCE
SALINAS RIVER
ETW
EP
25'
50'
10' PLANTED BUFFER – CITY OF PASO REQUEST
EXISTING FENCE
US 101 SB
US 101 NB
20' GATE
DESIGN VEHICLE: AASHTO BUS-40
8.50'
40.50'
REGIONAL TRANSIT AUTHORITY
CONCEPTUAL FLEET PARKING LOT LAYOUT
AT COUNTY CORP YARD IN PASO ROBLES
DRAWING NO. 1
1 OF 1 SHEETS
WALLACE GROUP

2.5 PROPOSED PROJECT CONSTRUCTION ACTIVITIES

Construction of the Project will involve minimal site grading, installation of utilities (primarily water, wastewater, electrical and communications), modular building placement, and startup and testing. Construction and staging of the Project will take place at the existing County Corp Yard site. Access to the site will be via the County's existing access road from 13th Street. Principal deliveries to the site will include imported earthwork materials, fencing, a modular office building, and related equipment.

The typical equipment utilized for construction will include track-mounted excavators, backhoes, compaction equipment, end and/or bottom dump trucks, front-end loaders, water trucks, flat-bed delivery trucks, forklifts, pavement equipment, and compressors / jack hammers.

A variety of mitigation measures are discussed in Section 3 that will minimize or completely avoid construction-related environmental impacts.

2.6 SCHEDULE

Construction of the Project is scheduled to commence in late 2016 or early 2017. The overall duration of this relatively simple construction project is expected to be about 30 days.

2.7 LAND USE AND ZONING

The proposed project would be in keeping with existing use by the County of San Luis Obispo (a superior agency to the City of Paso Robles) ~~City of Paso Robles land use and zoning requirements~~, and would use land already disturbed for transportation uses. The SLO County Corp Yard property is zoned Open Space ~~appropriately for Government uses~~, and it is surrounded by other public land uses to the west and west-southwest (US-101, 13th Street and the northbound on-ramp), the Salinas River to the east, a commercial land use (Taps Truck Accessories) to the southeast, and heavy equipment storage to the north and south-southeast. The implementation of the project would be compatible with the County's existing use as a transportation-related facility ~~surrounding land uses~~.

2.8 RESPONSIBLE AGENCIES/REQUIRED PERMITS AND APPROVALS

Additional subsequent approvals and other permits that may be required from local and regional agencies are identified below:

- City of Paso Robles for approval of Conditional Use Permit, Storm Water Pollution Prevention Plan permit, and grading/building permits; and

- San Luis Obispo County Air Pollution Control District (APCD) for consultation with air quality mitigation measures and an authority to construct.

Since the County of San Luis Obispo would be the lessor to RTA for this proposed Project, the County has been consulted throughout development of the IS/MND documentation. No other permits or approvals are required, although RTA will share this IS/MND document with other State agencies through the Governor's Office of Planning and Research *State Clearinghouse* process.

2.9 PROJECT CONTACT PERSON

Mr. Geoff Straw, Executive Director
San Luis Obispo Regional Transit Authority
179 Cross Street, Suite A
San Luis Obispo, CA 93401
805-781-4472

SECTION 3.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

Below is a series of 17 sections that analyze the environmental impacts of the proposed Project. Each section begins with the presentation of a checklist, followed by presentation of back-up information addressing each matrix question and findings/mitigation measures. Where applicable, a discussion of the environmental setting and/or of the regulatory setting is also provided.

3.1 AESTHETICS

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	■	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	■	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	■	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	■	☐	☐

3.1.1 Environmental Setting

Much of the language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River. The visual character of the Project vicinity is a combination of natural and built environments. Topography varies from relatively flat low-lying flood plain areas to rolling hills to steeply sloping foothills of the Santa Lucia Range. The Project site is currently developed as a County Roads Department yard, including vehicle parking, storage and maintenance facilities, and a small office building. Views of the Project site from public roads are mostly obstructed by trees, landscaping and chain-link fencing.

3.1.2 Regulatory Setting

The City of Paso Robles regulates community design and aesthetics of buildings and public spaces through implementation of adopted General Plan policies and zoning regulations. The General Plan prescribes visual resource policies including identifying the US101 corridor as an important Visual Corridor. As such, the Project is located adjacent to an aesthetically sensitive area. The Zoning Ordinance, in some cases, requires development review of Projects. The Land Use Element, Open Space Element, and Conservation Element of the General Plan contain policy statements that serve as a framework for evaluating proposed projects in regard to their potential to affect the atmosphere of the City. The proposed Project will require review for aesthetic considerations by the City Planning Commission.

3.1.3 Answers to Checklist Questions

Questions A through D ~~and B~~:

The proposed Project would not have a significant impact on a scenic vista or view corridor with the landscaping buffer that will be required to be designed into the Project. ~~The site does not provide a vantage point to a scenic vista, nor are there any rock outcroppings, or historic buildings at the site. Short term changes in the visual character of the streets around the Project area would occur as a result of the placement and use of construction equipment; however, this impact would be temporary and minor, given the context of the surrounding urban environment.~~

~~**Question C and D:**~~

~~The Project Site is not readily visible from nearby public viewing areas.~~ The proposed Project site is currently developed for public facility uses. Project Plans include a raised berm, landscaping and irrigation plan which will reduce the visual impact of the facility. Nighttime facility lighting would be required at the proposed Project site for employee safety and security purposes, and it would be designed and implemented to minimize night-sky impacts and glare for surrounding users. This is considered a significant, but mitigable, impact.

3.1.4 Mitigation Measure

Mitigation Measure AES-1 – Exterior Lighting Controls and Site Screening: An exterior lighting plan will be developed, which will include the height, location, and intensity of all exterior lighting. All light poles, fixtures, and hoods shall be dark (non-reflective) colored. Lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, "hooded" lighting fixtures to prevent offsite light spillage and glare. In addition, the Project will implement a landscape buffer and other design features to screen the new modular office building, parked buses and parked employee automobiles from view by motorists traveling along the US101 corridor.

3.1.5 Finding

With the incorporation of this mitigation measure, impacts to aesthetics would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

3.2.1 Answers to Checklist Questions

Questions A through E:

The proposed Project will not have a significant impact to agricultural or forestry resources. As the Project is proposed, it should not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance or conflict with existing zoning for agricultural or forestry use. No land within the proposed Project site is under a Williamson Act contract. No significant impact to agricultural or forestry resources will occur.

The Project should not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use. There would be no significant impact to agricultural resources resulting from the proposed Project.

3.2.2 Finding

No mitigation is required.

3.3 AIR QUALITY

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	■	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	■	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	☐	☐

e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

3.3.1 Environmental Setting

The proposed RTA Bus Parking Facility Project is located in the South Central Coast Air Basin (SCCAB), which includes San Luis Obispo, Ventura, and Santa Barbara Counties, and is under the jurisdiction of the San Luis Obispo County Air Pollution Control District (APCD). Much of the language and analysis completed in this section was derived from the *SLO County APCD CEQA Air Quality Handbook*, which was last revised in September 2015.

3.3.2 Existing Conditions

Air quality in San Luis Obispo County is currently monitored at ten public agency and private sector monitoring stations located throughout the County. The nearest air quality monitoring station to the proposed Project site is at 235 Santa Fe Avenue in the City of Paso Robles, which is approximately 2.0 linear miles to the southeast of the proposed Project site. This California Air Resources Board-operated station has been in operation since 1974, and it measures ozone (O_3), respirable particulate matter 10 microns or smaller (PM_{10}) wind speed and direction, and ambient temperature.

High ozone levels in San Luis Obispo County have occasionally been traced to air pollutants transported from other air basins, such as the South Coast Air Basin, the San Francisco Bay Area, and the San Joaquin Valley. The frequency with which long-range transport of pollutants affects local air quality has not been definitively established. However, most exceedances of the State O_3 standard measured in the County are the result of local emissions and adverse meteorological conditions.

San Luis Obispo County was designated in 1989 as nonattainment with the state health based standard for O_3. Ozone-forming pollutants throughout San Luis Obispo County have been significantly reduced since that time. For the years 2000 through 2002, no violations of the State hourly O_3 standard (0.09 parts per million, or ppm) were measured at any of the ten community-based monitoring stations in SLO County. Based upon that record, the State Air Resources Board re-designated our County as attainment with the state health based O_3 standard in January 2004.

On April 28, 2005, the CARB approved the nation's most health protective O_3 standard with special consideration for children's health. The new 8-hour-average standard at 0.070 ppm will further protect California's most vulnerable population from the adverse health effects associated with ground-level O_3. Based on monitoring data, San Luis Obispo County has been deemed nonattainment for the new state O_3 standard. The County is also nonattainment for federal O_3 standard in the eastern portion of the County.

San Luis Obispo County is also classified as nonattainment with state for PM_{10}. The 24-hour standard is 50 micrograms per cubic meter (or 50 µg/m^3), while the annual arithmetic mean is 20 µg/m^3.

3.3.3 Air Pollutant Sources

The federal and state governments have established ambient air quality standards for seven criteria pollutants: O_3, PM_{10}, $PM_{2.5}$, CO (Carbon Monoxide), NO_2 (nitrogen dioxide), SO_2 (sulfur dioxide), and Pb (lead). O_3 is generally considered a regional pollutant because its precursors affect air quality on a regional scale. Pollutants such as CO, NO_2, SO_2 and Pb are considered to be local pollutants that tend to accumulate in the air locally. PM_{10} is considered both a localized pollutant and a regional pollutant. As the County is designated as nonattainment for O_3 and PM_{10}, these pollutants are of particular concern.

3.3.3.1 Ozone

O_3 is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections, and can cause substantial damage to vegetation and other materials. O_3 is a severe eye, nose, and throat irritant. It also attacks synthetic rubber, textiles, plants, and other materials. O_3 causes extensive damage to plants by leaf discoloration and cell damage.

O_3 is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. O_3 precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_x) – react in the atmosphere in the presence of sunlight to form O_3. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, O_3 is primarily a summer air pollution problem. The O_3 precursors ROG and NO_x are emitted by mobile sources and by stationary combustion equipment.

State standards for O_3 have been set for a 1-hour averaging time, whereas federal standards have been set for both a 1-hour averaging time and an 8-hour averaging time. The state 1-hour O_3 standard is not to exceed 0.09 parts per million (180 µg/m^3), while the 8-hour standard is 0.070 ppm (137 µg/m^3). The federal 8-hour O_3 standard is 0.075 ppm (147 µg/m^3).

3.3.3.2 Inhalable Particulate Matter

Particulates can damage human health and retard plant growth. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials.

The federal and state ambient air quality standard for particulate matter applies to two classes of particulates: $PM_{2.5}$ and PM_{10}.

The state PM_{10} standards are 50 µg/m^3 as a 24-hour average and 20 µg/m^3 as an annual arithmetic mean, and the federal PM_{10} standard is 150 µg/m^3 as a 24-hour average. The state

$PM_{2.5}$ standard is 12 µg/m^3 as an annual arithmetic mean, and the federal $PM_{2.5}$ standards are 35 µg/m^3 for the 24-hour average and 12 µg/m^3 for the annual arithmetic mean.

3.3.4 Regulatory Setting

3.3.4.1 Federal

The Federal Clean Air Act (CAA), published in 1970 and amended twice thereafter (including the 1990 amendments), establishes the framework for modern air pollution control. The CAA directs the Environmental Protection Agency (EPA) to establish ambient air standards for six pollutants: O^3, PM, CO, NO_2, SO_2 and Pb. The standards are divided into primary and secondary standards: the former to protect human health within an adequate margin of safety, and the latter to protect environmental values, such as plant and animal life. The EPA develops rules and regulations to preserve and improve air quality, as well as delegating specific responsibilities to state and local agencies.

3.3.4.2 State of California

Responsibility for achieving California's standards, which are more stringent than federal standards, is placed on the CARB and local air pollution control districts. These standards are to be achieved through district-level air quality management plans that will be incorporated into the State Implementation Plan (SIP). In California, the EPA has delegated authority to prepare SIPs to CARB, which, in turn, has delegated that authority to individual air districts.

CARB has traditionally established state air quality standards, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and approving SIPs.

Responsibilities of air districts include overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of environmental documents required by CEQA.

The California Clean Air Act of 1988 (CCAA) substantially added to the authority and responsibilities of air districts. The CCAA designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement traffic control measures (TCMs). The CCAA focuses on attainment of the California Ambient Air Quality Standards (CAAQS), which, for certain pollutants and averaging periods, are more stringent than the comparable federal standards.

The CCAA requires designation of attainment and nonattainment areas with respect to state ambient air quality standards. The CCAA also requires that local and regional air districts expeditiously prepare and adopt an air quality attainment plan if the district violates state air

quality standards for O_3, CO, SO_2, NO_2, or P_b. These clean air plans are specifically designed to attain these standards and must be designed to achieve an annual 5% reduction in district-wide emissions of each nonattainment pollutant or its precursors. No locally prepared attainment plans are required for areas that violate the state PM_{10} standards.

The CCAA requires that the CAAQS be met as expeditiously as practicable but, unlike the federal CAA, does not set precise attainment deadlines. Instead, the CCAA established increasingly stringent requirements for areas that will require more time to achieve the standards.

The CCAA emphasizes the control of "indirect and area-wide sources" of air pollutant emissions. It gives local air pollution control districts explicit authority to regulate indirect sources of air pollution and to establish TCMs. The CCAA does not define indirect and area-wide sources. However, Section 110 of the federal CAA defines an indirect source as:

> *A facility, building, structure, installation, real property, road, or highway which attracts, or may attract, mobile sources of pollution. Such terms include parking lots, parking garages, and other facilities subject to any measure for management of parking supply.*

TCMs are defined in the CCAA as "any strategy to reduce trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing vehicle emissions." Recently enacted amendments to the CCAA impose additional requirements designed to ensure an improvement in air quality within the next five years. More specifically, local districts with moderate air pollution that did not achieve "transitional nonattainment" status by December 31, 1997, must implement the more stringent measures applicable to districts with serious air pollution.

3.3.4.3. Greenhouse Gas Emissions and Global Climate Change

Global climate change (GCC) is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Although the issue of GCC is a widely accepted theory, the extent of the change from anthropogenic (human activity related) sources remains in debate.

Gases that trap heat in the atmosphere are often called greenhouse gases (GHG), analogous to the way in which a greenhouse retains heat. Common GHG include water vapor, CO_2, methane (CH_4), NO_x, chlorofluorocarbons (CFC), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, O_3, and aerosols. GHG are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, the earth's surface would be about 34 degrees Centigrade (°C) cooler. However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

In 2006, the California State Legislature adopted Assembly Bill 32 (AB32), the *California Global Warming Solutions Act of 2006* and the Governor signed it into law. AB32 focuses on reducing GHG emissions in California. AB32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. In addition, two State-level Executive Orders have been enacted by the Governor (Executive Order S-3-05, signed June 1, 2005, and Executive Order S-01-07, signed January 18, 2007) that mandate reductions in GHG emissions. SB375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation.

Operation of the proposed Project would involve no greater consumption of motor vehicle fuels or increased electrical demand which would generate GHG emissions in comparison to the existing levels. However, implementation of the Project would preclude the increase in motor vehicle fuels that would be required if the all bus parking were to instead occur at RTA's primary facility in San Luis Obispo. The San Luis Obispo APCD has an operational phase GHG CEQA significance threshold for commercial projects of 1,150 MT/yr. The project impacts will be evaluated with *California Emissions Estimator Model* software package (CalEEMod version 2013.2.2) and compared to the threshold. A determination of the Project's impact on regional, statewide, or continental resources of concern affected by global climate change (i.e., regional water supply and hydrology, plant and wildlife species range expansions or contractions, Sierra snowpack, extent of polar ice caps, sea level rise, etc.) would be speculative.

To reduce GHG emissions, RTA would landscape the Project site to reduce energy consumption due to daily heating/cooling needs, and install water efficient faucets and toilets to reduce the energy needed to transport water/wastewater. Water conservation is mandatory throughout the State of California due to on-going drought conditions and through the City of Paso Robles' existing water conservation programs. Additionally, RTA will limit engine idling for buses parked at the site during operation of the proposed project.

3.3.4.4 San Luis Obispo Air Pollution Control District

The APCD shares responsibility with CARB for ensuring that all State and Federal ambient air quality standards are attained within the County. The APCD has jurisdiction under the California Health and Safety Code to develop emission standards for the County, issue air pollution permits, and require emission controls for stationary sources in the County. The APCD is also responsible for the attainment of State and Federal air quality standards in the County. Although the proposed Project would be located in a district that exceeds State standards of O_3 and PM_{10}, it would be consistent with the APCD's Transportation Control Measures T-2A Local Transit System Improvements and T-2B Regional Public Transit Improvements found in the CAP. Specifically, such local and regional transit improvements are anticipated to reduce emissions, vehicle miles traveled, and average daily trips – all of which help to reduce vehicle emissions in the region.

3.3.5 Thresholds of Significance

In accordance with the CEQA Guidelines and for the purposes of this analysis, the proposed Project would be deemed to have a significant air quality impact if the Project:

- Conflicts with or obstructs the implementation of the applicable air quality plan or SIP;
- Results in emissions that would violate any ambient air quality standard or contribute substantially to an existing or Projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the region is considered non-attainment under any Federal or State ambient air quality standard;
- Exposes sensitive receptors to substantial toxic air contaminant pollutant concentrations; or,
- Creates objectionable odors affecting a substantial number of people.

Significance thresholds have been developed by the APCD and contained within the CEQA Air Quality Handbook (APCD, 2015). It should be noted that diesel particulate matter is considered a toxic air contaminant and carcinogen by APCD, CARB and the EPA. Since the proposed Project site is within 1,000 feet of a sensitive receptor (housing located approximately 400 feet on the other side of US-101), a Health Risk Assessment (HRA) could be required. HRAs are addressed in the CAPCOA *Health Risk Assessment for Proposed Land Use Projects* document and this project is considered a Type A project (i.e. a new toxic impact source to existing sensitive receptors). The nearest sensitive receptor is a home that is northwest from the proposed RTA bus parking facility. The RTA vehicles currently meet CARB emissions standards using Best Available Control Technology (diesel particulate filters) on 1998 or newer vehicles. The project's worst case daily diesel bus trip information and proximity to the nearest sensitive receptor was used to complete a screening HRA. The results of this assessment demonstrated that the worst case risk from the proposed facility would be significantly less than the APCD's 10 in a million risk threshold and as a result, no additional diesel emission mitigation is necessary.

3.3.6 Impact Analysis

This section presents emissions estimates used for the proposed Project as determined with the *California Emissions Estimator Model* software package (CalEEMod version 2013.2.2). The following assumptions were used for both construction and operational phases to determine emissions impacts for base year 2018:

- Two land uses modeled (1,250 square foot Government Office Building, and 1.5-acre Parking Lot)

- Total 31 construction days, 8 hours/day, and Monday-Friday;
- No existing building demolition required;
- 690 cubic yards of excavation material would be exported, while 560 cubic yards of Class 2 Aggregate Base and 1,760 tons of Hot Mix Asphalt would be imported.
- Since it would not be a public building, no consumer trips/emissions assumed;
- Minimum Tier 2 diesel engine technologies required during construction;
- Construction site would be wetted twice per day to reduce dust;
- Low-flow faucets and toilets assumed for modular office building;
- For a daily worst case scenario, changed CalEEMod default vehicle fleet to be made up of the following project trips and resulting fleet makeup: One way trips to include 28 from heavy-duty diesel buses (31.11%), 10 from medium-duty buses (11.11%) and 52 from commute vehicles (57.78%);
- Default daily trip rate for CalEEMod General Office Building land of about 69 one way trips for every 1,000 square feet would result in about 86 trips for this 1,250 square foot proposed project's size. This is just about equivalent to the 90 daily trips worst case just described. Therefore, for modeling simplicity, the CalEEMod default daily trip rate for the project was retained. However, the one-way trip length was changed to the APCD's default longest distance (13 miles) to be more consistent with actual arrival and departure trip lengths for this project. This evaluation does not consider the daily bus route distances which already exist independently of the new proposed consolidated bus parking being evaluated for this project.
- Changed the default trip types to be 100 percent primary trips; and
- Other minimal/conservative mitigations are assumed.

The mitigations assumed in the CalEEMod program and which are detailed in the mitigation measures at the end of this section result in the following percentage declines in emissions:

Metric	ROG	NO_x	CO	SO_2	Fugitive PM_{10}	Exhaust PM_{10}	PM_{10} Total	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$	$PM_{2.5}$ Total	Greenhouse Gases					
											Bio-CO_2	Nonbio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
	Tons Per Year										Metric Tons Per Year					
Unmitigated Construction	0.0699	0.2558	0.2129	0.000340	0.0316	0.0136	0.0452	0.0150	0.0128	0.0278	0.0000	29.5659	29.5659	0.004700	0.0000	29.6646
Mitigated Construction	0.0699	0.2558	0.2129	0.000340	0.0167	0.0136	0.0303	0.007420	0.0128	0.0202	0.0000	29.5659	29.5659	0.004700	0.0000	29.6646
Percent Reduction	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***47.2%***	***0.0%***	***33.0%***	***50.5%***	***0.0%***	***27.3%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
Unmitigated Operations	0.2924	0.0549	0.2518	0.000350	0.0225	0.000650	0.0232	0.006040	0.000610	0.006640	0.3143	50.7851	51.0994	0.0244	0.000440	51.7462
Mitigated Operations	0.2921	0.0524	0.2445	0.000330	0.0210	0.000620	0.0216	0.005620	0.000580	0.006200	0.2431	49.1078	49.3509	0.0195	0.000410	49.8873
Percent Reduction	***0.1%***	***4.6%***	***2.9%***	***5.7%***	***6.7%***	***4.6%***	***6.9%***	***7.0%***	***4.9%***	***6.6%***	***22.7%***	***3.3%***	***3.4%***	***20.1%***	***6.8%***	***3.6%***

The APCD has determined Thresholds of Significance standards for both operations- and construction-related emissions, as depicted in the two tables below. If any of the thresholds are exceeded, the RTA would be required to implement additional mitigation measures. In all cases, the estimated measures of the proposed Project are well below the threshold standards.

Operations-Related Polluants	**Measure**	**Standard**	**Pass/Fail**
Ozone Precursors (ROG + NO_x)	1.78	25 Lbs/Day	Pass
Diesel Particulate Matter	0.05	1.25 Lbs/Day	Pass
Fugitive Particulate Matter (PM_{10}),Dust	0.12	25 Lbs/Day	Pass
Operations-Related Polluants	**Measure**	**Standard**	**Pass/Fail**
Greenhouse Gases (CO_2, CH_4, N_2O, HFC, DCF, F_6S)	49.8873	1,150 CO_2e Metric Tons / Yr.	Pass

Construction-Related Polluants	Measure	Standard	Pass/Fail
Ozone Precursors (ROG + NO_x)	21.01	137 Lbs./Day	Pass
Diesel Particulate Matter	1.70	7 Lbs./Day	Pass
Fugitive Particulate Matter (PM_{10}),Dust	0.004	2.5 Tons/Qtr.	Pass
Construction-Related Polluants	**Measure**	**Standard**	**Pass/Fail**
Greenhouse Gases (CO_2, CH_4, N_2O, HFC, DCF, F_6S)	29.6646	1,150 CO_2e Metric Tons / Yr.	Pass

3.3.7 Answers to Checklist Questions

Questions A through C:

In the absence of any mitigation measures, the proposed Project construction activities would result in short-term O_3 precursor emissions from heavy equipment and motor vehicles, as well as fugitive dust (PM_{10}) emissions that could affect local air quality. With mitigation measures detailed at the end of this section, the emissions would be reduced to less than significant levels.

The nature of the Project's operation at the site would not significantly contribute to area pollution levels.

Question D:

During Project construction, PM_{10} and $PM_{2.5}$ concentrations could be increased. The County is designated as non-attainment for PM_{10} when measured against state standards. The Paso Robles monitoring station recorded two PM_{10} exceedances in 2001 and one exceedance in 2003. Since then, there was one exceedance recorded in 2006. No exceedances were reported for the federal standard for the years 2004 through 2006. Although emissions of PM_{10} are expected to be below applicable thresholds, RTA will voluntarily implement standard mitigations as described below to further minimize project impacts.

A sensitive receptor is located within 1,000 feet of mobile sources of diesel exhaust emitted during normal operations. Specifically, residential housing is located toward the west within approximately 400 feet from the proposed Project site, directly adjacent to the other side of US-101. However, the following factors suggest that the proposed Project would not result in substantial pollutant concentrations:

- A maximum of seven diesel-powered Urban Buses (UB) and two Transit Fleet Vehicles (TFV) are deployed from the proposed Project site during weekday morning start-up, and

four UB and three TFV during the mid-day shift-change. Far fewer buses are operated during weekends. Buses are not permitted to otherwise idle more than five minutes while at the site. This operating scenario results in a short inhalation exposure period.

- The prevailing westerly winds would carry diesel bus emissions away from those sensitive receptors.

- All diesel-powered buses meet the CARB Urban Bus and Transit Fleet Vehicle emission standards, which greatly reduce PM and NO_x engine emissions in comparison to 2005 baseline standards.

Question E:

The Project would not generate substantial or long-term objectionable odors that could adversely affect sensitive receptors, such as residential areas, churches, and or schools.

3.3.8 Mitigation Measures

Mitigation Measure AQ-1 – Construction Equipment Emission Control Measures. As identified in the APCD *CEQA Air Quality Handbook*, construction mitigation measures are designed to reduce emissions (ROG, NOx, DPM, PM10 and GHG) from heavy-duty construction equipment and may include emulsified fuels, catalyst and filtration technologies, engine replacement, and new alternative fueled trucks. Construction-related emission reduction measures shall include, but not be limited to, a combination of the following:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;

- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;

- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

- Diesel idling within 1,000 feet of sensitive receptors is not permitted;

- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;

- Electrify equipment when feasible;

- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Mitigation Measure AQ-2 – Construction-Related Dust Control Measures. Since the proposed Project site is within 1,000 feet of a sensitive receptor, dust generated by construction activities shall be kept to a minimum by full implementation of the following measures.

- Reduce the amount of the disturbed area where possible;

    a. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook;

- All dirt stock pile areas should be sprayed daily as needed;

- Permanent dust control measures identified in the approved project re-vegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

- All disturbed soil areas not subject to re-vegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;

- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

Mitigation Measure AQ-3 – Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The RTA will ensure that the contractor(s) that will complete the project's construction phase will comply with these permit requirements. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;

- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure AQ-4 – Operational Permit Requirements
If this RTA facility will have one or more of the below list of equipment, they shall obtain an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the APCD's 2012 CEQA Handbook.

- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Auto and vehicle repair and painting facilities;
- Internal combustion engines;
- Cogeneration facilities; and
- Unconfined abrasive blasting operations.

Most facilities applying for an Authority to Construct or Permit to Operate with stationary diesel engines greater than 50 hp, should be prioritized or screened for facility wide health risk impacts. A diesel engine-only facility limited to 20 non-emergency operating hours per year or that has demonstrated to have overall diesel particulate emissions less than or equal to 2 lb./yr. does not need to do additional health risk assessment. To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure AQ-5 – Operational Phase Idling Limitations
To help reduce the emissions impact from RTA's diesel buses and equipment at the facility, they shall implement the following idling control techniques:

1. California Diesel Idling Regulations
   a. ***On-road diesel vehicles*** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

      1. Shall not idle the vehicle's primary diesel engine for greater than 5-minutes at any location, except as noted in Subsection (d) of the regulation; and,

2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

b. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.

c. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/2485.pdf and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

2. Diesel Idling Restrictions Near Sensitive Receptors

In addition to the state required diesel idling requirements, the RTA shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

a. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
b. Use of alternative fueled or electric equipment is recommended as feasible; and
c. Signs that specify the no idling areas must be posted and enforced at the site.

3.3.9 Finding

With the incorporation of these 1 voluntary and 4 required mitigation measures, impacts to air quality would be less than significant.

3.4 BIOLOGICAL RESOURCES

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

3.4.1 Environmental Setting

Much of the language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River. The City of Paso Robles is lies within the Coastal Ranges Geomorphic Province of California, an area of mountain ranges with intervening valleys. The topography varies from relatively flat, low-lying flood plain areas to rolling hills and the steeply sloping foothills of the Santa Lucia Range. The City lies within the Salinas River watershed. The upper watershed begins at the headwaters southeast of Santa Margarita Lake and extends to the town of Bradley, just inside Monterey County. The Salinas River is the primary hydrologic feature in Paso Robles.

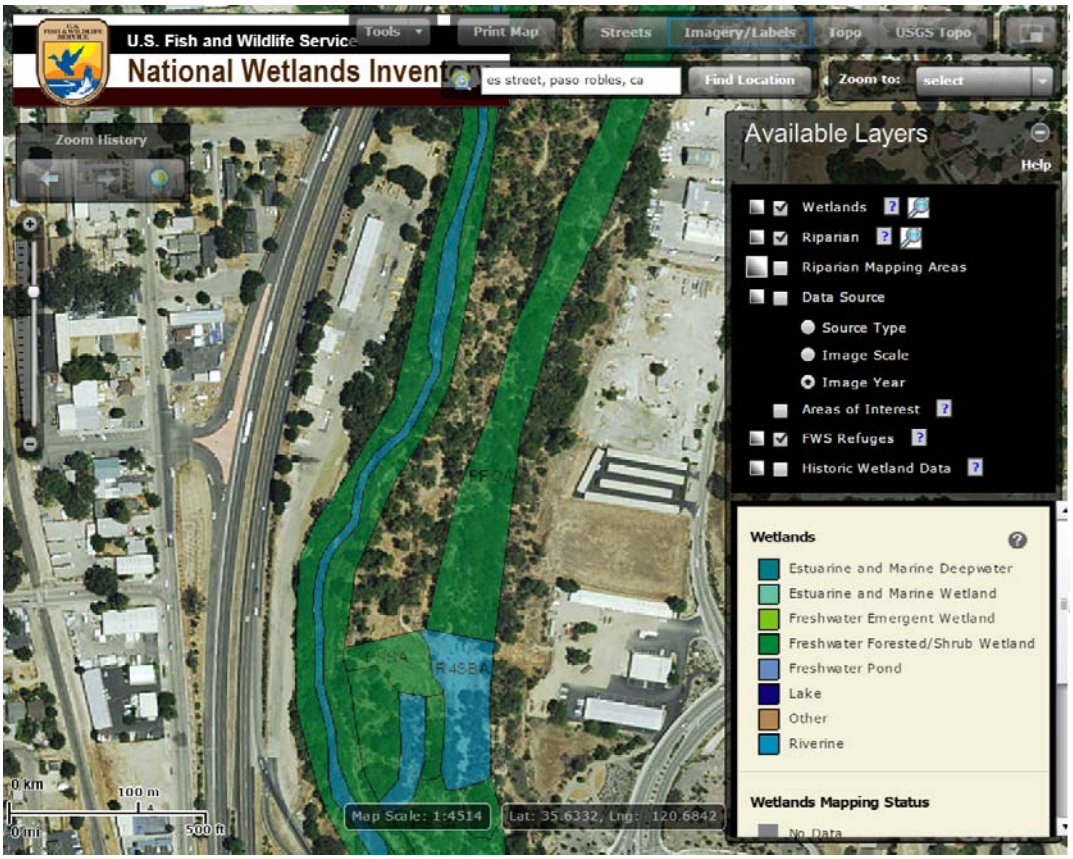
Although substantial subsurface flows occur throughout the year, the river is virtually dry on the surface from July through September with peak flows typically occurring in the months of January to March.

Directly adjacent to RTA's proposed Project site is the Salinas River Corridor and the planned Salinas River Trail. The *Salinas River Trail Master Plan* study was completed by the San Luis Obispo Council of Governments (SLOCOG) in 2014. The proposed Project would be located adjacent to the 5.5-mile section denoted as *Reach 5 – Paso Robles to San Miguel* (beginning at 13th Street in Paso Robles and continuing north to the community of San Miguel). As noted in the study report, there "are no existing formal or informal trails within this reach of the proposed trail alignment." In a February 3, 2016 Staff Report, SLOCOG recognized that RTA's proposed Project would be physically separated (both in terms of distance and by a fence) from the Salinas River Trail project; this would help preserve the corridor and could result in furthering potential future implementation of the recreation trail.

As described in the *Salinas River Trail Master Plan*, a number of sensitive animals and plants likely exist in the river corridor, although the Plan clearly states that further study would be necessary to determine if the Salinas River Trail project would impact any of those species. Nonetheless, the proposed Project would be constructed on land that has already been disturbed for heavy-duty vehicle storage uses. This is not considered a natural habitat and is not considered suitable for special-status plants or animals.

RTA reviewed the U.S. Fish and Wildlife Service Wetlands *Mapper* website to determine if the proposed Project would have any direct or indirect impacts on designated wetlands. The proposed Project site itself is not located directly within a designated wetland, but the land directly adjacent (toward the east) is designated as PFOC (pond/marsh, forested and seasonally flooded) due to the location of the seasonal Salinas River. All of the proposed Project facilities, paving/repaving, bus operations, bus parking, and other associated activities would occur within the existing disturbed and developed boundaries of the SLO County Corp Yard. In addition, all construction activities and staging equipment would be located outside of the designated wetland habitat.

A screenshot from the *Wetlands Mapper* website is shown below. No direct or indirect impacts to existing wetlands or other potentially jurisdictional features are proposed or expected to occur as a result of construction activities or bus storage operations occurring in the vicinity of this habitat.



3.4.2 Regulatory Setting

Waters and Wetlands. The U.S. Army Corps of Engineers has jurisdiction over waters of the United States (U.S.). The limit of jurisdiction in non-tidal waters extends to the ordinary high water mark and includes all adjacent wetlands. On June 29, 2015, the Environmental Protection Agency and the Corps issued a joint Clean Water Rule defining waters of the U.S. as:

> "All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; including all interstate waters, including interstate wetlands; the territorial seas; all impoundments of waters otherwise identified as waters of the United States; related tributaries."

The Clean Water Rule also defines how five subcategories of waters (including Western Vernal Pools in California) should be evaluated individually or as a group of waters in a region.

The Corps and U.S. Environmental Protection Agency define wetlands as:

> "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

Section 404 of the Clean Water Act of 1977 prohibits discharge of dredged or fill material into Waters of the U.S. without an "Individual Permit" from the Corps, or authorization under one or more existing "Nationwide Permits." Areas in the vicinity of the Project site which qualify as jurisdictional waters of the U.S. and/or federal wetlands include the river bed and bank of the Salinas River and associated riparian vegetation. The proposed Project does not require a Section 404 permit.

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) directs all Federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7 of the Act, called "Interagency Cooperation," is the mechanism by which Federal agencies ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species. Under Section 7, Federal agencies must consult with the U.S. Fish and Wildlife Service when any action the agency carries out, funds, or authorizes (such as through a permit) may affect a listed endangered or threatened species. This process usually begins as informal consultation.

An incidental take permit is required under Section 10 when non-Federal activities will result in "take" of threatened or endangered wildlife. A habitat conservation plan (HCP) must accompany an application for an incidental take permit. The purpose of the habitat conservation planning process associated with the permit is to ensure there is adequate minimizing and mitigating of the effects of the authorized incidental take. The purpose of the incidental take permit is to authorize the incidental take of a listed species, not to authorize the activities that result in take. Neither a Section 7 permit nor a Section 10 permit is required for the proposed Project.

Migratory Bird Treaty Act of 1918. The MBTA protects all migratory birds, including their eggs, nest and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the USFWS, and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. Migratory bird species may be present within habitats adjacent the Project site area, including existing developed areas and ruderal areas. The mitigation measures presented at the end of this section includes methods to address any potential impacts.

California Endangered Species Act. The State of California Endangered Species Act (CESA) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead to a threatened or endangered designation, will be protected or

preserved. The California Department of Fish and Wildlife (CDFW) will work with all interested persons, agencies and organizations to protect and preserve such sensitive resources and their habitats. The State also lists "Special Concern" species based on limited distribution, declining populations, diminishing habitat, or unusual scientific recreational or educational value. Under State law, the CDFW is empowered to review Projects for their potential to impact state-listed species and California Special Concern species, and their habitats. The mitigation measures presented at the end of this section includes methods to address any potential impacts.

California Department of Fish and Wildlife Code, Chapter 6. This code governs state-designated wetlands, including riparian and stream habitat, and mandates that mitigation be implemented to replace wetland extent and value lost to development. Sections 1600-1616 of the California Fish and Game Code regulates activities that would alter the flow, bed, channel or bank of streams and lakes. Activities that affect these areas, as well as associated riparian habitats, would require a Streambed Alteration Agreement from the CDFW. The proposed Project will not require a Streambed Alteration Agreement.

City of El Paso de Robles – General Plan. The 2003 City of El Paso De Robles General Plan (as amended) is the City's statement of policies for guiding decisions through 2025 regarding Paso Robles physical form and development. It provides direction to decision-makers who must balance competing community objectives, which sometimes present trade-offs. With regard to biological resource conservation, the Plan includes policies in the Conservation Element to protect oak trees and sensitive habitat through a series of goals and actions. The Plan specifically requires mitigation for potential impacts to the San Joaquin Kit Fox and its habitat in consultation with CDFW and USFW.

3.4.3 Methodology

RTA staff conducted a database query of the CDFW Natural Diversity Data Base (CNDDB) to identify special-status species and sensitive habitats that have been observed within the U.S. Geological Survey 7.5-minute quadrangle for Paso Robles and the surrounding eight quadrangles. This resource provides status of plants and animals on the Federal Endangered Species Act (FESA) list, the California Endangered Species Act (CESA) list and the related CDFW list.

In addition, staff reviewed the California Native Plant Society (CPNS) Online Inventory of Rare and Endangered Vascular Plants of California database to determine information on possible rare plants that have potential to occur in the vicinity of the Project site.

Finally, staff reviewed existing environmental documents and various reports were reviewed for background information and recent findings information. In particular, staff focused on the 2009 *Biological Resources Survey Report for the El Paso de Robles Wastewater Treatment Plant Upgrade Project* since it is located nearby in a similar setting between US-101 and the Salinas River corridor.

CDFW Natural Diversity Data Base

The CNDDB query was completed on May 17, 2016. A total of 258 records were obtained for the nine quadrangle region, of which 40 are located in the Paso Robles quadrangle. The records are presented in the table below, and summarized as such:

- Least Bell's Vireo (bird) – included on the FESA and CESA Endangered lists.
- San Joaquin Kit Fox (mammal) – included on the FESA Endangered list and the CESA Threatened list.
- California Red-Legged Frog (amphibian) – included on the FESA Threatened list, and considered a CDFW Special Species of Concern.
- Vernal Pool Fairy Shrimp (crustacean) – included on the FESA Threatened list.
- Bald Eagle (bird) – delisted from the FESA list and included on the CESA Endangered list.
- Western Spadefoot (amphibian) – considered a CDFW Special Species of Concern.
- Golden Eagle (bird) – considered a CDFW Fully-Protected and Watch List species.
- Other CDFW Special Species of Concern listings:
    - Yellow Warbler (bird)
    - Burrowing Owl (bird)
    - Salinas Pocket Mouse (mammal)
    - Monterey Dusky-Footed Woodrat (mammal)
    - American Badger (mammal)
    - Western Pond Turtle (reptile)

CDFW Natural Diversity Data Base for Paso Robles & 8 Surrounding Quadrangles					
Element Type	**Scientific Name**	**Common Name**	**Federal Status**	**State Status**	**CDFW Status**
Animals - Amphibians	Rana draytonii	California red-legged frog	Threatened	None	SSC
Animals - Amphibians	Spea hammondii	western spadefoot	None	None	SSC
Animals - Birds	Aquila chrysaetos	golden eagle	None	None	FP ; WL
Animals - Birds	Buteo regalis	ferruginous hawk	None	None	WL
Animals - Birds	Haliaeetus leucocephalus	bald eagle	Delisted	Endangered	FP
Animals - Birds	Ardea alba	great egret	None	None	-
Animals - Birds	Ardea herodias	great blue heron	None	None	-
Animals - Birds	Botaurus lentiginosus	American bittern	None	None	-
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-
Animals - Birds	Agelaius tricolor	tricolored blackbird	None	None	SSC
Animals - Birds	Baeolophus inornatus	oak titmouse	None	None	-
Animals - Birds	Setophaga petechia	yellow warbler	None	None	SSC
Animals - Birds	Athene cunicularia	burrowing owl	None	None	SSC
Animals - Birds	Vireo bellii pusillus	least Bell's vireo	Endangered	Endangered	-
Animals - Crustaceans	Branchinecta lynchi	vernal pool fairy shrimp	Threatened	None	-
Animals - Insects	Trimerotropis occulens	Lompoc grasshopper	None	None	-
Animals - Insects	Polyphylla nubila	Atascadero June beetle	None	None	-
Animals - Mammals	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened	-
Animals - Mammals	Perognathus inornatus psammophilus	Salinas pocket mouse	None	None	SSC
Animals - Mammals	Neotoma macrotis luciana	Monterey dusky-footed woodrat	None	None	SSC
Animals - Mammals	Taxidea taxus	American badger	None	None	SSC
Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC
Plants - Vascular	Monolopia gracilens	woodland woollythreads	None	None	-
Plants - Vascular	Amsinckia douglasiana	Douglas' fiddleneck	None	None	-
Plants - Vascular	Caulanthus lemmonii	Lemmon's jewelflower	None	None	-
Plants - Vascular	Lepidium jaredii ssp. jaredii	Jared's pepper-grass	None	None	-
Plants - Vascular	Astragalus macrodon	Salinas milk-vetch	None	None	-
Plants - Vascular	California macrophylla	round-leaved filaree	None	None	-
Plants - Vascular	Malacothamnus jonesii	Jones' bush-mallow	None	None	-
Plants - Vascular	Castilleja densiflora var. obispoensis	San Luis Obispo owl's-clover	None	None	-
Plants - Vascular	Eschscholzia hypecoides	San Benito poppy	None	None	-
Plants - Vascular	Antirrhinum ovatum	oval-leaved snapdragon	None	None	-
Plants - Vascular	Gilia latiflora ssp. cuyamensis	Cuyama gilia	None	None	-
Plants - Vascular	Gilia tenuiflora ssp. amplifaucalis	trumpet-throated gilia	None	None	-
Plants - Vascular	Navarretia nigelliformis ssp. radians	shining navarretia	None	None	-
Plants - Vascular	Chorizanthe palmeri	Palmer's spineflower	None	None	-
Plants - Vascular	Eriogonum elegans	elegant wild buckwheat	None	None	-
Plants - Vascular	Delphinium gypsophilum ssp. parvifloru	small-flowered gypsum-loving larkspu	None	None	-
Plants - Vascular	Ceanothus cuneatus var. fascicularis	Lompoc ceanothus	None	None	-
Plants - Vascular	Horkelia cuneata var. sericea	Kellogg's horkelia	None	None	-
Notes: SSC = Species of Special Concern, FP = Fully Protected Species, WL = Watch List Species					

California Native Plant Society Online Inventory

Staff reviewed the CNPS Online Inventory of Rare and Endangered Vascular Plants of California database on May 17, 2016. A total of 45 plants were listed in the USGS 7.5-minute nine-quadrangle area centered on the Paso Robles quadrangle. Of these, ten plants were listed and are presented in the table below. Of particular note:

- Two rare plants in the nine-quadrangle region is included on the FESA Threatened species list:
  - Santa Lucia Purple Amole (Agavaceae, a perennial bulbiferous herb)
  - Spreading Navarretia (Polemoniaceae, an annual herb)

- None of the ten rare plants recorded in Paso Robles are included on the FESA or CESA Endangered or Threatened species list.

County of San Luis Obispo

According to a review of County of San Luis Obispo Planning and Building Department maps for critical habitat, the following can be surmised:

1. San Joaquin Kit Fox: the proposed Project site is located in an area characterized as having a Standard Mitigation Ratio of less than 2:1 (i.e., light blue). The Standard Mitigation Ratio means that for every acre of permanent disturbance resulting from project activities (e.g. pad for barn, access road, landscaping etc.), RTA would normally be required to mitigate a total of 2:1 acre(s). However, according to the map, no San Joaquin Kit Fox sightings were observed in the vicinity of the proposed Project site within the past 10 years. Sightings were recorded to the north and east of Paso Robles, and those areas where characterized as having Standard Mitigation Ratios of 2:1 (dark blue), 3:1 (orange) and 4:1 (red). The proposed Project will not require off-site mitigation.

2. California Red-Legged Frog (rana draytonii): the proposed Project site is not located within any of the critical habitat areas for the Red-Legged Frog. No mitigation is necessary.

3. Vernal Pool Fairy Shrimp: the proposed Project site is located in a Vernal Pool region, although nearest Fairy Shrimp critical habitat is located several miles toward the east. No mitigation is necessary

3.4.4 Plant Communities and Wildlife Habitats

Because the proposed Project would be constructed on property that has already been disturbed for heavy-duty vehicle storage activities and the site is already fully fenced to separate it from the Salinas River corridor, RTA did not conduct a focused wildlife resources survey. Nonetheless, the mitigation measures below would ensure protection of wildlife resources if any were discovered during the final design and construction of site improvements.

Below are several pictures that were taken panoramically from a vantage point of roughly where the mobile office building would be installed, at approximately 9:00 AM on June 21, 2016. As shown, the current site is currently developed for vehicle storage and circulation needs, and the area is paved using either asphalt or decomposed granite. The proposed Project would not disturb land that has not already been disturbed nor would any trees be removed, so the impact to biological resources would not be significant.

The series of pictures below show a panoramic view beginning at the stop sign at the southern end of the property (at the entrance from Paso Robles Street), and panning 360 degrees in a counterclockwise direction. The final picture shows the view across US-101.

Answers to Checklist Questions

Question A:

Noise, dust and vehicle operation generated by construction and demolition activities may disrupt foraging activities of some wildlife within the boundaries of the proposed Project site and immediate vicinity. Although highly mobile wildlife species (e.g., birds) would be expected to avoid the proposed Project site, construction activities could also result in mortality of less mobile species. Additionally, short-term construction activities may result in secondary impacts to the Salinas River due to dust, erosion, sedimentation, and risk of upset (i.e., accidental spills from construction vehicles and/or equipment). Overall, due to the current level of disturbance associated with the existing County Corp yard activities and the availability of suitable habitat in the region, impacts to general wildlife are expected to be less than significant. However, the proposed Project has the potential to result in temporary impacts to nesting birds protected under the Migratory Bird Treaty Act (MBTA). Implementation of the mitigation measures outlined below would mitigate impacts to nesting birds to less than significant levels.

As discussed above, special-status species such as Least Bell's Vireo, San Joaquin Kit Fox, California Red-Legged Frog, Vernal Pool Fairy Shrimp, Bald Eagle, Western Spadefoot, and Golden Eagle all have the potential to occur within the habitats immediately adjacent to the proposed Project site. However, the proposed Project would not result in any direct or indirect impacts to the riparian corridor, stream channels, or potentially viable habitat in which sensitive species could be found; therefore, impacts to these species would be considered less than significant. Furthermore, implementation of the mitigation measures outlined below would reduce potential secondary impacts to these species to less than significant levels.

Long-term impacts may occur due to an increase of human activity and noise associated with the proposed Project operations. Such activity may disturb migratory birds which may utilize the riparian forest or oak trees adjacent to the proposed Project site for nesting and migratory purposes. However, these long-term impacts are considered to be less than significant due to the high level of disturbance associated with the existing facility, and the availability of suitable nesting habitat within the proposed Project site and surrounding areas.

Question B:

Special-status species have the potential to occur within the habitats immediately adjacent to the proposed Project site. However, the proposed Project would not result in any direct impacts to the riparian corridor, stream channels, or potentially viable habitat in which sensitive species could be found; therefore, impacts to these species would be considered less than significant. Furthermore, implementation of the mitigation measures outlined below would reduce potential secondary impacts to these species to less than significant levels.

Questions C and D:

Long-term impacts may occur due to an increase of human activity and noise associated with proposed Project operations. Such activity may disturb migratory birds which may utilize the riparian forest or oak trees adjacent to the proposed Project site for nesting and migratory purposes. However, these long-term impacts are considered to be less than significant due to the high level of disturbance associated with the existing facility, and the availability of suitable nesting habitat in the surrounding areas.

Question E:

The proposed Project would not conflict with any local policies or ordinances protecting biological resources, nor would the project conflict with any local, regional or state conservation plan.

3.4.5 Mitigation Measures

Past and current land use practices have impacted the extent and diversity of the plant communities existing within and adjacent to the proposed Project site. However, as indicated above, the areas surrounding the proposed Project site – particularly the Salinas River corridor – contains suitable habitat to support a wide species diversity. Therefore, it is recommended that the following measures be implemented during the proposed Project to reduce potential impacts to sensitive resources to a less than significant level:

Mitigation Measure: BIO-1 – Construction Storm Water Plan and SWPPP: Prior to construction, RTA shall – in close consultation with San Luis Obispo County officials – prepare an operations-based Stormwater Pollution Prevention Plan (SWPPP) acceptable to the City of Paso Robles; this SWPPP will focus on the operations of RTA independent of County Corp Yard activities. RTA shall also develop in detail a Construction Storm Water Plan in conjunction with the Project's final design and grading plan for implementation during construction activities. Specific details are provided in the City of Paso Robles Construction Site Storm Water Quality Requirements. Elements covered in the program would include:

- Soil stockpiles and graded slopes shall be covered after 14 days if inactivity and 24 hours prior to and during inclement weather conditions.

- Fiber rolls shall be placed along the top of exposed slopes and at the toes of graded areas to reduce surface soil movement, as necessary.

- A routine monitoring plan shall be implemented to ensure success of all on-site erosion and sedimentation control measures.

- Dust control measures shall be implemented to graded areas during construction activities to control fugitive dust.

- Streets surrounding the Project Site shall be cleaned daily or as necessary.

- Best Management Practices shall be strictly followed to prevent spills and discharges of pollutants on site (material and container storage, proper trash disposal, construction entrances, etc.).

Mitigation Measure: BIO-2 – Construction-Related Erosion Control BMPs: Prior to and during construction, the contractor shall implement erosion control best management practices. To reduce the potential for inadvertent release of sediment from construction area to adjacent stream, drainage, wetland, or other sensitive resource areas, the contractor shall install appropriate erosion control devices around the perimeter of areas that require disturbance of the ground surface. Storm drains and gutters leading to drainage and wetland areas shall be blocked to prevent water entry. Erosion control devices shall be checked on a daily basis to ensure proper function.

Mitigation Measure: BIO-3 – Construction Outside Nesting Season: If feasible, construction activities will take place outside of the nesting bird season (i.e., March 15 to August 15). If construction activities occur within nesting bird season, a qualified biologist shall perform pre-activity nesting bird surveys to determine if breeding/nesting birds are present within the proposed Project site. If an active bird nest is identified, then CDFG and/or USWFS shall be consulted to determine appropriate buffer during construction activities.

Mitigation Measure: BIO-4 – Qualified Biologist Preconstruction Survey: A qualified biologist shall be retained to conduct a preconstruction survey of the proposed Project site and the adjacent habitats. In the event that any special-status species are identified within the proposed Project area, all work shall cease and the appropriate agencies shall be contacted for further consultation. As necessary, appropriate regulatory agency permits and/or approvals shall be obtained to allow relocation of special-status species from the Project area. In addition, the following measures shall be implemented to further mitigate impacts to the San Joaquin Kit Fox:

- Retain qualified biologist to conduct pre-construction survey of the project site and conduct a pre-construction kit fox briefing for construction workers to minimize kit fox impacts.

- Include kit fox protection measures on project plans.

- Require strict adherence to the existing 15 mph speed limit at the project site during construction.

- Stop all construction activities at dusk.

- Cover excavations deeper than 2 feet at the end of each working day or provide escape ramps for kit fox.

- Inspect pipes, culverts or similar structures for kit fox before burying, capping, or moving.

- Remove food-related trash from project site.

- If a kit fox is discovered at any time in the project area, all construction must stop and the CDFW and USFWS contacted immediately. The appropriate federal and state permits must be obtained before the project can proceed.

Mitigation Measure BIO-5 – Construction Worker Education Program: A construction worker education program shall be prepared and presented to all construction personnel at the beginning of the proposed Project. The program shall discuss sensitive species with potential to occur in the construction zone, with emphasis on special-status wildlife and plant species. The program shall explain the importance of minimizing disturbance and adhering to other disturbance minimizing measures.

Mitigation Measure: BIO-6 – Defining Project Site Limits: The use of heavy equipment and vehicles shall be limited to the proposed Project limits, existing roadways, and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with visible flagging and/or orange protective fencing.

Mitigation Measure: BIO-7 – Operations-Related Erosion Control Measures: Erosion control measures shall be implemented to prevent runoff to the Salinas River corridor and associated tributaries. Silt fencing, in conjunction with other methods, shall be used to prevent erosion and avoid and/or minimize silts and sediments from entering adjacent waterways.

Mitigation Measure: BIO-8 – Protection of Salinas River: During construction, washing of concrete, paint, or equipment and refueling and maintenance of equipment shall occur only in designated areas a minimum of 50 feet from the Salinas River. Straw bales, sandbags, and sorbent pads shall be available to prevent water and/or spilled fuel from entering the stream channel. In addition, all equipment and materials shall be stored/stockpiled away from the swale. Construction equipment shall be inspected by the operator on a daily basis to ensure that equipment is in good working order and no fuel or lubricant leaks are present.

Mitigation Measure: BIO-9 – Oak Tree Protection: Oak tree protection and replacement procedures shall be implemented during the Project. This includes procedures for protecting oak trees to remain in place during construction, and replacing oak trees that are impacted. Oak tree protections must comply with the City of Paso Robles Tree Ordinance No. 835 N.S; therefore, the following measures shall be implemented to mitigate for potential impacts to oak trees:

- Permits to Remove or Prune will be obtained in the event any oak tree or limb over 6-inches in DBH are to be removed, or otherwise destroyed;

- Protective fencing shall be installed around oak trees that have the potential to be impacted by proposed construction activities. The fencing shall be installed prior to grubbing/construction and provide the greatest protection of the root zone of oak trees;

Heavy mulching is also recommended. If possible, planting during the warmest, driest months (June through September) shall be avoided.

Mitigation Measure: BIO-10 – Exterior Lighting Controls: To minimize the effects of future exterior lighting on special status wildlife species, all outdoor lighting fixtures shall be positioned and/or shielded to avoid direct lighting to adjacent streams and surrounding habitat areas.

3.4.6 Finding

Implementation of the ten above-mentioned measures should reduce impacts to special-status species potentially occurring within or adjacent to the proposed Project site and existing sensitive habitat areas to a less than significant level.

3.5 CULTURAL RESOURCES

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	■
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

3.5.1 Environmental Setting

Paso Robles is located on the California Central Coast, which was inhabited by the Salinian Indians for thousands of years before the Mission Era. Paso Robles is located on what was once the Rancho Paso de Robles Mexican land grant that was purchased by the Blackburn family in 1857. The land became a rest-stop for travelers of the El Camino Real trail, and Paso Robles was known for its mineral hot springs. During this period, Paso Robles began to attract pioneer settlers who would become the founding members of the community. They would later establish cattle ranches, apple and almond orchards, dairy farms, and vineyards.

The current SLO County Corp Yard is considered to be a developed and urban landscape, and the presence of undisturbed native soils is unlikely. The proposed Project is not located in the immediate vicinity of any known cultural, historic or archeological resources. It should be noted, however, that the existing two facilities located at 4th/Pine Streets and at 8th/Pine Streets are located a few blocks away (to the east) from the City's Historic Preservation District overlay zone; both of those bus storage facilities would be abandoned upon completion of the proposed project and would be available for more appropriate uses.

Neither the County Corp Yard property, nor any of the individual buildings, structures, or features appears to be eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), either separately or as a contributor to a larger historic district. The buildings and structures on the property are utilitarian resources that are ubiquitous to industrial operations. Lastly, the property is not expected to yield important information about prehistory or history. Therefore, the property is not considered a historic property, as defined in Section 106 of the National Register of Historic Places, nor does it qualify as a historical resource under the California Environmental Quality Act. Therefore, no impact would occur.

The pictures provided in Section 3.4 Biological Resources above clearly show that the proposed Project site is already disturbed for vehicle storage and circulation purposes, and all construction and operation activities associated with the bus parking yard would be located in previously disturbed soils. No cultural resources have been identified in this area when it was constructed or during any rehabilitation projects undertaken by SLO County. The proposed Project would not result in new or increased impacts to cultural resources and no new mitigation measures are required.

3.5.2 Thresholds of Significance

Based on the mandatory findings of significance criteria at Section 15065 and Appendix G of the State CEQA Guidelines (Governor's Office of Planning and Research, 1999), an impact would be significant if any of the following conditions, or potential thereof, would result with implementation of the Proposed Project:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15065.5;

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature of paleontological or cultural value; or,

- Disturb any human remains, including those interred outside of formal cemeteries.

Additionally, the State Historical Commission is officially responsible for determining whether a property is eligible for listing in the California Register of Historical Resources. A resource shall be considered "historically significant" if it meets the criteria for listing in the California Register, including the following attributes:

- Is associated with events that have made significant contribution to the broad patterns of California's history and cultural heritage;

- Is associated with the lives of persons important in our past;

- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possess high artistic values; or

- Has yielded, or may be likely to yield, information important in prehistory or history.

Cultural resources that meet one or more of these criteria are defined as "historical resources" under CEQA. The other set of standards used for determining whether a site may be considered "significant" is the eligibility criteria for listing in the National Register of Historic Places (NRHP). These criteria provided the template for those now used for the California Register. The regulations for the NRHP define the criteria for legally evaluating the significance of cultural resources:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. are associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history.

3.5.3 Answers to Checklist Questions

Question A:

No permanent buildings or structures currently exist on that portion of the property that would be used by RTA for the proposed Bus Parking Yard Project. Neither the SLO County Road Department's existing storage barn or modular office building, nor the Street Department's maintenance building, appear to be eligible for listing in the National Register of Historic Places due to its lack of historical significance and integrity.

Questions B through C:

The portion of SLO County's Corp Yard that would be used by RTA has been disturbed for heavy-duty vehicle storage and maintenance purposes, and it is unlikely that any of the previous County excavations completed as part of the existing paving area would have detected deeply buried cultural sites. No known archeological resources are known on the proposed Project site. The two mitigation measures presented below would address any archeological resources that might be discovered during ground disturbance activities.

3.5.4 Mitigation Measures

The following measures are recommended:

Mitigation Measure: CUL-1 – Discovery of Human Remains: In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities, RTA and its contractor(s) will immediately halt potentially damaging excavation in the area of the burial and will notify the SLO County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of RTA for acting upon notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. RTA will ensure that the procedures for the treatment of Native American human remains contained in California Health and Safety Code Sections 7050.5 and 7052, and California Public Resources Code Section 5097, are followed.

Mitigation Measure: CUL-2 – Discovery of Prehistoric/Historic Deposits: If prehistoric or historic deposits or features are discovered during ground disturbing activities, activities in the area should cease and a qualified archaeologist shall inspect the discovery and prepare a recommendation for a further course of action.

3.5.5 Finding

With the incorporation of the two mitigation measures presented above, impacts to cultural resources would be less than significant.

3.6 GEOLOGY AND SOILS

VI. GEOLOGY AND SOILS: Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist- Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	■	☐
ii. Strong seismic ground shaking?	☐	☐	■	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
iv. Landslides?	☐	☐	■	☐

c. Result in substantial soil erosion or the loss of topsoil?	☐	■	☐	☐
d. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	■	☐
e. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	■	☐
f. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	■

3.6.1 Environmental Setting

Much of regional setting language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River. The proposed RTA Bus Parking Facility Project is located within SLO County's existing Corp Yard. The elevation of the proposed Project site is approximately 710 feet above mean sea level with a slightly sloping terrain to the east towards the Salinas River.

3.6.1.1 Regional Geology

The proposed Project site lies within the Coastal Ranges Geomorphic Province, an area characterized by low rolling hills with broad valleys and eroded alluvial terraces. The site is within the western margins of the Salinian block portion of the province. The Salinian block is composed of a Mesozoic and older crystalline basement complex of plutonic and metamorphic rocks overlain by a thick sequence of Upper Cretaceous and lower Tertiary marine and non-marine sedimentary rocks.

Bedrock at the proposed Project site consists of the Paso Robles Formation, which underlies most of the hillside west of the City. The Paso Robles Formation is composed of a poorly consolidated mixture of gravel, sand, silt, and clay. The formation is rich in clay due in part to a high concentration of eroded shale clasts reworked from the Monterey Formation. The Paso Robles Formation is in turn overlain by a mantle of unconsolidated alluvial terrace deposits.

3.6.1.2 Seismic Hazards

The Paso Robles area is subject to seismic hazards from several regional faults. Seismic hazards can include surface fractures along pre-existing fault planes and damage from seismically induced ground-motion including liquefaction and landslides. Active fault zones mapped in this area include the San Andreas (northeast of the City), Rinconada Fault (south of the City), and Hosgri "Offshore" Fault. The Offshore Fault is seismically active, but available marine geophysical data indicate that future surface rupture is improbable along this fault. Also, a broad set of short, discontinuous faults between Santa Maria and Big Sur occur near the Paso Robles area, often referred to as the Nacimiento fault zone. The Salinian block is bound on the east and west by the San Andreas and the Sur/Nacimiento/Rinconada fault systems, respectively. The geologic structure in the Paso Robles area is characterized by a series of northwest-trending anticlinal and synclinal folds and faults. A number of earthquakes with a moment magnitude greater than 5 have occurred in recent time in the region on these faults, including the 2003 magnitude 6.5 San Simeon Earthquake.

The Rinconada fault is the closest mapped fault to the Project area. It is mapped as a locally concealed northwest-southeast trending fault immediately northeast of the Project area. The epicenter of the San Simeon Earthquake was located approximately 20 miles west-northwest of the Project site, near the Nacimiento and Oceanic fault zones. The rupture of the San Simeon Earthquake is estimated to have extended southeast to within approximately eight miles west of the City.

Ground shaking is a major seismic concern for Paso Robles. Portions of Paso Robles, especially those areas within or immediately adjacent to the Salinas River and Huerhuero Creek floodplains, are located on alluvial deposits, which can increase the potential for ground shaking damage. Ground motion lasts longer on loose, unconsolidated materials than on solid rock. As a result, structures located on these types of materials may suffer greater damage. Alluvial soils can be a greater hazard for structures than proximity to a fault or an earthquake's epicenter. In addition, areas with shallow depths to groundwater, especially those areas located along Salinas River, can be prone to extreme shaking and liquefaction.

3.6.1.3 Soils

Prime soils in the City include Lockwood shaley loam, Hanford and Greenfield gravelly sandy loam, Arbuckle fine sandy loam, and Cropley Clay, when irrigated. Soils within the City are generally well to moderately-drained soils with a surface layer of coarse sandy loam to shaley loam west of the Salinas River, ranging to clay loam east of the river.

Soils in Paso Robles are classified as having high to moderate susceptibility to erosion. In the low-lying areas surrounding the Salinas River, erodability is attributed to river scouring and potential flooding. In the steep upland areas of the City, soils are subject to erosion from wind, rain, grazing, and human disturbance of soil and vegetation. Construction in areas of expansive soils may require major sub-excavation and replacement of existing materials with engineered fill.

3.6.2 Answers to Checklist Questions

Question A and C:

The Project would not expose people or structures to potential significant adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking. The nature of the Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Because the Project site is located in a high to moderate-risk liquefaction zone, any proposed construction would require the adoption of appropriate engineering design in conformance with geotechnical and seismic standards for construction. Of particular importance is compliance with new Department of Housing and Community Development regulations as they pertain to commercial modular units (see HCD Information Bulletin 2016-02).

The Project would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides. Landslides are not considered a hazard at the site due to the relatively flat topographic relief of the land. The proposed Project would not create substantial compaction of the ground surface through construction activities, nor would it draw down substantial amounts of near-surface groundwater. Therefore, significant subsidence is not likely to occur. Proposed excavation and grading activities would require the adoption of appropriate engineering design in conformance with geotechnical standards for construction.

Question B:

Due to the relatively level topography of the Project site, the Project has low potential to result in significant soil erosion during construction, resulting in loss of topsoil or unstable soil conditions. Regardless, standard construction best management practices (BMPs) would be implemented to avoid and minimize soil loss and erosion with a Construction Storm Water Plan in conjunction with Project's final design and grading plan (see Mitigation Measure GEO-1).

Question D:

Soils underlying the Project footprint have low potential for expansiveness, since the site has been used for transportation purposes for many years. If, during ground disturbance activities, expansive soils are discovered RTA will halt construction activities and seek professional geotechnical services to redesign the affected area.

Question E:

The Project would not rely on septic tanks or other alternative wastewater disposal systems, so the capability of soils to adequately support the use of septic tanks or alternative waste water disposal systems is not an issue associated with implementation of the proposed Project.

Question F:

Project construction and operation activities are not anticipated to result in significant soil degradation or contamination.

3.6.3 Mitigation Measure

Mitigation Measure GEO-1 – Construction Storm Water Plan and SWPPP: Prior to construction, RTA shall – in close consultation with San Luis Obispo County officials – prepare an operations-based Stormwater Pollution Prevention Plan (SWPPP) acceptable to the City of Paso Robles; this SWPPP will focus on the operations of RTA independent of County Corp Yard activities. RTA shall also develop in detail a Construction Storm Water Plan in conjunction with the Project's final design and grading plan for implementation during construction activities. Specific details are provided in the City of Paso Robles Construction Site Storm Water Quality Requirements. Elements covered in the program would include:

- Soil stockpiles and graded slopes shall be covered after 14 days if inactivity and 24 hours prior to and during inclement weather conditions.
- Fiber rolls shall be placed along the top of exposed slopes and at the toes of graded areas to reduce surface soil movement, as necessary.
- A routine monitoring plan shall be implemented to ensure success of all on-site erosion and sedimentation control measures.
- Dust control measures shall be implemented to graded areas during construction activities to control fugitive dust.
- Streets surrounding the Project Site shall be cleaned daily or as necessary.
- Best Management Practices shall be strictly followed to prevent spills and discharges of pollutants on site (material and container storage, proper trash disposal, construction entrances, etc.).

3.6.4 Finding

With the incorporation of the mitigation measure presented above, impacts to geology, seismicity and soils would be less than significant.

3.7 GREENHOUSE GAS EMISSIONS

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☐	■	☐

In 2007, through the adoption of Senate Bill 97, California's lawmakers identified the need to analyze greenhouse gas emissions as a part of the CEQA process. Even in the absence of adopted CEQA thresholds for GHG emissions, lead agencies are required to analyze the GHG emissions of proposed projects and must reach a conclusion regarding the significance of those emissions. The proposed GHG thresholds for SLO County provide guidance for lead agencies to implement new development in a manner that will help our region provide its share of the GHG reductions outlined in AB 32. To meet these reduction goals, development in the County must become more sustainable with a focus on energy efficient mixed use urban infill and redevelopment that reduces vehicle dependency and expands alternative transportation modes, all of which supports SLO County's Clean Air Plan. While building efficiency has significantly improved in California over the years and continues to improve, the necessary reductions cannot be achieved by one area or sector alone. It will require careful consideration of site design, location, transportation, energy efficiency, water and waste handling.

In 2012, the APCD adopted its Greenhouse Gas Thresholds policy and amended it into the 2009 APCD *CEQA Air Quality Handbook*. The predominant issue addressed in the policy was development of a threshold of significance at which a project would not substantially conflict with existing California legislation adopted to reduce statewide GHG emissions.

3.7.1 Answers to Checklist Questions

Question A and B:
As discussed above in Section 3 Air Quality, neither the construction nor the operations of the project would result in a significant greenhouse gas impact. Operation of the proposed Project would involve no greater consumption of motor vehicle fuels or increased electrical demand which would generate GHG emissions in comparison to the existing levels. However, implementation of the Project would preclude the increase in motor vehicle fuels that would be required if the all bus parking were to instead occur at RTA's primary facility in San Luis Obispo.

The proposed project is consistent with the 2014 San Luis Obispo Council of Governments *Regional Transportation Plan* (RTP). The RTP is a comprehensive plan guiding transportation policy for the region and makes recommendations concerning improvements to the existing transportation network of highways, transit, air, water, rail and bicycling. Securing a long-term location for the proposed Project is seen as fulfilling several of the strategies for satisfying multiple recommendations in the RTP, including:

- Support the incorporation of projects that enable access by transit, bicycling and walking. With regard to bicycling and walking, the project would be consistent with the *Salinas River Trail Master Plan*.

- Support the implementation of programs and projects that enhance multimodal transportation choices, limit automobile oriented development and promote pedestrian scale communities.

- Work with Caltrans, local jurisdictions and transportation providers to develop transportation facilities and amenities that fit within the unique character of the community.

As noted in Section 3 above, the location of the proposed Project is within the jurisdiction of the APCD. The APCD's 2001 Clean Air Plan (CAP) identifies emission control measures addressing the attainment and maintenance of State and Federal ambient air quality standards. The proposed project would not result in any inconsistencies with the adopted CAP, would not result in significant air quality impacts, and would not result in additional carbon monoxide generation. However, if RTA is forced to move all North County bus storage operations to our San Luis Obispo facility, that would result in adverse air quality impacts.

The CAP includes land use management strategies to guide decision makers on land use approaches that result in improved air quality. Implementation of the proposed Project is not anticipated to conflict with the CAP because the project is limited to consolidation of two bus storage yards at an existing vehicle storage site. The proposed Project would address existing demands for public transit services. Due to the nature of the proposed Project, the land use of the site would not change or require transportation control measures.

3.7.2 Finding

No mitigation is required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	■	☐

3.8.1 Environmental Setting

RTA's proposed use on the County-owned property is consistent with the County's historic heavy equipment storage and light- and medium-duty vehicle maintenance activities that exist today on the site. As part of the proposed Project, RTA would implement mitigation measures to avoid any potential impacts to sensitive nearby areas through appropriate design and storm water system maintenance procedures. In particular, as part of the project RTA would construct storm water capturing/clarifying features, and develop/abide by a Storm Water Pollution Prevention Plan to protect the nearby Salinas River watershed.

Much of the regulatory language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River.

3.8.2 Regulatory Setting

The following section provides a brief description of some of the applicable state and federal regulations relating to the use, storage, and disposal of hazardous substances and petroleum.

3.8.2.1 Federal Laws/Regulations

Federal Water Pollution Control Act of 1972 (Clean Water Act). The Clean Water Act governs the control of water pollution in the United States. This Act includes the National Pollutant Discharge Elimination System (NPDES) program, which requires that permits be obtained for point discharges of wastewater. This Act also requires that storm water discharges be permitted,

monitored, and controlled for public and private entities. The proposed Project will not require an NPDES permit.

Resource Control and Recovery Act of 1974 (RCRA). RCRA was enacted as the first step in the regulation of the potential health and environmental problems associated with solid hazardous and non-hazardous waste disposal. RCRA, and the formation of the U.S. Environmental Protection Agency (EPA) to implement the Act, provide the framework for national hazardous waste management, including tracking hazardous wastes from point of origin to ultimate disposal. RTA is not required to obtain an EPA Identification Number because no regulated waste activities are included in the operations or construction of the proposed Project.

Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). Under CERCLA, owners and operators of real estate where there is hazardous substances contamination may be held strictly liable for the costs of cleaning up contamination found on their property. No evidence linking the owner/operator with the placement of the hazardous substances on the property is required. CERCLA, also known as Superfund, established a fund for the assessment and remediation of the worst hazardous waste sites in the nation. The proposed Project site is not a listed Superfund site; the Klau and Buena Vista abandoned mercury mines located 12 miles west of Paso Robles are the nearest sites.

3.8.2.2 California Laws/Regulations

Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code). The Porter-Cologne Act established a regulatory program to protect water quality and protect beneficial uses of the state's waters. The Porter-Cologne Act also established the State Water Resources Control Board and nine regional boards as the main state agencies responsible for water quality in the state. Discharges of wastes (including spills, leaks, or historical disposal sites) where they may impact the waters of the state are prohibited under the Porter-Cologne Act, including the discharge of hazardous wastes and petroleum products. The assessment and remediation of these waters are regulated by the regional boards; the Central Coast Regional Water Quality Control Board administers such waters in the vicinity of the proposed Project. As mentioned above, the proposed Project will not require an NPDES permit.

Title 22, California Code or Regulations. Title 22 of the California Code of Regulation regulates the use and disposal of hazardous substances in California. It contains regulatory thresholds for hazardous wastes which are more restrictive than the federal hazardous waste regulations. The proposed Project will not generate hazardous wastes that would require a Department of Toxic Substances Control permit.

California Health and Safety Code Sections 25500 et seq. The California community right-to know hazardous material law applies to any facility that handles any hazardous material (chemical, chemical-containing products, hazardous wastes, etc.) in a quantity that exceeds reporting thresholds. The most common thresholds that trigger regulation based on that state statute are 500 pounds of solid, 55 gallons of liquid, and 200 cubic feet of compressed gas, based on the

presence of individual chemicals. The basic requirements of hazardous materials and community right-to-know regulations for covered facilities include:

- Determining whether the facility handles hazardous materials;
- Immediate reporting of releases of hazardous materials;
- Submission and update of a Hazardous Materials Business Plan (including an accurate chemical inventory, site map showing hazardous materials storage locations, emergency response plan, and notification procedures) as required by the local administering agency;
- Notification of the local administering agency of the handling of specified quantities of acute hazardous materials and submission of a Risk Management Plan (RMP) as required;
- Annual submission for manufacturing facilities of a Toxic Chemical Release Report (Form R) if threshold amounts of certain toxic chemicals are made, or processed for use; and,
- Requirements for hazardous materials storage imposed by local administering agencies, fire departments, and California Occupational Safety and Health Administration (Cal/OSHA) standards.

California Department of Industrial Relations, Division of Occupational Safety and Health. Worker health and safety in California is regulated by the Division of Occupational Safety and Health (Cal/OSHA). Cal/OSHA standards and practices for workers handling hazardous materials are contained in Title 8 of the California Code of Regulations. No permit is required as part of the proposed Project.

3.8.2.3 Local Regulations

The San Luis Obispo County Division of Environmental Health Services conducts inspections to ensure proper handling, storage, and disposal of hazardous materials and proper remediation of contaminated sites. In addition, the Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles or stores hazardous materials prepare a Hazardous Materials Business Plan. Under this law, businesses are required to submit inventories of onsite hazardous materials and wastes and locations where these materials are stored and handled. This information is collected and reviewed by the SLODEH for emergency response planning. Because the proposed Project would not store, use or handle hazardous materials in sufficient quantities (55 gallons of a liquid, 500 pounds of a solid or 200 cubic feet of compressed gas), no permit is required.

3.8.3 Answers to Checklist Questions

Questions A, B, C, and D:

While grading and construction activities may involve the limited transport, storage, use or disposal of hazardous materials, such as the fueling/servicing of construction equipment onsite or the removal and export of contaminated soils, the activities would be short-term or one-time in nature and would be subject to federal, state, and local health and safety requirements. Impacts related to grading and construction activities would be less than significant.

Long-term operation of the Project would involve on-vehicle use of hazardous materials, including motor fuel, hydraulic fluids, antifreeze/engine coolant and other associated materials. In addition, a small amount of fluid will be stored on-site to top-up liquids discovered to be low during vehicle start-up inspections. There are a number of federal, state and local requirements and regulations that are designed to minimize risks from accidental releases of hazardous materials and the Project will be in compliance with all the applicable requirements and regulations.

With implementation of the proposed Project, there are no reasonably foreseeable upset and accident conditions that would create a significant hazard to the public due to the release of hazardous materials. Impacts are considered less than significant.

Question E:

The Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Question F:

The Project site is not located within any airport safety zones per the City's 1977 Airport Land Use Plan (amended as recently as 2007) for the Paso Robles Municipal Airport and is not located within two miles of the airport.

Question G:

During construction of the proposed Project, there is a possibility that the existing roadway may be part of an emergency response plan or emergency evacuation plan and would experience potential interference with such plans. However, such interference would only occur occasionally during the construction period and all construction activities would be halted during the emergency event. Therefore, these potential temporary interferences on the roadway would result in less than significant impacts to emergency response and evacuation.

Question H:

The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The existing Project site is an urbanized area with no wildland areas adjacent in proximity to the site. Therefore, impacts are considered less than significant.

3.8.4 Finding

Hazards and hazardous materials impacts would be less than significant. No mitigation is required.

3.9 HYDROLOGY AND WATER QUALITY

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	■	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce streambase flow?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	☐	☐	■	☐

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	■	☐
f. Otherwise substantially degrade water quality?	☐	☐	■	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	■
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j. Inundation by mudflow?	☐	☐	■	☐
k. Conflict with any Best Management Practices found within the local jurisdiction's Storm Water Management Plan?	☐	☐	■	☐
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	☐	☐	■	☐

3.9.1 Environmental Setting

Much of the regulatory language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-

101 and the Salinas River. The Project area is located in the upper Salinas River watershed. The upper watershed begins at the headwaters southeast of Santa Margarita Lake and extends to the town of Bradley, just inside Monterey County. The Salinas River is the primary hydrologic feature in Paso Robles. Although substantial subsurface flows occur throughout the year, the river is virtually dry on the surface from July through September. Peak flows typically occur during the months of January to March and are largely controlled by the Santa Margarita Lake and Dam, located approximately 20 miles upstream of the City. Downstream, tributary flows to the river are regulated by the Nacimiento Reservoir and Dam on the Nacimiento River, and the San Antonio Reservoir and Dam on the San Antonio River. Data from the U.S. Geological Survey (USGS) gauging station in Paso Robles (for the years from 1939 to 2016) indicate that mean monthly stream flows in the Salinas River typically range from about 356 cubic feet per second (cfs) in February to about 0.05 cfs in August. Since 1939, the highest recorded monthly average flow was 2,884 cfs in February 1998. In addition to the river, several smaller intermittent creeks flow through the Paso Robles area. These creeks carry runoff from the hills east and west of the City and discharge to the Salinas River. The most important of these is Huerhuero Creek, which carries runoff from the northeastern portion of the City to the Salinas River.

Groundwater is the primary source of water supply in the City. The City derives its water from both Salinas River underflow and a regional aquifer known as the Paso Robles Groundwater Basin. The Paso Robles Groundwater Basin encompasses an area of approximately 505,000 acres (790 square miles). In general, groundwater flow moves northwest across the basin towards the Estrella area, then north towards the basin outlet at San Ardo. The biggest change in groundwater flow patterns in recent years has been the hydraulic gradient east of Paso Robles, along the Highway 46 corridor, which has steepened in response to greater pumping by the increasingly concentrated development of rural ranchettes, vineyards, and golf courses. The City participated in the Nacimiento Water Project (NWP) to utilize Nacimiento Reservoir water so that it can reduce dependence on groundwater to meet municipal water demand.

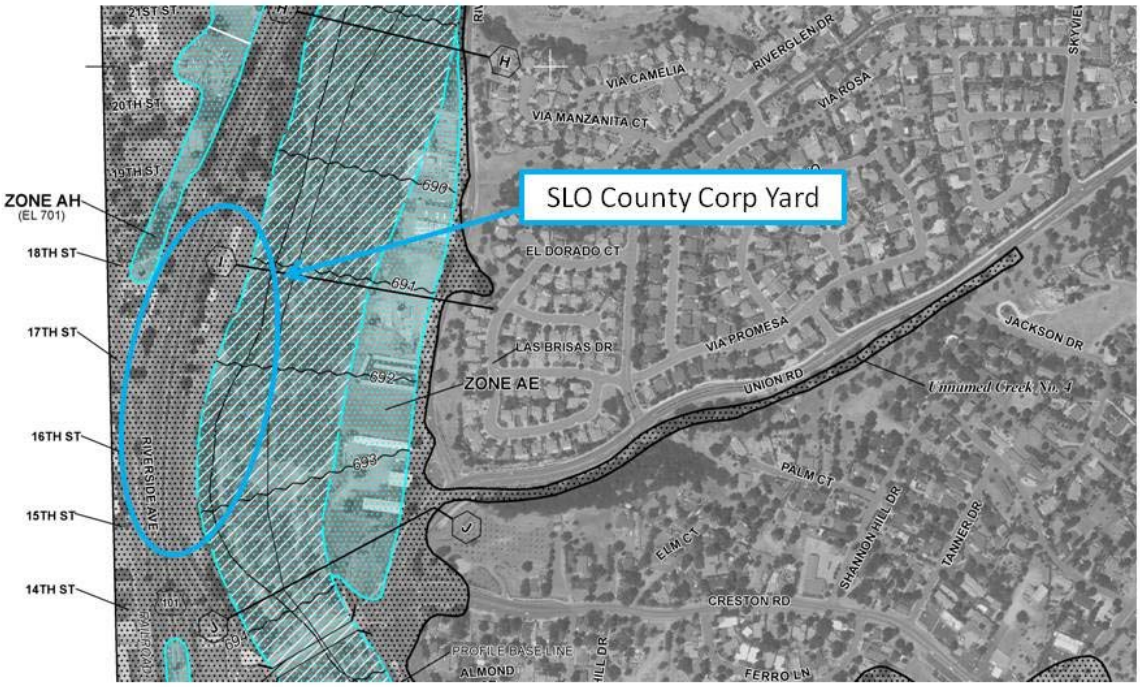
The Salinas River watershed is periodically subject to major flooding. Intense but infrequent winter storms can result in significant watershed runoff, and flooding conditions are caused when preceding rains have saturated the watershed.

The National Flood Insurance Program 100-year floodplain is considered to be the base flood condition, which is defined as a flood event that has a 1% chance of occurring in each year. Floodplains near the proposed Project include the nearby Salinas River along the eastern edge of the project site. According to the Federal Emergency Management Agency's National Flood Hazard Layer map, the proposed Project site is located in Map Panel Number 06079C0393G. Further reviews of the map clearly indicate that the proposed Project would lie at the western edge and potentially in some portions within the designated Floodway (Zone AE, Base Flood Elevations determined). See the graphic below for details on the Zone AE in relation to the proposed Project site.

However, no parked vehicles or the proposed modular office building would lie within the Floodway. Further, the proposed Project would not include any construction activities that would

alter any disturbed or undisturbed property within the Floodway. Based on the location of proposed improvements within the existing facility area, stormwater runoff rates and flooding patterns of the Salinas River during and following storm events would not differ significantly from current conditions. In addition, the construction of facilities within flood hazard zones is subject to design standards incorporated in the Paso Robles City Municipal Code.

Proposed RTA Bus Storage in Relation to Floodplain



3.9.2 Regulatory Setting

3.9.2.1 Agencies

Due to a variety of uses and impacts, and because of its importance to development, a complex web of laws and agencies have developed over time to control and manage water resources. Agencies with significant responsibility for some aspect of water planning are briefly described below:

- The City of Paso Robles has ultimate water-related regulatory authority over the proposed Project. The City's General Plan provides policies intended to address impacts associated with flooding and drainage hazards. The City will review proposed Project documents and issue approvals for the Conditional Use Permit, and grading/building permits.

- The **State Water Resources Control Board (SWRCB)** and the **Central Coast Regional Water Quality Control Board (RWQCB)** are the agencies designated by the State of California to protect water quality of all water resources in the state and Central Coast region, respectively. No water control board approvals are required for the proposed Project.

- The **United States Army Corps of Engineers (Corps)** is a federal agency with permit authority over any filling of a waterway or wetlands. No Corps approvals are required for the proposed Project.

- The **California Department of Fish and Game (CDFG)** is a state agency with permit authority for any modification of a waterway (such as a bridge). Its primary concern is fish and wildlife habitat. No CDFG approvals are required for the proposed Project.

Other agencies with some interest in water or water quality are the USFWS, and the U.S. EPA.

3.9.2.2 Regulatory Codes and Acts

The RWQCB establishes water quality standards that are required by Section 303 of the Federal Clean Water Act and the state Porter-Cologne Water Quality Act. The SWRCB has adopted a NPDES general permit for Storm Water Discharges Associated with Construction Activity (State Permit) that requires every construction Project greater than one acre to submit a Notice of Intent (NOI) for coverage, and prepare and implement a Storm Water Pollution Prevention Plan (SWPPP).

Under the conditions of the state permit, the Project site would be required to eliminate or reduce non-storm water discharges to waters of the nation, develop and implement a SWPPP for the Project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet all applicable provisions of Sections 301 and 402 of the Clean Water Act.

3.9.3 Answers to Checklist Questions:

Question A:

Temporary impacts to water quality during construction of the proposed Project could occur due to the operation of heavy equipment, disturbance and stockpiling of soils, and dewatering (if necessary) of trenches. RTA and its contractor(s) would implement BMPs for construction activity

to limit sedimentation in the Salinas River. To do this, RTA would develop a detailed Project-specific Construction Storm Water Plan in conjunction with the Project's final design and grading plan. Elements covered in the program would include: (a) soil stabilization, (b) sediment control, (c) tracking control, (d) material and waste management, (e) dust control, (f) vehicle and equipment BMPs, and (g) dewatering measures (see Mitigation Measure HWQ-1).

Dissolved constituents in storm water discharges from the site after the Project is completed do not represent a potential water quality impact. Storm water runoff typical of developed urban uses is not applicable to this Project. Operation of the Project would not result in a deterioration of the quality of the receiving surface waters.

Question B:

The proposed Project would not significantly deplete or interfere with groundwater supplies. No on-site bus washing would take place; the primary use of water would be for standard office operations (restrooms, kitchen/breakroom, etc.), as well as on-site landscape maintenance.

Questions C and D:

Construction activities related to the proposed Project would require minimal trenching for utility placement, which would not substantially alter draining patterns. Operation of the facility would result in negligible (if any) impacts to drainage patterns.

Questions E and F:

On-site flooding would be generally limited to periodic heavy rainfall events. It is anticipated that the existing stormwater runoff capacity would be sufficient to handle the small increase in off-site runoff; therefore, the proposed Project would not result in a substantial risk of off-site flooding or additional sources of polluted runoff.

The proposed Project would increase impervious surfaces. RTA would be required to develop its own Storm Water Pollution Prevention Plan (SWPPP), which will prohibit the discharge of materials other than storm water discharges, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. Under the conditions of the SWPPP, the Project site would be required to eliminate or reduce non-storm water (point source) discharges to waters of the nation, develop and implement a SWPPP for the Project construction activities, and perform inspections of the storm water pollution prevention measures and control practices to ensure conformance with the site SWPPP. Furthermore, construction activities must meet all applicable provisions of Sections 301 and 402 of the Clean Water Act. Conformance with Section 402 of the CWA would ensure that the Project does not violate any water quality standards or waste discharge requirements and would ensure that the Project would not substantially degrade surface or groundwater quality. Standard erosion control devices installed as part of the SWPPP are being implemented as part of Project construction activities.

It is very likely that elements of the Construction Storm Water Plan and SWPPP would overlap; however, both would be required to be implemented due to the formalities of City and State requirements.

Question G:

The Project would not involve the construction and placement of housing within a Federal Emergency Management Agency 100-year flood zone.

Question H:

RTA would implement measures to control erosion and sedimentation during construction. The proposed Project would be located partially in the 100-year floodplain; however, no buildings would be located within the floodplain. Construction of the proposed Project is not expected to change the established 100-year floodplain boundary. With implementation of engineering design standards and mitigation measures, the Project would not result in any significant impacts to floodplains.

Question I:

Due to its distance from the ocean and other large bodies of water, there is a negligible likelihood that the Project site would be affected by either dam failure and inundation or the effects of a tsunami.

Question J:

Since no structures would be constructed in the floodplain, it is unlikely that mudflow would inundate the site.

Question K:

The proposed Project would not conflict with any Best Management Practices of the City of Paso Robles Storm Water Management Plan. The City's *Guidance Document for Municipal Stormwater Permit 2013-2018* will be used to develop both the Construction Storm Water Plan and SWPPP, and will identify the selected stormwater management procedures, pollution control technologies, spill response procedures, and other means that will be used to minimize erosion and sediment production and the release of pollutants to surface water.

Question L:

The proposed project will not substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones.

3.9.4 Mitigation Measure

Mitigation Measure HWQ-1 – Construction Storm Water Plan and SWPPP: Prior to construction, RTA shall – in close consultation with San Luis Obispo County officials – prepare an operations-based Stormwater Pollution Prevention Plan (SWPPP) acceptable to the City of Paso Robles; this SWPPP will focus on the operations of RTA independent of County Corp Yard activities. RTA shall also develop in detail a Construction Storm Water Plan in conjunction with the Project's final design and grading plan for implementation during construction activities. Specific details are provided in the City of Paso Robles Construction Site Storm Water Quality Requirements. Elements covered in the program would include:

- Soil stockpiles and graded slopes shall be covered after 14 days if inactivity and 24 hours prior to and during inclement weather conditions.
- Fiber rolls shall be placed along the top of exposed slopes and at the toes of graded areas to reduce surface soil movement, as necessary.
- A routine monitoring plan shall be implemented to ensure success of all on-site erosion and sedimentation control measures.
- Dust control measures shall be implemented to graded areas during construction activities to control fugitive dust.
- Streets surrounding the Project Site shall be cleaned daily or as necessary.
- Best Management Practices shall be strictly followed to prevent spills and discharges of pollutants on site (material and container storage, proper trash disposal, construction entrances, etc.).

3.9.5 Finding

With the incorporation of the mitigation measure presented above, impacts to hydrology and water quality would be less than significant.

3.10 LAND USE AND PLANNING

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING: Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

3.10.1 Environmental Setting

The proposed Project would be in keeping with existing land uses by the County of San Luis Obispo (a superior agency to the City of Paso Robles) ~~City of Paso Robles land use and zoning requirements~~, and would use land already disturbed for transportation uses. The County Corp Yard property ~~is zoned appropriately for Government uses, and it~~ is surrounded by other public land uses to the west and west-southwest (US-101, 13th Street and the northbound on-ramp), the Salinas River to the east, a commercial land use (Taps Truck Accessories) to the southeast, and heavy equipment storage to the north and south-southeast. The implementation of the project would be compatible with surrounding land uses.

3.10.2 Answers to Checklist Questions

Question A:

Implementation of the Project would not physically divide an established community. No urban development is proposed as part of the Project.

Question B:

Implementation of the proposed Project would not conflict with allowable public uses by a superior agency (the County of San Luis Obispo) ~~under the General Plan land use designations~~

~~and/or City zonings~~. With the implementation of proposed mitigation measures contained in this document, the Project would not conflict with any adopted policies, plans or regulations.

Question C:

Because of the site's historically urban/industrial uses and its location in an urbanized setting, no habitat conservation plans would apply to the Project site. No impact would result from Project development, and no mitigation measures are necessary.

3.10.3 Finding

The proposed Project would result in less than significant impacts to land use and planning. No mitigation is required.

3.11 MINERAL RESOURCES

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	■

3.11.1 Answers to Checklist Questions

Questions A and B:

The site does not provide any known mineral or natural resources, such as timber, oil, or gas that would be of value to the region and the residents of the state.

3.11.2 Finding

The proposed Project would result in no significant impacts to mineral resources. No mitigation is required.

3.12 NOISE

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	■	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

3.12.1 Environmental Setting

Much of the language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River. Noise is generally defined as "unwanted sound." It consists of any sound that may produce physiological or psychological damage and/or interfere with a person's communication, work, rest, recreation, and sleep. While hearing impairment and other physical damage does occur from high noise levels, the damage in terms of quality of life from stress and annoyance is much more widespread.

Sound intensity or acoustic energy is measures in decibels (dB). A-weighted decibels correct for the relative frequency response of the human ear. For example, an A-weighted noise level includes a de-emphasis on high frequencies of sound that are heard by a dog's ear, but not by a human ear. Ambient community sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations (cycles per second) of a wave that results in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment. It is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the ear. The sound intensity refers to how hard the sound wave strikes an object, which, in turn, produces the sound's effect. This is a characteristic of sound which can be precisely measured with instruments.

Many noise rating schemes exist for various time periods, but an appropriate rating of ambient noise affecting human communities would also account for the annoying effects of sound. The predominant rating scales for human communities are the Noise Equivalent Level (L_{eq}), the Community Noise Equivalent Level (CNEL) and the Day/Night Average Sound Level (L_{dn}) based on A-weighted decibels (dBA). The Leq is the total sound energy of time varying noise over a sample period. The CNEL is the time varying noise over a 24-hour period with A-weighting factor applied to noises occurring during evening hours from 7:00 p.m. to 10:00 p.m. (relaxation hours) and at night from 10:00 p.m. to 7:00 a.m. (sleeping hours) of 5 and 10 dB, respectively.

The L_{dn} measure is an average of the A-weighted sound levels experienced during a 24-hour period. Unlike the CNEL (which divides the 24-hour period into three periods), the L_{dn} divides the 24-hour period into only two periods. The L_{dn} identifies day (7:00 a.m. to 10:00 p.m.) and night (10:00 p.m. to 7:00 a.m.) periods, eliminating the evening hours as more sensitive than the daytime. Since nighttime noise levels are considered more annoying, these measurements are increased by 10 dB before averaging along with the daytime levels. Although not as sensitive a measure as the CNEL, for most transportation noise sources the two measures (CNEL and L_{dn}) are essentially equal and may be used interchangeably.

The major noise sources in the proposed Project area consist of the U.S. Highway 101, the nearby railway line, and industrial uses in the vicinity of the Project site. Roadway noise is a combination of direct noise emissions from vehicles and the sound from tires passing over the road surface. In addition, large truck traffic can dramatically contribute to roadway noise, as the sound generated from Jake-brakes, large tires, and diesel engines greatly exceeds noise from passenger cars and light trucks.

3.12.2 Standards of Significance

CEQA Guidelines suggest that implementation of a project would result in significant noise impacts if the project would result in any of the following:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local plans or ordinances;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, where the project would expose people residing or working in the area to excessive noise levels; and,
- For a project within the vicinity of a private airstrip, where the project would expose people residing or working in the project area to excessive noise levels.

Below is a table that depicts typical noise levels from both transportation sources and other familiar sources that is presented in the *FTA Transit Noise and Vibration Impact Assessment Manual* in 1995. As shown, a city bus passing by emits a noise level of approximately 80 dBA at 50 feet, which can be described as annoying. The nearest sensitive receptor is the residential housing located approximately 400 feet toward the west from the proposed Project site. RTA staff used the *Noise Model Based on FTA General Noise Assessment* model to determine the approximate L_{dn} sound level at the nearest sensitive receptor site, which is approximately 41 dBA based on this distance and the planned early morning and late evening bus start-up and turn-in activities. This sound level at the residential area is essentially the same as the sound encountered in a library. For this reason, the noise impacts of the proposed Project are considered to be negligible.

Typical Noise Levels			
Transportation Sources	**Noise Level (dBA)**	**Other Sources**	**Description**
Jet takeoff (200 feet)	130		painfully loud
	120		
Car horn (3 feet)	110		maximum vocal effort
	100	shout (0.5 feet)	very annoying
Heavy truck passby (50 feet)	90	jack hammer (50 feet)	loss of hearing with prolonged exposure
		home shop tools (3 feet)	
Train on a structure passby (50 feet)	85	backhoe (50 feet)	
City bus passby (50 feet)	80	bulldozer (50 feet)	annoying
		vacuum cleaner (3 feet)	
Train passby (50 feet)	75	blender (3 feet)	
City bus at stop (50 feet)			
Freeway traffic (50 feet)	70	lawn mower (50 feet)	
		large office	
Train in station (50 feet)	65	washing machine (3 feet)	intrusive
	60	TV (10 feet)	
Light traffic (50 feet)		talking (10 feet)	
Light traffic (100 feet)	50	refrigerator (3 feet)	quiet
	40	library	
	30	soft whisper (15 feet)	very quiet
Sources: FTA (1995); EPA (1971, 1974)			

3.12.3 Answers to Checklist Questions

Questions A and B:

The proposed Project alignment would not be located in the immediate vicinity of noise sensitive land uses

Question C:

In the long-term, there would be no substantial increase in ambient noise levels over and above existing levels. There would be no addition of stationary noise sources (i.e., a combustion engine-powered generator) associated with any portion of the proposed Project.

Question D:

There would likely be a significant but temporary increase in noise levels at locations immediately adjacent to the proposed Project site during construction activities. Mitigation Measure NOI-1 would serve to reduce this impact to the extent feasible by limiting activity to the daytime hours and by the use of noise-muffling equipment.

Question E:

The Project is not located within an airport land use plan.

3.12.4 Mitigation Measure

Mitigation Measure: NOI-1 – Construction-Related Noise Control. RTA shall ensure that the construction contractor employs the following noise reducing measures during construction activities:

- Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall take place on Saturdays or Sundays, or on federal or state holidays.

- All equipment shall have sound-control devices no less effective than those provided by the manufacturer. No equipment shall have un-muffled exhaust pipes.

3.12.5 Finding

Impacts related to noise and noise-sensitive receptors would be limited to the short-term during construction activities, and would be reduced to less than significant with the implementation of the mitigation measure presented above.

3.13 POPULATION AND HOUSING

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

3.13.1 Answers to Checklist Questions

Questions A through C:

The Project does not include any infrastructure or development that would affect existing population and housing, or induce growth in the City. Additionally, workers performing Project construction would most likely come from the local community or nearby communities and would not create an indirect need for short- or long-term housing. The Project would also not substantially change the demographics of the area.

3.13.2 Finding

The proposed Project would result in less than significant impacts to population and housing. No mitigation is required.

3.14 PUBLIC SERVICES

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	■	☐
b. Police protection?	☐	☐	■	☐
c. Schools?	☐	☐	☐	■
d. Parks?	☐	☐	☐	■
e. Other public facilities?	☐	☐	■	☐

3.14.1 Answers to Checklist Questions

Questions A and B:

The proposed Project site is served by the Paso Robles Fire Department. The Paso Robles fire station is located approximately 3 minutes from the project site at 900 Park Street in Paso Robles. Access to the project site would be from 13th Street and Paso Robles Street. The proposed project would not impose a significant demand for fire protection services.

The project site is also served by the City of Paso Robles Police Department. The City of Paso Robles Police Department is located approximately 3 minutes from the project site (also at 900 Park Street in Paso Robles). Bus storage operations do not typically have a high demand for police protection, although there have been reports of transient homeless persons living along the

Salinas River that might pose a potential security threat to employees and/or property. For that reason, RTA intends to install security lighting and possibly security cameras (similar to the systems used at RTA's primary operating facility in San Luis Obispo). The County Corp Yard is fully fenced, including a sliding gate that is locked every evening to protect County assets.

Overall, no new public safety facilities or additional personnel would be required due to the consolidation of the two existing bus storage facilities at the proposed site. Anticipated impacts are considered less than significant and no mitigation is required.

Question C:

The proposed Project would not impact schools.

Question D:

Directly adjacent to the proposed Project site is the Salinas River Corridor and the planned Salinas River Trail. The *Salinas River Trail Master Plan* study was completed by SLOCOG in 2014. The proposed project would be located adjacent to the 5.5-mile section denoted as *Reach 5 – Paso Robles to San Miguel* (beginning at 13th Street in Paso Robles and continuing north to the community of San Miguel). As noted in the study report, there "are no existing formal or informal trails within this reach of the proposed trail alignment." In a February 3, 2016 Staff Report, SLOCOG recognized that RTA's proposed Bus Parking Yard Project would be physically separated (both in terms of distance and by a fence) from the Salinas River Trail project; this would help preserve the corridor and could result in furthering potential future implementation of the recreation trail.

Question E:

The construction of the Project is unlikely to affect other public services, such as drainage, wastewater service, and water service.

3.14.2 Finding

The proposed Project would result in less than significant impacts to public services. No mitigation is required.

3.15 RECREATION

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

3.15.1 Answers to Checklist Questions

Questions A and B:

The nearest park to the proposed Project site is the Salinas River Trail. The Project would not increase the demand for existing neighborhood or regional parks or other recreational facilities beyond the facilities existing in the City.

3.15.2 Finding

The proposed Project would result in less than significant impacts to recreation. No mitigation is required.

3.16 TRANSPORTATION/TRAFFIC

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	■	☐	☐
b. Conflict with an applicable congestion management program, including but not limited to a level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e. Result in inadequate emergency access?	☐	☐	☐	■
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	■

3.16.1 Environmental Setting

RTA provided hour-by-hour employee arrival-departure data, as well as hour-by-hour bus departure-arrivals data, to public works and planning staff at both the County and the City; neither identified these vehicles movements as needing further review. No private vehicle parking would be eliminated as a result of the project.

3.16.2 Answers to Checklist Questions

Questions A and B:

Paso Robles Street provides access for the Project; the site is also located directly adjacent the northbound US-101 onramp. This traffic could include construction activities such as heavy equipment entering and exiting. Construction vehicles used to haul Project materials, such as earth material and general construction equipment (i.e., backhoe), could also potentially utilize 13th Street and Creston Road. Minor, short-term impacts would also occur to traffic and circulation from the arrival and departure of work trucks during peak traffic periods. Truck trips would be limited to worker trips and materials deliveries.

No long-term impacts resulting in increased congestion or traffic delays would occur with implementation of the Project. However, to alert Paso Robles Street motorists traveling toward the northbound US101 on-ramp, the Project will work with City of Paso Robles officials to install a traffic crossing ahead warning sign upstream from the intersection.

Question C:

The Project would not conflict with the Paso Robles Airport Land Use Plan and would not result in substantial safety risks from hazards, noise, or a change in air traffic patterns.

Question D through F:

There would be no design features that would increase hazardous conditions or incompatible uses on Paso Robles Street. The Project site should not conflict with emergency access routes for the duration of construction activities, nor during long-term operation of the facility. The proposed Project is consistent with the 2014 San Luis Obispo Council of Governments Regional Transportation Plan and the Paso Robles Circulation Element of the General Plan.

3.16.3 Finding

Mitigation Measure TRA-1 – Traffic Crossing Warning Sign: A Traffic Crossing Ahead warning sign will be installed on Paso Robles Street upstream from the entrance to the Project site.
~~The impact to transportation and traffic would be less than significant. No mitigation is required.~~

3.17 UTILITIES AND SERVICE SYSTEM

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	■
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	■
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

3.17.1 Environmental Setting

Much of the language below was taken from the City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant project, which is located approximately 1.4 miles to the north. That project site is similarly nestled between US-101 and the Salinas River.

3.17.1.1 Water

The City derives its water from three sources: the Salinas River alluvial flow, the Paso Robles Groundwater Basin (which is a regional aquifer), and the Nacimiento Water Project (NWP). The first two sources are replenished primarily from uncontrolled runoff originating from several major and minor stream tributaries of the Salinas River, from wastewater treatment plant discharge of effluent into the Salinas River, and to a lesser extent, direct infiltration from precipitation and irrigation. The State allocates eight cubic feet per second of water from the Salinas River to the City of Paso Robles. The City has secured a 4,000 acre-feet per year water entitlement from the NWP, which was completed in 2011.

The City of Paso Robles Department of Public Works operates and maintains the City's wastewater treatment plant, which is located at 3200 Sulphur Springs Road. All City wastewater is pumped to the Sulphur Springs treatment plant, where it is treated by the secondary trickling filtration method. Ultimately, the treated wastewater effluent is discharged into the Salinas River, and dried solids are disposed of at the City Landfill as vegetative cover. The permitted capacity of the City plant is 4.9 million gallons per day (mgd). The current average daily sewage flow into the plant is 2.8 mgd. The sewerage system divides collection into primary east-side versus west-side sewage flows. Two primary lines merge inside the wastewater plant, ultimately converging as a single source of effluent at the treatment plant.

3.17.1.2 Solid Waste

Solid waste collection service in the City is provided by Paso Robles Waste Disposal Company, the contract hauler for the entire City of Paso Robles. Solid waste is collected and disposed of at the Paso Robles Landfill, located east of City limits, at 9000 Highway 46 East.

The landfill is a Class III facility owned by the City of Paso Robles and managed by Pacific Waste Services, Inc. The 80-acre landfill has been operating since 1970 and has a permitted maximum daily tonnage of 450 tons per day. The landfill accepts Agricultural, Construction/Demolition, Green Materials, Industrial, Metals, Mixed Municipal, Sludge (BioSolids), Tires, and Wood Waste. The landfill has a permitted design capacity 6,495,000 cubic yards, with a remaining capacity of 5,190,000 cubic yards, as of October 1, 2012. The landfill has an estimated lifespan of approximately 2051.

3.17.2 Answers to Checklist Questions

Questions A through D:

No new or expanded wastewater treatment facilities, water supply facilities, or stormwater drainage facilities would be required as a result of the proposed Project. The proposed Project would not be required to be served by existing water supplies as no development is proposed in conjunction with the Project.

Question E:

The proposed Project would not affect wastewater treatment capacity.

Questions F and G:

The proposed Project may generate solid concrete, asphalt, and other construction wastes. The majority of these wastes would be recycled, in accordance with existing City waste diversion requirements. No additional waste would be generated by the Project upon completion. The proposed Project would comply with all federal, state and local laws and regulations related to solid waste.

3.17.3 Finding

The impacts to utilities and service systems would be less than significant. No mitigation is required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

3.18.1 Mandatory Findings of Significance Discussion

A. As discussed in the preceding sections, the proposed Project does have the potential to significantly degrade the quality of the environment, including effects on animals, or plants, or to eliminate historic or prehistoric resources unless mitigated. The mitigations elsewhere in this report will reduce the impacts to a less than significant level.

B. When Project impacts are considered along with, or in combination with other impacts, the Project-related impacts may be significant. Mitigation measures have been incorporated into the proposed Project to reduce Project-related impacts to a less than significant level.

C. The proposed Project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. Nonetheless, mitigation measures have been developed that would further reduce these less than significant impacts.

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SECTION 4.0 – DETERMINATION

On the basis of the initial evaluation, I find that:

☐ The proposed project will not have a significant effect on the environment.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures described on the attached sheet and hereby made a part of the Negative Declaration have been added to the project.

Signature: _____ Date: _____

Geoff Straw, RTA Executive Director

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SECTION 5.0 – SUMMARY LIST OF MITIGATION MEASURES

The following 19 ~~18~~ mitigation measures (#4 is repeated in three separate subsections) will minimize to less-than-significant or completely avoid on-going/long-term environmental impacts that would occur as a result of RTA consolidating its two operating facilities into the proposed Project site.

1. **Mitigation Measure AES-1 – Exterior Lighting Controls and Site Screening**: An exterior lighting plan will be developed, which will include the height, location, and intensity of all exterior lighting. All light poles, fixtures, and hoods shall be dark (non-reflective) colored. Lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, "hooded" lighting fixtures to prevent offsite light spillage and glare. In addition, the Project will implement a landscape buffer and other design features to screen the new modular office building, parked buses and parked employee automobiles from view by motorists traveling along the US101 corridor.

2. **Mitigation Measure AQ-1 – Construction Equipment Emission Control Measures**. As identified in the APCD *CEQA Air Quality Handbook*, construction mitigation measures are designed to reduce emissions (ROG, NOx, DPM, PM10 and GHG) from heavy-duty construction equipment and may include emulsified fuels, catalyst and filtration technologies, engine replacement, and new alternative fueled trucks. Construction-related emission reduction measures shall include, but not be limited to, a combination of the following:

    - Maintain all construction equipment in proper tune according to manufacturer's specifications;

    - Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

    - Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

    - Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

    - Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;

    - All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

3. **Mitigation Measure AQ-2 – Construction-Related Dust Control Measures**. Since the proposed Project site is within 1,000 feet of a sensitive receptor, dust generated by construction activities shall be kept to a minimum by full implementation of the following measures.

   - Reduce the amount of the disturbed area where possible;
   - Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
   - All dirt stock pile areas should be sprayed daily as needed;
   - Permanent dust control measures identified in the approved project re-vegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
   - Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
   - All disturbed soil areas not subject to re-vegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
   - All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

4. **Mitigation Measure (*same for all three*): BIO-1, GEO-1 & HWQ-1 – Construction Storm Water Plan and SWPPP**: Prior to construction, RTA shall – in close consultation with San Luis Obispo County officials – prepare an operations-based Stormwater Pollution Prevention Plan (SWPPP) acceptable to the City of Paso Robles; this SWPPP will focus on the operations of RTA independent of County Corp Yard activities. RTA shall also develop in detail a Construction Storm Water Plan in conjunction with the Project's final design and grading plan for implementation during construction activities. Specific details are provided in the City of Paso Robles Construction Site Storm Water Quality Requirements. Elements covered in the program would include:

   - Soil stockpiles and graded slopes shall be covered after 14 days if inactivity and 24 hours prior to and during inclement weather conditions.

   - Fiber rolls shall be placed along the top of exposed slopes and at the toes of graded areas to reduce surface soil movement, as necessary.

   - A routine monitoring plan shall be implemented to ensure success of all on-site erosion and sedimentation control measures.

- Dust control measures shall be implemented to graded areas during construction activities to control fugitive dust.

- Streets surrounding the Project Site shall be cleaned daily or as necessary.

- Best Management Practices shall be strictly followed to prevent spills and discharges of pollutants on site (material and container storage, proper trash disposal, construction entrances, etc.).

5. **Mitigation Measure: BIO-2 – Construction-Related Erosion Control BMPs**: Prior to and during construction, the contractor shall implement erosion control best management practices. To reduce the potential for inadvertent release of sediment from construction area to adjacent stream, drainage, wetland, or other sensitive resource areas, the contractor shall install appropriate erosion control devices around the perimeter of areas that require disturbance of the ground surface. Storm drains and gutters leading to drainage and wetland areas shall be blocked to prevent water entry. Erosion control devices shall be checked on a daily basis to ensure proper function.

6. **Mitigation Measure: BIO-3 – Construction Outside Nesting Season:** If feasible, construction activities will take place outside of the nesting bird season (i.e., March 15 to August 15). If construction activities occur within nesting bird season, a qualified biologist shall perform pre-activity nesting bird surveys to determine if breeding/nesting birds are present within the proposed Project site. If an active bird nest is identified, then CDFG and/or USWFS shall be consulted to determine appropriate buffer during construction activities.

7. **Mitigation Measure: BIO-4 – Qualified Biologist Preconstruction Survey**: A qualified biologist shall be retained to conduct a preconstruction survey of the proposed Project site and the adjacent habitats. In the event that any special-status species are identified within the proposed Project area, all work shall cease and the appropriate agencies shall be contacted for further consultation. As necessary, appropriate regulatory agency permits and/or approvals shall be obtained to allow relocation of special-status species from the Project area. In addition, the following measures shall be implemented to further mitigate impacts to the San Joaquin Kit Fox:

   - Retain qualified biologist to conduct pre-construction survey of the project site and conduct a pre-construction kit fox briefing for construction workers to minimize kit fox impacts.

   - Include kit fox protection measures on project plans.

   - Require strict adherence to the existing 15 mph speed limit at the project site during construction.

- Stop all construction activities at dusk.

- Cover excavations deeper than 2 feet at the end of each working day or provide escape ramps for kit fox.

- Inspect pipes, culverts or similar structures for kit fox before burying, capping, or moving.

- Remove food-related trash from project site.

- If a kit fox is discovered at any time in the project area, all construction must stop and the CDFW and USFWS contacted immediately. The appropriate federal and state permits must be obtained before the project can proceed.

8. **Mitigation Measure BIO-5 – Construction Worker Education Program**: A construction worker education program shall be prepared and presented to all construction personnel at the beginning of the proposed Project. The program shall discuss sensitive species with potential to occur in the construction zone, with emphasis on special-status wildlife and plant species. The program shall explain the importance of minimizing disturbance and adhering to other disturbance minimizing measures.

9. **Mitigation Measure: BIO-6 – Defining Project Site Limits:** The use of heavy equipment and vehicles shall be limited to the proposed Project limits, existing roadways, and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with visible flagging and/or orange protective fencing.

10. **Mitigation Measure: BIO-7 – Operations-Related Erosion Control Measures:** Erosion control measures shall be implemented to prevent runoff to the Salinas River corridor and associated tributaries. Silt fencing, in conjunction with other methods, shall be used to prevent erosion and avoid and/or minimize silts and sediments from entering adjacent waterways.

11. **Mitigation Measure: BIO-8 – Protection of Salinas River:** During construction, washing of concrete, paint, or equipment and refueling and maintenance of equipment shall occur only in designated areas a minimum of 50 feet from the Salinas River. Straw bales, sandbags, and sorbent pads shall be available to prevent water and/or spilled fuel from entering the stream channel. In addition, all equipment and materials shall be stored/stockpiled away from the swale. Construction equipment shall be inspected by the operator on a daily basis to ensure that equipment is in good working order and no fuel or lubricant leaks are present.

12. **Mitigation Measure: BIO-9 – Oak Tree Protection:** Oak tree protection and replacement procedures shall be implemented during the Project. This includes procedures for protecting oak trees to remain in place during construction, and replacing oak trees that are impacted. Oak tree protections must comply with the City of Paso Robles Tree Ordinance No. 835 N.S;

therefore, the following measures shall be implemented to mitigate for potential impacts to oak trees:

- Permits to Remove or Prune will be obtained in the event any oak tree or limb over 6-inches in DBH are to be removed, or otherwise destroyed;

- Protective fencing shall be installed around oak trees that have the potential to be impacted by proposed construction activities. The fencing shall be installed prior to grubbing/construction and provide the greatest protection of the root zone of oak trees;

Heavy mulching is also recommended. If possible, planting during the warmest, driest months (June through September) shall be avoided.

13. **Mitigation Measure: BIO-10 – Exterior Lighting Controls:** To minimize the effects of future exterior lighting on special status wildlife species, all outdoor lighting fixtures shall be positioned and/or shielded to avoid direct lighting to adjacent streams and surrounding habitat areas.

14. **Mitigation Measure: CUL-1 – Discovery of Human Remains:** In accordance with the California Health and Safety Code, if human remains are uncovered during ground disturbing activities, RTA and its contractor(s) will immediately halt potentially damaging excavation in the area of the burial and will notify the SLO County Coroner and a professional archaeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). After the coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant will determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of RTA for acting upon notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

    California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. RTA will ensure that the procedures for the treatment of Native American human remains contained in California Health and Safety Code Sections 7050.5 and 7052, and California Public Resources Code Section 5097, are followed.

15. **Mitigation Measure: CUL-2 – Discovery of Prehistoric/Historic Deposits:** If prehistoric or historic deposits or features are discovered during ground disturbing activities, activities in the area should cease and a qualified archaeologist shall inspect the discovery and prepare a recommendation for a further course of action.

16. **Mitigation Measure: NOI-1 – Construction-Related Noise Control.** RTA shall ensure that the construction contractor employs the following noise reducing measures during construction activities:

    - Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Friday. No construction activities shall take place on Saturdays or Sundays, or on federal or state holidays.

    - All equipment shall have sound-control devices no less effective than those provided by the manufacturer. No equipment shall have un-muffled exhaust pipes.

17. **Mitigation Measure TRA-1 – Traffic Crossing Warning Sign**: A Traffic Crossing Ahead warning sign will be installed on Paso Robles Street upstream from the entrance to the Project site.

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SECTION 6.0 – REFERENCES

1. *Policy and Procedures for Environmental Evaluation of RTA Projects*, adopted by the RTA Board of Directors on May 4, 2016.

2. *Feasibility and Findings Report for Bus Parking Area at County Corporation Yard in Paso Robles*, The Wallace Group, December 29, 2015. Presented as Agenda Item B-2 at the January 6, 2016 RTA Board of Directors meeting.

3. *2003 City of Robles General Plan* (as amended).

4. *Guidance Document for Municipal Stormwater Permit 2013-2018*, City of Paso Robles.

5. *City of Paso Robles Initial Study/Mitigated Negative Declaration report for the Water Treatment Plant and Main East Pipeline Project* (as amended), Padre Associates, December 24, 2008.

6. Draft *City of Paso Robles CEQA Addendum to the Tertiary Treatment Project IS/MND* report, February 2016.

7. *Biological Resources Survey Report for the El Paso de Robles Wastewater Treatment Plant* report, SWCA Environmental Consultants, November 2009.

8. *County of San Luis Obispo Grading and Stormwater Management EIR*, 2009.

9. *Critical Habitat Mapping* website, County of San Luis Obispo Department of Planning and Building

10. *2014 Regional Transportation Plan / Sustainable Communities Strategy* report, SLOCOG.

11. *Salinas River Trail Master Plan*, SLOCOG, 2014.

12. *Clean Air Plan* (as amended), San Luis Obispo Air Pollution Control District, 2001.

13. *CEQA Air Quality Handbook* (as amended), San Luis Obispo Air Pollution Control District, 2012.

14. *California Emissions Estimator Model* (CalEEMod) software package, version 2013.2.2.

15. *CAPCOA Health Risk Assessments for Proposed Land Use Projects*, California Air Pollution Control Officers Association, July 2009.

16. *CDFW Natural Diversity Data Base*, California Department of Fish and Wildlife.

17. *Facility/Site Summary Details: City of Paso Robles Landfill (40-AA-0001)*, CalRecycle Solid Waste Information System website.

18. *Online Inventory of Rare and Endangered Vascular Plants of California*, California Native Plant Society website.

19. *Wetlands Mapper,* U.S. Fish and Wildlife Service website.

20. *National Flood Hazard Layer*, Federal Emergency Management Agency website.

21. *FTA Transit Noise and Vibration Impact Assessment Manual*, FTA 1995.

22. *Noise Model Based on FTA General Transit Nose Assessment* spreadsheet, HMMH, Inc. 2006

DRAFT
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MINUTES OF AUGUST 3, 2016
C-1

BOARD MEMBERS PRESENT:

LYNN COMPTON, FOURTH DISTRICT, COUNTY OF SAN LUIS OBISPO *(Vice President)*
DEBBIE ARNOLD, FIFTH DISTRICT, COUNTY OF SAN LUIS OBISPO *(Past President)*
SHELLY HIGGINBOTHAM, CITY OF PISMO BEACH
BRUCE GIBSON, SECOND DISTRICT, COUNTY OF SAN LUIS OBISPO
TOM O'MALLEY, CITY OF ATASCADERO
JIM GUTHRIE, CITY OF ARROYO GRANDE
JOHN SHOALS, CITY OF GROVER BEACH
FRED STRONG, CITY OF PASO ROBLES
FRANK MECHAM, FIRST DISTRICT, COUNTY OF SAN LUIS OBISPO
CARLYN CHRISTIANSON, CITY OF SAN LUIS OBISPO

BOARD MEMBERS ABSENT:

JAN MARX, CITY OF SAN LUIS OBISPO *(President)*
JAMIE IRONS, CITY OF MORRO BAY
ADAM HILL, THIRD DISTRICT, COUNTY OF SAN LUIS OBISPO

STAFF PRESENT:

GEOFF STRAW, EXECUTIVE DIRECTOR
TANIA ARNOLD, CFO & DIRECTOR OF ADMINISTRATION
TIM MCNULTY, SAN LUIS OBISPO COUNTY COUNSEL

CALL TO ORDER AND ROLL CALL: Vice President Lynn Compton called the meeting to order at 10:29 a.m. A roll call was taken and a quorum was present.

Public Comments: Mr. Eric Greening, Atascadero, stated he continues to have good rides and appreciates the bus operators and staff. He asked about the change to the location of the stop at Cuesta College and hopes that it does not change the on-time performance of the Route 12. Expects the bid for Route 14 will be happen soon as well as updates to the Route 14 schedule. **Mr. Geoff Straw** stated that staff has been working with Cuesta College to move the bus stop for better access for students with disabilities. Signs and notices have been posted to make students aware of the change. Route 12 has been running that way for a couple of weeks with no time performance issues. The new bid for drivers is on August 14, 2016 and the Route 14 will start up again.

Vice President Compton closed Public Comment

B. ACTION AGENDA:

B-1 Proposal to Share Operating Cost of New Supervision Structure in Five Cities Area (Approve):
Mr. Straw stated that this an integration between RTA and SCT that requires some changes in regards to personnel. The SCT Board supported the new personnel structure at their last Board meeting on July 20, 2016 with the stipulation that RTA share some of the cost. We are looking to change the structure of the South County supervision from the current full time Site Supervisor and part time Road Supervisor to two full time Operations Supervisors. It would allow a supervisor to be there when the bus operators check in for their shift, as well as to more quickly respond to issues on the RTA Route 10 servcie. This will also save mileage because we would be able to deploy RTA vehicles directly from the Arroyo Grande yard. The cost is about $8,240 higher than the current supervisor structure. We are recommending that RTA absorb this $8,240 towards the shared SCT supervisor structure. There will be cost savings in the next fiscal year and the cost will not affect the current fiscal year.

Vice President Compton opened Board and public comment.

Board Member Shelly Higginbotham thanked the Board for allowing this special meeting to take place in order for this to get approved quickly.

Vice President Compton closed Board and public comment.

Board Member Higginbotham motioned approval of Item B-1. **Board Member Frank Mecham** seconded and the motion carried on a voice vote with Board Member Adam Hill and Board Member Jamie Irons absent.

C. CONSENT AGENDA:

C-1 RTA Board Meeting Minutes of July 13, 2016 (Approve)

Board Member Tom O'Malley moved to approve the Consent Agenda, **Board Member Mecham** seconded. The motion carried on a roll call vote with Board Member Hill and Board Member Irons absent.

BOARD MEMBER COMMENTS: None

D. CLOSED SESSION: None

ADJOURNMENT: Vice President Compton adjourned the RTA meeting at **10:34 p.m.**

Respectfully Submitted,

Shelby Walker

RTA Administrative Assistant

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 14, 2016
STAFF REPORT

AGENDA ITEM:	**C-2**
TOPIC:	**Equal Employment Opportunity Plan Update**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Approve Submittal of EEO Plan to the Federal Transit Administration (FTA)**

BACKGROUND/DISCUSSION:
RTA is required by the Federal Transit Administration (FTA) to update its Equal Employment Opportunity (EEO) Plan every three years. RTA last updated its EEO Plan in 2013, and an updated Plan is required for the next three federal fiscal years starting on October 1, 2016 and ending on September 30, 2019. RTA must submit EEO Plan updates to remain eligible for federal funding.

Equal Employment Opportunity Program
It is the policy of RTA and its departments to pursue equal employment opportunity regardless of race, religion, color, national origin, sex, height, weight, marital status, age or disability as defined by federal and state law in our relationship with applicants for employment, employees of the RTA and the Public.

Staff recommendation
Authorize staff to submit the attached Equal Employment Opportunity Plan update to the FTA.

179 Cross Street, Suite A
San Luis Obispo, CA 93401
(805) 781-4472 Fax (805) 781-1291
www.slorta.org

EQUAL EMPLOYMENT OPPORTUNITY SUBMISSION

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

OCTOBER 1, 2016- SEPTEMBER 30, 2019

Contact Information:

Tania Arnold
Deputy Director/Chief Financial Officer
Office: 805.781.4397
tarnold@slorta.org

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EQUAL EMPLOYMENT OPPORTUNITY PLAN
Adapted: September 14, 2016

I. POLICY STATEMENT

1. It's the policy of the San Luis Obispo Regional Transit Authority (RTA) and its departments and agencies to pursue equal employment opportunity regardless of race, religion, color, sex, height, weight, marital status, national origin, age, or disability as defined by federal and state law in our relationship with applicants for employment, employees of the department/agency, and the public.

2. Where there is evidence of the present effects of past discrimination (inadvertent or intentional), a narrowly tailored remedy may be warranted. Any such affirmative action plan must be prepared in advance by the Executive Director or their designee, in accordance with Civil Service Rules, Regulations and applicable law, and then submitted to the RTA Board of Directors for its review and approval.

3. Deputy Director/Chief Financial Officer will be the EEO Officer for RTA and will work with the RTA Executive Director for all complaints against RTA.

4. All Executives, managers, and supervisors staff shall share the responsibility of the EEO plan and are assigned tasks in hiring and promotions to assure compliance is achieved.

5. All applicants and employees have the right to file a complaint alleging discrimination with the EEO Officer.

6. As part of the annual evaluation of Management Staff, the Executive Direct will evaluate the success of the EEO plan and share this with the Managers and Supervisor.

7. The successful achievement of the EEO goals has and will provide benefits to the recipient through a fuller utilization and development of previously underutilized human resources

Executive Director Date
Geoff Straw

Deputy Director/Chief Financial Officer Date
Tania Arnold

II. DISSEMINATION AND COMMUNICATION

This Policy Statement will be made available to employees, applicants, and organizations outside the department/agency through employee handbooks, policy directives, posting in conspicuous locations, the Internet, statements on recruitment documents, advertising, and through notification to contractors, etc.

Executive, managerial, and supervisory personnel will be advised of the Policy, through annual meetings and/or training, with emphasis on individual responsibilities for implementation of the policy.

III. RESPONSIBILITIES

A. Implementation

The Executive Director, in cooperation with the Deputy Director/Chief Financial Officer of RTA shall implement this Equal Employment Opportunity (EEO) Plan and submit the plan to the RTA Board of Directors for its approval. The plan shall be consistent with applicable law**. (See attachment A for organization chart)**

B. Executives, Managers, and Supervisors

Executives, managers, and supervisors are responsible for assuring that recruitment for vacancies is handled in a manner to attract a qualified, diverse applicant pool and that hiring decisions are based on job-related factors.

Executives, managers, and supervisors are responsible for making reasonable efforts to assure that all employees are provided a work environment that gives every employee the opportunity to succeed. Employees shall be treated in a non-discriminatory manner, consistent with applicable law, rules, regulations and policies.

C. Administration of Equal Employment Opportunity Activities

Deputy Director/Chief Financial Officer, or their designee is responsible to undertake activities necessary to implement equal employment opportunity activities consistent with the plan. Overall Equal Employment Opportunity responsibilities shall be coordinated with the Department's Human Resources Personnel.

Activities in this area may include:

1. Implementing the EEO Plan through internal and external communication techniques.
2. Consulting with other human resource and departmental personnel responsible for the developing of a plan to forecast departmental workforce needs.
3. Identifying steps that will be taken to assure equal employment opportunity in developing pools of potential qualified employees, including identifying areas where equal employment opportunity improvement is necessary and recommending actions for solving them.
4. Reviewing personnel policies, selection processes, and record keeping procedures that affect equal employment opportunity. Employment data, practices and policies will be analyzed to determine if these afford equal employment opportunity. Appropriate steps to remedy any identified barriers will be taken in accordance with applicable law, rules, and regulations and as approved by RTA Executive Director.

5. Analyzing employment practices, including reassignments and promotions, and programs offered to employees, including training and other professional development activities to ensure that such activities occur in a non-discriminatory manner.
6. Reporting data related to the composition of the workforce by race, gender, and disability status.
7. Coordinating Section 504/ADA/reasonable accommodation activities. These accommodations may include:

    - Providing written interview for persons who are hearing impaired.
    - Providing a proctor for a person who is visually impaired.
    - Provide more time for persons with a proven learning disability.
    - Provide a quiet environment for persons with attention deficit disorder.

8. Investigating allegations of illegal discrimination and sexual harassment complaints.

IV. EMPLOYMENT PRACTICES

A. RECRUITMENT

Recruitment is a shared responsibility between the County of San Luis Obispo and RTA. Qualified applicants who reflect the composition of all such persons in the relevant labor market will be sought. All personnel involved in the recruiting, screening, and selection processes will be properly trained to ensure the elimination and absence of bias in all personnel actions.

Recruitment of applicants to assure equal opportunity may include the following employment resources:

- Posting of vacancy(s), internally or externally (e.g., targeted newspapers, trade, professional and other journals, e-mail, Internet)
- Contacting universities, colleges, schools and professional organizations.
- Use of career development programs (e.g., school to work co-ops, internships and student assistants, speaking to schools and youth groups, departmental training programs).
- Referral agencies (e.g., Department of Career Development or other state/local employment agencies, private agencies).

B. HIRING

RTA will make hiring decisions based upon an evaluation of its workforce needs and an evaluation of a person's qualifications and ability to satisfactorily perform the essential duties of the position, with or without accommodation, consistent with applicable law, rules, regulations, and if applicable, in accordance with any contractual requirements.

C. PROMOTIONS AND CAREER ADVANCEMENT

In accordance with the principles of equal employment opportunity, RTA will 1) promote employees based on experience, training, and ability to perform duties of a higher level, and 2) encourage employees to participate in available career advancement activities with the department, e.g. training programs (internal and external).

V. AFFIRMATIVE ACTION

Where there is evidence of the present effects of past discrimination (inadvertent or intentional), a narrowly tailored remedy may be warranted. Any such affirmative action plan must be prepared in advance by the Executive Director or their designee, in accordance with Civil Service Rules, Regulations and applicable law, and then submitted to the RTA Board of Directors for its review and approval.

VI. REPORTING OF EEO EFFORTS

A. SELECTION PROCESS.

Appointing authorities shall ensure equal employment opportunity consistent with Civil Service Rules and Regulations. An appointment authority shall maintain accurate documentation for all steps of the selection process, including an evaluation of the selected candidate compared to the selection criteria used. Documentation shall be maintained in accordance with Civil Service Rules and Regulations.

B. EMPLOYEE RELATIONS AND DEVELOPMENT

Managers and supervisors are responsible to provide other information necessary for the administration of EEO within RTA. Each department/agency will continue to review on an annual basis:

1. Participation by employees in training and other professional development active-ties to assure that participation occurs in a non-discriminatory manner, and
2. Performance evaluations and disciplinary actions, to assure that such actions are taken in a non-discriminatory manner.

VII. UTILIZATION ANALYSIS

A. UTILIZATION STUDY:

San Luis Obispo Regional Transit Authority is a Joint Power Authority in San Luis Obispo County and as such uses the County's Office of Human Resources to recruit persons for employment.

RTA shall prepare a utilization study that contains an analysis of all major job categories in RTA with an explanation showing if minorities or women are currently being underutilized in any one or more job categories. The utilization analysis shall be conducted separately for minorities and women. In determining whether minorities are being underutilized in any job category, the following factors will be used:

1. Minority and female availability for the County's relevant labor market area.
2. The percentage of minority and female employees in the County work force as compared with the availability of minorities and females in the relevant labor market area.
3. The general availability of minorities and females having required requisite skills in the relevant labor market area.
4. The availability of promotable and transferable minorities and women within RTA.

B. SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY UTILIZATION ANALYSIS:

The utilization analysis shall be conducted by comparing San Luis Obispo Regional Transit Authority's current work force composition to the availability of Hispanic and other protected groups in the relevant labor market obtained from the most current Labor Market data. The first analysis shall compare the current utilization in RTA's work force of members of both genders in each group to the relevant labor market availability. The second analysis shall compare the current utilization in RTA's work force in each group to the relevant labor market.

The statistics are the basis for the utilization analysis of San Luis Obispo Regional Transit Authority's current work force composition. Only those job classifications that are currently filled shall be contained in the utilization analysis.

The utilization analysis shall provide the basis for targeting key positions. In those instances where the utilization analysis indicated that San Luis Obispo Regional Transit Authority's work force composition is less than 80% of the ratio available in the relevant labor market for a particular protected group (i.e. Hispanic, other, female) and such information is statistically significant, such positions shall be targeted as key positions.

(SEE ATTACHED B - UTILIZATION ANALYSIS WORK SHEET)

C. EMPLOYMENT GOALS CRITERIA:

Employment goals shall be established utilizing the following standards:

1. Directors and each manager shall be invited to participate in the goal setting process.
2. The utilization analysis will be used.
3. Goals shall not consist of rigid and inflexible quotas that must be met, but are targets reasonably attainable by means of applying every good faith effort to make all aspects of the entire affirmative action program work.
4. San Luis Obispo Regional Transit Authority shall establish and set forth, where necessary, specific goals separately for each protected group deemed.
5. Such goals, with supporting data and the analysis thereof, shall be part of San Luis Obispo Regional Authority's written Affirmative Action Plan and maintained in every office.
6. Support data for the required analysis and program shall be compiled and maintained as part of San Luis Obispo Regional Transit Authority affirmative action program.

D. JOB CATEGORIES

1. Directors:
   Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments.

2. Managers:
   Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments. Occupations which, require specialized and theoretical knowledge which is usually acquired through college training, or work experience and other training which provides comparable knowledge.

3. Administrative Support Staff:
   Occupations in which workers are responsible for internal and external communications, recording and retrieval of data and/or information and other paperwork required in an office.

4. Operations Supervisors:
   Occupations in which workers are responsible for internal and external communications, recording and retrieval of data and/or information and other paperwork required in an office or on the road. This includes dispatchers and road supervisors

5. Technicians:
   Occupations that require a combination of basic technical knowledge, manual skill which can be obtained through specialized post-secondary school, education or through equivalent on-the-job training. Occupations in which workers perform duties which may result in, or contribute to the safety of the general public. This would include maintenance workers.

6. Bus Operators
   Occupations in which workers perform duties which may result in, or contribute to the safety of the general public. This would include bus drivers.

E. UTILIZATION ANALYSIS NARRATIVE

The Utilization Analysis conducted compares the most recent data available of the relevant labor market from the 2010 Census by Gender, Race and Hispanic Origin. This is the latest update we have.

The following groups are included in San Luis Obispo Regional Transit Authority's workforce:

Directors
Managers
Administrative Support
Operations Supervisors
Technicians/Utility
Bus Operators

A comparison with the relevant labor market indicates underutilization supporting the targeting of the following job categories as indicated:

Directors	1% underutilized in Females; not underutilized in Minorities
Managers	Not underutilized in either category
Administrative Support	8% underutilized in Minorities; not underutilized in Females
Operations Supervisors	9% underutilized in Minorities; not underutilized in Females
Technicians/Utility	1% underutilized in Females; not underutilized in Minorities
Bus Operators	19% underutilized in Females; not underutilized in Minorities

Under this affirmative action plan, by identifying protected groups, RTA shall attempt to increase the representations of those targeted. This shall be accomplished by directing, through the adoption of this plan, appointing supervisors to meet goals for the inclusion of women and/or minorities who are substantially equally qualified to other applicants for vacancies in targeted job categories.

RTA, under this Utilization Plan has identified underutilization of Targeted Protective groups and will try to increase the representation of those targeted. This will be done through supervisory training and minority recruitment.

F. Monitoring and Reporting System

An important part of any successful EEO program is the establishment of an effective and workable internal monitoring and reporting system. This system serves the following basic purposes:

1. Assessing EEO accomplishments
2. Enables RTA to evaluate the EEO program during the year and to take any necessary corrective action regarding the development and execution of programs of goals and timetables.
3. Identify supervisors who have failed to achieve the goal or to implement affirmation action.
4. Provide a precise and factual database for future projections.

The reporting system will provide documentation to support actions that affect minority and women job applicants or employees.

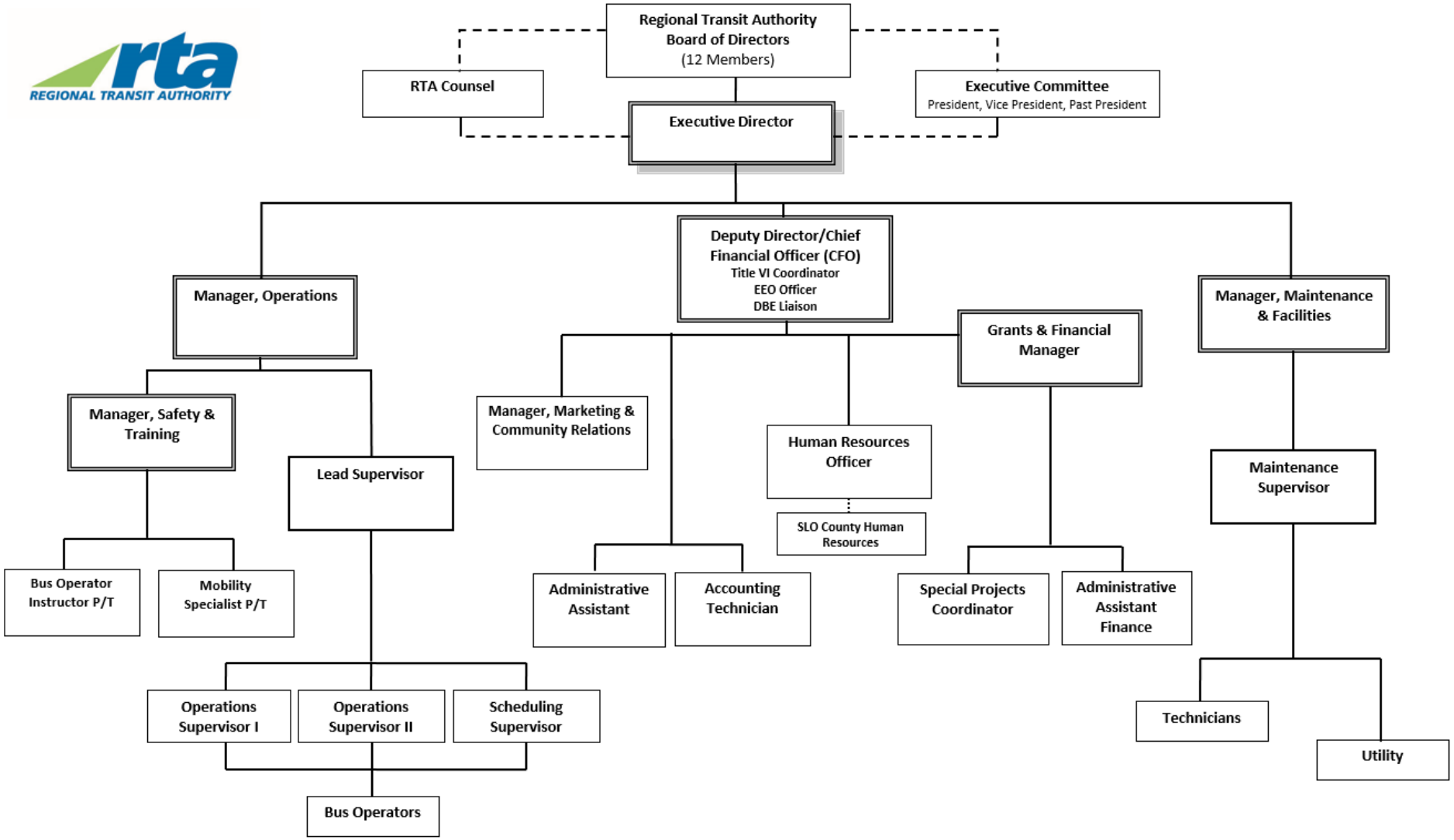
The utilization profile has been reviewed and discussed and agreed to by the parties signing below.

_____	_____
Geoff Straw	Tania Arnold
Executive Director	Deputy Director/Chief Financial Officer

ATTACHMENT A

San Luis Obispo Regional Transit Authority

EEO Program Management



Dept. Job Title or Number	Salary	Current Period As Of: August 19, 2016																Current				Availability %		% of Under-Utilization		GOAL	
		All Employees			EMPLOYEES													MIN		F							
					MALE							FEMALE															
		TOT	M	F	W	AA	HISP	API	AIAN	NHOPI	MULTI	W	AA	HISP	API	AIAN	NHOPI	MULTI	#	%	#	%	MIN	F	MIN	F	MIN	F
Directors		4	3	1	1		1				1	1							2	50%	1	25%	11%	26%	39%	-1%	(2)	0
Managers		4	2	2		1	1					2							2	50%	2	50%	24%	17%	26%	33%	(1)	(1)
Administrative Support Staff		6	1	5	1							4		1					1	17%	5	83%	25%	69%	-8%	14%	1	(1)
Operations Supervisors		15	8	7	6		2					5		2					4	27%	7	47%	36%	23%	-9%	24%	1	(4)
Technicians/Utility		11	11	0	4		5				2								7	64%	0	0%	22%	1%	42%	-1%	(5)	0
Bus Operators		54	39	15	23	2	6	2			6	8	2	2				3	23	43%	15	28%	40%	47%	3%	-19%	(1)	10

AA - African American
HISP - Hispanic
API - Asian Pacific Islander
AIAN - American Indian or Alaskan Native
NHOPI - Native Hawiian or Other Pacific Islander
Multi - Two or More Races

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 14, 2016
STAFF REPORT

AGENDA ITEM:	**C-3**
TOPIC:	**Vehicle Procurement**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Authorize Executive Director to Procure Three (3) 40-foot Low-Floor Buses at a Cost Not to Exceed $1,599,936**

BACKGROUND/DISCUSSION:

RTA has been awarded funding to purchase three (3) new replacement forty-foot low-floor buses. These three (3) buses will be funded with $873,210 in Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities funding apportioned in FY11-12 through FY15-16, $396,000 in Congestion Mitigation Air Quality (CMAQ) funding apportioned in FY14-15 and $330,726 in California Proposition 1B funding apportioned in the FY14-15 cycle as local match to these federal funds.

RTA currently has available options for forty-foot low-floor buses manufactured by the Gillig Corporation through a consortium procurement that was led in 2013 by the Central Contra Costa Transit Authority. The options in the procurement documents include all of the FTA-required clauses. These buses have upgrade packages that match the items included in our past procurement with the Gillig Corporation for eight buses that were delivered beginning in June 2015. These items include digital on-board surveillance systems, multiplex wiring systems, GFI fareboxes, and electronic LED front, side and rear destination signs – all of which will be useful to our customers, as well as to our operations and maintenance team. Staff anticipates a minimum of twenty (20) months lead time for delivery, once an order is placed.

Staff Recommendation
In order to expedite the purchasing process, staff requests the Board's concurrence to authorize the Executive Director to issue a purchase order to Gillig for the procurement of three (3) forty-foot low floor buses at a cost not to exceed $1,599,936.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM:	**C-4**
TOPIC:	**Seek Bids to Lease 253 Elks Lane**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Authorize Executive Director to Solicit Bids, and Negotiate and Execute Agreement to Lease Excess Property at 253 Elks Lane**

BACKGROUND/DISCUSSION:

In 2014, the RTA Board authorized the purchase of approximately ten acres of land located adjacent to Prado Road near Elks Lane in San Luis Obispo. This property was jointly purchased with Community Action Partnership of San Luis Obispo (CAPSLO). Upon closing, the land was immediately split and recorded as two distinct parcels: approximately 6.7 acres for the RTA and 3.3 acres for CAPSLO.

As part of the purchase agreement, the RTA Board also authorized the continuation of two pre-existing leases, one of which has subsequently expired and the former tenant has vacated the land.

Staff is requesting the Board's authority to seek formal bids to lease the vacant property as a parking lot, and to negotiate and execute a lease agreement. If successful, the Executive Director would report the terms of the lease to the Board at its next scheduled meeting. It is anticipated that terms similar to those in the attached prior agreement could be negotiated, if an interested party can be attracted.

No additional RTA funds are being requested.

Staff Recommendation
Staff requests the Board's concurrence to authorize the Executive Director to solicit bids from interested parties to lease excess RTA property at 253 Elks Lane. In addition, authorize the Executive Director and Counsel to negotiate and execute the resulting agreement.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM: **C-5**

TOPIC: **Conflict of Interest Update**

PRESENTED BY: **Geoff Straw, Executive Director**

STAFF RECOMMENDATION: **Approve Updates to the Conflict of Interest Code**

BACKGROUND/DISCUSSION:
Every public agency or entity is required to adopt a *Conflict of Interest Code* pursuant to the State Political Reform Act of 1974 (Government Code Section 81000, et seq.). The Act also requires every local government agency to review its "Conflict of Interest Code" biennially to determine if it is accurate or, alternatively, that the code must be amended.

RTA's Conflict of Interest Code was first adopted in September 1994 to reflect RTA as an independent, self-governing entity (separate from the County). It was last amended in November 2004 to modify Article III, Section 302(b) to incorporate the April 1st filing deadline.

In order to reflect the current titles used, RTA staff is hereby submitting a revised Conflict of Interest Code updating the title of Executive Director (formally Transit Manager), Deputy Director/CFO (formally Accountant), and adding the Grants and Financial Manager. The sample/standard Conflict of Interest Code as provided for in Section 18723 of the California Code of Regulations, including any amendments thereof, are being adopted by reference into RTA's Conflict of Interest Code.

Designated positions subject to this policy includes each RTA delegate and alternate, the Executive Director, Deputy Director/CFO, and Grants and Financial Manager.

Staff Recommendation
Approve updates to RTA's Conflict of Interest Code.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)

CONFLICT OF INTEREST CODE

ARTICLE I

GENERAL

Section

100. Purpose and Effect.

a) Pursuant to the provisions of Government Code Section 87300, the San Luis Obispo Regional Transit Authority (RTA) hereby adopts the following Conflict of Interest Code. This Code shall be interpreted in a manner consistent with Government Code Section 81000 – *the "Political Reform Act of 1974,"* et seq.; (the "Act") and the Regulations adopted pursuant thereto by the Fair Political Practices Commission. The provisions of this Code are in addition to Government Code Sections 87100, 1090-1097, 1125-1127, Education Code Section 1171, et seq., and other laws pertaining to conflicts of interest.

b) This Code has the force and effect of law and any violation of this Code shall be deemed a violation of Chapter 7 of the Act, Government Code Section 87100, et seq., and will be subject to the enforcement and penalty provisions provided for in the Act.

101. Definitions. Except as provided in subsections (a) and (b), the definitions contained in the Act and the regulations adopted pursuant thereto are incorporated into this Code.

a) The definition of "Investment" contained in the Act (Government Code Section 82034) is incorporated herein, except that the term "investment" shall not include ownership of less than one-half (1/2) of one (1) percent of the outstanding securities of a business entity whose securities are registered with the Securities and Exchange Commission of the United States Government.

b) The definition of "Income" contained in the Act (Government Code Section 82030) is incorporated herein, except that "income" shall not include a designated employee's compensation received from the Council.

102. Effective Date of Code. This Code shall become effective on _____.

103. Severability. If any section, subsection, paragraph, subparagraph, sentence, clause, phrase or word of this Code is for any reason held to be invalid, unconstitutional or unenforceable, such decision shall not affect the validity of the remaining portions of this Code. It is hereby declared that this Code, and each section, subparagraph, sentence, clause, phrase and word thereof, would have been adopted irrespective of the fact that one or more of such portions of this Code be declared invalid, unconstitutional or unenforceable.

104. Statute of Limitations. No action based on a disqualification provision of this Code shall be brought pursuant to Government Code Section 91003(b) to restrain the execution of, or to set aside official action of the RTA unless commenced within ninety (90) days following the official action.

ARTICLE II

DESIGNATED POSITIONS AND REPORTABLE FINANCIAL INTERESTS

Section

200. Designated Positions and Designated Employees. The positions within the RTA identified in Exhibit "A" of this Code are hereby established as "designated positions." Any officer, employee, governing board member (where appropriate) or consultant of the RTA whose position with the RTA is a "designated position" in Exhibit "A" of this Code is a "designated employee." A person is a designated employee when the person's position with the RTA entails the making or participation in the making of decisions, which may foresee ably have a material effect on a financial interest.

201. Reportable Financial Interests. In Exhibit "A" of this Code, each designated position is assigned disclosure category numbers, which correspond to specific financial disclosure categories set forth in Exhibit "B." Each designated employee shall disclose those financial interests required in the Exhibit "B" disclosure categories listed next to his/her designated position in Exhibit "A."

202. Scope of Reportable Financial Interests. Only "financial interests" can be made reportable by a conflict of interest code. For disclosure purposes, the Act divides financial interests into three groups: investments, interests in real property and income (Government Code Section 87302(b)). Except as modified in Section 101 of this Code, the broad definitions and limitations of the terms investment, interest in real property and income are found in the Act (Government Code Sections 82034, 82033, and 82030). If a financial interest does not fit within any of these three definitions, a designated employee cannot be required by a conflict of interest code to disclose that interest. In addition, the types and scope of investments, interests in real property and income made reportable by a designated employee's disclosure categories may, in many situations, be narrower than the basic definitions found in the Act. To prevent over disclosure, each designated employee should therefore consult the definitions of investments, interests in real property, and income, as well as his or her specific disclosure categories before filling out the statement of financial interests.

203. Manner of Reporting Financial Interests. Except as provided in subsections (a) & (b), the manner of reporting reportable investments, interests in real property and income shall be pursuant to Government Code Sections 87206 and 87207.

(a) Designated employees are not required to comply with Government Code Section 87206(e).

(b) For purposes of Government Code Section 87207(b)(2) and (3), the disclosure of the names of clients or customers who paid fees to the business entity is required only if it is reasonably foreseeable that financial interest of the client or customer may be materially affected by any RTA related decisions made or participated in by the designated employee.

ARTICLE III

FILING OF STATEMENTS OF FINANCIAL INTERESTS

Section

300. Duty to File Statements of Financial Interests. It shall be the duty of each designated employee to file statements of financial interests conforming to all applicable requirements of this Code. Such statements shall be on forms provided by the County Clerk upon request.

301. Designation and Duties of Filing Officer; Place of Filing Statements.

a) The RTA herewith delegates authority and responsibility to the County Clerk for receipt of all statements of financial interests and for administration of the duties of the filing officer delineated in Government Code Sections 81008, 81010, and 91013.

b) Designated employees shall file any statements required by this Code with the County Clerk who shall retain the original and forward a copy to the RTA. Both the County Clerk and the RTA shall make statements accessible to the public in a manner consistent with Government Code Section 81008.

c) Upon request, the County Clerk shall supply copies of pertinent sections of the Act, this Code, disclosure forms and instruction manuals for filling out disclosure forms.

302. Times of Filing and Periods Covered by Statements.

a) Initial Statements shall be filed by each designated employee within thirty (30) days after the effective date of this Code and shall disclose investments and interests in real property (but not income) held at the time of filing. Persons appointed, promoted, or transferred to designate positions shall file initial statements within thirty (30) days after the date of assuming the position.

b) Annual Statements shall be filed April 1 disclosing reportable investments, interests in real property and income held or received in the period since the closing date of the designated employee's previously filed statement and December 31st.

c) Leaving Office Statements shall be filed by every person who leaves a designated position specified in Exhibit "A" within thirty (30) days after leaving the position, disclosing his or her reportable investments, interests in real property and income during the period since the closing date of the previous statement filed pursuant to this Code. The statement shall include any reportable investments, interests in real property, and income held or received at any time during the period covered by the statement, whether or not still held at the time of filing.

ARTICLE IV

DISQUALIFICATION

Section

400. Circumstance Requiring Disqualification.

a) A designated employee must disqualify himself or herself from making or participating in the making of any decision, or from using his or her official position to influence a RTA decision, if it is reasonably foreseeable that the decision will have a material financial effect, distinguishable from the decision's effect on the public generally, on any reportable* financial interest (except gifts of less than $250.00) or upon any business entity in which the designated employee holds a position of management or is a director, officer, partner, trustee, or employee.

b) No designated employee shall be prevented from making or participating in the making of any decision:

1) Which relates to his or her compensation from the RTA, or the terms and conditions of his or her employment or contract with the RTA; or

2) To the extent his or her participation is legally required for the decision to be made. The fact that an official's vote is needed to break a tie does not make his or her participation legally required for purposes of this section.

401. Manner of Disqualification.

a) If a person required to disqualify pursuant to Section 400 is a member of a decision-making board, commission or committee, he or she shall:

1) Give notice of the existence of the conflict at the meeting during which consideration of the decision takes place, the notice to be made part of the official record; and

2) Refrain from participating in the decision or in any way attempting to use his or her official position to influence the decision.

b) All other designated employees required to disqualify pursuant to Section 400 shall do so by notifying his or her supervisor in writing, describing with particularity the nature of the conflicting financial interest. Upon receipt of such statement, the supervisor shall reassign the matter to another employee.

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* Although not required by this Code, under Government Code Section 87100 and other conflict of interest laws, a public official or employee (whether designated or not) may be required to disqualify himself or herself from making or participating in a decision in situations where a financial interest, although not subject to disclosure by a conflict of interest code, may foresee ably be materially affected by the decision.

Conflict of Interest Code

EXHIBIT A

Designated Position List

Designated Position	Disclosure Category Numbers
RTA Director	1,2,3
Alternate RTA Director	1,2,3
Executive Director	1,2,3
~~Regional Transit Manager~~	~~1,2,3~~
Deputy Director/Chief Financial Officer	1,2,3
~~Accountant~~	~~1,2,3~~
Grants and Financial Manager	1,2,3

(1) A RTA Director who is a Board of Supervisors Member reports under Conflict of Interest Code for the County Board of Supervisors and is not required to file a separate statement under the RTA Code.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)
Conflict of Interest Code

EXHIBIT B

Disclosure Categories

Category Number:

1. Interests in real property[1] located within, or not more than one-half (1/2) mile outside the County boundary.
2. Investments[2] in, and income[3] from, any business entity doing business within the County.
3. Income[3] of any business entity in which the filer or spouse owns a 10% interest or greater, which is derived from client(s) or customer(s) who, with reasonable foresee ability, could be materially affected by the decisions made or participated in by the filer. Names of such client(s) or customer(s) must be reported under this category if the filer's pro rata share of fees from such client or customer was greater than $1,000 in the reporting period in the case of businesses providing legal or brokerage services, or $10,000 for all other types of businesses.

See Footnotes on following page.

FOOTNOTES

(Applicable to ALL Categories. See Referenced Sections of the Government Code for Complete Definitions.)

(1) Interests in real property of the filter include those of the filer's spouse and dependent children as well as the filer's pro rata share of interests in real property owned by any business entity or trust in which filer or spouse owns a 10% interest or greater. Excluded are interests in real property with a fair market value of less than $1,000 or property, which is used principally as the place of residence of the filer. (Government Code Sections 82033 and 87206.5)

(2) Investments of a filer include those of the filer's spouse and dependent children as well as the filer's pro rate share of investments owned by any business entity or trust in which the filer or spouse owns a 10% interest or greater. Excluded are assets with the fair market value of less than $1,000 or ownership of less than one-half (1/2) of 1% of the outstanding securities of a business entity whose securities are registered with the Securities and Exchange Commission. (Government Code Section 82034 and Section 101 of this Code)

(3) Income includes a filer's community property interest in income of his or her spouse, as well as the filer's pro rata share of income of any business entity or trust in which the individual or spouse owns a 10% interest or greater. Income also includes non-family gifts worth more than $25. (Government Code Section 82030)

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
September 14, 2016
STAFF REPORT

AGENDA ITEM:	**C-6**
TOPIC:	**Amendment to SRTP Agreement for SLO Transit Additional Work**
PRESENTED BY:	**Geoff Straw, Executive Director**
STAFF RECOMMENDATION:	**Authorize Executive Director to Execute Contract Amendment #2 to Expand Scope of Services for SLO Transit Needs**

BACKGROUND/DISCUSSION:

At its September 2014 meeting, the RTA Board authorized staff to issue a Request for Proposal to Conduct Joint Short Range Transit Plan (SRTP) study. After the Study Steering Committee evaluated the proposals submitted by consultant teams and recommended LSC Transportation Consultants, the Board authorized the Executive Director at its January 2015 meeting to negotiate a contract for a not-to-exceed amount of $190,000, with the RTA serving as the lead agency for the study. This amount matches the grant agreement with Caltrans for this joint study. Staff ultimately negotiated an agreement with a not-to-exceed amount of $154,892 in early February 2015.

The agreement with LSC Transportation Services was amended in January 2016 to provide additional operations-related analyses, as well as to add a City of San Luis Obispo-funded analysis on university-town funding arrangements.

This staff report focuses on an additional recommended amendment to the agreement with LSC Transportation Consultants. As described in the attachment, the proposed amendment would fund a consultant trip to the Central Coast to present the SLO Transit final draft report to the San Luis Obispo City Council. This additional work would be paid exclusively by the City of San Luis Obispo. The costs for this additional work scope ($3,660) would be passed through RTA to the City of San Luis Obispo. There is no financial impact to the RTA.

Staff Recommendation
Staff requests the Board's concurrence to authorize the Executive Director to execute an amendment to the Joint Short Range Transit Plan agreement with LSC Transportation Consultants in an amount not to exceed $3,660 as described in the attached proposal.

TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
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info@lsctahoe.com
www.lsctrans.com

July 26, 2016

Geoff Straw, Executive Director
San Luis Obispo Regional Transit Authority
179 Cross Street
San Luis Obispo, California 93401

RE: Joint Short Range Transit Plans for RTA and SLO Transit

Dear Mr. Straw:

With this letter and attached proposal, LSC Transportation Consultants, Inc. would like to respectfully request an extension of our billing authority regarding the Coordinated RTA and SLO Transit Joint Short Range Transit Plans. Specifically, these additional funds would be used to conduct an additional trip to San Luis Obispo in order to make a presentation to the San Luis Obispo City Council. This is in addition to the presentation recently made to the San Luis Obispo Planning Commission.

We estimate that the preparing for the presentation and making the additional trip will require an additional 16 Project Manager hours. At our contract rates of $180 and including $620 in travel costs, this totals $3,660 in additional staff costs.

Thank you for your consideration of our request, and we remain committed to developing a quality plan for the City and the RTA.

Respectfully Submitted,

LSC Transportation Consultants, Inc.

by _____
Gordon Shaw, PE, AICP, President

Accepted by _____
Geoff Straw, San Luis Obispo Regional Transit Authority

Accepted by _____
City of San Luis Obispo Representative