



RTA BOARD AGENDA

Wednesday, July 13, 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)
Bruce Gibson (Second District – SLO County)
Adam Hill (Third District – SLO County)
Lynn Compton (Fourth District – SLO County)
Debbie Arnold (Fifth District – SLO County)
Jim Guthrie (Arroyo Grande)

Tom O'Malley (Atascadero)
John Shoals (Grover Beach)
Jamie Irons (Morro Bay)
Fred Strong (Paso Robles)
Shelly Higginbotham (Pismo Beach)
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.

A. INFORMATION AGENDA

A-1 Executive Director's Report (Receive)

B. ACTION AGENDA

B-1 RTA Short Range Transit Plan (Adopt)

B-2 RTA Agreement with SCT for Services (Action)

B-3 Receive Draft CEQA IS/MND Report for Bus Parking Facility in Paso Robles and Open 30-Day Comment Period (Action)

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 May 4, 2016 (Approve)
- C-2 Agreement for County Human Resources Service (Approve)
- C-3 Resolution Authorizing Executive Director to Apply for FTA funds (Approve)
- C-4 Cannon Additional Services Agreement in coordination with CAPSLO (Approve)
- C-5 Procurement Approval for Shop Equipment and ADA Call Back System (Approve)
- C-6 FTA Triennial Review Results (Approve)

D. CLOSED SESSION: Anticipated Litigation
Significant Exposure to Litigation Pursuant to Subdivision (b) of Section 54956.9: (One Case)

E. BOARD MEMBER COMMENTS

Next regularly-scheduled RTA Board meeting on September 7, 2016

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 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:

RTA will conduct its next Employee of the Quarter lunch on July 15th at the SCT bus yard in Arroyo Grande from 12:30PM until 2:30PM. Please note the different venue, and add that event to your calendars.

The Regional Transportation Advisory Committee met on July 7th to review comments received, including those from a public workshop on June 8th, on the draft Short-Range Transit Plan (SRTP), which was "day lighted" at the May 4th RTA Board meeting. As of that meeting, no comments have been received. The RTAC recommendation is incorporated into the Final Draft report included as agenda item B-1 for consideration and possible adoption.

RTA concluded training for five Bus Operator candidates. The training began on May 23rd and the new employees have started revenue service. Please welcome Bob, Dee, Jo-Jo, Kevin, and Suzie to the RTA team. RTA is planning to conduct another Bus Operator training class beginning in September.

RTA is continuing to finalize scheduled activities related to environmental planning services for a long-term operations, administration and maintenance facility. In particular, staff is working with City of San Luis Obispo officials and area consultants to refine assumptions relating to floodplain issues. I expect to provide an updated study schedule at the September 7th Board meeting.

Following a warranty-related fleet defect, RTA implemented six new low-floor minivans and one cutaway van in early June for Runabout service. We are now transferring retired Runabout vans to area transportation providers and/or through our auction services contractor.

Staff is still monitoring the effectiveness of the four MCI over-the-road coaches that we obtained from the Golden Gate Transit District. We will summarize our findings and recommend whether or not to pursue FTA funds already locally identified to purchase two new over-the-road coaches at the September 7th Board meeting.

Service Planning & Marketing:

RTA took delivery of the first ticket vending machine in late June. The backbone infrastructure installation and testing will to be completed in July and August. We expect to launch the system at the Government Center passenger facility in early fall, depending on progress with site layout design. We will then monitor its performance before considering additional TVMs in other parts of our service area.

The South County Transit Board of Directors elected to implement service and fare changes at its May 5th meeting. While the service changes will not have any direct impacts on RTA services, the change in the base cash fare from \$1.25 to \$1.50 will automatically increase Runabout fares for persons riding within ¾-mile of SCT fixed routes. Staff will send out letters to each Runabout registrant that used Runabout in that area over the past six months explaining the revised fare table and to remind the riders that fare-free service is offered on fixed routes throughout the county.

I was interviewed in a recent edition of California Transit magazine about RTA's use of over-the-road coaches and other things on RTA's horizon. A copy of the article is attached.

Finance and Administration:

I want to announce that on July 12th, Tania Arnold been with RTA for 10 years. Please join me in thanking her for her many great contributions to our agency and to congratulate her for this important milestone. I look forward to working with her for many years to come.

RTA completed its on-site FTA Triennial Review on May 25-26. Out of a possible 300+ evaluation areas, we were found deficient in two minor areas. The contracted reviewer stated that he typically finds between five and nine deficiencies, so staff – particularly CFO Tania Arnold and Grants Manager Omar McPherson – should be commended for such a strong result. The final report is included in agenda item C-6. We have developed solutions, and will be implementing corrective actions upon FTA approval; no RTA Board action is required.

Staff has developed a preliminary year-to-date FY15-16 operating and financial results, as follows:

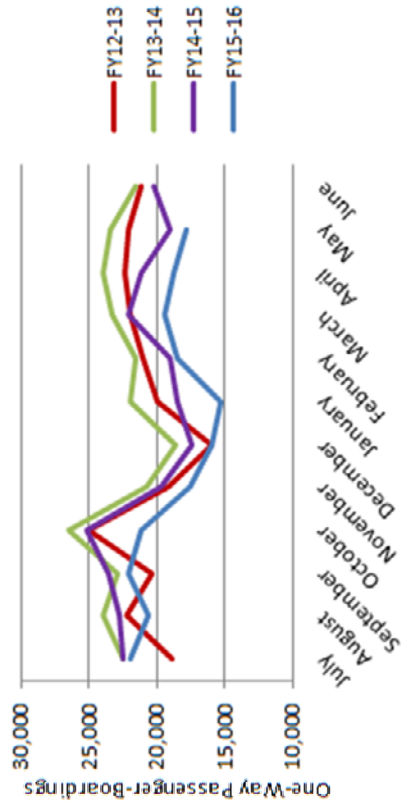
- The preliminary financial data shows that we have expended 72% of our non-capital budget through May 31st, which represents 91.7% of the fiscal year. The two largest budget line-items (Labor-Operations, and Labor-Maintenance) are both below target at 83.0% and 84.9%, respectively. Other relatively high budgeted items include Fuel (49.6% of target) and Marketing (45.2% of target) show significant savings. On the flip side, vehicle maintenance costs are at greater than 111% of target, which further supports my previous assertions that the vehicle maintenance cost “vacation” is over since the factory warranty coverage has expired on our fleet of model year 2013 buses. Overall, expenses are appropriately managed and are within normal budgetary constraints.

- Fixed route services achieved an overall unaudited 25.5% farebox recovery ratio, which is down slightly from the 28.4% figure attained during the same analysis period as last year. Runabout achieved an FRR of 4.2%, which is up from 3.9% a year ago.

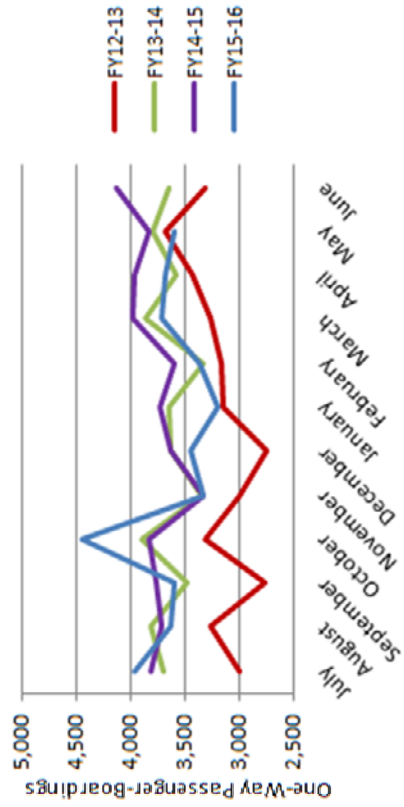
Preliminary RTA core fixed route ridership totaled 749,355 one-way passenger-trips, which is down 7.1% in comparison to the same period last year (864,712).

- Runabout ridership also declined: 36,342 in the first eleven months of FY15-16 vs. 41,146 the previous year, which is a decrease just over 2.9 percent. This is welcome relief from the double digit increases experiences over the previous two fiscal years – despite the record ridership (4,441) in October 2015.

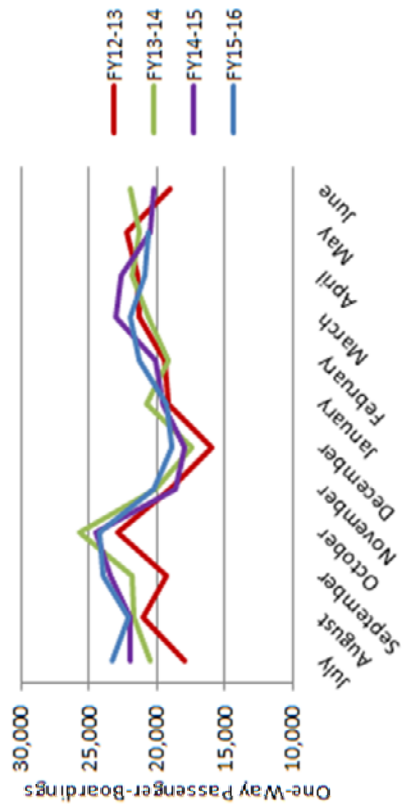
RTA Route 10 Ridership By Month



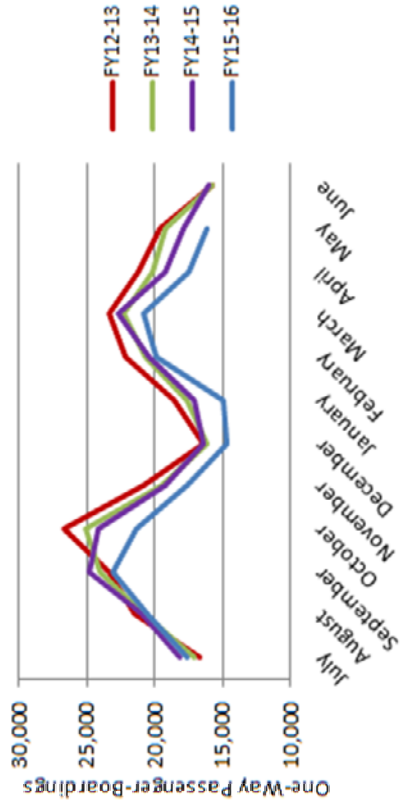
RTA Runabout Ridership by Mo.



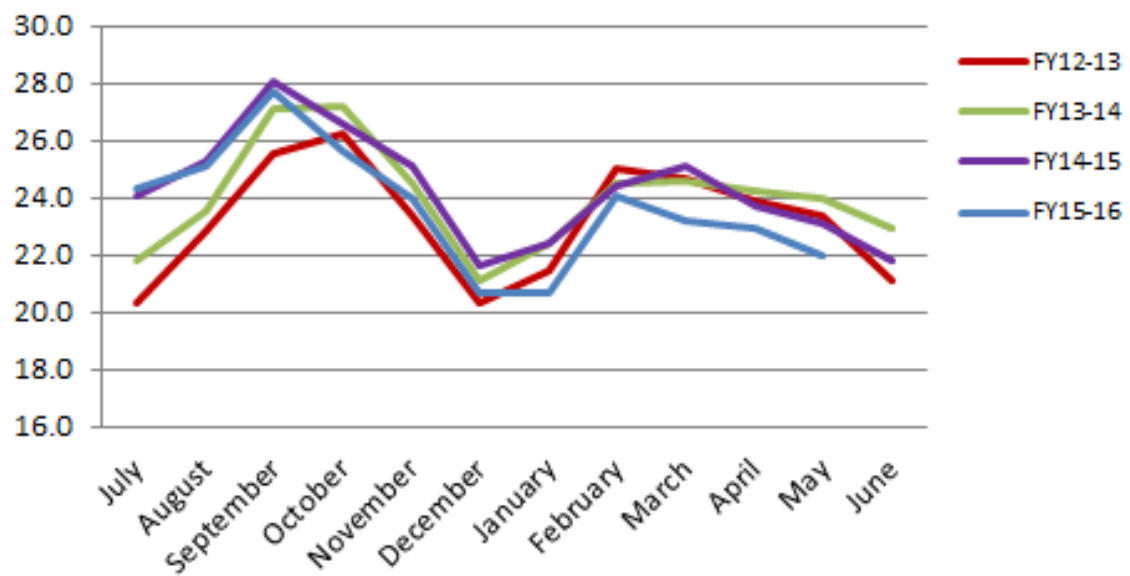
RTA Route 9 Ridership By Month



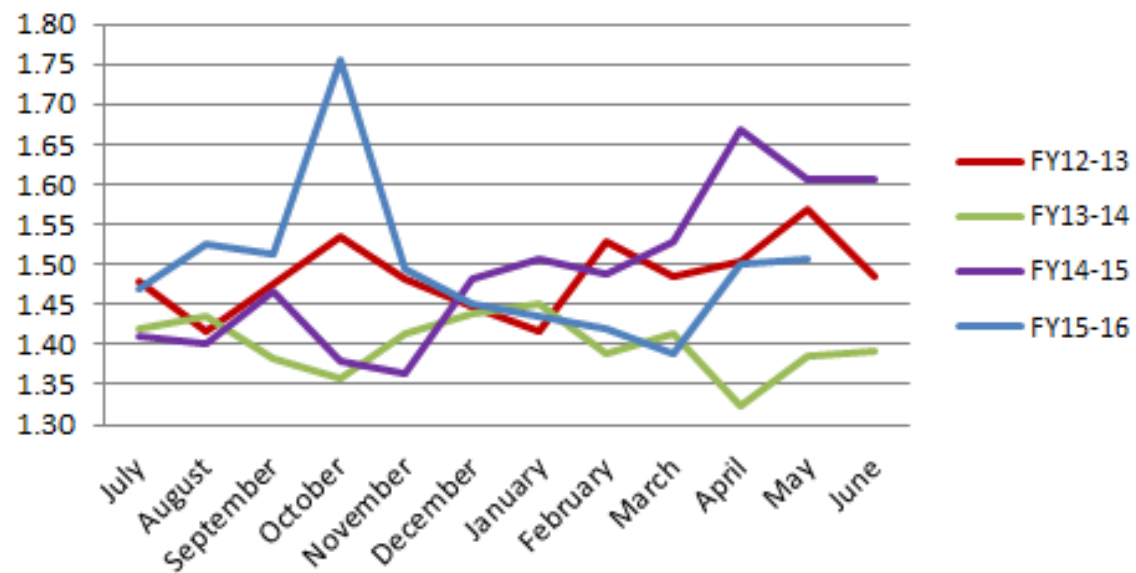
RTA Rtes. 12, 14 & 15 Pass./Mo.



RTA Fixed Route Productivity



RTA Runabout Productivity



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

		Amended Budget FY 2015-16	April Actual	May Budget	May Actual	May Variance	Year to Date FY 2015-16	Percent of Total Budget FY 2015-16
	Hours	72,970	5,829	6,102	5,749	353	63,529	87.06%
	Miles	1,693,360	130,029	141,789	127,539	14,250	1,422,924	84.03%
Administration:								
Labor	operations cost	789,900	59,354	65,825	57,694	8,131	658,775	83.40%
Labor - Administration Workers Comp	operations cost	55,880	13,421	-	-	-	55,720	99.71%
Office Space Rental	operations cost	489,360	34,422	40,780	34,422	6,358	403,781	82.51%
Property Insurance	operations cost	18,500	-	-	-	-	16,128	87.18%
Professional Technical Services	operations cost	92,970	7,292	7,748	-	7,748	45,927	49.40%
Professional Development	operations cost	26,940	2,896	2,245	(2,843)	5,088	18,943	70.31%
Operating Expense	operations cost	255,450	18,330	21,288	18,964	2,324	214,904	84.13%
Marketing and Reproduction	hourly	138,400	4,597	11,533	1,524	10,009	62,484	45.15%
North County Management Contract	operations cost	(39,720)	(3,310)	(3,310)	(3,310)	-	(36,410)	91.67%
County Management Contract	operations cost	(80,500)	(6,708)	(6,708)	(6,708)	-	(73,792)	91.67%
SCT Management Contract	operations cost	(79,830)	(6,653)	(6,653)	(6,653)	-	(73,178)	91.67%
Total Administration		1,667,350	123,643	132,748	93,089	39,658	1,293,282	77.57%
Service Delivery:								
Labor - Operations	hourly	3,865,100	279,257	322,092	288,441	33,650	3,208,682	83.02%
Labor - Operations Workers Comp	hourly	378,050	90,799	-	-	-	376,970	99.71%
Labor - Maintenance	hourly	904,210	69,160	75,351	72,065	3,286	768,303	84.97%
Labor - Maintenance Workers Comp	hourly	110,640	26,573	-	-	-	110,324	99.71%
Fuel	miles	1,502,000	64,736	125,167	66,372	58,795	744,874	49.59%
Insurance	miles	483,930	39,547	40,328	39,547	780	436,133	90.12%
Special Transportation (includes County programs, Cuesta even	n/a	118,330	6,741	9,861	2,960	6,901	49,608	41.92%
Avila Trolley	n/a	57,750	5,133	7,219	6,372	847	38,297	66.32%
Maintenance (parts, supplies, materials)	miles	436,560	54,378	36,380	60,236	(23,856)	488,775	111.96%
Maintenance Contract Costs	miles	111,150	12,281	9,263	9,113	150	123,949	111.52%
Total Operations		7,967,720	648,607	625,659	545,105	80,553	6,345,917	79.65%
Capital/Studies:								
Computer System Maintenance/Upgrades		37,540	12,478	-	-	-	33,929	90.38%
Miscellaneous Capital								
Facility Improvements		39,960	-	-	-	-	35,998	90.09%
Maintenance Software and Maintenance Equipment		58,990	-	-	-	-	-	0.00%
Radios		6,000	4,653	-	-	-	4,653	77.54%
Vehicle ITS/Camera System		725,900	-	14,750	14,687	63	338,307	46.61%
Bus Stop Improvements		294,890	-	1,500	1,500	-	35,942	12.19%
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	335,148	-	-	-	335,148	64.29%
Total Capital Outlay		3,341,360	352,278	16,250	16,187	63	1,028,330	30.78%
Contingency	hourly	110,000	-	9,167	-	9,167	1,230	1.12%
Interest Expense	operations cost	64,500	3,420	5,375	2,974	2,401	39,652	61.48%
Loan Paydown		200,600	100,298	-	-	-	200,596	100.00%
Facility Environmental Planning		219,430	-	-	-	-	3,429	1.56%
Management Contracts		200,050	16,671	16,671	16,671	-	183,379	91.67%
TOTAL FUNDING USES		13,771,010	1,244,917	805,869	674,026	131,842	9,095,814	66.05%
TOTAL NON-CAPITAL EXPENDITURES		10,009,620	792,340	789,619	657,839	131,780	7,863,459	78.56%

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU MAY 31, 2016
CURRENT 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	316,036	311,151	234,483	22,571	24,503	908,744	62,679	65,503	128,181	6,686
TOTAL ROUTE REVENUES	316,036	311,151	234,483	22,571	24,503	908,744	62,679	65,503	128,181	6,686
EXPENDITURES:										
ADMINISTRATION	202,904	204,348	134,001	13,992	47,821	603,065	15,358	15,293	30,651	5,828
MARKETING	16,017	16,131	10,584	1,263	3,780	47,775	4,252	4,233	8,485	0
OPERATIONS/CONTINGENCY	685,038	697,985	446,488	47,964	152,592	2,030,068	266,827	266,496	533,323	98,362
FUEL	151,991	163,936	92,393	11,086	28,584	447,989	18,022	18,737	36,759	3,320
INSURANCE	79,899	86,173	48,573	6,091	14,277	235,013	12,666	13,176	25,842	3,459
TOTAL EXPENDITURES	1,135,849	1,168,573	732,040	80,394	247,054	3,363,910	317,125	317,935	635,061	110,969
FAREBOX RATIO	27.82%	26.63%	32.03%	28.08%	9.92%	27.01%	19.76%	20.60%	20.18%	6.02%
RIDERSHIP	217,515	191,354	153,829	16,794	15,617	595,109	47,440	51,198	98,638	2,970
SERVICE MILES	265,860.90	286,742.40	161,621.80	20,235.60	47,955.10	782,415.80	42,176.00	43,873.10	86,049.10	11,541.00
SERVICE HOURS	8,686.84	8,749.11	5,737.06	606.54	2,048.56	25,828.11	3,248.75	3,235.00	6,483.75	1,216.37
RIDERS PER MILE	0.82	0.67	0.95	0.83	0.33	0.76	1.12	1.17	1.15	0.26
RIDERS PER HOUR	25.04	21.87	26.81	27.69	7.62	23.04	14.60	15.83	15.21	2.44
COST PER PASSENGER	5.22	6.11	4.76	4.79	15.82	5.65	6.68	6.21	6.44	37.36
SUBSIDY PER PASSENGER	3.77	4.48	3.23	3.44	14.25	4.13	5.36	4.93	5.14	35.11

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU MAY 31, 2016
CURRENT 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	19,747	11,567	20,662	11,409	13,697	9,554	4,074	3,015	93,725	1,130,650	121,152	1,258,488
TOTAL ROUTE REVENUES	19,747	11,567	20,662	11,409	13,697	9,554	4,074	3,015	93,725	1,130,650	121,152	1,258,488
EXPENDITURES:												
ADMINISTRATION	13,920	9,081	13,012	7,904	9,501	9,025	9,523	5,774	77,738	711,455	623,105	1,340,388
MARKETING	1,094	722	1,022	629	746	718	748	459	6,138	62,398	0	62,398
OPERATIONS/CONTINGENCY	46,712	30,671	44,172	26,886	31,327	29,914	32,753	19,887	262,323	2,825,715	1,943,459	4,867,536
FUEL	10,016	6,832	10,035	6,203	6,100	6,024	7,904	4,865	57,979	542,727	177,670	723,717
INSURANCE	5,375	3,640	5,385	3,306	3,273	3,210	4,241	2,592	31,022	291,877	132,180	427,515
TOTAL EXPENDITURES	77,116	50,947	73,626	44,927	50,948	48,891	55,170	33,577	435,200	4,434,171	2,876,414	7,421,554
FAREBOX RATIO	25.61%	22.70%	28.06%	25.39%	26.88%	19.54%	7.38%	8.98%	21.54%	25.50%	4.21%	16.96%
RIDERSHIP	12,277	6,860	11,845	6,480	8,092	5,602	2,624	1,828	55,608	749,355	39,942	792,267
SERVICE MILES	17,827.10	12,052.80	17,860.00	10,944.00	10,857.00	10,627.20	14,067.10	8,582.40	102,817.60	971,282.50	440,100.00	1,422,923.50
SERVICE HOURS	590.79	388.80	552.25	338.40	403.26	386.40	404.20	247.20	3,311.30	35,623.16	26,689.54	63,529.07
RIDERS PER MILE	0.69	0.57	0.66	0.59	0.75	0.53	0.19	0.21	0.54	0.77	0.09	0.56
RIDERS PER HOUR	20.78	17.64	21.45	19.15	20.07	14.50	6.49	7.39	16.79	21.04	1.50	12.47
COST PER PASSENGER	6.28	7.43	6.22	6.93	6.30	8.73	21.02	18.37	7.83	5.92	72.01	9.37
SUBSIDY PER PASSENGER	4.67	5.74	4.47	5.17	4.60	7.02	19.47	16.72	6.14	4.41	68.98	7.78

Transit California



On Board With... Geoff Straw Executive Director, San Luis Obispo Regional Transit Authority

Geoff Straw began his transit career as a driver for Unitrans, the fixed-route operator serving the City of Davis and the adjacent UC Davis campus. After obtaining his undergraduate degree from UC Davis, Geoff worked in the private sector for DAVE Transportation Services managing contracts in Petaluma, California and in Logan, Utah between 1989 and 1995, and then managed the Logan Transit District for the City of Logan until 2000. Following a stint as a senior planner for LSC Transportation Consultants through 2004, he returned to Unitrans to serve as the General Manager, overseeing the largest student-operated system in the country. In 2012, Geoff was appointed the Executive Director of the San Luis Obispo Regional Transit Authority.

Transit California:

You started your career at the end of your freshman year at UC Davis driving for Unitrans. How did that shape your approach to running a transit agency?

Geoff Straw:

I was able to apply the lessons learned in the classroom to the real world of public transit, while also negotiating the often turbulent challenge of working with my peers in shaping and managing the student-run system. If anything, it taught me humility, since we were encouraged to try innovative things despite the risk of failure. It also taught me a passion for change and for progress that I still have today (more than 30 years later).

Transit California:

Before you left Unitrans, you ensured that the first bus you drove, a London double-decker RTL1014 bus, which did not meet air quality standards, found a good home. Was it difficult to find a place for the bus to go and how rewarding was that for you personally?

Geoff Straw:

It was not an easy task. RTL1014 was the first of two buses that Unitrans purchased in 1967 from a London used bus dealer. As you mentioned, it was the first bus I actually drove in revenue service, and it still had the slight crease that I caused when I scraped it against another double-decker on my first run!

Naturally, I assumed that every museum in the world would jump at the opportunity to display such an important relic. I was wrong; I reached out to countless museums throughout the American West, but not one was interested. It was pure luck that an ex-pat Englishman living in the United States contacted me to see if we'd be willing to send the bus back to the original London dealer to use as part of its "rolling museum." The many hundreds of ex-Unitrans drivers that had the honor (and challenge) of performing the perfect pre-select upshift while cranking the non-power assisted steering wheel can sleep comfortably at night knowing that 1014 is alive and well. I plan to visit the fully-restored RTL1014 whenever my wife and I can make time to travel to London's Ensignbus Transport Museum.



Transit California:

In what ways is being the Executive Director for San Luis Obispo Regional Transit Authority (RTA) similar to and different from being the General Manager of Unitrans?

Geoff Straw:

The primary difference is make-up of the decision-making bodies at the two agencies. At Unitrans, undergraduate students comprise the core management group (with guidance from a few patient career staff members) and the budget is controlled by the ASUCD student senate; RTA's Board is comprised of seasoned elected officials who are skilled at overseeing complex organizations and dealing with bureaucratic realities. The policy discussions at Unitrans often devolved into important, but often-times unanticipated directions, while the RTA Board discussions usually stay on point. It taught me to be prepared for any direction the discussion may go, while still remaining professional and open-minded. The similarity is that my job has always been to provide defensible and well developed recommendations to the decision-makers, and to support the development of my staff in any way that I can.

Transit California:

In March, RTA purchased four coach-style luxury buses. Why did RTA want "luxury" style buses over more standard ones?

Geoff Straw:

RTA operates a range of transit services: regional fixed-route, local fixed-route, ADA paratransit, and route deviated services. Our commuter-focused express runs are often filled to capacity during peak travel periods, and bus manufacturers' decision to no longer build standard high-floor buses resulted in fewer seats per bus – in our case, from 43 high-back seats in our 2008 GILLIG Phantoms to 36 mid-back seats in our newer GILLIG low-floor buses. To prevent having to place more shadow buses on the street and to avoid standees at freeway speeds, we sought out higher-capacity over-the-road coaches with 57 seats. Our Region 9 FTA contact recently put us in touch with the folks at Golden Gate Transit, which was retiring a sub-fleet of 1999 MCI coaches. Golden Gate Transit helped us complete an FTA asset transfer of four of those coaches, and we began using the coaches in revenue service in March 2016 on our most-crowded express runs. These buses also have amenities that can help us lure commuters out of their private vehicles – things such as overhead lights, reclining seats, footrests, etc. We also live in a beautiful part of the world, so the higher vantage point is really nice when traveling along the ocean in Pismo Beach, or next to vineyards in the north or south parts of the county.

Transit California:

What has been the reaction of riders? Do they perceive the buses as special?

Geoff Straw:

While there have been some initial service-related delays caused by unfamiliarity with these single-door coaches, the overall impression has been favorable. We operate along US-101 between San Miguel in north SLO County all the way into Santa Maria in north Santa Barbara County, a stretch almost 70 miles long. As a result, some riders are on the bus for a long trip – and those folks especially seem to enjoy the comfort of these coaches. Our plan is to continue to evaluate the performance of the buses and the feedback from our riders, and to recommend to the RTA Board at its September 2016 meeting if we should move forward with purchasing new coaches using FTA Section 5307 funds already programmed for this use.

In planning for this type of coach, we began working with a consortium led by our friends at Antelope Valley Transit Authority in 2014 – so we're ready to exercise our existing options as soon as we're satisfied the coaches will meet our needs. However, I'm not quite sure I'd deem RTA's current over-the-road express service as "luxury" yet. Although we recently unveiled a GPS-based Transit Tracker bus arrival system that includes both on-bus, website and phone app solutions, it is our plan to launch a Wi-Fi system – initially on the over-the-road coaches – in the coming months. When the new buses with high-back reclining seats, footrests, overhead reading lights, 110V and USB power outlets, AND the planned Wi-Fi system are all in operation together, I'd then deem it a luxury service. Stay tuned!

Transit California:

Being in a college town, youth riders are fairly constant. Have the newer buses attracted a different discretionary commuter customer?

Geoff Straw:

RTA serves both the Cal Poly campus in SLO, as well as the two Cuesta Community College campuses near SLO and in Paso Robles. It is clear from our passenger surveys that our express runs serve traditional commuters (including campus staff and faculty) to a much greater extent than college students. Our partner agency – SLO Transit – operates relatively high-frequency fixed-route service with a strong focus on the Cal Poly campus, and SLO Transit's ridership profile has a much higher proportion of college-aged riders in comparison to RTA's. This is similar to the experience in Davis between the local Unitrans system and the regional YOLOBUS program. In any case, we expect that with the full rollout of the coaches, with all amenities discussed earlier, we can attract new riders to the system.

Transit California:

How do the coaches fit in with the rest of the RTA fleet and the agency's services?

Geoff Straw:

At Unitrans, the fleet was primarily comprised of CNG-powered buses; they are perfect for that environment due to the relatively slow operating speeds in Davis and the lack of hills. However, because RTA predominantly operates at highway speeds and we require a drivetrain that can safely and effectively pull the steep 1,500-foot Cuesta Grade on US-101, we have elected to use clean diesel technologies in SLO for our heavy-duty buses, while gasoline is used for our paratransit vans and minivans. One of our primary goals at RTA is to be strongly customer-focused, and to serve as a reliable alternative to the private automobile. If the over-the-road coaches end up meeting our expectations, I envision continued use of these high-capacity vehicles for express routes during peak commute periods.

Transit California:

What current initiatives is RTA working on?

Geoff Straw:

Aside from the core services I mentioned, RTA also directly operates local services funded by SLO County in unincorporated communities, as well as those transit services funded by the City of Paso Robles. In addition, RTA administers the South County Transit fixed-route services in Pismo Beach, Arroyo Grande, Grover Beach and Oceano. As such, all of those programs are already well integrated into RTA's core fixed-route services. A new and exciting initiative is that RTA and SLO Transit are wrapping up a joint Short Range Transit Plan effort – the first time that both agencies closely coordinated our plans. Over the next few years, we will better coordinate our services – including the ADA paratransit services operated by RTA on behalf of SLO Transit and the other fixed-route operators in the county.

One of RTA's primary capital objectives is meeting our long-term need for a new administration, operations and maintenance facility. Our current leased facility is undersized in terms of both bus parking berths and maintenance bays, and the lease ends in 2022. We are currently conducting environmental reviews for our preliminarily preferred site, and this study should be completed in the next 16 months. Another objective is developing a consolidated RTA and SLO Transit downtown passenger facility. We both currently operate out of two separate facilities that are maxed-out in terms of needed bus berths and passenger space. We have selected a preferred site for the new facility, and we're working with our partners at SLOCOG to move this project forward.

For the past few years, RTA has developed annual multi-year budgets so that our funding partners (SLO County and the seven incorporated cities) have a better understanding of our funding needs in future years. Not surprisingly, the stagnation in funding growth at the state and federal levels has resulted in significant projected funding shortfalls – particularly for bus replacement and capital facility projects. The county is currently considering Self-Help status, and there is the possibility that a half-cent sales tax initiative will be on the November 2016 ballot. If the county's voters support this new funding initiative, it will bolster much-needed funding for senior- and disabled-focused services, as well as expansions in local and regional fixed-route services. In total, 10% of the sales tax proceeds would be earmarked for public transit over the nine-year life of the sales tax. RTA is ready and willing to meet increasing demands for public transit services in our region.

Transit California:

If someone would like to learn more about you or RTA, what is the best way to connect with you?

Geoff Straw:

First, go to our new website at www.slorta.org – it includes links to our new Transit Tracker system, bus schedules, planning documents, Board packets and other information. It also includes ways to contact me or the members of our excellent RTA team. Best of all, come visit us on the beautiful Central Coast and check out our SLO Way of Life!

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: RTA Short Range Transit Plan

ACTION: Review and Adopt the Plan

PRESENTED BY: Geoff Straw, and LSC Transportation Consultants, Inc.

STAFF RECOMMENDATION: Review and Adopt Plan

RTAC RECOMMENDATION: Recommend that the RTA Board accept the Final Draft SRTP with the note that additional funding is needed to fund all the recommendations.

BACKGROUND/DISCUSSION:

At the May 4, 2016 Board meeting, staff presented the draft RTA Short Range Transit Plan (SRTP). The presentation included preliminary recommendations in a 6-page Executive Summary and a more detailed 26-page Plan chapter. Gordon Shaw of LSC Transportation Consultants Inc., will present the final recommendations an overview of the results of the consultants work on the RTA Transit Plan. This overview included the timeline for the review and adoption of the Plan and the consultant's recommendations contained in the eight (8) working papers that have been completed and reviewed with staff to date.

Staff used various methods of public outreach to solicit feedback on the draft SRTP including posting notices on the RTA website, Facebook, at the Government Center bus stop, and in the Tribune on June 6th and 8th. A public workshop was held on June 8th. All notices noted e-mail and phone contact information for questions or comments. No input was received during this process.

The Board action is to review and discuss the Executive Summary attached for each of the eight sections of the final report and to adopt the plan. Adopting the plan does in no way commit the Board to implementation of the service recommendations contained in the plan nor does it imply that the Board endorses all of these recommendations or plan content. The recommendations contained in this document are the consultant's professional judgment in addressing the data, field observations and overall system analysis and the outcomes for improving service. The staff will provide further information, in March 2017 with the FY1718 budget assumptions and in May 2017 as part of the FY1718 budget presentation, regarding the staff's recommendation for

implementation of the recommended service revisions, the budget associated with the implementation and a community outreach plan for obtaining public feedback on any proposed changes.

Staff Recommendation

Adopt the RTA Transit Plan as presented. Staff will provide further recommendations on implementation and appropriate tasks and timeline with the FY1718 operating budget presentation in May.

Executive Summary
2016 San Luis Obispo Regional Transit Authority
Short Range Transit Plan

Prepared by LSC Transportation Consultants, Inc. and AECOM, Inc.

This document presents a five-year Short-Range Transit Plan (SRTP) developed for the San Luis Obispo Regional Transit Authority (RTA). An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five years. It includes a review of San Luis Obispo region demographics and its transit needs, a series of surveys and ridership counts conducted for all RTA services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans, including an implementation plan. This SRTP plan has been prepared jointly with the development of a parallel SRTP for the SLO Transit program, in order to identify means to best coordinate the two services. Note that this plan does not cover services operated by RTA under contract to other entities, including the Paso Express service, the South County Transit program, and the smaller demand response services operated for San Luis Obispo County.

EXISTING DEMOGRAPHICS

The population of San Luis Obispo County, per the 2009-2013 US Census estimates is 272,094. Population density is shown in Figure 1. Persons living in **households without vehicles** total 4,423, or 4.3 percent of the total countywide population. **Youth** (persons under 18 years of age) total 51,750, or 19 percent of total population. **Elderly** persons age over 60 total 42,984 (16 percent). There are a total of 36,588 persons living in households below the federal **poverty** level (13.4 percent of total population). Persons who indicate they have a **mobility disability** total 28,401, or 10.4 percent of total population. Of all countywide population, 77 percent live within ½ mile of a public transit route. Population is forecast to increase by 4 percent by 2021.

OVERVIEW OF THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

RTA is a Joint Powers Authority formed in 1989 that serves and connects various communities within San Luis Obispo County and nearby cities. Regional fixed route and paratransit services throughout the region (including within the city of San Luis Obispo) are managed by RTA. In addition, RTA is contracted by SLO County to operate community-based services in unincorporated areas (primarily in Nipomo, Shandon and Templeton), and by the City of Paso Robles to operate the Paso Express fixed route services and the Paso Robles Dial-A-Ride service. RTA also provides administrative oversight of the SCT fixed route services in the Five Cities area.

The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided, as well as all five San Luis Obispo County Supervisors, while the Regional Transportation Advisory Committee (RTAC) meets quarterly and provides

advice to the RTA Board. Services have been directly operated by RTA employees since 2009, when the previously contracted services were brought in-house.

A total of 31,531 vehicle-hours of fixed route services are operated annually, providing over 765,000 passenger-boardings. Key RTA fixed route services consist of:

- Route 9 connecting San Luis Obispo with Atascadero, Templeton, Paso Robles and San Miguel to the north.
- Route 10 connecting San Luis Obispo with the Five Cities, Nipomo and Santa Maria (Santa Barbara County) to the south.
- Route 12 connecting San Luis Obispo with Los Osos and Morro Bay to the west.
- Route 14 connecting San Luis Obispo with the main Cuesta College campus to the west.
- Route 15 connecting Morro Bay with Cayucos, Cambria and Hearst Castle to the north.

Fixed route services are operated hourly on weekdays, except for Route 15 which operates every three hours. Reduced service levels are operated on weekends.

Runabout Service

Runabout is the County-wide ADA complementary paratransit service operated by RTA. Vehicle-hours total 37,838 per year, carrying 45,000 passengers per year (including attendants). “No shows” (passengers that are not available for pickup) are 2 percent of all reservations, while late cancellations represent 5 percent of total reservations. Up to 15 vehicles are in operation at peak times. Overall, 94.2 percent of trips were served on-time (0 to 5 minutes late), 4.7 percent were served early, while 1.1 percent were served more than 5 minutes late.

Fleet

RTA’s fixed route fleet consists of a total of 34 vehicles, while the Runabout program has a fleet of 22 vehicles. The bulk of the fleet used in RTA fixed routes are 40’ diesel coaches, though four 1999 45’ over-the-road coaches were recently added. Existing RTA operating/administrative costs total \$8,159,000 per year. Key revenues sources include Local Transportation Funds (44 percent of all revenues) and Federal sources (18 percent).

Ridership

Annual ridership is 1,038,000 per year, when including all services operated or administered by RTA. Since 2007, there has been a consistent annual increase in ridership. 2013 ridership is fully 270 percent greater than 2003 ridership.

Onboard Surveys

RTA Fixed Route Onboard Survey

An onboard passenger survey indicated that respondents were primarily coming and going for the purpose of either work (39 percent) or school (34 percent). 34 percent of the riders were college students (primarily Cuesta College students). Passengers were asked to rank transit service characteristics of RTA on a scale of “Very Poor” to “Excellent.” “Driver Courtesy” received the highest rating with 74 percent of the riders rating it a “Very Good” to “Excellent.” The “Hours of Service” and “Service Frequency” receive the lowest average rating, with 26 percent and 22 percent indicating “Poor” or “Very Poor”, respectively. Asked “What single most important improvement would you suggest for RTA”, the largest number of responses (202) were for expanded hours or days of service, followed by 144 for increased service frequency, and 91 for improved buses.

Runabout Onboard Survey

A high percentage of Runabout rider respondents (32 percent) were using the service for medical/dental purposes, while 20 percent were using it for work. Only 13 percent of respondents said they had a car available for the trip, and 44 percent claimed they would not have made the trip had paratransit service not been available, indicating high transit-dependency of the ridership. Furthermore, 37 percent of the customers do not use the Fixed Route bus because it’s too difficult for them and 17 out of the 41 customers require a wheelchair. 63 percent of the respondents were over the age of 60 years old, and 69 percent did not have a driver’s license at the time of the survey. Asked to rank the overall service, 84 percent of passengers indicated “Very Good” or “Excellent”.

Online Survey

In addition to the onboard surveys, an online survey was conducted. Asked to rate RTA, the lowest rated service among RTA riders was “Hours of Service” followed by “Service Frequency.” The highest rated services were “Driver Courtesy” and “Safety Performance.” Overall, 70 percent indicated an “Excellent” or “Very Good” rating of overall performance. The most popular way to improve RTA was to offer a more frequent schedule on both weekdays and weekends (67%), and to operate later on weekdays (46%). Of survey responses that do not ride the bus, the most popular reason selected was “The bus is inconvenient for me,” followed by “Traveling by bus takes too long.”

Peer Comparison

Comparing RTA fixed route services with seven California peer systems, RTA was found to have relatively high passenger-trips per vehicle-hour (second from the highest) but relatively low passenger-trips per vehicle-mile (second from the lowest), reflecting relatively long trip lengths. Annual passenger-trips per capita was relatively low. RTA's operating costs were close to average on a per vehicle-hour basis, but the lowest of the peers on a per vehicle-mile basis. The operating subsidy per passenger-trip was relatively low. Runabout was found to carry the lowest number of passenger-trips per vehicle-hour and per vehicle-mile, as well as relatively low ridership per capita. Operating costs are relatively high on a per vehicle-hour basis, but close to average on a per vehicle-mile basis. RTA also has a relatively high cost and subsidy requirement per passenger-trip.

SHORT RANGE TRANSIT PLAN ELEMENTS

Service Plan

- This plan will **enhance weekday daytime service on Routes 9 and 10** by adding new mid-day limited stop express service to the current schedule. RTA should implement weekday express service on Route 9 between San Luis Obispo and Paso Robles in the mid-day period, consisting of four additional round trips using an additional (fourth) bus from roughly 8:30 AM to 4:30 PM) while maintaining all existing runs. This will reduce in-vehicle travel times by up to 20 minutes, expand the frequency of service between these key transit centers, and help address the crowding issue. A mid-day weekday express service should also be implemented on Route 10. The current 74 minute end-to-end travel time would be reduced to 55 minutes. Five new express runs in each direction will occur between roughly 7:30 AM and 5:50 PM, which will allow use of existing express buses. These service enhancements will be implemented in FY17-18, assuming additional funding can be secured.
- **Evening service will be expanded on Routes 9, 10, and 11.** New evening service on Route 9 should be expanded by providing additional local route runs on weekdays (two additional southbound runs and one northbound run), as well as one additional run in each direction on Saturdays and Sundays. Additional evening runs should also be added to the existing Route 10 schedule on weekdays (two additional northbound runs and one southbound run) and one additional round-trip on Saturdays and Sundays. Finally, one additional westbound weekday run should be added to the Route 12 schedule. These service enhancements will be implemented in FY17-18, assuming additional funding can be secured.
- **Route 10 services will be modified** as demand warrants. As ridership patterns result in increased loads or changes in travel patterns, new services (such as limited stop services) will be implemented.
- **Route 12 schedules will be modified** to eliminate the existing long layovers in Morro Bay. This will reduce the in-vehicle travel time between Los Osos and San Luis Obispo by up to 20

minutes, and yield a net increase in ridership. This service enhancement will be implemented in FY16-17 following a focused public involvement outreach effort.

- **Runabout capacity will be increased** to address growth in demand for paratransit service, including the provision of one additional Runabout vehicle in peak operation every two years. RTA will also keep the option for taxi subsidy program open in the future.

Capital Plan

- RTA will **purchase 12 fixed route buses plus 30 Runabout vehicles** over the coming six years to replace vehicles reaching the end of their useful life and to expand the Runabout fleet. Note that no additional fixed route vehicles are required under the Service Plan presented above.
- RTA will **implement Wi-Fi service** on a limited experimental basis, focusing first on the four over-the-road coaches recently added to the RTA fleet.
- RTA will **make vans retired from the fleet available to other transportation providers in the area**, which will expand the availability of wheelchair accessible vehicles to residents and help to reduce the demand for Runabout service.
- A new **San Luis Obispo Transit Garage Facility** will be constructed. The preliminary preferred site has been identified on Elks Lane near Prado Road.
- RTA will construct a **new bus parking facility in Paso Robles** at a County-owned parcel on Spring Street.
- RTA will continue to work with the City and SLOCOG to develop a **new downtown transit center**. As this project will require several years to implement, in the meantime RTA will enhance lighting and add two bus shelters and benches at the existing Government Center site, and work with the City to eliminate nearby on-street parking that is hampering safe bus operations.
- **Bus stop improvements** will be implemented, including new shelters, bike racks, lighting, trash cans, and improved wheelchair accessibility. These improvements will be coordinated with local jurisdictions.

Management Plan

- **Service standards will be revised** to better match current conditions and goals.
- **Runabout eligibility and certification processes** will be modified, in order to control costs and provide more consistency in the process.

- **Runabout scheduling procedures** will be modified to increase productivity and staff efficiency. Coordination of Runabout and fixed route services for individual passenger trips (where appropriate) will be considered, and regional travel training will be expanded.
- **Coordination of RTA and SLO Transit** will be enhanced by (1) working towards a single regional bus tracker website, (2) developing a single ID card for persons with disabilities, (3) defining a consistent policy on passenger baggage, (4) coordinating routes and schedules where beneficial, (5) increasing joint driver training, and (6) working towards a common bus replacement policy.

Financial Plan

RTA will implement the following fare policy changes:

- RTA will offer a **discount Regional Day Pass** to enhance mobility throughout the region by persons with disabilities.
- RTA will **replace the current 7-Day Pass with a 3-Day Pass**, to align with the SLO City program.
- RTA will **accept the SLO Transit picture ID for RTA discount fares**.

Services and capital improvements are planned to be funded through a combination of existing funding sources, including fare revenues, Federal Transit Administration funds, Transportation Development Act funds, other state sources, and Cuesta College contributions. There also is a potential for new revenues from a potential new countywide ½-cent sales tax (though these revenues are not included in this plan). If passed, this new revenue would be focused on expanding Runabout service, expanding evening service and mid-day express service, and reducing fares for seniors and persons with disabilities.

The following provides a comprehensive plan to improve the RTA program over the coming five years. Service enhancements are first presented. This is followed by capital improvements, including fleet improvements, facility plans, passenger amenities, and other capital items. Management and financial strategies are then identified. Finally, an implementation plan is defined.

This discussion builds upon the review of conditions and alternatives presented in previous chapters. The reader is encouraged to refer to these previous chapters for additional information regarding the plan elements.

SERVICE PLAN

A summary graphic of service improvements is presented in Figure 28.

Provide Mid-Day Express Service on Route 9 and Route 10

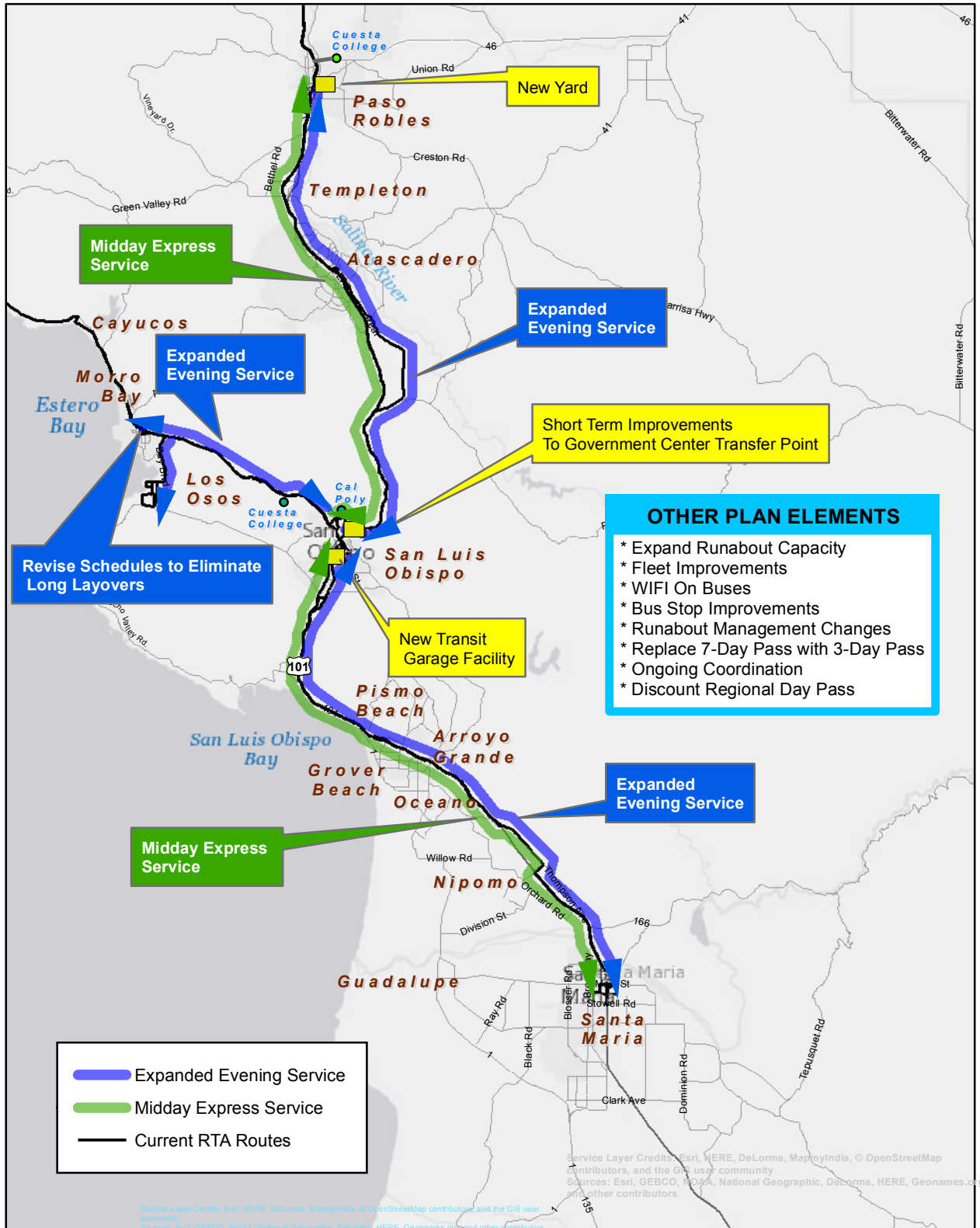
This plan will enhance weekday daytime service on Routes 9 and 10 by adding new mid-day limited stop express service to the current schedule. This is considered a high transit priority for funding generated through a new countywide sales tax for transportation funding purposes.

RTA should implement weekday express service on Route 9 between San Luis Obispo and Paso Robles in the mid-day period, consisting of four additional round trips. Stops should be limited to Government Center, Atascadero Transit Center, Las Tablas Park-and-Ride and the North County Transit Center. An additional (fourth) bus should be added to the mid-day period (roughly 8:30 AM to 4:30 PM) while maintaining all existing runs. New northbound runs should depart San Luis Obispo at 8:33 AM, 10:33 AM, 12:33 PM and 2:33 PM, and new southbound runs depart Paso Robles at approximately 9:35 AM, 11:35 AM, 1:35 PM and 3:35 PM. This will reduce in-vehicle travel times by up to 20 minutes, expand the frequency of service between these key transit centers, and help address the crowding issue. It will not require an additional bus. Ridership is forecast to increase by 25,900 passenger boardings per year.

A mid-day weekday express service should also be implemented on Route 10. This service should be limited to the following stops:

- Cal Poly (Kennedy Library)
- Government Center
- Pismo Beach Premium Outlets
- Halcyon Park-and-Ride
- East Grand Avenue/El Camino Real
- Tefft/Carillo
- Santa Maria Transit Center

Figure 28
RTA Short Range Transit Plan



It is estimate that 60 percent of Route 10 passenger-trips are made between these key stops. The current 74 minute end-to-end travel time would be reduced to 55 minutes. Note that not all stops may be served on all runs, in order to maintain a two-hour round trip cycle time. Five new express runs in each direction will occur between roughly 7:30 AM and 5:50 PM, which will allow use of existing express buses. It is expected that the existing Route 10 short runs (the 7:21 AM run from Arroyo Grande to Government Center and the 4:05 PM run from Cal Poly to Arroyo Grande) will be folded into these new runs. Specific schedule times and stops will be developed through detailed planning. In addition, more travel time choices would be provided. Overall, this strategy will increase ridership by an estimated 26,100 passenger-trips per year.

Expand Evening Service on Routes 9, 10, and 11

Evening service on Route 9 should be expanded by providing the following additional local route runs:

- Weekday departing Paso Robles at 8:00 PM and 9:00 PM and departing San Luis Obispo at 9:33 PM
- Saturday departing Paso Robles at 8:10 PM and departing San Luis Obispo at 9:33 PM
- Sunday departing Paso Robles at 7:10 PM and departing San Luis Obispo at 8:47 PM

In addition, Runabout service hours in the Route 9 corridors will be expanded to match the new hours of fixed route operation.

The need for extended evening service was a common comment by stakeholders and the public in this SRTP plan process, in particular to allow participation in evening activities in Atascadero or Paso Robles among San Luis Obispo residents as well as to allow residents of the northern communities to take part in evening activities in San Luis Obispo. At present, the last weekday departures on Route 9 are at 7:00 PM southbound from Paso Robles and 8:33 PM northbound from San Luis Obispo, the last runs on Saturday depart at 6:10 PM southbound and 7:33 PM northbound, while the last runs on Sunday depart at 4:10 PM southbound and 5:33 PM northbound

Additional evening runs should also be added to the existing Route 10 schedule. Specifically, the following runs should be added:

- Weekdays - Additional northbound runs departing Santa Maria at 8:14 PM and 9:14 PM and one additional southbound run departing San Luis Obispo at 9:33 PM
- Saturdays – One additional northbound run departing at 8:14 PM and southbound at 9:33 PM

- Sundays – One additional northbound run departing at 7:14 PM and southbound at 8:33 PM

This was a common request among participants in the SRTP study. It will expand resident's access to jobs, cultural activities and educational opportunities along the corridor. Based upon the relative hourly ridership of evening service in similar regional transit programs offering later service, this alternative will add 8,700 passenger-trips on weekdays, 1,100 on Saturdays and 1,000 on Sundays annually.

Finally, an additional weekday evening run should be added to the Route 12 schedule, departing San Luis Obispo at 9:33 PM. The last Route 12 weekday run currently departs San Luis Obispo at 8:33 PM, returning from Morro Bay at 10:38 PM. Considering the relative ridership by hour of similar services, it would generate an estimated increase of 3,200 passenger-trips per year.

In addition to adding fixed route service, this strategy will also require expansion of Runabout service to provide ADA paratransit mobility during the additional fixed route hours. Extension of dispatch/mechanics hours will also be necessary.

Modify Route 10 Services As Demand Warrants

Ridership patterns on Route 10 are relatively complex in comparison with the other RTA fixed routes, as Route 10 has strong transit generators at both ends as well as in the Five Cities area and Nipomo along the route. Ridership patterns should be monitored (particularly as service enhancements are implemented) to identify specific route segments that warrant additional service or that experience bus crowding. As necessary, additional runs on portions of the route should be added, such as runs between Five Cities and San Luis Obispo.

Modify Route 12 Schedules to Eliminate Long Layovers in Morro Bay

Route 12 should be rescheduled to eliminate the long Morro Bay layovers on many runs (while still serving Morro Bay). This will reduce the in-vehicle travel time between Los Osos and San Luis Obispo by up to 20 minutes (depending on the specific run). While this will no longer provide direct bus-to-bus transfers between Route 12 and Route 15, ridership data indicates little or no transfers are currently occurring. As a result, the net effect of this modification will be to increase ridership, while eliminating a common complaint among Los Osos transit riders.

Expand Runabout Capacity

As discussed in Chapter 2, the San Luis Obispo County elderly resident population age 65 to 79 is forecast to increase by 34 percent between 2015 and 2021. While the demand for Runabout service is generated both by elderly as well as non-elderly persons with disabilities, this reflects an overall substantial growth in underlying demand for Runabout service. As discussed below, this SRTP includes strategies to improve Runabout efficiency and manage demand for service that will help address the need for expanded capacity. However, it remains prudent to plan for

expansion of Runabout capacity. Based on the demographic forecasts and the expected benefits of management strategies, this plan includes the provision of one additional Runabout vehicle in peak operation every two years, along with a 2 percent annual growth in Runabout service hours and miles.

One potential strategy to address growth in demand for Runabout services (particularly for long trips in more outlying areas) is a taxi subsidy program. While the recent Request for Letters of Interest process yielded only limited interest among taxi operators, this may well change in the future. This option should be reconsidered periodically, particular if demand increases unexpectedly or if late evening services are implemented.

CAPITAL PLAN

Fleet Improvement Plan

Table 46 presents the fleet improvement plan for RTA. This assumes no change in peak vehicle requirements as a result of service plan changes. As shown, a total of 12 RTA fixed route buses plus 30 Runabout vehicles will need to be purchased to maintain acceptable fleet conditions over the six years from FY 16-17 to FY 21-22¹. This is estimated to require a total capital outlay of \$6,198,000 for RTA fixed route buses plus \$2,429,000 for Runabout vehicles.

Not shown in this table is that significant additional replacement needs come due in the period immediately after this SRTP plan period. In particular, RTA has seven heavy-duty buses that will reach the end of their useful life in FY 2022-23, with an estimated replacement cost of \$3,360,000. This indicates a particular need for capital reserves as the end of the SRTP plan period nears.

In addition, RTA will need to replace two staff vehicles (currently a pickup truck and a hybrid car) in 2016/17.

Implement Wi-Fi Service on Fixed Route Buses

The provision of internet Wi-Fi connectivity to transit passengers is becoming increasingly common, as a means of attracting additional riders and better serving existing riders. In particular, providing connectivity on long commute trips helps to make transit service more competitive with driving. While no detailed studies have been conducted, anecdotal information indicates that a ridership increase of several percentage points can be attributed to provision of Wi-Fi service. Examples of existing transit systems providing Wi-Fi service are

¹ Including some existing Runabout vehicles that will require replacement twice within the period.

TABLE 46: RTA Fleet Replacement Plan and Costs

Assumed Annual Inflation Rate 2.5%

Vehicle Type FY16-17 FY17-18 FY18-19 FY19-20 FY20-21 FY21-22 TOTAL

Number of Vehicles							
RTA Fixed Route							
Total Over-the-Road Coach Purchases	2	0	2	0	0	0	4
Total Heavy-Duty Bus Purchases	3	2	0	0	1	0	6
Total Cutaway Purchases	0	0	0	0	1	0	1
Total Trolley Purchases	1	0	0	0	0	0	1
Total	6	2	2	0	2	0	12
Runabout							
Total Cutaway Purchases	2	0	8	0	6	2	18
Total Minivan Purchases	6	0	0	0	0	6	12
Total	8	0	8	0	6	8	30

Cost Estimate							
RTA Fixed Route							
	14/15 Unit Cost						
Over-the Road Coaches	\$650,000	\$0	\$1,435,000	\$0	\$0	\$0	\$2,801,000
Heavy-Duty Buses	\$480,000	\$1,034,000	\$0	\$0	\$557,000	\$0	\$3,104,000
Cutaway Buses	\$90,000	\$0	\$0	\$0	\$104,000	\$0	\$104,000
Trolley	\$180,000	\$0	\$0	\$0	\$0	\$0	\$189,000
Total	\$3,068,000	\$1,034,000	\$1,435,000	\$0	\$661,000	\$0	\$6,198,000
Runabout							
Cutaway Buses	\$90,000	\$0	\$795,000	\$0	\$626,000	\$214,000	\$1,824,000
Minivans	\$45,000	\$0	\$0	\$0	\$0	\$321,000	\$605,000
Total	\$473,000	\$0	\$795,000	\$0	\$626,000	\$535,000	\$2,429,000

SLO Transit, the Regional Transportation Commission in Reno, Nevada, as well as Sonoma County Transit. However, some transit services have also faced challenges in implementing dependable Wi-Fi service, due to issues over cell coverage and the availability of various service plans. The rapid changes in smartphone technologies also adds uncertainty to this issue.

It is recommended that RTA implement Wi-Fi on a limited basis, expanding service once any initial issues have been addressed. A reasonable approach would be to first install Wi-Fi on the four over-the-road coaches and make them available on Route 9 and Route 10 express runs, and then expand service to the remainder of the fixed-route fleet. Installation costs are typically \$1,500 per vehicle, with ongoing data plan costs of \$50 to \$100 per vehicle per month.

Continue to Provide Retiring Vans to Other Transportation Providers at Nominal Cost

As a means of expanding mobility options for San Luis Obispo County residents while helping to contain future costs of Runabout service, it is recommended that RTA continue to make older low-value surplus vans available to other transportation providers in the region, such as public agencies, non-profit organizations, as well as for-profit transportation companies. Other transit systems providing paratransit services have found that expanding the availability of wheelchair-accessible vehicles (no matter the entity providing the service) helps to reduce the demand for costly demand-response services while giving residents new options for meeting their mobility needs.

San Luis Obispo Transit Garage Facility

RTA's primary garage facility is located at 179 Cross Street (off of Tank Farm Road) in the southern portion of San Luis Obispo. This facility is leased from a private development firm, and is relatively modest in size (2.7 acres) for a transit operation of RTA's size. All RTA, SCT, SLOCAT and Paso Express vehicle maintenance is conducted at this site, along with all administrative functions and the large majority of operations functions.

The primary detriment of this facility is that the space for vehicle maintenance is insufficient, with only two tandem bays available. (Common bus facility planning standards indicate the need for seven bays at present.) There is also insufficient space for battery storage and tire storage. In addition, the facility provides no room to expand the transit fleet, large equipment storage, staff vehicle parking and employee parking. As the parcel is 100 percent "landlocked" with existing development on all sides, a new site is clearly needed.

RTA recently conducted an evaluation of new sites, including development of an appropriate site program to accommodate long-range growth and an assessment of the operational and preliminary environmental issues associated with four sites. Of these, a 10-acre parcel at 253 Elks Lane was found to be substantially preferable. Key factors in favor of this site are its adequate size, compatibility with adjacent land uses, relatively good proximity to US 101 and to the downtown transit center, and location close to the SLO Transit operations facility (across the street) and to the County Department of Social Services and homeless services.

The RTA Board recently selected this site as the preferred option, and directed staff to start the environmental review (NEPA/CEQA) process. Total cost of land acquisition and construction (sized to accommodate long-term needs) is estimated by RTA to be on the order of \$9.8 million. This excludes the costs of permitting, environmental analysis and design/engineering. Funding (largely FTA Section 5307) for environmental assessment has been set aside for expenditure in 2016. In addition, RTA has started the process of setting aside a total of \$4 Million in 5307 funding over a ten-year period to fund a large portion of this facility's costs.

In addition, the first three years of the SRTP plan period are also the last three years of loan payments on the current garage facility. A total of \$612,900 will be required to pay off the cost of previous tenant improvements.

RTA Use of Portion of County Yard in Paso Robles

Due to a change in ownership and planned development, RTA will not indefinitely have use of the existing parking yard at 4th and Pine Streets in Paso Robles, as well as operations office space. As a replacement, RTA is currently overseeing an engineering/architectural study of a new facility on County-owned land on Spring Street adjacent to US 101. This new facility will need to be completed in 2016. Federal Transit Administration 5307 funding totaling \$300,000 has been set aside to fund these improvements, as well as the \$291,000 in FY 15-16 LCTOP funds.

Downtown Transit Center

A weak point of the regional San Luis Obispo public transit network is the existing transit hub in downtown San Luis Obispo (Government Center). This currently consists of a SLO Transit facility on the west side of Osos Street between Mill Street and Palm Street, and an RTA facility on the east side of Osos Street between Monterey Street and Palm Street. The SLO Transit facility provides sawtooth bays for up to five buses along with shelter structures. The RTA facility provides approximately 200 feet of straight curb, which is adequate to accommodate up to three buses, depending on the order that individual buses arrive. There is also a drop-off only area around the corner on Palm Street that accommodates the fourth bus. The facility includes two 20-foot passenger shelters. Overall, this facility has a long list of deficiencies:

- There is inadequate space for all RTA buses at peak times, resulting in buses that park around the corner on Palm (potentially conflicting with other uses), or that end up parked at an angle to the curb. This can block travel lanes on Osos Street, and also increase hazards to passengers boarding/alighting the bus and preclude deployment of the wheelchair lift/ramp.
- The number of bays available for SLO Transit limits the ability to schedule services to maximize direct bus-to-bus transfers.

- While there are restrooms available at nearby public buildings (City Hall, Library), these are only available during operating hours.
- Transferring between the SLO Transit and RTA systems requires walking across two streets.
- Both blocks are on a grade that exceeds the desired maximum slope of a facility as defined by the ADA (2 percent)². This creates challenges to wheelchair users transferring between buses, and can also increase hazards associated with using a lift or ramp.
- Bus shelter capacity is inadequate at peak times, particularly for RTA passengers. The south-facing passenger shelters also cause passenger discomfort during afternoon periods due to inadequate shade.
- There is inadequate street lighting for night-time operations, as well as to address personal security concerns.
- The 8' wide sidewalks adjacent to the RTA bus locations get congested, particularly when a wheelchair lift or ramp is in use.

SLOCOG is leading an ongoing effort to construct a new, enhanced transit center along Higuera Street in the block between Santa Rosa Street and Toro Street. The current focus is on developing a joint public/private project that would include the transit center as well as a public parking structure. The feasibility of this concept and the source of the necessary public funding have yet to be determined. Per the *2012 San Luis Obispo Council of Governments Coordinated Transit Center Study*, as well as further analysis, the facility is currently envisioned to consist of the following (if constructed):

- Up to 11 bus bays
- Indoor and outdoor passenger waiting areas
- Driver break area and operational space
- Restrooms
- Transit information counter

Given that completion of a new transit center is at best several years in the future, and in light of the importance of this facility to both the RTA and City of SLO systems, a modest level of improvements to the existing RTA facility is warranted. The following is recommended:

² ADA regulations allow greater slopes for bus bays along streets with greater slopes, so long as the existing slope is not increased.

- Elimination of the four existing parking spaces on the east side of Osos Street north of Monterey Street, to allow additional RTA buses to be at the site without blocking travel lanes and to ensure that buses are parallel against the curb when loading passengers.
- Two additional bus shelters and two additional benches on the RTA side, with improved shade for passengers.
- Enhanced street lighting, on both the SLO Transit and RTA sides.

A cost estimate for these improvements is shown in Table 47. As illustrated, the improvement cost on the RTA side, exclusive of staff costs, is \$66,500. As also shown in Table 47, the additional street lights required for the SLO Transit side amount to a cost of \$26,000, culminating in a total project cost of \$92,000.

TABLE 47: Estimated Short-Term Government Center Improvement Costs			
	Units	Unit Cost	Cost
<u>RTA Bus Stops</u>			
Shelters	2 EA	\$ 10,400	\$ 20,800
Benches	2 SF	\$ 2,600	\$ 5,200
Additional Low Level Streetlights: RTA Transit Stops	5 EA	\$ 8,000	\$ 40,000
Striping/Signing			\$ 500
<i>Subtotal</i>			\$ 66,500
<u>SLO Transit Stops</u>			
Additional Streetlights: SLO Transit Stops	4 EA	\$ 8,000	\$ 26,000
<i>Subtotal</i>			\$ 26,000
Total Probable Project Costs			\$ 92,500
Note: Excludes any hazardous waste remediation costs.			

Bus Stop Improvement Plan

Bus stops are an important element of a successful public transit system. Particularly for “choice” riders with access to a car, the comfort and safety perceived by persons waiting at a bus stop can be crucial in passenger’s overall perception of the transit program, and can well make or break an individual’s decision to be a regular transit user.

Table 48 presents the recommended bus stop improvements. This was developed based upon the following:

TABLE 48: Recommended RTA Bus Stop Improvements													
<i>Excluding Government Center</i>													
Stop	Route					Recommended Improvement							
	9	10	10X	12/14	15	Shelter	ADA Pad	Sign	Bike Rack	Trash Can	Information Kiosk	Solar Lighting	
Cal Poly Kennedy Library	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Santa Rosa at Mustang Village	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Santa Rosa at Foothill	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Atascadero City Hall	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Cal Poly Performing Arts Center NB	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Cal Poly Performing Arts Center SB	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Monterey at Grand	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
6 Stops in SLO County (Santa Margarita area)	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
4 Stops in SLO County	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Spring St @ 30th St	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Viejo Camino @ Bocina	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Tefft St @ Carillo St (SB)	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
El Camino Real @ E. Grand SB	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
El Camino Real @ E. Grand NB	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Santa Maria Transit Center	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
4 Stops in SLO County (Nipomo area)	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
El Camino Real @ Albertson's	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Morro Bay Park	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
11 Stops in SLO County (Los Osos area)	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
30 Stops in SLO County	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Nicholson/E.Cypress (Santa Maria)	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
Pismo Beach Premium Outlets	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	
TOTAL						5	58	1	10	3	2	12	
Unit Cost (Includes Construction/Installation)						\$10,400	\$1,300	\$300	\$800	\$800	\$500	\$4,000	Total
Total Costs¹						\$52,000	\$75,400	\$300	\$8,000	\$2,400	\$1,000	\$48,000	\$ 187,100

Note: Excludes Government Center in San Luis Obispo, discussed elsewhere

- The “Prioritizing RTA Fixed-Route Bus Stop Improvements” report prepared recently by RTA staff.
- A review of other RTA bus stops not included in this report. In particular, boarding activity was compared against a standard of providing a shelter for stops serving 20 or more boardings per day, in order to identify new shelter locations.
- A review of traffic volumes to identify locations where new bus bays (pullouts) are needed. This was conducted focusing on high-activity stops, and applying a standard of providing a pullout where needed to avoid a bus stopping in a travel lane serving 4,000 or more vehicles per day. No such locations were found to exist.

As shown in the table, the following improvements are warranted:

- Wheelchair pads (8’ X 5’ concrete or asphalt pads) are needed at a total of 58 locations³ around the system as identified by the Americans with Disabilities Act. Many of these locations also will require an accessible path of travel for persons using mobility devices to the nearby transit trip generator. While the ADA does not require these improvements until/unless other changes are made to a stop, it is recommended that the RTA implement a multi-year program to provide these ADA amenities. A five-year program would require new ADA pads at 12 locations per year for all transit programs operated or managed by RTA (including SCT and Paso Express).
- New shelters are warranted at five locations, of which three are along Route 10.
- Bike racks or other bicycle storage facilities are needed at ten locations, with nine needed along Route 9 and one needed on Route 10. Provision of racks can help to avoid damage to nearby trees and other property due to informal bike storage, can help to encourage transit use, and can help address capacity problems with the on-bus bike racks.
- Additional trash cans, signs, and information kiosks are also warranted at several existing stops.
- Improving lighting at bus stops is important for passenger safety and comfort, particularly as RTA expands evening service. Recent improvements in solar technology allow urban shelters to be provided with lighting without the need for utility connections, for a unit cost of approximately \$4,000. In addition, rural bus stops can be lit through solar power (using a pole-mounted system) for approximately \$1,500 per stop. Lighting should be installed in 12 shelters, to be determined based upon existing lighting conditions, location, and the potential for evening ridership.

³ One of these locations is at the Pismo Beach Outlet Stores. While there is one pad at this location, an additional pad is needed for peak transfer times.

Implementing many of these improvements will require coordination and possible cost-sharing with other organizations (Cities, County and Cal Poly, in particular). Depending on right-of-way, utility location and other site-specific factors, moreover, some improvements may prove infeasible. As shown in Table 47, the total cost of these improvements (excluding costs associated with ADA path of travel improvements beyond the pads) is \$187,100.

In addition, some RTA stops are located along relatively high speed roadways, away from signalized intersections or other pedestrian crossing protection. In recent years, traffic engineers have developed an expanded selection of pedestrian crossing enhancements, including the “Rapid Rectangular Flashing Beacon” (which increases driver awareness of pedestrian crosswalk locations), as well as the “Pedestrian Hybrid Beacon” (which provides for a full stop of traffic when activated by a pedestrian). One location that merits particular consideration of enhanced pedestrian protection is along El Camino Real north of Santa Barbara Street in Atascadero. Due to pedestrian risk, this stop location is currently not used by Route 9, despite its shelter and bus pullout area.

Coordinate Joint Bus Shelter Program

RTA and SLO Transit should combine boarding data to review activity at shared stops, and program new shelters at locations where 25 or more passengers per day board. Costs for improvements should be shared based upon the proportion of boarding by each system. RTA and SLO Transit can utilize passenger activity data collected through GPS-based Automatic Passenger Counter systems to determine these proportions.

MANAGEMENT PLAN

Management plan elements consists of revisions to RTA service standards, as well as recommended management strategies for the Runabout program and strategies to improve coordination among transit programs in the region.

Revise Service Standards

Based upon the review of existing RTA service goals, policies and standards, as well as the current service performance, the following revisions are recommended:

- RTA demand response service efficiency standards should be established at 2.0 passengers per revenue vehicle-hour and 0.2 passengers per revenue vehicle-mile.
- On an individual route basis, a minimum productivity of 10.0 passengers per revenue vehicle-hour should be adopted.
- The current system-wide standard of standees on no more than 10 percent of runs on any individual route should be relaxed given the relatively short travel time between San Luis Obispo and the main Cuesta College campus. In turn, a standard load factor of 1.0 of seated

capacity should be adopted on commuter/express runs. On local runs (Routes 9, 10, 12, 14, and 15), a standard load factor of 1.5 of seated capacity should be used. Automatic Passenger Counter systems can be used to determine when passenger loads on buses exceed these factors.

- The preventable collision rate should be evaluated on a quarterly basis, rather than the current practice of reviewing for each individual month.

Improve Runabout Eligibility and Certification Process

The following modifications to the Runabout process of determining eligibility are recommended:

- The website should be modified to include a checklist for self-assessment of eligibility, a description of accessible features of fixed-route service as an option, and the availability of travel training.
- A standard script should be used by Runabout staff for a potential passenger's initial call. An example script is provided in Appendix B.
- All individuals who apply for eligibility to use Runabout should be required to complete an in-person interview after the application form has been completed and submitted to RTA.
- RTA should implement a consistent, regular approach to recertification, including monthly review of the database

Modify Runabout Scheduling Procedures

The following scheduling recommendations are provided to lower costs and improve productivity for Runabout:

- Continue to use flexible start and end times for all drivers on Runabout.
- Reduce the minimum scheduled lunch time to 30 minutes for all Runabout paddles that include a lunch break.
- Accept requests for subscription trips as long as capacity is available for individual trip requests. Standing trip requests allow schedulers to develop a more efficient schedule.
- Reduce the number of Runabout bids and make greater use of casual and extra board drivers as much as possible to increase flexibility for scheduling and respond to actual levels of demand.

- Work with RouteMatch to develop a report which shows non-productive time separate from breaks for all Runabout drivers. Review this report at least monthly with schedulers to identify opportunities to increase the number of passengers per hour of service.
- Emphasize the need to group trips and avoid long slack periods on driver manifests.
- Continue to enforce the no-show and cancellation policy to minimize the disruptions to schedules and the corresponding loss in productivity.

Also, RTA and Ride-On are currently conducting an 18-month study of technology solutions to better coordinate the two programs. The results of this study may identify other good strategies for enhancing on-demand transit services for people with mobility issues.

Focus on Coordinating Runabout and Fixed Route Services

Where appropriate, RTA should seek out opportunities to reduce long Runabout trips by coordinating individual passenger's trips with fixed route services. This is not a viable option for all passengers and for all individual trips, and should be considered on a case-by-case basis. When using fixed route services for a portion of the trip is viable (particularly for recurring trips), it can reduce overall RTA costs and expand passengers' travel options.

Provide Expanded Regional Travel Training

A region-wide travel training program should be implemented to make effective use of resources, ensure that all travel options are presented in a consistent manner, and yield benefits to residents and to the transit programs.

Continue and Expand Coordination Efforts with SLO Transit

This planning process has underlined the importance of building on the strong coordination between RTA and SLO Transit. It is recommended that the senior management of both transit programs meet on a quarterly basis to continue coordination efforts. The following are topics that are recommended as a starting point:

- **Work Towards A Single Regional Bus Tracker Website** – Optimally, a transit passenger could visit a single website or download a single app that would show all regional buses on the same map. As the RTA and SLO Transit bus tracker programs are developed on differing software platforms, this is a challenging endeavor. However, it remains a valid goal and an important strategy to making the regional transit network operate as a convenient system for the passenger.
- **Develop A Single ID For Persons With Disabilities Accepted On Both Systems** – The regional system would be easier for persons with disabilities to navigate and overall administrative costs reduced by developing a single ID program good for boarding both

systems at discount fare (or free fare, for persons eligible for Runabout). This should include a magnetic stripe to allow convenient tracking of boardings by fare category.

- **Coordinated Policy On Baggage** – Policies regarding items allowed on the buses (groceries, shopping carts, strollers, etc.) would optimally be consistent between the two systems. At present, RTA’s policy is *“Carry-on items (including folded strollers) must be held or secured to protect other passengers in case of a sudden stop and must not block the aisles or exits”* while SLO Transit’s policy is *“Carrying objects blocking aisle or stairway or occupying seat is prohibited, except at driver’s discretion if space allows; stroller must be folded prior to boarding”*. A consistent policy would avoid confusion or conflict as to what is allowed.
- **Joint Driver Training On Managing Difficult Passengers** – In recent years there has been an increase on both RTA and SLO Transit in passengers causing conflicts with other passengers or drivers. While drivers in both systems already have training in this matter, there are specialized training classes available that could aid drivers in difficult situations. Joint training would be both cost-effective, and would help ensure that both transit systems address these issues in a consistent manner. As a starting point, the lead trainers from RTA and the SLO Transit contractor should meet along with Community Action Partnership of San Luis Obispo County staff to discuss opportunities.
- **Work Towards a Common Bus Replacement Policy** -- At present, RTA has an adopted policy to *“Replace 100 percent of all revenue vehicles no more than 40 percent beyond the FTA-defined useful life standard in terms of years or miles”* while the City has a less-specific standard of *“clean and good conditions”* regarding revenue equipment. A consistent policy between the two systems could help ensure that limited Federal and state funding resources are best used to maintain the region’s transit fleets in good condition, and merits ongoing discussion. These discussions could also consider tightening the RTA’s standard, such as reducing the 40 percent figure, if funding permits.
- **Route Coordination** – On an ongoing basis, route scheduling should be considered to maximize the convenience of transfers between the various transit systems in the region. In addition, consideration should be given to consistent region-wide designation of routes.

FINANCIAL PLAN

Monitor the Need to Increase Fares

No fare increases are proposed under this plan. As discussed below, the overall RTA funding balance is sufficient to negate the need for fare increases under current financial expectations. However, there is a high degree of uncertainty regarding future funding figures, particularly at the state and Federal levels. As part of the annual budgeting process, fare revenues should be reviewed to determine if changes in fares are necessary to continue to fund a high quality of transit service for the region.

Offer Discount Regional Day Pass

RTA currently allows seniors age 65 to 79, persons with disabilities as well as K-12 students to board the bus at a 50% discount fare when using cash, the 31-day regional pass, and the 31-day RTA pass. However, no discount is available when using the \$5 regional day pass. A discounted \$2.50 regional day pass is recommended to increase transit usage between the various transit systems among persons in the discount categories. While this is estimated to reduce RTA fare revenues by \$26,500 per year, it will increase ridership by 7,500 new boardings per year. To simplify the boarding process, the day pass should be the only regional pass option that can be purchased directly from the RTA bus driver.

Replace 7-Day Pass with 3-Day Pass

To better align the RTA and SLO Transit programs, the RTA-only 7 day pass should be eliminated and replaced with an RTA-only 3 day pass. On the SLO Transit system, the 3-day pass is roughly 3 times more popular with riders than the 7-day pass. Consistent with the current daily cost of the 7-day pass, the 3-day pass should be provided for \$6, for all riders. If future demand and ridership requests warrant it, consideration could be given to making this a region-wide pass.

Accept SLO Transit Picture ID for RTA Discount Fares

To board at the reduced fare available to persons with disabilities, RTA current requires the passenger to display either a Medicare card or a letter from the Veterans Administration. SLO Transit also provides the option of obtaining a picture ID card that can be used to verify disability status. RTA should modify policies to allow use of this SLO Transit ID card to document disability status.

Potential Countywide Half-Cent Sales Tax Increase

SLOCOG is currently evaluating the potential for a county wide “local option” sales tax increase to fund a wide range of transportation improvements. This could be important in supporting improvements, including:

- Expansion of Runabout services to persons with disabilities
- Expansion of evening service on Routes 9, 10 and 12
- Initiating Mid-Day Express Service on Routes 9 and 10
- Expanding transit availability to seniors and persons with disabilities through the discounted Day Pass.

Given the current uncertainty regarding this new funding source, it is not included in the financial plan discussed below.

Fund RTA Through Fares and Existing Subsidy Sources

The following methodology was utilized in developing this Financial Plan:

- First, forecasts of annual operating and administrative costs were developed, as presented in Table 49 for FY 2016/17 through FY 2020/21. “Base case” operating and administrative cost forecasts were estimated based on the existing revised budget. Per SLOCOG planning criteria, a 2 percent rate of inflation was assumed through 2018/19, and 3 percent thereafter, in the absence of any change in service levels. Next, operating and administrative cost estimates were identified for each SRTP element, based upon the analyses presented in previous sections of this document, and consistent with the implementation plan presented below. These costs were also factored to reflect the assumed rate of inflation. Operating and administrative costs by the fifth year of the plan will total approximately \$10,489,200 which is 15.4 percent over the base-case cost of \$9,091,100.
- Next, ridership for each SRTP element was estimated, as presented in Table 50. The “base case” ridership reflects expected ridership assuming no changes in service. The ridership impact of each Plan element is then identified and summed. This includes the ridership generated by the new discount Day Pass, as discussed above. As new services do not immediately attain the full potential ridership, ridership on new evening services is factored to reflect 66 percent of potential ridership in the first year of service and 90 percent of potential ridership in the second year. Ridership is expected to respond relatively quickly to Mid-Day Express service (80 percent in the first year, and 95 percent in the second year). For the relatively small change to Route 12 schedules, a 90 percent factor is assumed for the first year and full ridership thereafter. In addition, ridership (for both base case and for the service improvements) is factored to reflect a 0.8 percent annual increase in population and associated ridership demand. By FY 2019/20, ridership is forecast to equal 879,800 one-way passenger-trips per year, which is 94,600 trips over the base case forecast of 785,200. This indicates that the plan will result in a 16.9 percent increase in ridership by the end of the plan period.
- Based on the ridership figures presented in Table 50, the estimated farebox revenues are presented in Table 51. As presented, by the end of the plan period the service improvements will increase fares by \$96,100 per year (including the loss in fares associated with the discount Day Pass), or 6.7 percent over the base case fares.
- The next element necessary in the development of the SRTP is estimation of the capital cost for vehicles, passenger amenities, passenger facility improvements and operating equipment, as shown in Table 52 for each year of the Short Range Transit Plan period. For the new main Transit Garage Facility, \$500,000 is identified in the first four years of the plan (per current budgeting), followed by \$695,300 per year to finance the estimated \$8.3 Million remaining construction and land acquisition cost over 15 years at 3 percent interest

rate. Funds are also included for the final three years of the current loan obligation on the existing garage facility. Based on the capital plan, presented above, the capital costs total \$13,042,300 over the five-year period.

TABLE 49 : RTA Short Range Transit Plan Operating Costs						
<i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Base Case Operating Costs	\$8,236.5	\$8,401.2	\$8,569.2	\$8,826.3	\$9,091.1	\$43,124.3
Operating Plan Elements						
Provide Mid-Day Express Service on Route 9	\$0.0	\$250.9	\$255.9	\$263.6	\$271.5	\$1,042.0
Provide Mid-Day Express Service on Route 10	\$0.0	\$319.3	\$325.6	\$335.4	\$345.5	\$1,325.8
Expand Evening Service on Route 9	\$0.0	\$253.1	\$258.1	\$265.9	\$273.8	\$1,050.9
Expand Evening Service on Route 10	\$0.0	\$256.4	\$261.6	\$269.4	\$277.5	\$1,064.9
Expand Evening Service on Route 12	\$0.0	\$67.5	\$68.9	\$70.9	\$73.1	\$280.4
Modify Route 12 Schedules To Eliminate Long Layovers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Expand Runabout Capacity	\$22.0	\$44.9	\$68.7	\$94.3	\$121.4	\$351.3
Wi-Fi Operating Costs	\$0.0	\$4.8	\$42.4	\$43.7	\$45.0	\$136.0
Total: Service Plan Elements	\$22.0	\$1,187.9	\$1,272.1	\$1,333.8	\$1,398.1	\$5,214.0
Total With Plan Elements	\$8,258.5	\$9,589.1	\$9,841.3	\$10,160.1	\$10,489.2	\$48,338.3
Percent Increase over Base Case	0.3%	14.1%	14.8%	15.1%	15.4%	12.1%
Base Case costs based upon FY 2015-16 Amended Budget, excluding capital and management contract costs Inflation assumptions identified in the SLOCOG RTP were applied: two percent annual inflation through 2018/19, and three percent thereafter Source: LSC Transportation Consultants, Inc.						

TABLE 50: RTA Short-Range Transit Improvements Ridership Forecasts						
<i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Base Case Ridership ⁽¹⁾						
Fixed Route	709.0	720.1	725.7	731.4	737.1	3,628.8
Runabout ⁽²⁾	43.6	45.4	46.3	47.2	48.1	231.4
Total	752.6	765.5	772.0	778.6	785.2	3,860.3
Service Plan Elements						
Provide Mid-Day Express Service on Route 9	0.0	21.0	25.2	26.7	26.9	99.8
Provide Mid-Day Express Service on Route 10	0.0	21.2	25.4	26.9	27.1	100.6
Expand Evening Service on Route 9	0.0	8.1	11.1	12.5	12.6	44.3
Expand Evening Service on Route 10	0.0	7.2	9.9	11.1	11.2	39.4
Expand Evening Service on Route 12	0.0	2.1	2.9	3.3	3.3	11.6
Modify Route 12 Schedules To Eliminate Long Layovers	0.0	1.2	1.3	1.3	1.4	5.2
Expand Runabout Capacity	0.9	1.7	2.6	3.5	4.4	13.1
Total: Service Plan Elements	0.9	62.5	78.4	85.3	86.9	314.0
Discount Regional Day Pass Fare	7.5	7.5	7.6	7.6	7.7	
Total Ridership	767.3	835.5	858.0	871.5	879.8	3,444.8
% Growth over Base Case	1.1%	9.2%	11.2%	12.0%	12.1%	
% Growth over FY 15-16	2.0%	11.0%	14.0%	15.8%	16.9%	
<p>Note 1: Base case ridership on fixed routes increased by 0.78% per year, per the mid-range projections presented in Final Report - San Luis Obispo County 2040 Population, Housing & Employment Forecast (SLOCOG, 2011)</p> <p>Note 2: As Runabout ridership is a function of the service level provided, growth in ridership is reflected in the service plan element.</p> <p>Source: LSC Transportation Consultants, Inc.</p>						

TABLE 51: RTA Short-Range Transit Improvements Fare Revenues						
<i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Base Case Operating Revenues (Fares and Adve	\$1,330.0	\$1,340.4	\$1,361.4	\$1,393.5	\$1,437.5	\$6,862.7
Service Plan Elements						
Provide Mid-Day Express Service on Route 9	\$0.0	\$27.5	\$33.0	\$34.9	\$35.2	\$130.6
Provide Mid-Day Express Service on Route 10	\$0.0	\$22.9	\$31.4	\$35.3	\$35.6	\$125.2
Expand Evening Service on Route 9	\$0.0	\$12.9	\$15.5	\$16.4	\$16.5	\$61.3
Expand Evening Service on Route 10	\$0.0	\$10.7	\$14.7	\$16.4	\$16.6	\$58.4
Expand Evening Service on Route 12	\$0.0	\$4.2	\$4.5	\$4.5	\$4.8	\$18.0
Modify Route 12 Schedules To Eliminate Long Layovers	\$0.0	\$1.2	\$1.6	\$1.9	\$1.9	\$6.5
Expand Runabout Capacity	\$2.6	\$5.1	\$7.7	\$10.3	\$12.8	\$38.5
Discount Regional Day Pass Fare	-\$26.5	-\$26.7	-\$26.9	-\$27.1	-\$27.3	-\$134.5
Net Change in Fare Revenues	-\$23.9	\$57.7	\$81.4	\$92.6	\$96.1	\$304.0
Total Annual Fare Revenues	\$1,306.1	\$1,398.1	\$1,442.8	\$1,486.1	\$1,533.6	\$7,166.6
Percent Change	-1.8%	4.3%	6.0%	6.6%	6.7%	4.4%

Source: LSC Transportation Consultants, Inc.

TABLE 52: RTA Short Range Transit Capital Plan						
<i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
Capital Plan Elements						
Fixed Route Buses (See Table 46)	\$3,068.0	\$1,034.0	\$1,435.0	\$0.0	\$661.0	\$6,198.0
Runabout Vehicles (See Table 46)	\$473.0	\$0.0	\$795.0	\$0.0	\$626.0	\$1,894.0
Transit Garage Facility	\$500.0	\$500.0	\$500.0	\$500.0	\$695.3	\$2,695.3
Paso Robles Bus Storage Facility	\$850.0	\$0.0	\$0.0	\$0.0	\$0.0	\$850.0
Wi-Fi Bus Equipment	\$0.0	\$6.0	\$45.0	\$0.0	\$0.0	\$51.0
Short Term Government Center Transit Hub Improvements	\$92.5	\$0.0	\$0.0	\$0.0	\$0.0	\$92.5
Programmatic Capital Improvements ⁽¹⁾	\$189.0	\$133.1	\$130.2	\$96.7	\$99.6	\$648.6
Loan Payment on Current Garage Facility	\$200.6	\$200.6	\$211.7	\$0.0	\$0.0	\$612.9
Subtotal: Capital Plan Elements	\$5,373.1	\$1,873.7	\$3,116.9	\$596.7	\$2,081.9	\$13,042.3
Inflation assumptions identified in the SLOCOG RTP were applied: two percent annual inflation through 2018/19, and three percent thereafter						
Note 1: Programmatic capital improvements include bus stop improvements, maintenance equipment and computer/communications equipment						
Source: LSC Transportation Consultants, Inc.						

The results of Tables 49 through 52 were used to develop the Financial Plan, as presented for each of the five years of the Short Range Transit Plan period in Table 53. In addition to passenger fare revenues, this Financial Plan incorporates the following funding sources:

- Farebox and advertising revenues.
- Rural Transit Fund revenues are used for operating, assumed to grow with the rate of inflation, and are also assumed to fund half the cost of new Runabout vehicle purchases.
- FTA Section 5307 (Urban Program) funds are used for operations, facilities, and the purchase of local fixed route buses. Operating funding is assumed to grow with the rate of inflation, while capital funds are identified as needed to balance the capital improvement budget.
- FTA Section 5311 (Rural Program) funding is used for operations serving rural areas, and is assumed to grow at the rate of inflation.
- The Cuesta College contribution is assumed to continue, growing at the rate of inflation.
- A modest amount of interest income is included.
- Transportation Development Act funding is calculated to balance the operating budget.
- The final year of the Proposition 1B (Safety and Security) funds are reflected in the first year of the plan.
- State Transit Assistance funds are used as capital funding. Given current uncertainty regarding this source, no change from current levels is assumed.
- Low Carbon Transit Operations Program funds are used for capital purposes. While these funds are discretionary, overall they are assumed to grow with inflation.

This financial plan yields a balanced operating budget. A balanced budget is also identified on the capital side, with the exception of FY 2019-20, when revenues will exceed costs (thus indicating an increase in Capital Project Reserves).

TABLE 53: RTA Short-Range Financial Plan

All Figures in Thousands

	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21
OPERATING					
Operating Costs (From Table 49)	\$8,258.5	\$9,589.1	\$9,841.3	\$10,160.1	\$10,489.2
Operating Revenues					
Fare Revenues (From Table 51)	\$1,306.1	\$1,398.1	\$1,442.8	\$1,486.1	\$1,533.6
Rural Transit Fund	\$234.6	\$244.1	\$259.0	\$283.1	\$318.7
FTA Section 5307	\$2,038.9	\$2,079.6	\$2,121.2	\$2,184.9	\$2,250.4
FTA Section 5311	\$639.3	\$652.1	\$665.1	\$685.1	\$705.6
Cuesta Contribution	\$55.5	\$56.6	\$57.7	\$59.4	\$61.2
Interest	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
Transportation Development Act	\$3,981.2	\$5,155.7	\$5,292.5	\$5,458.6	\$5,616.7
Total	\$8,258.5	\$9,589.1	\$9,841.3	\$10,160.1	\$10,489.2
Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
CAPITAL					
Capital Costs (From Table 48)	\$5,373.1	\$1,873.7	\$3,116.9	\$596.7	\$2,081.9
Capital Revenues					
FTA 5307	\$4,042.8	\$1,015.4	\$1,849.1	\$0.0	\$842.1
Proposition 1B	\$241.3	\$0.0	\$0.0	\$0.0	\$0.0
State Transit Assistance	\$561.5	\$561.5	\$561.5	\$561.5	\$561.5
Low Carbon Transit Operations Program	\$291.0	\$296.8	\$308.8	\$330.9	\$365.3
Rural Transit Fund (Capital)	\$236.5	\$0.0	\$397.5	\$0.0	\$313.0
Total	\$5,373.1	\$1,873.7	\$3,116.9	\$892.4	\$2,081.9
Balance	\$0.0	\$0.0	\$0.0	\$295.7	\$0.0

FTA - Federal Transit Administration

Source: LSC Transportation Consultants, Inc.

IMPLEMENTATION PLAN

Fiscal Year 2016-17

- Implement the short-term improvements to the RTA passenger facilities at Government Center in San Luis Obispo
- Conduct environmental analysis and engineering/permitting tasks for new Transit Garage in San Luis Obispo
- Construct new Paso Robles yard
- Improve Runabout eligibility and certification process, and scheduling procedures
- Purchase five buses, one trolley (for the Avila Trolley route) and eight Runabout vehicles
- Start offering a discounted Regional Day Pass
- Replace 7 day pass with 3 day pass
- Finalize schedules for Mid-Day Express services and extension of evening services.
- Continue coordination efforts with other transit agencies
- Improve bus stops

Fiscal Year 2017-18

- Implement the Mid-Day Express services and extension of evening services. While these are identified for initiation in Fiscal Year 2017-18, the specific timing may depend on future ridership trends, the annual unmet transit needs process, as well as the development of new funding sources.
- Modify Route 12 schedule to avoid long layovers
- Finalize plans and funding strategies for new Transit Garage in San Luis Obispo
- Expand Runabout capacity through additional vehicles and expanded vehicle hours of service
- Purchase two buses
- Implement Wi-Fi on over-the-road coaches
- Begin engineering and design of long-term Transit Garage
- Continue coordination efforts with other transit agencies
- Improve bus stops

Fiscal Year 2018-19

- Start construction of new Transit Garage in San Luis Obispo
- Expand Runabout capacity
- Purchase two buses and eight Runabout vehicles
- Expand Wi-Fi service to remainder of fixed-route fleet
- Continue coordination efforts with other transit agencies
- Improve bus stops

Fiscal Year 2019-20

- Move into new Transit Garage in San Luis Obispo
- Expand Runabout capacity
- Continue coordination efforts with other transit agencies
- Improve bus stops

Fiscal Year 2020-21

- Expand Runabout capacity
- Purchase two buses and six Runabout vehicles
- Continue coordination efforts with other transit agencies
- Improve bus stops
- Update Short Range Transit Plan

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
***DRAFT* SHORT RANGE
TRANSIT PLAN**

Presented by:

Gordon Shaw, PE, AICP; *Principal*



AECOM

Agenda

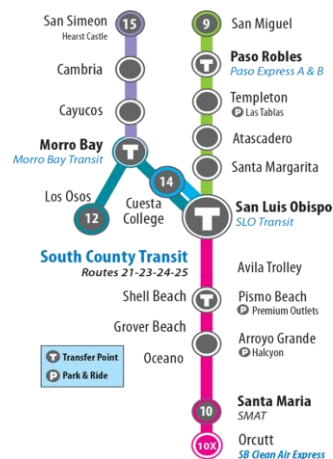
- Purpose of a SRTP
- Review of Existing Conditions
- Comparison with Peer Systems
- Evaluation of Service, Capital, Financial and Institutional Alternatives
- SRTP – Fixed route
- SRTP – Runabout

Purpose of a SRTP

- Review existing conditions and trends impacting transit services
- Provide opportunities for public input
- Consider strategies for coordination with other services
- Provide a general “business plan” for transit services over a five year period
- Serve as the basis for state and federal funding

Existing Fixed Route Services

- 15 buses in operation at peak times
- Operates 31,607 vehicle-hours and 986,000 vehicle-miles annually
- Carries 709,000 passenger-trips per year
- Overall productivity of 24 passenger-trips per vehicle-hour



SLO RTA Fixed Route Onboard Survey

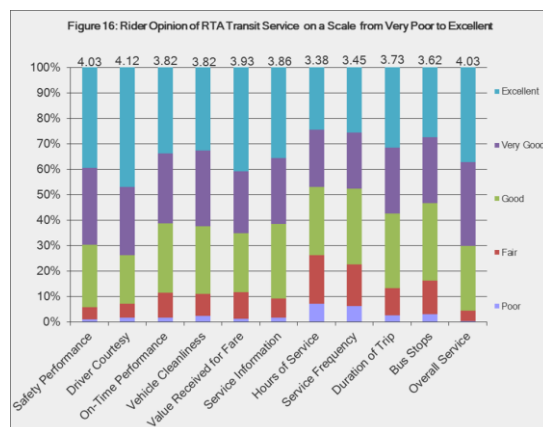
- 75% were traveling roundtrip
- 62% walked to the bus, 12% bicycled, 20% drove or rode in a car, 16% other
- 39% commuting for work, 34% traveling for school
- 28% had been using for 5 or more years, followed by 21% who had been using for 1-2 years
- 80% use services 3 or more days per week
- Printed guide/schedule is most popular form of transit info (40%)
- 65% did not have vehicle available for the trip
- Respondents spread relatively evenly among age groups

Fixed Route Onboard Survey Summary

“What single most important improvement would you suggest for SLO Transit”

1. Expanded hours or days of service
2. Improve service frequency or run times
3. Improve on-time performance
4. Buses and bus amenities (additional seating, double decker, Wi-Fi)

Rider Opinion of Transit Services



RTA Fixed Route Peer Survey

Compared with 7 California systems of similar size, population served and route structure

- Passengers per Vehicle-Hour is relatively **high**, while Passengers per Vehicle-Mile is relatively **low**
- Passengers per Capita is relatively **low**
- Operating Cost per Vehicle-Hour is **average** while Operating Cost per Vehicle-Mile is relatively **low**
- Operating Cost per Passenger is relatively **low**
- Farebox Return Ratio is relatively **high**
- Operating Subsidy per Passenger is relatively **low**

Existing Runabout Services

- Serves as the single regional paratransit provider for the entirety of the county
- Up to 15 vehicles in operation at peak times
- Operates 38,000 vehicle-hours and 631,000 vehicle-miles per year
- Serves 45,000 passenger-trips per year
- Carries 1.5 passenger-trips per vehicle-hour
- 35% of trips wholly within San Luis Obispo. 31% are along North 101 corridor, 30% along South 101 corridor, and 10% along North Coast corridor.

SLO RTA Runabout Onboard Survey Summary

- 40% called 4-7 days in advance for their trip
- 32% using for medical/dental and 20% using for transportation to work
- 44% would not have made the trip without DAR
- Majority (77%) us service at least 2x/week, and 30% use daily
- 63% are over 60 years old
- Highest ranked DAR services were: Safety, Bus Cleanliness, and Driver Courtesy
- Lowest ranked DAR services were regarding reservation procedures

Runabout Peer Survey

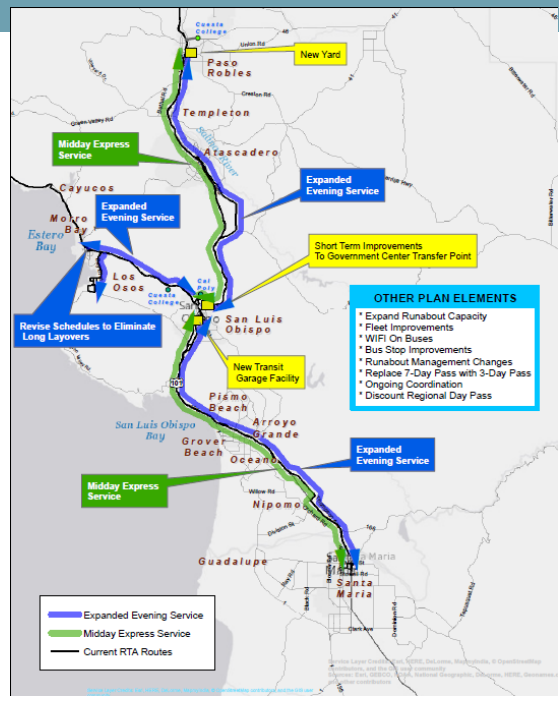
Compared with 7 California systems of similar size, population served and service area

- Passengers per Vehicle-Hour is relatively **low**, as is Passengers per Vehicle-Mile
- Passengers per Capita is relatively **low**
- Operating Cost per Vehicle-Hour is relatively **high** (impacted by overhead allocation methodology), while Operating Cost per Vehicle-Mile is near **average**
- Operating Cost per Passenger is relatively **high**
- Farebox Return Ratio is relatively **low**
- Operating Subsidy per Passenger is relatively **high**

Fixed-Route Service Alternatives Analysis: Key Conclusions

- None of the options to break Route 9 into local/express and local routes perform well. In turn, the current 3-hour schedule remains appropriate.
- The negative impacts of cutting Route 10 down to a 2-hour cycle length are severe. Again, the current 3-hour schedule remains appropriate. Terminating Route 10 at Nipomo would reduce ridership substantially.
- The revision to Route 12 schedule to eliminate the long layovers in Morro Bay is an effective alternative.
- The revisions to the Route 9 and Route 10 schedules to provide midday weekday express service are effective alternatives.
- The extension of RTA evening services performs reasonably well, particularly on Routes 10 and 12.
- Increased weekend service performs well for Route 10, but less so for other RTA routes.

RTA Plan Summary



Provide Mid-Day Express Service on Route 9 and Route 10

- Route 9: Four new mid-day express round-trips between SLO and Paso Robles
- Route 10: Five new express runs in each direction
- Reduces in-vehicle travel times
- Expands the frequency of service between these key transit centers
- Helps address the crowding issue
- More travel time choices would be provided
- Increases ridership by 26,100 per year

Expand Evening Service on Routes 9, 10, and 12

- Add Rt 9 departures until 9:33 PM weekdays and Saturdays, and 8:47 PM Sundays
- Add Rt 10 departures until 9:33 PM weekdays and Saturdays, and 8:33 PM Sundays
- Add Rt 12 departure at 9:33 PM weekdays
- Addresses common comment by stakeholders and the public in this SRTP plan process
- Allows participation in evening activities in Atascadero or Paso Robles among residents of SLO and the northern communities
- ADA hours of service will also be expanded
- Increases annual ridership by 14,000 per year

Modify Route 10 Services As Demand Warrants

- Ridership patterns should be monitored to identify specific route segments that warrant additional service or that experience bus crowding
- As necessary, additional runs on portions of the route should be added, such as runs between Five Cities and San Luis Obispo

Modify Route 12 Schedules to Eliminate Long Layovers in Morro Bay

- Reduces the in-vehicle travel time between Los Osos and San Luis Obispo by up to 20 minutes
- Eliminates a common complaint among Los Osos transit riders
- No longer provides direct bus-to-bus transfers between Route 12 and Route 15, though little or no transfers are currently occurring
- Increases ridership by 1,200 per year

Runabout Strategies

- Improve Runabout Eligibility and Certification Process
 - Website Checklist for self-assessment of eligibility
 - Prepared script for initial intake calls
 - In-person interview
 - Consistent recertification procedures
- Modify Runabout Scheduling Procedures to lower costs and improve productivity
 - Reduce minimum lunch break to 30 minutes
 - Accept subscription trips within capacity constraints
 - Increase use of casual and extra board drivers to improve flexibility
 - Improve tracking of non-productive time; work to reduce long slack times and to group trips
 - Continue to enforce no-show and cancellation strategies
- Identify Opportunities to Coordinate Runabout and Fixed Route Services
- Provide Expanded Regional Travel Training

Expand Runabout Capacity

- Provide one additional Runabout vehicle in peak operation every two years
- Provide a 2 percent annual growth in Runabout service hours and miles
- Periodically reconsider a subsidized taxi

Other Plan Elements

- Continue/Expand Coordination Efforts with SLO Transit
 - Single Regional Bus Tracker App
 - Single ID for Persons with Disabilities
 - Coordinated baggage policy
 - Joint Driver Training
 - Work Towards a Common Bus Replacement Policy
 - Ongoing Review of Route Coordination
- Offer Discount Regional Day Pass
- Replace 7-Day Pass with 3-Day Pass
- Accept SLO Transit Picture ID for RTA Discount Fares

Capital Plan Elements

- | | |
|---|--|
| <ul style="list-style-type: none"> • Purchase 12 RTA fixed route buses plus 30 Runabout vehicles • Implement Wi-Fi Service on Fixed Route Buses • Continue to Provide Retiring Vans to Other Transportation Providers at Nominal Cost • Implement short-term improvements to current transit center | <ul style="list-style-type: none"> • Implement bus stop improvement plan • Start construction of new San Luis Obispo garage facility at preferred site • Complete construction of operations office and parking yard in Paso Robles |
|---|--|

Plan Summary

- Expands Service Availability
- Increases Ridership by 94,500 per year (17%)
- Increases Annual Operating Costs by \$1.4 Million (15%)
- Improves Runabout efficiency
- Enhances coordination between RTA and SLO Transit
- Addresses Fleet Modernization, Facility Improvements, and Bus Stop Improvements
- Provides balanced operating and capital budgets

Questions? Comments?

Gordon Shaw, LSC
gordonshaw@lsctahoe.com

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
July 13, 2016
STAFF REPORT

AGENDA ITEM: B-2

TOPIC: RTA Agreement with SCT for Services

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Authorize RTA Board President and Executive Director to Ratify SCT-RTA Agreement Document

BACKGROUND/DISCUSSION:

The current agreement between South County Transit (SCT) and RTA was ratified in June 2001. However, the scope of work has significantly changed, as has the Census designation for SCT's service area (now small urbanized). In particular, the latter has required SCT to adopt a number of policies and change operating procedures so that SCT remains in compliance with Federal Transit Administration urbanized area grant requirements. In addition, when the current agreement was ratified, SCT provided vehicle maintenance tasks using in-house staff; RTA now provides all vehicle maintenance services. Although the current agreement does not reference the four distinct services provided by RTA (Administration, Finance, Maintenance and Dispatch), the annual budget report includes them.

Staff worked with Counsel and the SCT Executive Committee members to review the current agreement document and to develop language that would address the issues discussed above. In addition, outdated language has been updated to reflect current conditions.

Staff Recommendation

Authorize RTA Board President and Executive Director to ratify the SCT-RTA Agreement document. Direct staff to present the Agreement for ratification at the July 20th SCT Board of Directors meeting.

**CONTRACT FOR ADMINISTRATIVE AND FINANCIAL SERVICES
BETWEEN
SOUTH COUNTY TRANSIT
AND
THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

THIS CONTRACT is entered into this 20th day of July 2016, by and between SOUTH COUNTY AREATRANSIT, a joint powers authority formed pursuant to Government Code section 6500 et seq. and doing business as "South County Transit" (hereinafter referred to as "SCT) and the SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY, a joint powers authority formed pursuant to Government Code section 6500 and doing business as "RTA" (hereinafter referred to as "RTA" and referred to as "Contractor");

WITNESSETH:

WHEREAS, SCT is responsible for local fixed route transit services within the Arroyo Grande – Grover Beach Urbanized Area (Pismo Beach, Arroyo Grande, Grover Beach, Shell Beach, Oceano, and Avila Beach); and

WHEREAS, SCT has determined a need for Administration, Finance, Maintenance, Marketing, and Dispatch services; and

WHEREAS, Contractor is responsible for regional transit and other regional transportation services, and is deemed trained, experienced, expert and competent to perform such services; and

WHEREAS, the SCT Board approves staff and committee recommendations to engage in Administration, Finance, Maintenance, Marketing and Dispatch services with said Contractor during its annual budget-making process; and

WHEREAS, the Contractor agrees to perform the Administration, Finance, Maintenance, Marketing and Dispatch tasks included in the SCT Annual Budget report adopted in April of each year in return for the compensation associated with those tasks in each such Annual Budget Report.

NOW, THEREFORE, the parties do mutually agree as follows:

1. Retention of Services. SCT hereby engages Contractor and Contractor hereby agrees to perform for SCT the services hereinafter set forth for the compensation annually budgeted by the SCT Board and agreed to by the Contractor, all pursuant to the terms and conditions herein.

2. Scope of Services. Pursuant to this Contract, Contractor shall provide to SCT the Administration, Finance, Maintenance, Marketing and Dispatch services identified in the Annual Budget Report that is prepared annually as part of the budget-making process. The scope of services will be spelled out in sufficient detail within the SCT Annual Budget report for the Board members to make informed decisions. The scope of services included in the SCT Annual Budget report must be ratified separately by the SCT Board and the RTA Board as part of each Agency's budget-adoption process. At a minimum, details will be provided for the following four budget sections: Administration, Finance, Maintenance, Marketing, and Dispatch services.

3. Compensation. SCT shall pay to Contractor as compensation in full for all services performed by Contractor pursuant to this Contract, a sum equal to that annually budgeted by the SCT Board and agreed to by the Contractor, to provide all Administration, Finance, Maintenance, Marketing, and Dispatch services, and SCT hereby warrants that funds are available from which payment may be made. Said compensation shall be paid in the following manner: SCT shall pay said compensation to Contractor on a quarterly basis through a San Luis Obispo County Journal Entry.

4. Term of Contract. This Contract shall commence effective on the date of the last signatory and shall continue with automatic annual renewal, unless terminated earlier as provided herein. Contractor will furnish sufficient personnel to: complete all phases of the tasks included in the SCT Annual Budget report.

5. Termination of Contract for Convenience of Either Party. Either party may terminate this Contract at any time by giving to the other party ninety (90) days written notice of such termination. Termination shall have no

effect upon the rights and obligations of the parties arising out of the transaction occurring prior to the effective date of such termination. Contractor shall be paid for all work satisfactorily completed prior to the effective date of such termination.

6. Termination of Contract for Cause. If, through any cause within its control, Contractor fails to fulfill in a timely and professional manner its obligations under this Contract, or if Contractor violates any of the terms or provisions of this Contract, SCT shall have the right to terminate this Contract effective immediately upon SCT's giving written notice thereof to Contractor. Termination shall have no effect upon the rights and obligations of the parties arising out of any transaction occurring prior to the effective date of such termination. Contractor shall be paid for all work satisfactorily completed prior to the effective date of such termination.

7. Modification. This Contract, together with each year's adopted SCT Annual Budget report, constitutes the entire understanding of the parties hereto and no changes, amendments, or alterations shall be effective unless in writing and signed by both parties.

8. Non-Assignment of Contract. Inasmuch as this Contract is intended to secure the specialized services of the Contractor, Contractor shall not assign, transfer, delegate, or sublet this Contract or any interest herein without the prior written consent of the SCT Board, and any such assignment, transfer, delegation, or sublet without SCT's prior written consent shall be considered null and void.

9. Covenant. The validity, enforceability and interpretation of any of the clauses of this Contract shall be determined and governed by the laws of the State of California.

10. Enforceability. The invalidity and unenforceability of any terms or provisions hereof shall in no way affect the validity or enforceability of any other terms or provisions.

11. Employment Status. Contractor shall, during the entire term of the Contract, be construed to be an independent Contractor, and shall in no

event be construed to be an employee of SCT. Contractor understands and agrees that it is not, and will not, be eligible for membership in or any benefits from any SCT group plan for hospital, surgical or medical insurance, or for membership in any SCT retirement program, or for paid vacation, paid sick leave, or other leave, with or without pay, or for any other benefit which accrues to a SCT employee.

12. Warranty of Contractor. Contractor warrants that it is properly certified and licensed under the laws and regulations of the State of California to provide the services agreed to herein.

13. Conflicts of Interest. No officer, employee, director or agent of SCT shall participate in any decision relating to this Contract which affects his personal interest or the interest of any corporation, partnership, or association in which he is directly or indirectly interested; nor shall any such person have any interest, direct or indirect, in this Contract or the provisions thereof.

14. Indemnification. Contractor shall defend, indemnify and save harmless SCT, its officers, agents and employees, from any and all claims, demands, damages, costs, expenses, or liability arising out of this contract or occasioned by the performance or attempted performance of the provisions hereof except those arising from the sole negligence or willful misconduct of SCT, including, but not limited to, any act or omission to act on the part of the Contractor or his agents or employees or other independent contractors directly responsible.

15. Insurance. Contractor and SCT each maintain separate insurance policies in sufficient coverage amounts for the following coverage areas: Bodily Injury Liability, Property Damage Liability, Personal Injury Liability Insurance, and Workers' Compensation Insurance. Contractor and SCT agree to maintain these insurance policies through the entire term of this Contract.

16. Notices. Any notice required to be given pursuant to the terms and provisions hereof shall be in writing, and shall be sent by certified or registered mail to:

SCT: South County Transit
800 Rodeo Drive
Arroyo Grande, CA 93420

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

17. Progress Reports. Brief progress reports shall be submitted by Contractor to SCT. Progress reports accompanied by invoices shall describe the work performed, plus any problems anticipated in performing said work in the future.

18. Copyright. Any reports, maps, documents or other materials produced in whole or part under this Contract shall be the property of SCT, and shall not be subject to any application for copyright by or on behalf of the Contractor.

19. Findings Confidential. To the extent permitted by law, no reports, maps, information, documents, or any other materials given to or prepared by Contractor under this Contract which SCT requests, in writing, to be kept confidential, shall be made available to any individual or organizations by Contractor without the prior written approval of SCT. However, Contractor shall be free to disclose such data as is publicly available, already in its possession, or independently developed.

20. Legal Representation. Since both RTA and SCT both utilize legal services made available through the County of San Luis Obispo, any disagreement regarding this Contract or the provision of services pursuant to it may require the retention of outside counsel. Should any such situation arise as determined jointly by the SCT Board Chairman and the SCT

Administrator, the SCT Administrator will solicit proposals for outside counsel services and report back to the full Board for consideration of contracting with the recommended firm at the next regularly-scheduled or special Board meeting.

IN WITNESS WHEREOF, SCT and Contractor have executed this Contract effective on the date of the last signatory.

BY: _____ By: _____
James Guthrie, SCT Chairperson Jan Marx, RTA President

ATTEST:

Geoff Straw, Administrator
South County Transit

ATTEST:

Geoff Straw, Executive Director
San Luis Obispo Regional Transit Authority

APPROVED AS TO FORM AND LEGAL EFFECT:

By: _____
Timothy McNulty, Counsel
RTA and SCT

Date: _____

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: B-3

TOPIC: Environmental Documentation for RTA Partial Use of County Corp Yard in Paso Robles

ACTION: Approve

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: **Accept the *RTA Use of County Yard for Bus Parking Facility in Paso Robles IS/MND Report*; Begin the Public Input period; Schedule a Public Hearing on September 7, 2016 for Consideration of Project Approval and Mitigated Negative Declaration Affirmation**

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 a small modular office. The Board directed staff at its March 2, 2016 meeting to request a Categorical Exclusion for the project, which was granted by the Federal Transit Administration on April 18, 2016.

At its May 4, 2016 meeting, the RTA Board adopted a *Policies and Procedures for Environmental Evaluation of RTA Projects* document. The overall objective of the policy document is to provide RTA with a means of orderly compliance with the requirements of the California Environmental Quality Act (CEQA), thereby furthering the protection of environmental quality in California.

Staff subsequently developed the attached Initial Study / Mitigated Negative Declaration (IS/MND) document. We are now asking the Board to accept the attached IS/MND document in order to formally begin the public input process, which would culminate in a public hearing at the Board's next regularly scheduled meeting on September 7, 2016. Taking into consideration any input received, the Board will then consider the approval of the project and affirmation of the Mitigated Negative Declaration finding.

It should be noted that the project as described in the attached IS/MND report includes a wide range of mitigation measures that would reduce any anticipated environmental impacts to less-than-significant. As permitted in the *Policies and Procedures for*

Environmental Evaluation of RTA Projects document, RTA would serve as the Lead Agency for the bus parking yard project in Paso Robles, and staff will reach out to Responsible Agencies and other interested parties to solicit input on the findings incorporated into the IS/MND document. Staff will also be responsible for filing all required documents with local, regional and State agencies, as well as posting notices as required.

Staff Recommendation

1. Accept the *RTA Use of County Yard for Bus Parking Facility in Paso Robles* IS/MND report;
2. Begin the public input period; and
3. Schedule a public hearing on September 7, 2016 for consideration of project approval and Mitigated Negative Declaration affirmation.

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

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SECTION 1.0 – INTRODUCTION

1.1 PURPOSE OF THE IS/MND

This 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.

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 ¼-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; 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 Seatrains 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 Seatrains 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.

RTA BUS PARKING FACILITY IN PASO ROBLES IS/MND

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 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.

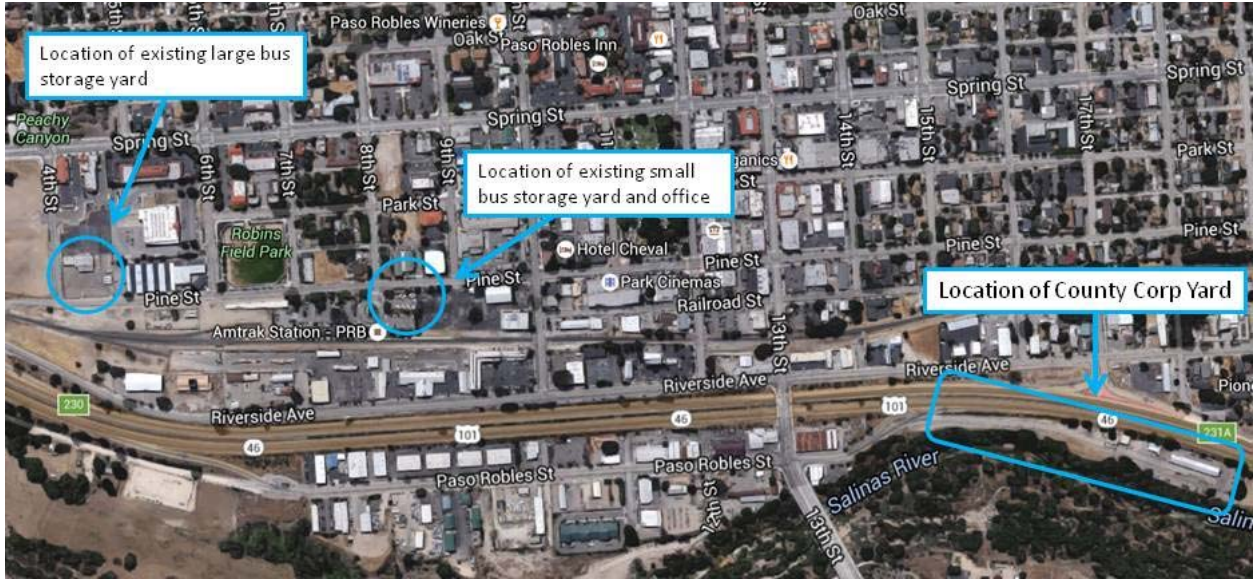
The location can also be expressed in terms of latitude/longitude as approximately 35°37'54.7" North 120°41'10.3" West.

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.

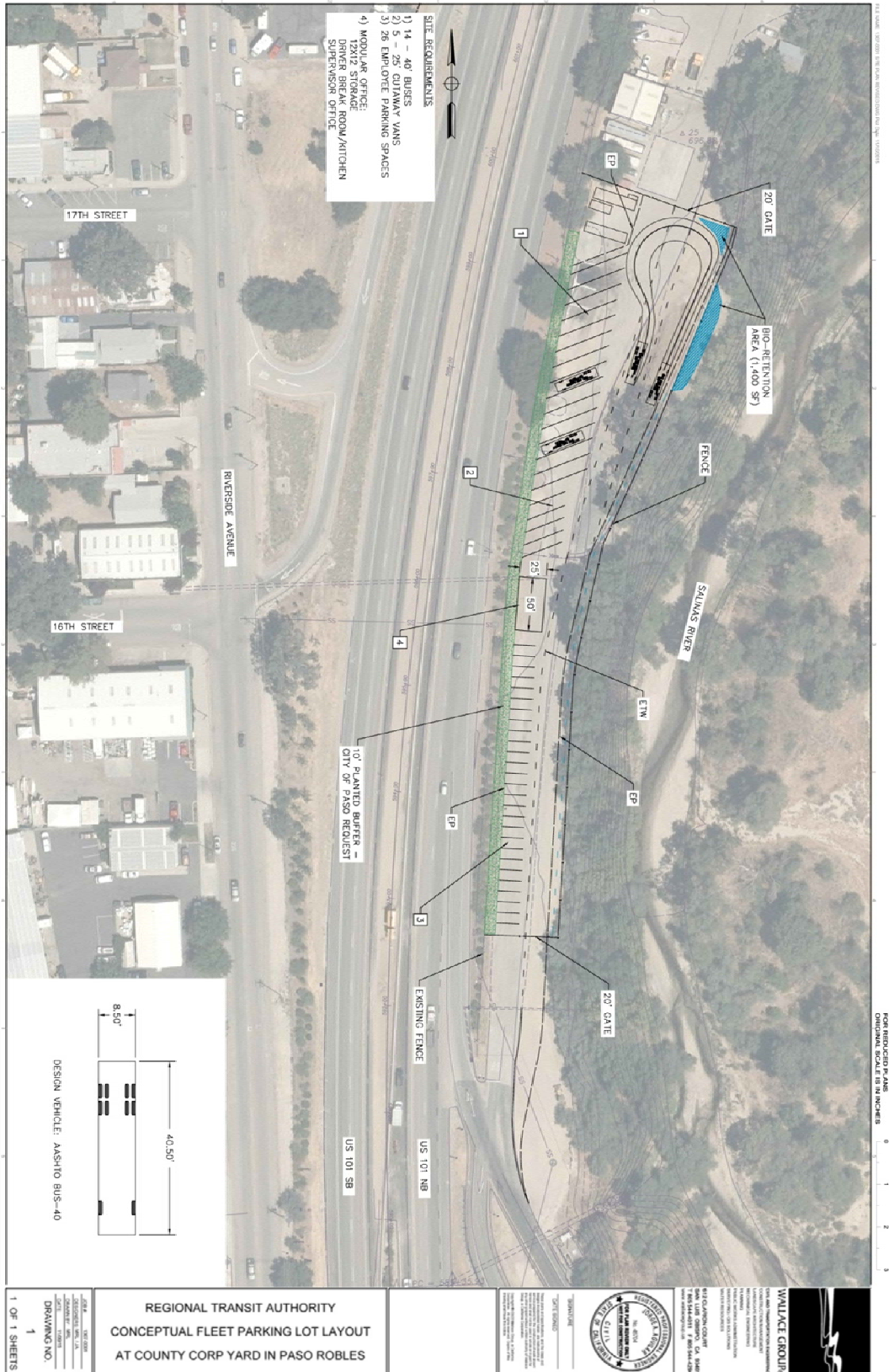
Location of Paso Robles, CA



RTA BUS PARKING FACILITY IN PASO ROBLES IS/MND



RTA BUS PARKING FACILITY IN PASO ROBLES IS/MND



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 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 appropriately for Government uses, and it is surrounded by other public uses to the west and west-southwest (US-101, 13th Street and the northbound on-ramp), the Salinas River to the east, a commercial 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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. 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 and B:

The proposed Project would not have a significant impact on a scenic vista or view corridor. 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 landscaping 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: 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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 (O₃), respirable particulate matter 10 microns or smaller (PM₁₀) 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 O₃ 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 O₃. 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 O₃ 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 O₃ standard in January 2004.

On April 28, 2005, the CARB approved the nation's most health protective O₃ 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 O₃. Based on monitoring data, San Luis Obispo County has been deemed nonattainment for the new state O₃ standard. The County is also nonattainment for federal O₃ standard in the eastern portion of the County.

San Luis Obispo County is also classified as nonattainment with state for PM₁₀. The 24-hour standard is 50 micrograms per cubic meter (or 50 µg/m³), while the annual arithmetic mean is 20 µg/m³.

3.3.3 Air Pollutant Sources

The federal and state governments have established ambient air quality standards for seven criteria pollutants: O₃, PM₁₀, PM_{2.5}, CO (Carbon Monoxide), NO₂ (nitrogen dioxide), SO₂ (sulfur dioxide), and Pb (lead). O₃ is generally considered a regional pollutant because its precursors affect air quality on a regional scale. Pollutants such as CO, NO₂, SO₂ and Pb are considered to be local pollutants that tend to accumulate in the air locally. PM₁₀ is considered both a localized pollutant and a regional pollutant. As the County is designated as nonattainment for O₃ and PM₁₀, these pollutants are of particular concern.

3.3.3.1 Ozone

O₃ is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections, and can cause substantial damage to vegetation and other materials. O₃ is a severe eye, nose, and throat irritant. It also attacks synthetic rubber, textiles, plants, and other materials. O₃ causes extensive damage to plants by leaf discoloration and cell damage.

O₃ is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. O₃ precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_x) – react in the atmosphere in the presence of sunlight to form O₃. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, O₃ is primarily a summer air pollution problem. The O₃ precursors ROG and NO_x are emitted by mobile sources and by stationary combustion equipment.

State standards for O₃ 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 O₃ standard is not to exceed 0.09 parts per million (180 µg/m³), while the 8-hour standard is 0.070 ppm (137 µg/m³). The federal 8-hour O₃ standard is 0.075 ppm (147 µg/m³).

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 PM₁₀.

The state PM₁₀ standards are 50 µg/m³ as a 24-hour average and 20 µg/m³ as an annual arithmetic mean, and the federal PM₁₀ standard is 150 µg/m³ as a 24-hour average. The state

PM_{2.5} standard is 12 µg/m³ as an annual arithmetic mean, and the federal PM_{2.5} standards are 35 µg/m³ for the 24-hour average and 12 µg/m³ 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: O₃, PM, CO, NO₂, SO₂ 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 O₃, CO, SO₂, NO₂, or Pb. 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 PM₁₀ 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, CO₂, methane (CH₄), NO_x, chlorofluorocarbons (CFC), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, O₃, 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. Due to a lack of significance thresholds, 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. However, the project impacts will be evaluated with the CalEEMod program herein.

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 O₃ and PM₁₀, 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.
- 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:

RTA BUS PARKING FACILITY IN PASO ROBLES IS/MND

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 ₂ O	CO ₂ e
	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 Pollutants	Measure	Standard	Pass/Fail
Ozone Precursors (ROG + NO _x)	11.57	25 Lbs/Day	Pass
Diesel Particulate Matter	0.1577	1.25 Lbs/Day	Pass
Fugitive Particulate Matter (PM ₁₀), Dust	1.2985	25 Lbs/Day	Pass
Operations-Related Pollutants	Measure	Standard	Pass/Fail
Greenhouse Gases (CO ₂ , CH ₄ , N ₂ O, HFC, DCF, F ₆ S)	280.02	1,150 CO ₂ e Metric Tons / Yr.	Pass

Construction-Related Pollutants	Measure	Standard	Pass/Fail
Ozone Precursors (ROG + NO _x)	44.94	137 Lbs./Day	Pass
Diesel Particulate Matter	1.2585	7 Lbs./Day	Pass
Fugitive Particulate Matter (PM ₁₀),Dust	0.0163	2.5 Tons/Qtr.	Pass
Construction-Related Pollutants	Measure	Standard	Pass/Fail
Greenhouse Gases (CO ₂ , CH ₄ , N ₂ O, HFC, DCF, F ₆ S)	29.6646	Included in the Operational-phase	N/A

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 O₃ precursor emissions from heavy equipment and motor vehicles, as well as fugitive dust (PM₁₀) emissions that could affect local air quality. With one required and three voluntary 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, PM₁₀ and PM_{2.5} concentrations could be increased. The County is designated as non-attainment for PM₁₀ when measured against state standards. The Paso Robles monitoring station recorded two PM₁₀ 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 PM₁₀ 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, NO_x, 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. Although not technically required by APCD, RTA will implement the following voluntary construction-related emission reduction measures and 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 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 required mitigation 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 (i.e., aggregate plant, asphalt batch plant, concrete batch plant, etc).

To minimize potential delays, prior to the start of the project, RTA will 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, RTA will 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 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 (CNDDDB) 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 CNDDDB 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)

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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 hammondi	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 hypocoides	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. parviflorum	small-flowered gypsum-loving larkspur	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 were 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.

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RTA BUS PARKING FACILITY IN PASO ROBLES IS/MND

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 of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

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

Evaluation Area	Potentially Significant Impact	Less Than Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Croyley 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.

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.

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 of 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.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k. Conflict with any Best Management Practices found within the local jurisdiction's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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.

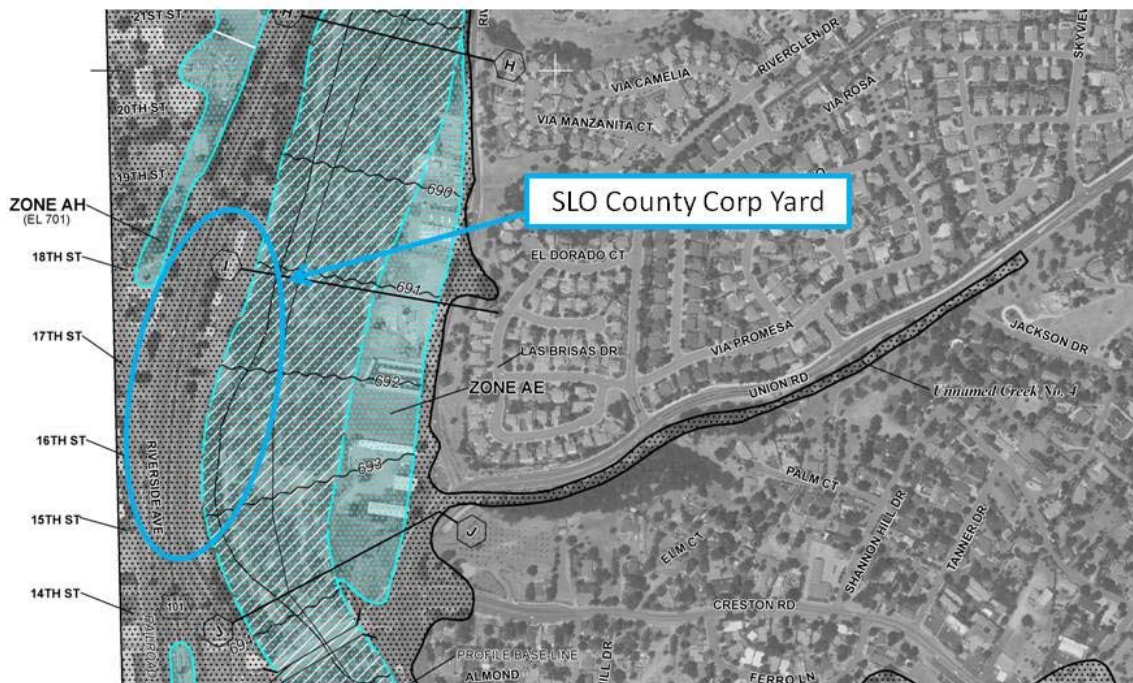
The Salinas River watershed is periodically subject to major flooding. Intense but infrequent winter storms can result in significant watershed runoff, and flooding conditions are caused when preceding rains have saturated the watershed.

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 of 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting

The proposed Project would be in keeping with existing 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 uses to the west and west-southwest (US-101, 13th Street and the northbound on-ramp), the Salinas River to the east, a commercial 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 uses 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 measured 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 L_{eq} 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

3.16.3 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.

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.

3.16.5 Finding

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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.

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.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 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**: 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.

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, NO_x, 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. Although not technically required by APCD, RTA will implement the following voluntary construction-related emission reduction measures and 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 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 required mitigation measures.

- Reduce the amount of the disturbed area where possible;
 - b. 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.

4. 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 (i.e., aggregate plant, asphalt batch plant, concrete batch plant, etc).

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

5. 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, RTA will contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

6. 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:

a. California Diesel Idling Regulations

1. ***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:

- 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,
- 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.

2. 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.
 3. 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.
- b. 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:
1. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
 2. Use of alternative fueled or electric equipment is recommended as feasible; and
 3. Signs that specify the no idling areas must be posted and enforced at the site.
7. **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.).
- 8. 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.
- 9. 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.
- 10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

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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 Noise Assessment* spreadsheet, HMMH, Inc. 2006

DRAFT
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MINUTES OF MAY 4, 2016
C-1

BOARD MEMBERS PRESENT:

JAN MARX, CITY OF SAN LUIS OBISPO (*President*)
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
JAMIE IRONS, CITY OF MORRO BAY
TOM O'MALLEY, CITY OF ATASCADERO
JIM GUTHRIE, CITY OF ARROYO GRANDE
JOHN SHOALS, CITY OF GROVER BEACH (*arrived at 9:18 a.m.*)
STEVE MARTIN, CITY OF PASO ROBLES
ADAM HILL, THIRD DISTRICT, COUNTY OF SAN LUIS OBISPO
FRANK MECHAM, FIRST DISTRICT, COUNTY OF SAN LUIS OBISPO

BOARD MEMBERS ABSENT:

STAFF PRESENT:

GEOFF STRAW, EXECUTIVE DIRECTOR
TANIA ARNOLD, CFO & DIRECTOR OF ADMINISTRATION
TIM MCNULTY, SAN LUIS OBISPO COUNTY COUNSEL
SHELBY WALKER, ADMINISTRATIVE ASSISTANT
MARY GARDNER, MARKETING & COMMUNITY RELATIONS MANAGER
OMAR MCPHERSON, GRANTS MANAGER
PHIL MOORES, OPERATIONS MANAGER
LESLIE SANCHEZ, HUMAN RESOURCES OFFICER
MICHAEL SEDEN-HANSON, SPECIAL PROJECTS COORDINATOR
TRENA WILSON, ADMINISTRATIVE ASSISTANT
ERIC BANKS, BUS OPERATOR & EMPLOYEE OF THE QUARTER

CALL TO ORDER AND ROLL CALL: **President Jan Marx** called the meeting to order at 8:31 a.m. A roll call was taken and a quorum was present.

Public Comments: **Mr. Eric Greening**, Atascadero, said he continues to have good rides and service is rolling well. He is enjoying the over-the-road coaches that he has ridden on. He believes they should be used primarily for express services with minimal stops because it would make it more efficient for riders when they are getting on and off the bus. He understands that the bus stop improvements at the

government center will probably not be ready for this summer. He would appeal to the county to not replace the grass with xeriscaping until after the summer because it will take away area where riders go to get some relief from the sun. Continues to compliment RTA on the great service it provides.

Mr. Gary Kirkland, Atascadero, commented that RTA must hate trees because of how much paper was used to print the agenda. He discussed Uber and other private transportation companies and how they are better because they are not relying on taxpayers' money to run their services.

President Marx made a clarification that this was a meeting of the RTA Board and SLOCOG would be meeting later.

A. INFORMATION AGENDA:

A-1 Executive Director's Report: **Mr. Geoff Straw** thanked the board and RTA staff for their support while he was out on medical leave. In particular, **Ms. Tania Arnold**, **Mr. Phil Moores** and **Mr. David Roessler** for their leadership to staff while he was away. He congratulated **Mr. Eric Banks** as the Employee of the Quarter and asked **Mr. Moores** to say a few words about him. **Mr. Moores** stated that employees like **Mr. Banks** is what our reputation is built on and that he does a terrific job. He is from Atascadero and we are happy to have him on our team. **Mr. Banks** stated he is honored to be here in front of the board. He said that when he interviewed for the job he told them that he wasn't looking for a great job but a great career, and that is what he got. He thanked **Mr. Moores** and RTA staff and is happy to be a part of the team. **Mr. Straw** mentioned that the Employee of the Quarter lunch happened on April 29, 2016.

He stated that the Regional Transportation Advisory Committee endorsed the findings and recommendations in the draft Short Range Transit Plan. Item A-2 will have more information about the plan.

He mentioned that RTA is currently recruiting Bus Operator candidates for both RTA and South County Transit. New training class is expected to start on May 24 and it will be a 6-week program.

RTA contracted with Rincon Associates to assist with environmental planning services for a long-term operations, administration, and maintenance facility at the 253 Elks Lane site. We also extended an existing contract with Cannon Associates to provide a focused floodplain study. The study will take about 16 months to complete. We will be coming back to the Board with more information as the process develops.

Mr. Straw states that the over-the road coaches have been implemented on Routes 9 and 10 express services during the morning and afternoon peak travel times. The buses seat 57 passengers, which provides more capacity. Overall Bus Operators and passengers seem to like them but there is an increase of dwell time at the bus stops due to the steep/narrow single entrance. We will continue to monitor on-time performance before providing a recommendation to the Board on whether or not to purchase two new over-the-road coaches at the September 2016 Board meeting.

He stated that on May 5, 2016 the South County Transit Board of Directors will consider a fare and service change package. The base fare would go from a \$1.25 to \$1.50. In February 2015 the RTA Board adopted a policy for Runabout fare program changes, as the fixed route fares increase the Runabout fares increases twice-the-applicable fixed route fare. If the SCT Board supports the fare and service increase, a letter will be sent out to each Runabout rider who has ridden to or from the SCT service area

within the past six months to inform them of the changes. If endorsed the change will begin on July 31, 2016.

RTA continues to participate in the Travel Management Coordination Center study. The study evaluates technology solutions to improve access to specialized transit services. Looking at ways to get people on special services with private transportation companies. We will continue to report on this, as it is a yearlong study.

Mr. Straw discussed the need for shading at the transit area at the Government Center and that we have the funds to do it. RTA will also be adding a ticket vending machine as well as a LCD information ITS sign. RTA was seeking proposals for facility design bids and received none. We are now contacting companies to see if they can do the project. The new shelters will not be ready by August.

FTA granted the RTA's request for a Categorical Exclusion for the use of the County Corp Yard in Paso Robles. The next step of the project will be to adopt a policy on environmental review that will allow RTA to continue efforts to gain CEQA clearance. We will discuss that policy in Agenda Item B-2.

The SCT Board of Directors will consider a draft agreement on services provided to SCT by RTA at their May 5, 2016 meeting. RTA plans to bring the final agreement back to RTA Board Meeting on July 13, 2016. RTA staff has developed a financially constrained budget for FY 16-17. The budget was endorsed by the RTA Executive Committee and the Regional Transit Advisory Committee. The FY 16-17 will be discussed in Agenda Item B-1.

Preliminary financial data shows that we have expended 64.1% of our non-capital budget through March 31st, which is 75% of the fiscal year. Low fuel cost has helped but it has also reduced the STA funding that we are receiving. The low fuel cost has also affected the ridership due to more riders taking personal vehicles. Fixed route ridership is down 7.5% and Runabout ridership is down 2%. Although ridership is down, the farebox recovery ratios remain strong. The fixed route farebox recovery ratio is 26.1% and the Runabout is 4.1%

Mr. Straw concluded his report.

President Marx opened Board comment.

President Marx opened public comment.

President Marx closed public comment.

President Marx closed Board comment.

A-2 Draft Short Range Transit Plan Presentation & Public Outreach Plan: **Mr. Straw** stated that the Short Range Transit Plan (SRTP) is a 16-month study that started back in February 2015. It has been great working with SLO Transit and getting to understand their needs better. One of the main challenges is figuring out funding to replace buses. We know that there will be changes to the draft document but are introducing it to the Board today and then having a public meeting on June 8th to solicit public input. Staff will bring back those comments to the Board at July 13th meeting. LSC Transportation Consultants and assisted by AECOM helped develop the plan. There are four parts to discuss in regards to the SRTP.

First is the service plan part. Included is the elimination of long layovers on Route 12 in Morro Bay. In FY 17-18 there is a two-part recommendation. Part A would be to enhance mid-day service on Routes 9 & 10 and part B is to expand evening services on Routes 9,10, &12. Both part A and part B are not

financially constrained and are aspirational if funding becomes available. The third service planning recommendation is an on-going project to monitor demand on Route 10 and possibly add express capacity as needed. Lastly would be the on-going expansion of Runabout services as demand for it increases. From the study we found that the proportion of county residents age 65 to 79 will increase by 34% between 2015 and 2021. This is a proxy for Runabout users which could put more demand on Runabout.

The capital plan has quite a number of items in it. Over the next six years 12 FR and 30 Runabout replacement buses will be purchased. We will continue to transfer retired vehicles to other providers in the County. The long-term garage facility is a project that will take about 7 years. The downtown transit center will be a much longer project, and RTA will work with the city on that one. There will be some interim improvements to the existing passenger facility. The construction of the long-term bus parking facility in Paso Robles is currently in the works. Lastly, on-going programmatic capital projects will include things like computer replacements and bus stop improvements. We are hoping to install Wi-Fi on the over-the-road coaches first and then expand to all fixed route buses if it proves successful.

Mr. Straw discussed the management plan of SRTP. A main part of that would be to coordinate our efforts with SLO Transit in regards to aligning policy on passenger baggage as well as aligning the bus replacement policy.

The financial plan of the SRTP includes the implementation of a Discounted Regional Day Pass and to replace the 7-day pass with a 3-day pass. The mid-day and later evening service recommendations are not financially constrained. The final draft that we will bring back in July 13th meeting will likely take those out and list them as potential future alternatives.

Mr. Straw concluded his report.

President Marx opened Board comment.

President Marx suggested that San Luis Obispo Transit Garage Facility that is listed on page A-2-7 should have a different name because it sounds similar to SLO Transit.

President Marx opened public comment.

Mr. Greening, Atascadero, said he is thankful for the good work on the SRTP by the consultants and RTA staff. RTAC endorses the draft in its present state. He stated that he noticed in the Runabout on-board survey that 37% of Runabout riders do not use fixed routes because it is too difficult. That leaves the impression that 63% of Runabout riders could be using fixed route services. He believes that statement needs a little more context. The recommendations from RTA are great improvements. SLO Transit side is a little more disruptive with actually changes to existing routes. He stated that it is a shame that the proposed sales tax measure would not cover more of the service changes that the SRTP is suggesting. The Bus Operators firstly must be paid what they deserve and service levels need to stay the same.

Mr. Kirkland, Atascadero, mentioned when he spoke earlier he brought up the Uber and the proposed tax increase. He felt that when the chairman brought up that this was a RTA Board meeting that it made it seem that is he was over-stepping. He feels that what he said was a valid topic for this meeting.

President Marx stated that she was just making a clarification earlier.

Mr. Pete Rodgers, SLOCOG, stated that SLOCOG supports the SRTP. He compliments the RTA staff on working with SLO Transit; it is nice to have a plan that will mesh the regional and local transit systems

together better. Riders want more mid-day express services, which is something we will work through as well as future expansions. The Runabout services and the cost to operate them needs to be monitored. SLOCOG supports the improvements at the Government Center and we will work to get more funding. Santa Barbara is working on a Route 10 plan and it is something that we will bring back to the SLOCOG Board. This is huge for Santa Maria services. Overall It is a mature system and we are trying to make things more convenient for riders. In regards to what **Mr. Greening** said, that the LCTOP program would double if the bill passed.

President Marx closed public comment.

President Marx closed Board comment.

B. ACTION AGENDA:

B-1 Fiscal Year 2016-17 Operating and Capital Budget: **Ms. Arnold** stated that she will be presenting the fiscally-constrained fiscal year 2016-17 operating budget and an advisory fiscal year 2017-18 operating budget. She is also presenting a five-year capital program to project what the capital needs for RTA might be in the future. She stated that she appreciates the Board's support in these financially constrained times. This year was a continued challenge due to declines or stagnation in various local revenue sources used to operate core RTA core services.

The budget assumes essentially the same core levels of service miles and hours for fixed route services that we are currently operating. There will be no significant changes with Runabout services. We are recommending the elimination of the North Cuesta College Evening Shuttle. The ridership has been essentially non-existent despite significant outreach efforts.

The budget does include the requirements for following our reserve policy that is for capital and cash flow purposes, since a significant amount of our funding is federal and reimbursement occurs at the end of the fiscal year. The local funding, LTF and STA, comes in at the end of each quarter. The reserve policy helps address both of those.

Based on current year savings, mainly due to lower fuel prices, staff is projecting a strong fund balance at the beginning of FY16-17. The RTA core operating budget is proposed at \$8,600,740 and the capital budget is proposed at \$2,379,360. The Paso and County services are presented in separate columns and are separately funded. The main cost increases are vehicle liability insurance, workers compensation insurance, and the wage adjustments programmed in the Collective Bargaining agreement. The downturn in fuel costs has resulted in welcome relief.

LTF has a slight increase and STA funding has a decrease for FY 16-17. This budget assumes no fare increases for either FY16-17 or FY17-18, although staff is evaluating fare increase options for pending LTF revenue projections for FY17-18.

The Administration Expense for RTA core services is relatively flat compared to last fiscal year. The proposed service delivery cost for RTA core services is up by roughly 2%. It should be noted that the CBA runs through January 31, 2018. Staff is evaluating the potential impacts of the California Legislature's recent minimum wage hike to \$15.00 per hour by 2021; RTA's current average hourly wage is \$16.30 per hour and the current starting wage is \$13.63.

At the biannual CalTIP meeting, staff learned of projected vehicle liability and physical damage costs. The number of claims has gone down but the cost of the claims has gone up dramatically for the pool we

are in. Staff was notified in November of a likely increase to the primary workers compensation insurance program for the FY16-17, after a significant increase in FY15-16. We reached out for proposals from eight different carriers; 4 outright declined. Staff is waiting to hear from the other four. Although the final numbers will not be available prior to adoption of the budget, staff has included a “worst case scenario” cost estimate in the attached budget proposal. We continue to budget fuel conservatively, but we may need to adjust it if fuel prices rise significantly during the fiscal year.

The focus of our financially constrained FY16-17 capital program will be funding the improvements for a long-term Paso Robles yard, continued planning for the Elks Lane yard, and replacing Runabout vehicles. We do also have some minor capital projects. One minor project in particular is an item for passenger fall protection for the 1300 series buses. It should be noted that a portion of the FY15-16 capital funds for fully funded projects, such as the ITS improvements and Over the Road Coaches will need to be carried over to FY16-17 but, due to the timing of the projects and in order to provide a clear picture of what is new and what has been previously programmed, staff will be recommending a budget amendment in September to address carryover items. The projected five-year capital budget does not include any expansion vehicles. It is only identifying replacement projects and easily identifiable on-going projects.

Related to the numbers, on page B-1-13 in the 2016-17 proposed operating budget section you will see there will be about \$2.2 million to start the fiscal year, which is higher than we expected due to cost savings. Our federal revenues is 41.5 %. We have made some adjustments to the South County Transit management contract and you will see that at the Board meeting in July for adoption. We did request the use of Rural Transit Funds for operating funds and SLOCOG approved. Overall the non-TDA sources have gone up slightly from \$4.3 million to \$4.5 million. Page B-1-14 has a summary snapshot of the expenditures. It is up roughly 2% from the previous fiscal year. It also shows a slight increase in LTF being requested from the jurisdictions of 0.65. In the 17-18 FY year you will see a significant jump, which we are aware of and we will be working with the various jurisdictions on how to address those needs. Funding uses for FY17-18 is up at 7.63% over the FY16-17 proposed budget. On page B-1-15, we propose a slight increase on proposed capital, it does include funding for the Paso Yard project. On page B-1-16 you will note the 27% increase for workers compensation, which is the worst case scenario. It shows an increase in the South County Transit management contract of about 43%. Fuel will have decreased 25%. The liability and physical damage will be an increase of 15%. The RTAC and Executive Committee have both endorsed the budget.

The Staff recommends that the Board adopt the FY16-17 budget as presented. We look forward to working with our customers, the Board and other stakeholders in providing the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

Ms. Arnold concluded her report.

Mr. Straw thanked Ms. Arnold and staff for their hard work on developing the budget. He mentioned that according to the Strategic Business Plan, RTA has a goal of 8.5% of our operating budget goes to risk management cost. Currently we are at 12% largely due to the severity of the claims. Staff is trying to find ways to reduce those costs.

President Marx opened public comment.

Mr. Kirkland, Atascadero, stated that California is the richest state in the nation and San Luis Obispo county is one of the richest counties in the state. With that being said, he believes that we should not be getting as much federal funds for our budget and should be getting more from the county.

Mr. Greening, Atascadero, stated that he supports the budget and thanked Ms. Arnold and RTA staff for their work on it. He asked that if the current bill proposal could cause more of the cost for the Paso Yard project to be covered from doubling of LCTOP funding as noted during public comment for A-2, would that be timely to use for current projects and be folded into the budget for the current Paso Yard project. Mentioned that more mid-day services and evening services is what he has been hearing from the riders. He stated that we should be using the results from the survey from transit using riders to make decisions on span of service. Express services would mean an increase in capital expenses, so we should not be putting more focus of the express services.

Mr. Rodgers, SLOCOG, stated that SLOCOG supports the budget. RTA was saved by low fuel cost this year. He believes that we need to be ready to address the number of standees if the fuel prices increase. RTA is financially sound and transparent. Lowest number of unmet needs request this last year. The service is reliable and the leadership is stellar.

President Marx closed public comment.

President Marx opened Board comment.

Board Member Debbie Arnold commended Ms. Arnold for her work in addressing some of the alarming runaway costs. The workers compensation costs are out of our control and unsustainable and that fiscal year 2017-18 does not look any better. She stated that the Board needs to support RTA as they try to find relief from those costs.

President Marx stated that she is concerned about the significant impact of LTF affecting jurisdictions funding for fiscal year 2017-18. Hopefully we can work it out to not affect the jurisdictions too much when that time comes. She also mentioned that RTA is shopping around for a new workers compensation carrier.

President Marx closed Board comment.

Board Member Adam Hill moved to approve the Agenda Item B-1. **Board Member Shelly Higginbotham** seconded, and the motion carried unanimously on a roll call vote.

B-2 Policy on Environmental Evaluations: **Mr. Straw** stated that RTA continues to look into our policies and procedures to look for further opportunities to further develop our agency. The Environmental Evaluation Policy and its various implementation components will help us with capital projects. It will give direction to staff when developing capital, or in some case operations, projects that may have environmental impacts. It primarily focuses on the goals and policies of the Board, how we administer the policy, and implementation procedures. **Mr. Straw** thanked SLO County and the City of Paso Robles for their help with developing this procedure document. It is tailored towards CEQA but also focuses on FTA so we can do parts in conjunction with each other. The staff is recommending the adoption of the RTA Environmental Evaluation Policy.

President Marx opened Board comment.

President Marx asked if this would help save money in consultant fees. **Mr. Straw** stated that this allows us to hire some with expertise while still working on some parts in house. **Mr. Tim McNulty** stated that the main purpose of this is so we can act as a lead agency for CEQA.

Board Member John Shoals mentioned that adopting this policy is pretty standard language with following CEQA guidelines and some NEPA requirements, hopefully staff would be able to go through the checklist to determine if in fact what is proposed is a project or an exemption. Maybe there is a way to save money by working with the county to go through the checklist. **Mr. McNulty** stated that **Mr. Straw** has already saved a great deal of money for the agency with the work he has already done in house.

President Marx opened public comment.

President Marx closed public comment.

President Marx closed Board comment.

Board Member John Shoals moved to approve the Agenda Item B-2. **Board Member Steve Martin** seconded, and the motion carried unanimously on a voice vote.

C. CONSENT AGENDA:

- C-1 Executive Committee Meeting Minutes of December 17, 2015 (Approve)
- C-2 RTA Board Meeting Minutes of March 2, 2016 (Approve)
- C-3 Draft RTAC Minutes of April 21, 2016 (Information)
- C-4 Contract with AGP Video Production of Board Meetings (Approve)
- C-5 Youth Ride Free Summer Promotion (Approve)
- C-6 Amended Contract with Executive Director (Approve)
- C-7 Pacific Surfliner Transit Transfer Agreement (Approve)
- C-8 Resolution Authorizing Executive Director to Apply for FTA funds (Approve)
- C-9 Title VI Plan Updates (Approve)
- C-10 Prop 1B Safety and Security: Transit System Safety, Security and Disaster Response Account Program, and Authorized Agent Signature Authority (Approve)
- C-11 Vehicle Procurements: Runabout Vehicles and Fixed Route Vehicles (Approve)
- C-12 Strategic Business Plan Performance Measures as of March 31, 2016 (Receive)
- C-13 Workers Compensation Provider Options (Approve)
- C-14 RTAC Bylaw Revisions (Approve)

President Marx opened Board comment.

President Marx opened public comment.

President Marx closed public comment.

President Marx closed Board comment.

Board Member Jamie Irons moved to approve the Consent Agenda. **Board Member Frank Mecham** seconded, and the motion carried on a roll call vote.

D. CLOSED SESSION: None

E. BOARD MEMBER COMMENTS: **Board Member Shoals** stated that he was late to the meeting today due to participating in the Bike to School day at Grover Beach Elementary. **President Marx** stated that at a recent meeting she attended it was mentioned that Cal Poly is planning on having a shuttle service within campus. The school does not want to run it so maybe RTA would like to think about it.

ADJOURNMENT: **President Marx** adjourned RTA meeting at 9:57 a.m.

Respectfully Submitted,

Shelby Walker

RTA Administrative Assistant

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: C-2

TOPIC: Contract for Services Between County HR and RTA for Human Resource Services

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Approve

BACKGROUND/DISCUSSION:

In August 2009 RTA transitioned from using a contractor to directly providing service. As part of that transition, resources from outside the organization were sought to provide the needed support for the larger organization, including human resources. RTA has had a contract for services with the County of San Luis Obispo, with the most recent revision occurring in 2010.

The billings for the support services reached a high in FY1011 of \$19,000, dropping in the years that followed with the addition of a Human Resources Officer in FY1112. Over the last three fiscal years, services have averaged \$6,000 with FY1516 looking to be slightly higher due to the nature of services needed.

Moving forward, in order to budget staff resources appropriately, a fixed cost component has been added to the contract, with an adjusted per hour cost should additional services be need. The additional cost per hour will be increasing from \$88.25 per hour to \$92.25. This provides stability for both organizations.

Staff Recommendation

Authorize the Executive Director to execute the agreement as presented.

**CONTRACT FOR SERVICES BETWEEN
COUNTY OF SAN LUIS OBISPO AND
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
FOR HUMAN RESOURCE SERVICES**

This Agreement for Services is entered into by and between the County of San Luis Obispo ("County"), a public entity and legal subdivision of the State of California, and the San Luis Obispo Regional Transit Authority ("RTA"), an independent joint powers authority.

In consideration of the conditions and agreements set forth herein, the parties mutually agree as follows:

A. SCOPE OF SERVICES

The San Luis Obispo County Human Resources Department will provide professional and technical human resources services in the following areas:

1. Recruitment, Selection and Classification - includes the development, development assistance, and implementation of job description and compensation program assistance, selection tools, list certification, background check coordination and job offers.
2. Employee Relations -includes performance management, disciplinary hearing procedures, and all related communications and processes.
3. Record-Keeping- includes utilization and reporting from all human resources information systems; advisement on the maintenance of personnel files and other confidential records.
4. Training and Development- includes the delivery and/or coordination of Supervisory Training, Mandated Training, Safety Program and any other identified training or development programs.
5. Employee Communications- includes review and advisement on employee handbooks, policies, announcements and other related communications.
6. Services **not** included in this contract: payroll, workers' compensation claims administration, liability claims administration, and labor contract negotiations.

B. COMPENSATION AND BILLING FOR SERVICES

The billable hourly rate for the services identified below is \$92.25 per hour with a minimum billed amount per fiscal year of \$7,000. RTA will be billed by invoice on a quarterly basis. The cost of any additional services other than those specific in Section A. above, such as advertising or information technology customization, will be negotiated separately.

C. EFFECTIVE DATE AND TERM OF CONTRACT

1. The effective date of this Contract is the date of the last party to sign the Contract.
2. Unless terminated earlier, pursuant to the provisions of the Contract, the term of this Contract shall be from its effective date and continue on an annual fiscal year basis, subject to the parties' agreement on the compensation set forth above.

D. GENERAL CONDITIONS

1. Termination for Convenience. Either party may terminate this contract at any time by giving to the other party at least thirty (30) days written notice of such termination. Termination shall have no effect upon the rights and obligations of the parties arising out of any transaction occurring prior to the effective date of such termination. County shall be paid for all work satisfactorily completed prior to the effective date of said termination.
2. Entire Agreement and Modifications. This contract supersedes all previous contracts and agreements between the parties hereto on the same subject matter and constitutes the entire understanding of the parties hereto on the subject matter of this contract. No changes, amendments, or alterations shall be effective unless in writing and signed by both parties.
3. Governing Law. This contract shall be governed by, and construed in accordance with, the laws of the State of California, without regard to its conflict of laws provisions.
4. Waiver. No delay or failure on the part of any party hereto in exercising any right, power or privilege under this contract shall impair any such right power or privilege or be construed as a waiver of any default or any acquiescence therein. No single or partial exercise of any such right, power or privilege shall preclude the further exercise of such right power or privilege or the exercise of any other right, power or privilege. No waiver shall be valid unless made in writing and signed by the party against whom enforcement of such waiver is sought and then only to the extent expressly specified therein.
5. Severability. The parties agree that if any provision of this contract is found to be invalid, illegal or unenforceable, such term or provision shall be deemed stricken and the remainder of the contract shall remain in full force and effect. Upon determination that any term or provision is invalid, illegal or unenforceable, the parties shall negotiate in good faith to modify this contract so as to affect the original intent of the parties as closely as possible.
6. Notices. All notices given or made pursuant hereto shall be in writing and shall be deemed to have been duly given if delivered personally, mailed or sent by a nationally recognized overnight courier to the parties at the following addresses or sent by electronic transmission to the following facsimile numbers (or at such other address or facsimile number for a party as shall be specified by like notice):

to the County at:

Tami Douglas-Schatz, Director

Department of Human Resources
1055 Monterey St., Suite D250
San Luis Obispo, CA 93408
fax (805) 781-1044

and to RTA at:

Geoff Straw, Executive Director

San Luis Obispo RTA
179 Cross Street
San Luis Obispo, CA 93401
Fax (805) 781-1291

Any such notice shall be deemed to have been received if: (a) in the case of personal delivery or facsimile transmission with confirmation retained, on the date of such delivery; (b) in the case of nationally recognized overnight courier, on the next business day after the date sent; (c) in the case of mailing, on the third business day following posting.

7. Indemnification. Each party shall defend, indemnify and hold harmless the other party, its officers and employees from all claims, demands, damages, costs, expenses, judgments, attorney fees, or other losses that may be asserted by any person or entity, and that arise out of or are made in connection with acts or omissions, relating to the performance of any duty, obligation, or work hereunder. The obligation to indemnify shall be effective and shall extend to all such claims or losses in their entirety. However, this indemnification will not extend to any claims or losses arising out of the sole negligence or willful misconduct of the parties, their officers, or employees.

The individuals whose signatures are affixed hereto are authorized to represent their respective agencies and to agree to the terms and conditions presented in this Contract.

SAN LUIS OBISPO COUNTY REGIONAL TRANSIT AUTHORITY

Geoff Straw, Executive Director

Approved as to Form and Legal Effect

Timothy McNulty, RTA Counsel

COUNTY OF SAN LUIS OBISPO

Tami Douglas-Schatz, Director, Human Resources Department

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)

July 13, 2016

STAFF REPORT

AGENDA ITEM: C-3

TOPIC: 5307, 5339 and CMAQ Grant Administration

ACTION: Approve

PRESENTED BY: Omar McPherson, Grants Manager

STAFF RECOMMENDATION: Authorize Executive Director to Administer FTA Grants on Behalf of North County and South County Area Transit Agencies

BACKGROUND/DISCUSSION:

The cities of Atascadero and Paso Robles and certain limited populations of northern San Luis Obispo County were designated as an “urbanized area” based upon the results of the 2000 US Census. In addition, the cities of Arroyo Grande, Grover Beach and Pismo Beach and certain limited populations of southern San Luis Obispo County area were designated as an urbanized area based on the results of the 2010 US Census. The transit agencies and the San Luis Obispo Council of Governments developed two Operators Agreements relative to the governance and transit planning needs of these two urbanized areas as they relate to Federal Transit Administration (FTA) Section 5307, 5339 and CMAQ funding eligibility. These Agreements allow the transit agencies to use these FTA funding sources for capital, operating, and planning assistance. However, the FTA requires that there be a single “grant recipient” who will perform grant administration activities for each urbanized area. For the benefit of all transit agencies included in these two urbanized areas, the RTA has served the role of Grant Recipient.

For RTA to continue serving as the administrator of FTA Section 5307, 5339 and CMAQ grant funding on behalf of the cities of Atascadero and Paso Robles, as well as for South County Transit, FTA requires the Grant Recipient (RTA) to have access to the new electronic grants management programs: Transit Award Management System (TrAMS) launched in February 2016. For this reason, the attached resolution is required.

Staff Recommendation

Approve the attached resolution requesting FTA to give RTA representative access to TrAMs to administer FTA Section 5307, 5339 and CMAQ grants based on the Operators Agreement between SLOCOG, the cities of Atascadero and Paso Robles, and RTA, as well as the Operator Agreement between SLOCOG, South County Transit and RTA.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
RESOLUTION NO. 16-_____**

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE
FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF
THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL
TRANSPORTATION ASSISTANCE AUTHORIZED BY 49 U.S.C CHAPTER 53 TITLE
23 UNITED STATES CODE AND OTHER FEDERAL STATUTES ADMINISTERED BY
THE FEDERAL TRANSIT ADMINISTRATION**

WHEREAS, the Federal Transit Administration (FTA) has been delegated authority by the United States Department of Transportation to award Federal financial assistance for transit projects; and

WHEREAS, a grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the San Luis Obispo Regional Transit Authority (RTA), and may require RTA to provide the local share of the project cost; and

WHEREAS, RTA has or will provide all annual certifications and assurances to the FTA required for the projects included in a grant application; and

WHEREAS, RTA as the Grantee will file and execute applications on behalf of the cities of Atascadero and Paso Robles, as well for South County Transit, as sub-recipients of FTA Section 5307, 5339 and CMAQ funds required for the identified projects.

NOW, THEREFORE, BE IT HEREBY RESOLVED, that the Board of Directors of the San Luis Obispo Regional Transit Authority:

1. Authorize the Executive Director or designee to execute and file applications for Federal assistance on behalf of RTA with the FTA for Federal Assistance authorized by 49.U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the FTA and has received authority from the San Luis Obispo Council of Government, San Luis Obispo, California, the Designated Recipient, to apply for Urbanized Area Formula Program Assistance authorized by 49 U.S.C. 5307, 5339 and CMAQ transferred and administered as 5307.
2. Authorize the Executive Director or designee to execute and file with its application the annual Certifications and Assurances required by the FTA before awarding a Federal assistance grant or cooperative agreement.
3. Authorize the Executive Director or designee to execute and file such applications, assurances or any other documents required by FTA for the purpose of complying with Title VI of the Civil Rights Act of 1964.

4. Authorize the Executive Director or designee to furnish such additional information as the FTA may require in connection with the program of projects identified in applications.
5. The President of the RTA Board of Directors is authorized to execute grant and cooperative agreements with the FTA on behalf of RTA.

Upon motion of Director _____, seconded by Director _____, and on the following roll call, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

The foregoing resolution is hereby passed and adopted by the San Luis Obispo Regional Transit Authority of San Luis Obispo County, State of California, at a regular meeting of said Board of Directors held on the 13th day of July 2016.

Jan Marx
President of the RTA Board of Directors

ATTEST:

Geoff Straw
RTA Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

Timothy McNulty
County Counsel

By: _____
RTA Legal Counsel

Dated: _____



179 Cross Street, Suite A
San Luis Obispo, CA 93401
(805) 781-4472 Fax (805) 781-1291
www.slorta.org

July 13, 2016

**DESIGNATION OF SIGNATURE AUTHORITY
for the
TRANSIT AWARD MANAGEMENT SYSTEM
(TrAMS)**

The San Luis Obispo Regional Transit Authority hereby authorizes the Executive Director, the Chief Financial Officer/Director of Administration, the Grants Manager, and the Legal Counsel to be assigned, and to use a Personal Identification Number (PIN) in TrAMS, for the execution of annual Certification and Assurances issued by the Federal Transit Administration (FTA), submission of all FTA grant applications, and the execution of all FTA grant awards, on behalf of the official below and on behalf of San Luis Obispo Regional Transit Authority. This Designation of Signature Authority serves only to authorize the above-referenced persons to take actions in TrAMS; original Certifications and Assurances and original FTA grant agreements must be executed by the Recipient's Designated Official, identified in its Authorizing Resolution, and its legal counsel, unless otherwise delegated in accordance with the Recipient's internal procedures.

Geoff Straw
RTA Executive Director

Tim McNulty
RTA Legal Counsel

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: C-4

TOPIC: Engineering Services Procurement

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Authorize Executive Director to Amend the Existing Agreement with Cannon Engineering at an Additional Cost Not to Exceed \$36,000, and to Negotiate Cost-Sharing Agreement with CAPSLO

BACKGROUND/DISCUSSION:

At its May 7, 2014 meeting, the RTA Board authorized purchase of land at 253 Elks Lane (also known as 40 Prado Road) that could be used to develop a long-term operations and maintenance facility. The purchase was completed on June 11, 2014, in cooperation with the Community Action Partnership of San Luis Obispo (CAPSLO).

At its September 2, 2015 meeting, the RTA Board authorized up to \$22,500 for an agreement with Cannon Engineering to complete work on RTA's behalf that coincides with engineering work being completed for CAPSLO as part of the Homeless Services Center project. The Board subsequently authorized an agreement with Rincon Associates to provide California Environmental Quality Act (CEQA) consultant services at its March 2, 2016 meeting. While beginning the CEQA planning work with Rincon Associates, staff discovered additional opportunities to coordinate further engineering studies that impact both CAPSLO's current project and RTA's potential operations and maintenance facility project. This work can be shared between CAPSLO and RTA at a cost that would be far lower than if RTA were to solely contract for this work in the future.

Projects that would be included in this new work (as well as the estimated total cost) include:

1. Elks Lane Realignment Preliminary Design (\$19,500).
2. Legal Descriptions and Plats (\$6,000).
3. Elks Lane Realignment Plan Alternatives (\$4,700).
4. Floodplain Evaluation Coordination (\$16,000).

The total cost of these items is \$46,200. However, Items #1 and #2 would be shared approximately 2/3 RTA and 1/3 CAPSLO, while item #3 would be shared 1/3 RTA and 2/3 CAPSLO. Item #4 would be focused entirely on RTA's portion of the split lot, so that cost would be borne entirely by RTA. The net increase in RTA's obligation would be approximately \$34,600. To provide sufficient flexibility for any other ancillary/minor tasks

that may arise during the conduct of the three tasks presented above, staff is recommending that the level of negotiation authority be capped at \$36,000 under this recommended Board action.

Staff Recommendation

Authorize Executive Director to amend the existing agreement with Cannon Engineering, and to negotiate a cost-sharing agreement with CAPSLO at an additional cost to RTA not to exceed \$36,000

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: C-5

TOPIC: Shop Equipment and ADA Call Back System Procurement

ACTION: Approve

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Authorize Executive Director to Purchase Shop Equipment and Demand Response Call Back System

BACKGROUND/DISCUSSION:

As presented at the May 4, 2016 Board meeting during the budget presentation, RTA secured \$25,200 in Federal Transit Administration funds and \$6,300 in State Transit Assistance to procure shop equipment. During the May 6, 2015 Board meeting and budget presentation \$33,000 in Rural Transit Funds was also approved for procuring a demand response call back system.

If approved, staff will solicit bids and select the best vendor for shop equipment to meet and maintain the maintenance standards that RTA requires, such as smoke evaporator and transmission repair tools.

The ADA call back system will be purchase through RouteMatch who is our vendor for the current ADA (Runabout) and Dial-a-Ride scheduling software used by RTA. By adding a call back program to RouteMatch it will help in reducing missed trips to reduce the high operating cost going to pick up a demand response passenger, just to find out that they don't need the service. This procurement of software for scheduling and dispatch system will continue to provide the highest quality of ADA paratransit and Dial-a-Ride service to our customers and communities. Once order is place for the call back system, it will take about two to three months to implement.

Staff Recommendation

Staff requests the Board's concurrence to authorize the Executive Director to purchase of shop equipment and demand response Call Back System at a cost not to exceed \$64,500.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

July 13, 2016

STAFF REPORT

AGENDA ITEM: C-6

TOPIC: FTA Triennial Review Results

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and file

BACKGROUND/DISCUSSION:

On May 25th and 26th FTA conducted RTA's third Triennial Review. The review included South County Area Transit as we provide grant administration and oversight for these projects, as well as for all services directly operated by RTA. The review is conducted every three years by FTA to review and evaluate the performance of a grant recipient in carrying out the recipient's program, specifically as it relates to compliance with statutory and administrative requirements under the sections of the grant program title (Chapter 53 of title 49 for Urbanized Area Formula Grant activities). Attached is the final review report.

The triennial review includes seventeen (17) different areas of review with a potential of over three hundred and fifty deficiencies. At the time of our review, no deficiencies were found in fifteen of the seventeen areas.

Staff Analysis and Response to Audit Findings

Deficiencies were found in two (2) areas. Staff has addressed both and a response to FTA is due by October 26, 2016 to rectify or to have a plan or program to rectify the deficiencies.

The following areas and responses have either already been addressed as noted above or staff is in the process of corrective action.

Technical Capacity

During this Triennial Review of RTA, a deficiency was found with the FTA requirements for Technical Capacity. RTA has not been reporting sub-awards to its grant sub-recipients in the Federal Sub-award Reporting System (FSRS) by the end of the month after the month in which they make any sub-award under the grant, as required by the Federal Funding Accountability and Transparency Act of 2006 (FFATA).

Staff has developed and will submit to the FTA Region 9 Office procedures for timely reporting of future sub-awards in FSRS by no later than October 26, 2016. Staff will also notify the FTA Region 9 Office when RTA has reported sub-awards in the FSRS system.

Disadvantaged Business Enterprise (DBE)

A deficiency was found with the US DOT requirements for DBE. RTA had not submitted the required Uniform Report of DBE Awards or Commitments and Payments on a semi-annual basis.

Staff has developed and will submit to the FTA Regional Civil Rights Officer (RCRO) a procedure to ensure that future reports are submitted on time by no later than October 26, 2016.

Staff Recommendation

These findings have already been addressed with final close out to be completed before October 26, 2016. No formal action of the Board is needed as this is a receive and file report.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
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Mr. Geoff Straw
Executive Director
San Luis Obispo Regional Transportation Authority
179 Cross Street, Suite A
San Luis Obispo, CA 93401

JUL 7 2016

RE: FY 2016 Final Triennial Review Report

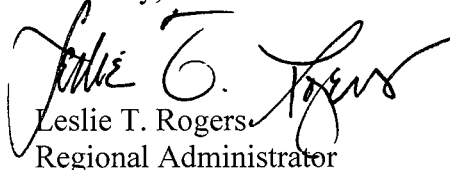
Dear Mr. Straw:

The enclosed final report documents the Federal Transit Administration's (FTA) Triennial Review of the San Luis Obispo Regional Transit Authority (SLORTA) in San Luis Obispo, California. This review is required by Chapter 53 of Title 49, United States Code, Section 5307. Although not an audit, the Triennial Review is the FTA's assessment of SLORTA's compliance with Federal requirements, determined by examining a sample of grant management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with grant requirements.

The Triennial Review focused on SLORTA's compliance in 17 areas. No deficiencies were found with the FTA requirements in 15 areas. Deficiencies were found in two areas: Technical Capacity and Disadvantaged Business Enterprise (DBE). The SLORTA had no repeat deficiencies from the 2013 Triennial Review.

Thank you for SLORTA's cooperation and assistance during this Triennial Review. If you need any technical assistance or have any questions, please do not hesitate to contact Catherine Luu at (415) 734-9467 or by email at Catherine.Luu@dot.gov.

Sincerely,


Leslie T. Rogers
Regional Administrator

Enclosure

cc: Ms. Jan Marx, Chair, SLORTA Board of Directors

FINAL REPORT

FY 2016 TRIENNIAL REVIEW

of the

**San Luis Obispo Regional Transit Authority
Recipient ID: 6930**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 9**

Prepared by:

Interactive Elements, Inc.

**Scoping Meeting Date: April 1, 2016
Site Visit Dates: May 25 and 26, 2016
Draft Report Date: June 21, 2016
Final Report Date: July 07, 2016**

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I. Executive Summary

This report documents the Federal Transit Administration’s (FTA) Triennial Review of the San Luis Obispo Regional Transit Authority (SLORTA) in San Luis Obispo, California. Andrew Lynd of Interactive Elements, Inc. performed the review. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. SLORTA’s transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on SLORTA’s compliance in 17 areas. Deficiencies were found in the areas listed below.

Review Area	Deficiencies	
	Code	Description
Technical Capacity	D-175	FFATA reporting deficiencies
DBE	D-327	DBE uniform reports not submitted semi - annually

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49 (49 U.S.C. 5307(f)(2)) requires that “At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements.” This Triennial Review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993).

The Triennial Review includes a review of the grantee’s compliance in 17 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of the San Luis Obispo Regional Transit Authority (SLORTA) in San Luis Obispo, California. The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA’s regional office or the grantee’s office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee’s location. The review scoping meeting was conducted with the Region 9 Office on April 1, 2016. Necessary files retained by the regional office were sent to the reviewer electronically. A grantee information request and review package was sent to SLORTA advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to San Luis Obispo occurred on May 25 and 26, 2016.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. The reviewers toured SLORTA’s administration and bus garage facility. The reviewer examined a sample of maintenance records for FTA-funded vehicles and equipment. Upon completion of the review, FTA and the reviewer provided a summary of preliminary findings to SLORTA at an exit conference. Section VI of this report lists the individuals participating in the review.

3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are:

- *Not Deficient*: An area is considered not deficient if, during the review, no findings were noted with the grantee’s implementation of the requirements.

- *Deficient*: An area is considered deficient if any of the requirements within the area reviewed were not met.
- *Not Applicable*: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

III. Grantee Description

1. Organization

The San Luis Obispo Regional Transit Authority (SLORTA), formerly known as Central Coast Area Transit (CCAT), provides regional fixed-route and ADA complementary paratransit service for San Luis Obispo County. SLORTA was formed in 1989 when four separate systems were merged into one regional service. Originally, a private contractor provided day-to-day operations, dispatch, and vehicle maintenance for the system. On August 1, 2009, SLORTA took operations and maintenance in-house. SLORTA has three sub-grantees that receive Section 5307 funds – South County Transit and the Cities of Paso Robles and Atascadero.

The San Luis Obispo Council of Governments (SLOCOG) is the FTA-designated recipient for the region. Since 2009, SLORTA has been the grantee for FTA Section 5307 funding for the Paso Robles-Atascadero Urbanized Area, but through Memoranda of Understanding with the Cities of Paso Robles and Atascadero, it passes through Section 5307 funding for Paso Robles’s and Atascadero’s local service. Each year, working closely with the subrecipients, SLOCOG prioritizes the Program of Projects for allocating FTA operating and capital funds among SLORTA, the City of Paso Robles, and the City of Atascadero. SLORTA also expends Section 5307 funds allocated to the San Luis Obispo UZA and the Santa Maria UZA. As a result of the 2010 Census, Section 5307 funds were allocated to the new Arroyo Grande-Grover Beach UZA in Federal Fiscal Year 2013.

SLORTA is governed by a Board of Directors and managed by an Executive Director and staff. The population of its service area is approximately 125,000.

2. Services

SLORTA’s regional transit service consists of five fixed-routes that extend along the Highway 101 and Highway 1 corridors from San Miguel and Hearst Castle in the north, to Santa Maria (just over the county line in Santa Barbara County) in the south, thereby linking all communities in the county. Service is provided weekdays from 5:30 a.m. to 10:00 p.m.; Saturday from 8:00 a.m. to 8:00 p.m., and Sunday from 8:00 a.m. to 7:00 p.m.

SLORTA operates the complementary ADA paratransit service during the same days and hours as the fixed-route service. This service is called Runabout, and SLORTA provides the program for all local and regional fixed-route services in San Luis Obispo County.

The base adult fare for the SLORTA fixed-route bus service ranges from \$1.50 to \$3.00, based on trip distance. Reduced fares ranging from 75¢ to \$1.50 are offered to seniors, persons with disabilities, students grades K through 12 and Medicare Card holders during all hours of operation. The fare for the ADA paratransit service is twice the fixed-route fare for a trip of comparable distance, with a cap of \$10 for the longest trips.

SLORTA operates a fleet of 24 buses for fixed-route service. The current peak requirement is for 18 vehicles. SLORTA also has 18 paratransit vehicles that are operated for the Runabout service.

SLORTA operates its fixed-route and Runabout services from a single maintenance and administration facility at 179 Cross Street in San Luis Obispo. SLORTA leases this facility, which is not FTA funded.

SLORTA 's National Transit Database Report for fiscal year 2015 provided the following financial and operating statistics for its fixed-route and paratransit service:

Operating Statistic	Fixed-Route Service	Paratransit Service	Commuter Bus Service
Unlinked Passengers	1,105,389	60,659	4,666
Revenue Hours	52,108	35,138	690
Operating Expenses	\$5,607,103	\$3,094,340	\$103,345

3. Grant and Project Activity

Below is a list of SLORTA’s open grants at the time of the review.

Grant Number	Grant Amount	Year Executed	Description
CA040223	\$4,264,600	2012	Amend FY11/12 Capital Assistance
CA90Z075	\$3,230,575	2013	FY12/13 Operating and Capital Assistance
CA90Z169	\$2,956,284	2014	2013/14 Operating and Capital Assistance
CA90Z272	\$3,274,447	2015	14/15 Operating & Capital Assistance
CA95X309	\$200,000	2015	CMAQ Capital Assistance 2013/14

Since the last Triennial Review, SLORTA has replaced Runabout vehicles and fixed route (40-foot) buses.

Currently, SLORTA is continuing to replace Runabout and fixed-route vehicles. SLORTA is also working on its fixed-route ITS project.

Over the next several years, SLORTA will continue to replace Runabout and fixed-route vehicles and develop a long-term operations facility.

IV. Results of the Review

1. Financial Management and Capacity

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA-funded facilities and equipment, and conduct and respond to applicable audits.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Financial Management and Capacity.

2. Technical Capacity

Basic Requirement: The grantee must be able to implement FTA-funded projects in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of SLORTA, deficiencies were found with the FTA requirements for Technical Capacity. SLORTA has not been reporting subawards to its grant subrecipients in the Federal Subaward Reporting System (FSRS) by the end of the month after the month in which they make any subaward under the grant, as required by the Federal Funding Accountability and Transparency Act of 2006 (FFATA).

Corrective Action and Schedule: No later than October 26, 2016, SLORTA must notify the FTA Region 9 Office when SLORTA has reported subawards in the FSRS system. Develop and submit to the FTA Region 9 Office procedures for timely reporting of future subawards in FSRS.

3. Maintenance

Basic Requirement: Grantees and subrecipients must keep federally funded vehicles, equipment and facilities in good operating condition. Grantees and subrecipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment and facilities in good operating order.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Maintenance.

4. Americans with Disabilities Act

Basic Requirement: Titles II and III of the ADA of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the U.S. Department of Transportation (US DOT) requirements for ADA.

5. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

Note: The fiscal year 2016 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI, which provided more information on how to comply and changed requirements for some grantees with populations over 200,000. FTA Circular 4702.1B became effective October 1, 2012. Title VI programs submitted to FTA after this date must comply with the requirements of this circular. The Triennial Review will look at compliance with the requirement of FTA Circular 4702.1A for the period prior to October 1, 2012, and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Title VI.

6. Procurement

Basic Requirement: Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18, (repealed effective December 26, 2014), 2 CFR Part 1201, incorporating 2 CFR Part 200 (specifically Sections 200.317-200.326), and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Procurement.

7. Disadvantaged Business Enterprise

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts.

Finding: During this Triennial Review of SLORTA, deficiencies were found with the US DOT requirements for DBE. SLORTA has not submitted the required Uniform Report of DBE Awards or Commitments and Payments on a semi-annual basis. No reports were found in the TEAM/TRAMS system for the past two years.

Corrective Action and Schedule: No later than October 26, 2016, SLORTA must submit the Uniform Report of DBE Awards or Commitments and Payments semi-annually (due June 1 and December 1) in TRAMS, and also submit to the Regional Civil Rights Officer (RCRO) an implemented procedure to ensure that future reports are submitted on time.

8. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA-funded projects. Grantees must comply with Restrictions on Lobbying requirements.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Legal.

9. Satisfactory Continuing Control

Basic Requirement: The grantee must ensure that FTA-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

10. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA, Moving Ahead for Progress in the 21st Century, and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Planning/POP.

11. Public Comment on Fare Increases and Major Service Reductions

Basic Requirement: Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Public Comment on Fare Increases and Major Service Reductions.

12. Half Fare

Basic Requirement: For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities, or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Half Fare.

13. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Charter Bus.

14. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for School Bus.

15. Security

Basic Requirement: As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Security.

16. Drug Free Workplace and Drug and Alcohol Program

Basic Requirement: Grantees are required to maintain a drug-free workplace for all grant-related employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309, 5311 or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Drug-Free Workplace and Drug and Alcohol Program.

17. Equal Employment Opportunity

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under the Federal transit laws. (Note: Equal Employment Opportunity Commission's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of SLORTA, no deficiencies were found with the FTA requirements for Equal Employment Opportunity (EEO).

V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	D-175	FFATA reporting deficiencies	Notify the FTA Region 9 Office when SLORTA has reported subawards to FSRS. Develop and submit to the FTA Region 9 Office procedures for timely reporting of future subawards in FSRS.	10/26/16	
3. Maintenance	ND				
4. ADA	ND				
5. Title VI	ND				
6. Procurement	ND				
7. DBE	D-327	DBE uniform reports not submitted semi - annually	Submit the Uniform Report of DBE Awards or Commitments and Payments semiannually (due June 1 and December 1) in TRAMS, and also submit to the Regional Civil Rights Officer (RCRO) an implemented procedure to ensure that future reports are submitted on time.	10/26/16	
8. Legal	ND				
9. Satisfactory Continuing Control	ND				
10. Planning/ POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	ND				

VI. Attendees

Name	Title	Phone Number	E-mail Address
<i>San Luis Obispo Regional Transit Authority</i>			
Geoff Straw	Executive Director	805-781-4465	gstraw@slorta.org
Omar McPherson	Grants Manager	805-781-1171	omcpherson@slorta.org
Tania Arnold	CFO/Dir. of Administration	805-781-4397	tarnold@slorta.org
Dave Roessler	Maintenance Manager	805-781-4835	droessler@aslorta.org
<i>FTA Region 9 (via teleconference)</i>			
Catherine Luu	General Engineer	415-734-9467	Catherine.Luu@dot.gov
<i>Interactive Elements, Inc.</i>			
Andrew Lynd	Reviewer	856-404-2040	alynd@pierlottassociates.com

VII. Appendices

No appendices included in this report.