

STAFF REPORT

SUBJECT: Proposition 1B Transit Security Grant Funding

MEETING DATE: February 18, 2010 **AGENDA ITEM:** 6D

STAFF CONTACT: Sarkes Khachek

RECOMMENDATION:

Approve Projects for the Fiscal Year 2009/10 Proposition 1B Transit Security Grant Program for Submittal to California Emergency Management Agency.

SUMMARY:

The Santa Barbara County region will receive approximately \$433,000 in transit security funding for Fiscal Year 2009/10 from the Transit Security Grant Program included in Proposition 1B. The program is administered by the California Emergency Management Agency. This funding is made available by the passage of Proposition 1B by State voters in November 2006. Of this, \$341,000 is available for projects programmed by SBCAG and \$92,000 for projects selected directly by transit operators in Santa Barbara County. The funds can be expended on capital purchases that provide increased protection against a security or safety threat or increase the capacity of disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

SBCAG and its local transit operators will only have one opportunity to program transit security projects for FY 2009/10. Applications must be submitted to the Emergency Management Agency by February 22, 2010. Agencies that do not request their FY 2009/10 allocations during this cycle are not guaranteed to have their allocations available for future cycles and funds will potentially revert to the California Emergency Management Agency for reallocation to other regions in subsequent fiscal years.

Staff is recommending that the board program \$341,000 to transit security capital projects nominated by SBMTD, the city of Lompoc (COLT), and city of Santa Maria (SMAT). This action will ensure that the entire amount of funds allocated to our region are programmed for transit projects.

DISCUSSION:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a \$1.0 billion program for eligible transit capital security projects nominated by an applicant transportation agency.

The California Emergency Management Agency has provided each Regional Transportation Planning Agency with an amount of funding for FY 2009/10 that will be available for projects in their county. Two allocations will be made in FY 2009/10 based on two funding formulas, as

required by Prop 1B. One formula uses farebox revenue to allocate funding; the other uses population. These are the same formulas used to distribute State Transit Assistance (STA) funds.

SBCAG is responsible for programming the population formula funding and submitting the projects to the California Emergency Management Agency. Since the \$341,000 available to SBCAG for programming is allocated to the region through the same population based formula that the State uses for the State Transit Assistance program, staff recommends that the board-adopted STA sub-allocation formula be used to distribute Transit Security funds within the county. This is the same methodology used in the FY 2008/09 cycle. The sub-allocation formula apportions funds to the four transit service areas based on population. The transit service areas are the South Coast, Lompoc Valley, Santa Maria Valley and Santa Ynez and Cuyama Valleys. Funds are then apportioned to each eligible claimant within each transit service area.

SBCAG staff has estimated the sub-allocations to each operator/jurisdiction based on the board-approved STA sub-allocation formula. This information has been shared with each transit operator and was the “budget” for the project funding requests they have submitted to SBCAG. The sub-allocations are provided in **Table 1**.

Table 1. Proposition 1B Transit Security Apportionment Summary for FY 2010/11.

PTMISEA Population Based Apportionments - GC 8879.58(a)(2)	FY 2009/10 Apportionments	Allocation Amount for submittal to Emergency Management Agency
State Total - Revenue Based on Population	\$ 30,000,000	
SBCAG Total Revenue	\$ 341,078	\$341,078
South Coast	\$ 165,228	-
- SBMTD	\$ 156,966	\$176,967
- Easy Lift* (5% of the South Coast Total)	\$ 8,261	Not requested
Lompoc Valley	\$ 48,630	-
- Lompoc	\$ 48,630	\$54,827
Santa Maria Valley	\$ 107,185	-
- Santa Maria	\$ 96,933	\$109,284
- Guadalupe	\$ 4,893	Not requested
- SMOOTH* (5% of the Santa Maria Valley Total)	\$ 5,359	Not requested
Santa Ynez & Cuyama Valleys	\$ 20,034	-
- Buellton	\$ 3,737	Not requested
- Solvang	\$ 15,234	Not requested
- County	\$ 1,063	Not requested

* Consolidated Transportation Service Agencies receive 5% of the STA funding for the area they serve.

Local transit operators will submit projects for their share of the \$92,000 in farebox-based funding directly to the Emergency Management Agency. Both the farebox revenue and population based funds will be received by local agencies or transit operators directly from the Emergency Management Agency.

For FY 2009/10, Prop 1B Transit Security funds will be allocated during a single funding cycle. The application due date to the Emergency Management Agency is February 22, 2010.

Eligible Projects

Eligible activities for Proposition 1B Transit Security funding include either of the following:

A. A capital project that provides increased protection against a security or safety threat, including, but not limited to the following:

1. Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
2. Explosive device mitigation and remediation equipment.
3. Chemical, biological, radiological and nuclear explosives search, rescue or response equipment.
4. Interoperable communications equipment.
5. Physical security enhancement equipment.
6. The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guideways, elevated structures or other transit facilities and equipment.
7. Other security related projects approved by OHS.

B. A capital project that increases the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

Ineligible Activities

Management and Administration (M&A) cost is not an allowable expense for Proposition 1B funds.

Population Funded Recommendations

The projects staff recommends be funded in the FY 09/10 cycle are:

Table 2

Agency	Project Title	Requested Population Based Allocation Amount
Santa Barbara MTD	Backup Generator Design and Installation for Transit Facilities	\$176,967
City of Lompoc	Transit Center and On-Board Bus Security System	\$54,827
City of Santa Maria	Surveillance and Security System at Transit Properties	\$109,284
	Total	\$341,078

Investment justifications for Santa Barbara MTD and the cities of Lompoc and Santa Maria are attached. As part of the guidelines, SBCAG must approve the projects nominated by local agencies for the population formula funds.

The cities of Buellton, Guadalupe, and Solvang, County of Santa Barbara, Easy Lift and Santa Maria Organization of Transportation Helpers (SMOOTH) chose not to submit applications at this time due to a lack of prospective projects. Their funds have been proportionally allocated to the other three agencies in Table 2. Agencies that do not request their FY 09/10 allocations are not guaranteed to have their allocations available for future cycles and funds will potentially revert to the Emergency Management Agency for reallocation to other regions in subsequent fiscal years if not programmed to a project.

RECOMMENDATION:

Approve Projects for the Fiscal Year 2009/10 Proposition 1B Transit Security Grant Program for submittal to California Emergency Management Agency.

ATTACHMENTS:

- Attachment A – Resolution 10-06 – Proposition 1B Transit Security Program
- Attachment B – Santa Barbara MTD Investment Justification
- Attachment C – City of Lompoc Investment Justification
- Attachment D – City of Santa Maria Investment Justification

**RESOLUTION OF THE SANTA BARBARA
COUNTY ASSOCIATION OF GOVERNMENTS**

PROPOSITION 1B TRANSIT SECURITY)
GRANT PROGRAM FY 2009/10)

RESOLUTION NO. 10-06

WHEREAS, the Santa Barbara County Association of Governments (SBCAG) has been designated as the Regional Transportation Planning Agency and Metropolitan Planning Organization; and

WHEREAS, SBCAG as the Regional Transportation Planning Agency is required to calculate the available allocation for each project sponsor for the Proposition 1B Transit Security Program and approve applications received for funding pursuant to Government Code section 8879.58(a)(2); and

WHEREAS, SBCAG has received Proposition 1B Transit Security Grant Program applications from the Cities of Lompoc and Santa Maria, and the Santa Barbara Metropolitan Transit District; and

WHEREAS, SBCAG has reviewed and evaluated these applications according to the state criteria; and

WHEREAS, the applications are consistent with the Proposition 1B Transit Security Grant Program;

NOW, THEREFORE, IT IS HEREBY RESOLVED THAT the Santa Barbara County Association of Governments approves the Proposition 1B Transit Security Grant Program applications for Fiscal Year 2009-10 described in the staff reports of February 18, 2009 Item 7D for submittal to California Emergency Management Agency.

IT IS FURTHER RESOLVED THAT the Executive Director and Deputy Director are authorized to execute for and on behalf of the named applicants, any actions necessary for the purpose of obtaining financial assistance provided by the California Emergency Management Agency for project(s) approved by the SBCAG Board.

PASSED AND ADOPTED this 18th day of February 2010 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Jim Kemp
Executive Director

Salud Carbajal, Chair
Santa Barbara County
Association of Governments

APPROVED AS TO FORM:

Steve Underwood
Chief Assistant County Counsel

Investment Justification Template
Proposition 1B
(Required Font – New Times Roman – 10)

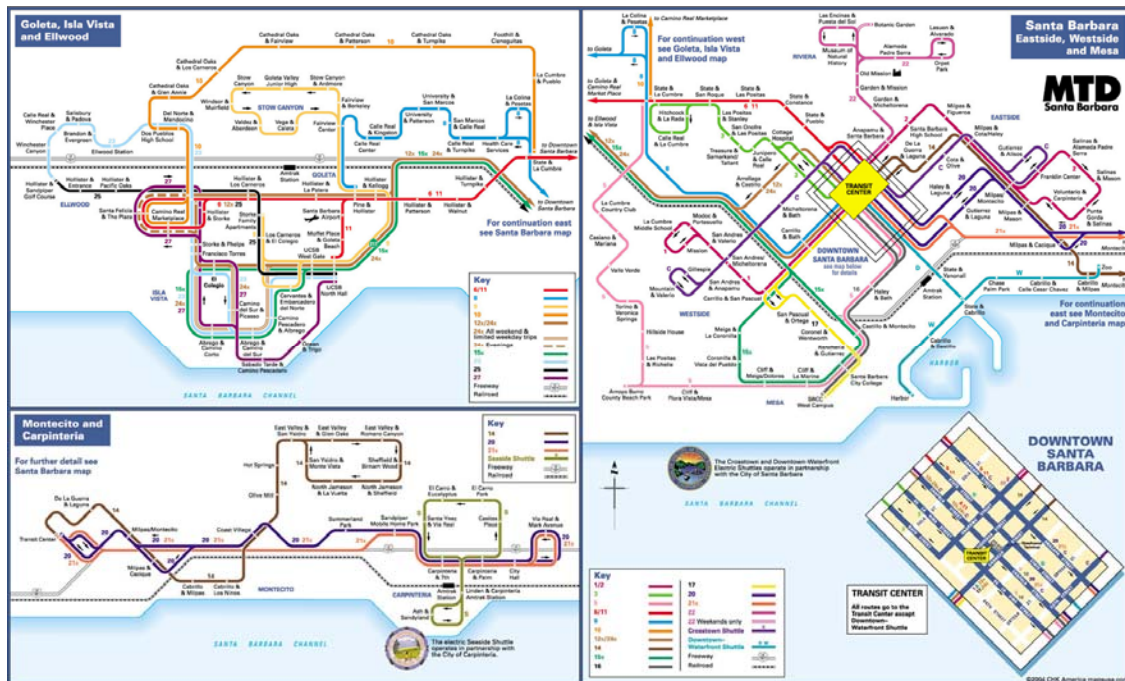
Investment Heading	
Date	01/29/2010
State	California
County	Santa Barbara
Agency Name	Santa Barbara Metropolitan Transit District
Investment Name	Automated Vehicle Location System (Radio System)
Investment Phase	3
Investment Amount (2009-10 Prop 1B)	Total \$259,806

I.A. Identify the transit agency and that agency's point(s) of contact for this investment.	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; • and, Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award.
Response	<p>POC: Jerry Estrada, Assistant General Manager/Controller 550 Olive Street, Santa Barbara CA 93013 (805)963-3364 ext. 232 (805)962-4794 jestrada@sbmtd.gov</p> <p>Authorizing Official: Sherrie Fisher 550 Olive Street, Santa Barbara CA 93013 (805)963-3364 ext. 232 (805)962-4794 sfisher@sbmtd.gov</p>

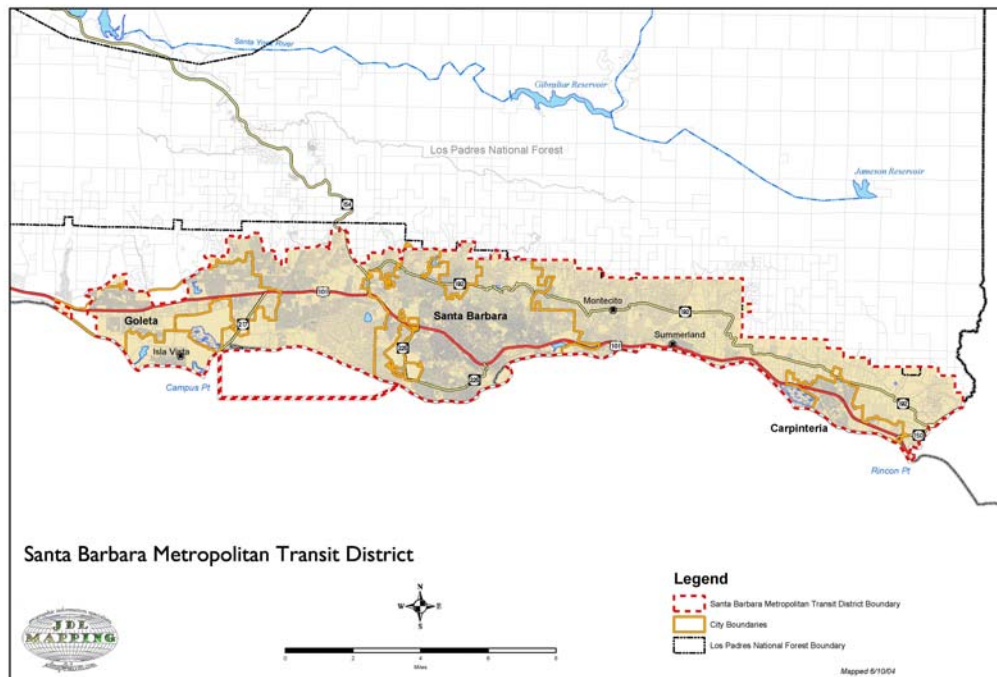
I.B. Describe the operating system for the transit agency undertaking this investment.	
Response Type	Narrative
Page Limit	Not to exceed 2 pages
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data; • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and,

<p>Response</p>	<ul style="list-style-type: none"> • Other sources of funding being leveraged for security enhancements <p><u>Lead Agency:</u> Santa Barbara Metropolitan Transit District (MTD)</p> <p><u>Infrastructure:</u> Revenue Vehicles (Buses only): 106 Operating Facilities (2): 1 – Administrative and Operations, 1 – Primary Passenger Facility Bus Stops: 852</p> <p><u>Ridership Data (FY 08-09):</u> Total Passengers: 8,293,076 Number of passenger miles: 29,109,984</p> <p><u>Types of Service and Other Important Features:</u> Fixed Route: 26 routes Commuter Service: 3 Note: Largest fleet of pure battery-electric buses in North America</p> <p><u>System Map:</u> See map below</p> <p><u>Cities & Counties Served (see map below):</u> Santa Barbara County, city of Carpinteria, city of Santa Barbara, city of Goleta, city of Solvang, city of Buellton</p> <p><u>Other Sources of Funding Being Leveraged for Security Enhancements:</u> Local capital funds available may include State Transit Assistance (STA).</p>
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System Map:



District Boundaries:



II.A. Provide a brief abstract for this investment.	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	Provide a succinct statement summarizing this investment.
Response	The Santa Barbara Metropolitan Transit District (MTD) operates a fleet of 106 transit vehicles. It is MTD's intent to utilize \$832,125 in Proposition 1B – PTMISEA funds as well as \$239,805 in fiscal year 09-10 Proposition 1B – Transit Safety & Security funds for the replacement of MTD's radio system. MTD will purchase a new radio system that will improve communications and create the infrastructure needed to implement an automated vehicle location system to improve schedule adherence and passenger communications.

II.B. Describe how this investment specifically addresses one or more of the transit security fundamentals identified in the FY07/08 (CTAF) Guidance	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment addresses one or more of the following: A. Capital Projects: <ul style="list-style-type: none"> Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment Explosive device mitigation and remediation equipment Chemical, biological, radiological and nuclear explosive search, rescue or response equipment Interoperable communications equipment Physical security enhancement equipment

	<ul style="list-style-type: none"> • The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment • Other security related projects approved by the Office of Homeland Security (OHS) <p>B. Capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.</p>
Response	<ul style="list-style-type: none"> • The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment <p>A new radio system will improve MTD's ability to communicate with operators during a crisis and the AVL element of the project will allow MTD to track each bus 24/7.</p>

II.C. Describe the investment will achieve the safety, security, or emergency response benefit.	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Outline how investment specifically addresses the transit agency's required security or emergency response plan.
Response:	This project will enhance MTD's ability to track the whereabouts of each bus and improve the reliability of the communications system.

II.D. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment addresses one or more of the following tangible physical properties: <ul style="list-style-type: none"> • An expected useful life of 15 years or more • Property with an expected useful life of 10 to 15 years, but these costs may not exceed 10 percent of the bond proceeds net of all issuance costs. • Include major maintenance, reconstruction, demolition for purposes of reconstruction of facilities, and retrofitting work that is ordinarily done no more often than once every 5 to 15 years or expenditures that continue or enhance the useful life of the capital asset. • Equipment with an expected useful life of two years or more.
Response	The equipment should offer a useful life of at least 5-years and most likely much longer.

III.A. Investment Funding Plan

Response Type	Narrative			
Page Limit	Not to exceed 1 page			
Response Instructions	<ul style="list-style-type: none"> • Include a narrative response below certifying how the cost share requirement will be met, where applicable • Complete the chart below to identify the amount of funding being requested for this investment only; • Funds should be requested by allowable cost categories (i.e., planning, organization, equipment, and management and administration.); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, Applicants must indicate whether additional funding (non FY07/08 CTAF) will be leveraged for this investment.			
Response	FY09/10 CTAF Request Total		Prop. 1B – PTMISEA FY09/10	Grand Total
	8879.58(a)(2)	8879.58(a)(3)		
Planning				
Equipment	\$176,967	\$82,839	\$832,125	\$1,091,931
Construction				
Total	\$176,967	\$82,839	\$832,125	\$1,091,931

III.B. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment – those that are covered by the requested FY 2008 TSGP funds and will be completed over the 36- month performance period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above).
Response	<p>Milestone 1 – Develop RFP – Oct 10 – Dec 10 Milestone 2 – Conduct Procurement & Award Contract – Jan 11 – Jun 11 Milestone 3 – Installation – Aug 11 – Dec 11 Milestone 4 – Testing & Acceptance – Jan 12 – Mar 12</p>

APPENDIX G – Performance Report Template

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Investment Heading	
Date	February 8, 2010
State	California
County	Santa Barbara
Agency Name	City of Lompoc
Investment Name	Transit Center and On-Board Bus Security System
Investment Phase	3
Investment Amount (2009-10 Prop 1B)	Total \$56,241

I.A. Identify the transit agency and that agency's point(s) of contact for this investment.			
Response Type	Narrative		
Page Limit	Not to exceed ½ page		
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; • and, also include the corresponding information for the authorizing official for your organization—i.e., the individual authorized to sign a grant award. 		
Response	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> POC's name and title; Richard Fernbaugh, Aviation/Transportation Administrator Full mailing address; 100 Civic Center Plaza, Lompoc, CA 93438-8001 Telephone number; 805-875-8268 Fax number; 805-875-8368 Email address: r_fernbaugh@ci.lompoc.ca.us </td> <td style="width: 50%; vertical-align: top;"> Authorized Agent's name and title; Laurel Barcelona, City Administrator Full mailing address; 100 Civic Center Plaza, Lompoc, CA 93438-8001 Telephone number; 805 875-8203 Fax number; 805-875-8303 Email address: l_barcelona@ci.lompoc.ca.us </td> </tr> </table>	POC's name and title; Richard Fernbaugh, Aviation/Transportation Administrator Full mailing address; 100 Civic Center Plaza, Lompoc, CA 93438-8001 Telephone number; 805-875-8268 Fax number; 805-875-8368 Email address: r_fernbaugh@ci.lompoc.ca.us	Authorized Agent's name and title; Laurel Barcelona, City Administrator Full mailing address; 100 Civic Center Plaza, Lompoc, CA 93438-8001 Telephone number; 805 875-8203 Fax number; 805-875-8303 Email address: l_barcelona@ci.lompoc.ca.us
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I.B. Describe the operating system for the transit agency undertaking this investment.	
Response Type	Narrative
Page Limit	Not to exceed 2 pages
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data; • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and, • Other sources of funding being leveraged for security enhancements.
Response	<p>Infrastructure: The City has a limited transit infrastructure. 1) Transit services are operated from</p>

a City-owned base facility that is co-located with other City public works functions. 2) The City also owns a number of parking facilities that serve multiple functions including serving as Park-and-Ride facilities. 3) The City currently leases a transfer center that is located in a commercial shopping center. 4) The City is currently developing a major transit center that would include a City-owned transfer point.

Ridership Data:

System-wide ridership on the COLT system has increased 91 percent from Fiscal Year 2000-2001 (122,988 one-way passenger trips) to Fiscal Year 2009-2010 (235,000 one-way passenger trips). Growth in fixed-route ridership accounts for the majority of the increase. In Fiscal Year 2009-2010 there were 235,000 fixed-route one-way passenger trips and 15,275 Dial-A-Ride one-way passenger trips.

Number of passenger miles:

The COLT system serves an estimated 800,000 passenger miles each year.

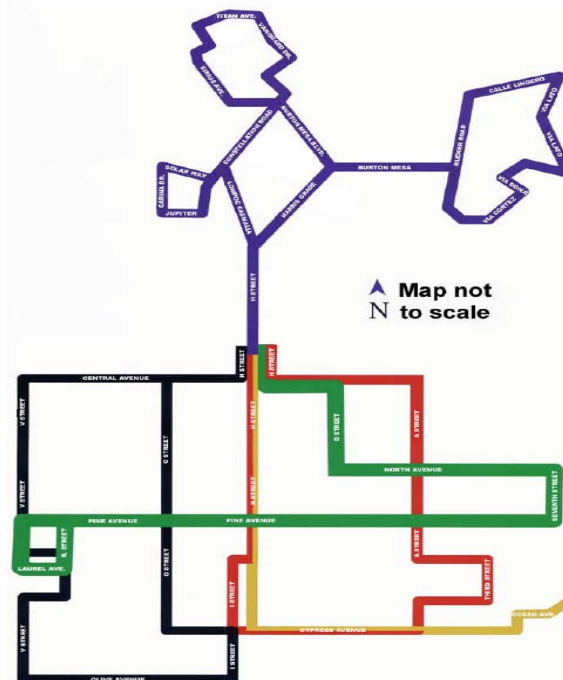
Number of Vehicles:

The City of Lompoc currently uses twelve (12) buses and one light-duty passenger vehicle to provide public transportation services.

Types of service and other important features:

The City of Lompoc provides five fixed-route services and demand responsive service in and around the incorporated City limits. The City also operates intercity routes, and is served by other public transportation services including Amtrak Thruway service and private transportation shuttles. Currently, the City operates a transfer center in the Mission Plaza Shopping Center.

System Map:



	<p>Geographical borders of the system and the cities and counties served: The City of Lompoc provides the COLT transit program, which operates five fixed routes in and around the City of Lompoc. COLT also operates an intercity route between the Mission Plaza Transit center, Buellton, and Santa Barbara on Tuesdays and Thursdays.</p> <p>Other sources of funding being leveraged for planned security enhancements: Additional sources of funding being leveraged for planned security enhancement include State Transit Assistance funds, Local Transportation Funds, and Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account funds.</p>
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II.A. Provide a brief abstract for this investment.	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	Provide a succinct statement summarizing this investment.
Response	<p>The City of Lompoc’s existing transit vehicles and other facilities are not currently equipped with surveillance systems, or fencing and other physical barriers. Circumstances warrant that the City invest in both barriers/fencing, and surveillance systems to protect passengers, employees, and property.</p> <p>Prior to Proposition 1B many of these security enhancements were financially infeasible. Proposition 1B California Transit Security Grant Program California Transit Assistance Fund (CTSGP-CTAF) monies will be used to design, construct, and install as many improvements as possible.</p> <p>CTSGP-CTAF monies will be used for a combination of enhanced security measures at the new transit center being designed, which is anticipated to be open to passengers in 2011, and existing park-and-ride facilities. CTSGP-CTAF monies will also be used to equip a portion of the transit vehicle fleet with on-board camera-based surveillance systems to enhance the physical security of passengers, transit personnel, facilities and vehicles.</p>

II.B. Describe how this investment specifically addresses one or more of the transit security fundamentals identified in the FY 2009-10 (CTSGP-CTAF) Guidance	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	<p>Describe how the investment addresses one or more of the following:</p> <p>A. Capital Projects:</p> <ul style="list-style-type: none"> • Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment. • Explosive device mitigation and remediation equipment. • Chemical, biological, radiological and nuclear explosive search, rescue or response equipment. • Interoperable communications equipment. • Physical security enhancement equipment.

	<ul style="list-style-type: none"> • The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment. • Other security related projects approved by the California Emergency Management Agency (Cal EMA). <p>B. Capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.</p>
Response	<p>The City of Lompoc will fund two types of improvements with this investment, both under “Category A: Capital Projects.”</p> <p>First, the City will include enhanced security measures at the new transit center being planned, which is anticipated to open to passengers in 2011, and existing park-and-ride facilities. These measures will include a combination of: 1) fencing, barriers, gates and related security enhancements that will improve the physical security; and, (2) a camera-based surveillance system to enhance the physical security of passengers, transit personnel, vehicles, and the facilities.</p> <p>Second, the City will equip the transit vehicle fleet with on-board camera-based surveillance systems to enhance the physical security of passengers, transit personnel, and the vehicles. The surveillance systems will include the capacity to monitor, record, and store digital audio/video evidence as well as provide real-time GPS information. Surveillance systems will use the latest, most cost-effective technologies which are likely to include infrared or similar camera systems.</p>

II.C. Describe how the investment will achieve the safety, security, or emergency response benefit.	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment will address the safety, security, or emergency response benefit.
Response:	<p>COLT vehicles and properties are not currently equipped with any form of security system, other than lighting. A key objective of the Short range transit Plan (SRTP) is to “Provide Safe Service.” Other goals and objectives in the SRTP include “Maintain Transit Facilities and Equipment in a Good State of Repair” and “Minimize Operating Costs.” Prior to voter approval of Proposition 1B and the CTSGP-CTAF program, plans to implement these goals and objectives were modest.</p> <p>The presence of fencing, barriers, and surveillance systems will enhance the physical security of passengers, employees, and assets. The project will also deter violent incidents and vandalism while providing the tools necessary for transit staff and law enforcement to identify and pursue potential threats to public safety.</p> <p>As a result of improved passenger safety, the City’s ridership, performance, and financial objectives will be fulfilled.</p>

II.D. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment addresses the following tangible physical properties: <ul style="list-style-type: none"> • An expected useful life of 15 years or more. • Property with an expected useful life of 10 to 15 years, but these costs may not exceed 10 percent of the bond proceeds net of all issuance costs. • Include major maintenance, reconstruction, demolition for purposes of reconstruction of facilities, and retrofitting work that is ordinarily done no more often than once every 5 to 15 years or expenditures that continue or enhance the useful life of the capital asset. • Equipment with an expected useful life of two years or more.
Response	The useful life of the proposed fencing and barriers is thirty (30) years. The useful life of the proposed surveillance system is ten (10) years.

III.A. Investment Funding Plan

Response Type	Narrative			
Page Limit	Not to exceed 1 page			
Response Instructions	<ul style="list-style-type: none"> • Include a narrative response below certifying how the cost share requirement will be met, where applicable. • Complete the chart below to identify the amount of funding being requested for this investment only; • Funds should be requested by allowable cost categories (planning or equipment); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, <p>Applicants must indicate whether additional funding (non FY 2009-10 CTSGP-CTAF) will be leveraged for this investment.</p>			
Response	FY 2009-10 CTAF Request Total		Other Funding Sources Applied (including cost share required)	Grand Total
	8879.58(a)(2)	8879.58(a)(3)		
Equipment				
Construction	\$54,827	\$1,414	\$200,000	\$250,291
Total	\$54,827	\$1,414	\$200,000	\$250,291

III.B. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Response Type	Narrative																				
Page Limit	Not to exceed 1 page																				
Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment - those that are covered by the requested FY 2009-10 CTSGP-CTAF funds and will be completed over the 36 month performance period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above). 																				
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APPENDIX G – Performance Report Template

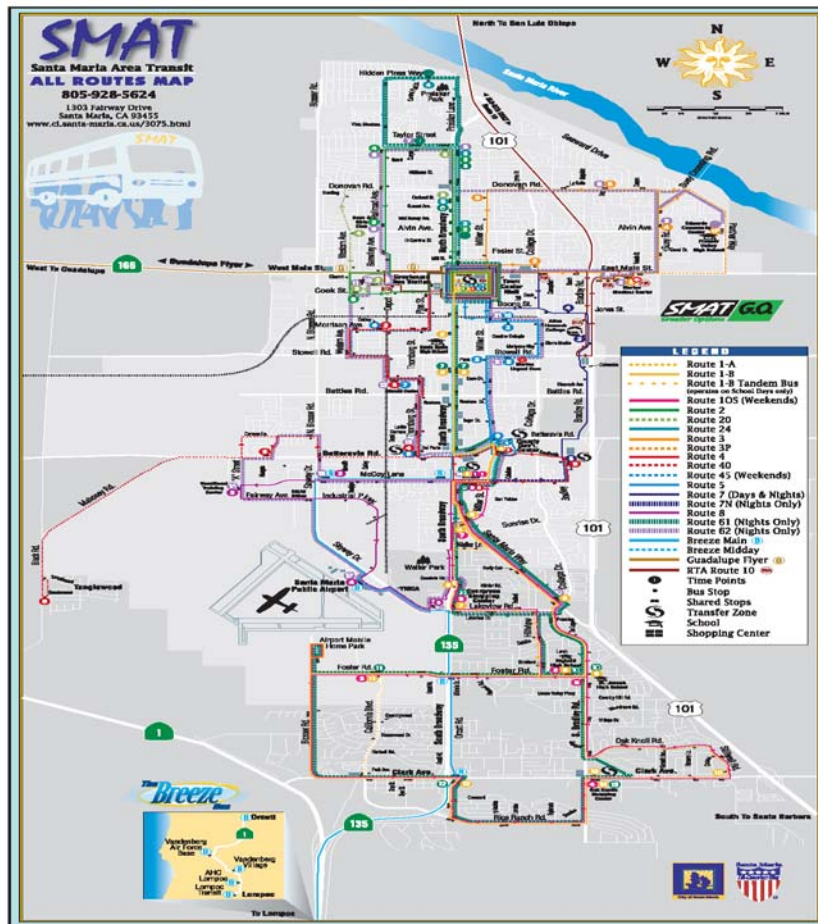
(Required Font - New Times Roman - 10)

Investment Heading	
Date	2-3-10
State	California
County	Santa Barbara
Agency Name	City of Santa Maria
Investment Name	Surveillance and Security System for Transit Properties
Investment Phase	3
Investment Amount (2009-10 Prop 1B)	Total \$ 116,119

I.A. Identify the transit agency and that agency's point(s) of contact for this investment.			
Response Type	Narrative		
Page Limit	Not to exceed ½ page		
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; • and, also include the corresponding information for the authorizing official for your organization—i.e., the individual authorized to sign a grant award. 		
Response	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> Austin O' Dell, Transit Services Manager 110 S. Pine St, Suite 101 Santa Maria, CA 93458 Ph. (805) 925-0951. 225 Fax. (805) 928-4995 aodell@ci.santa-maria.ca.us </td> <td style="width: 50%; vertical-align: top;"> Austin O' Dell, Transit Services Manager 110 S. Pine St, Suite 101 Santa Maria, CA 93458 Ph. (805) 925-0951. 225 Fax. (805) 928-4995 aodell@ci.santa-maria.ca.us </td> </tr> </table>	Austin O' Dell, Transit Services Manager 110 S. Pine St, Suite 101 Santa Maria, CA 93458 Ph. (805) 925-0951. 225 Fax. (805) 928-4995 aodell@ci.santa-maria.ca.us	Austin O' Dell, Transit Services Manager 110 S. Pine St, Suite 101 Santa Maria, CA 93458 Ph. (805) 925-0951. 225 Fax. (805) 928-4995 aodell@ci.santa-maria.ca.us
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I.B. Describe the operating system for the transit agency undertaking this investment.	
Response Type	Narrative
Page Limit	Not to exceed 2 pages
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data; • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and, • Other sources of funding being leveraged for security enhancements.
Response	<p>City of Santa Maria provides fixed route and ADA paratransit service in the City of Santa Maria as well as in the unincorporated County communities of Orcutt and Tanglewood. Additionally, the City administers the Breeze service contract which runs Monday through Friday on behalf of City of Santa Maria, City of Lompoc, and Santa</p>

Barbara County. A new transit center is on process and currently on construction. Construction of the new intermodal transit center which will be located on Miller & Boone is expected to be finish by summer of 2010. SMAT's service area is 34 square miles with a population of approximately 130,000. Over the past several years, SMAT has expanded its fleet size to accommodate its one million passengers and increasing demand for service. In fiscal year 2008-2009 there were 1,163,910 fixed route passengers and 22,858 demand response passengers. Passenger miles for fiscal year 2008-2009 total 7,681, 808 for fixed route and 112,918 for demand response. The existing fixed route services consist of 28 fixed route vehicles and 8 ADA vehicles. SMAT's fixed route service consists of 11 routes that provide service seven days a week. In June 2006, SMAT initiated the Night Service which extends SMAT services three hours past the regular hours from 7:15 PM-10:15 PM for weekday SMAT services. Other sources of funding being leveraged for security enhancements include State Transit Assistance (STA).



II.A. Provide a brief abstract for this investment.	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	Provide a succinct statement summarizing this investment.
Response	City of Santa Maria will use these funds to purchase a state-of-the-art surveillance and security system for the new intermodal transit center and the Maintenance and Operations facility to protect passengers, employees, and property. In addition, City of Santa Maria will install a card key access system on transit property to ensure that monitoring of the program spaces can be managed and monitored.

II.B. Describe how this investment specifically addresses one or more of the transit security fundamentals identified in the FY 2009-10 (CTSGP-CTAF) Guidance	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	<p>Describe how the investment addresses one or more of the following:</p> <p>A. Capital Projects:</p> <ul style="list-style-type: none"> • Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment. • Explosive device mitigation and remediation equipment. • Chemical, biological, radiological and nuclear explosive search, rescue or response equipment. • Interoperable communications equipment. • Physical security enhancement equipment. • The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment. • Other security related projects approved by the California Emergency Management Agency (Cal EMA). <p>B. Capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster impairing the mobility of goods, people, and equipment.</p>
Response	<p>This project addresses the following transit security fundamental:</p> <ul style="list-style-type: none"> • Physical security enhancement equipment • The installation of fencing, barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide-ways, elevated structures or other transit facilities and equipment <p>The surveillance and security system will enhance safety on transit property by enhancing the physical security of passengers, transit personnel, vehicles, and the facilities. In addition, authorized personnel will be provided with card key access system for key locations throughout the facilities. The state of the art surveillance and security system will have the capacity to monitor, record, and store digital video/audio evidence.</p>

II.C. Describe how the investment will achieve the safety, security, or emergency response benefit.

Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment will address the safety, security, or emergency response benefit.
Response:	The project would benefit from more active security systems, such as surveillance cameras, enhance lighting, and card key access systems for the new intermodal transit center and the maintenance and operations facility. This system will be a highly effective deterrent against intrusion and it reduces the chance of loss or destruction to valuable property, real or personal. Control of these cameras will be connected to the transit office and also will have a partner desk with the Police Department to identify and pursue potential threats to public safety.

II.D. Describe how this investment specifically meets the useful life for capital assets specified in subdivision (a) of section 16727.

Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	Describe how the investment addresses the following tangible physical properties: <ul style="list-style-type: none"> • An expected useful life of 15 years or more. • Property with an expected useful life of 10 to 15 years, but these costs may not exceed 10 percent of the bond proceeds net of all issuance costs. • Include major maintenance, reconstruction, demolition for purposes of reconstruction of facilities, and retrofitting work that is ordinarily done no more often than once every 5 to 15 years or expenditures that continue or enhance the useful life of the capital asset. • Equipment with an expected useful life of two years or more.
Response	The surveillance and security system will have an expected useful life of 15 to 20 years.

III.A. Investment Funding Plan

Response Type	Narrative																				
Page Limit	Not to exceed 1 page																				
Response Instructions	<ul style="list-style-type: none"> • Include a narrative response below certifying how the cost share requirement will be met, where applicable. • Complete the chart below to identify the amount of funding being requested for this investment only; • Funds should be requested by allowable cost categories (planning or equipment); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, <p>Applicants must indicate whether additional funding (non FY 2009-10 CTSGP-CTAF) will be leveraged for this investment.</p>																				
Response	<table border="1"> <thead> <tr> <th>FY 2009-10 CTAF Request Total</th> <th>Other Funding Sources Applied (including cost share required)</th> <th>Grand Total</th> </tr> </thead> <tbody> <tr> <td>8879.58(a)(2)</td> <td>8879.58(a)(3)</td> <td></td> </tr> <tr> <td>Equipment</td> <td>\$109,284</td> <td>\$6,835</td> <td>\$116,119</td> </tr> <tr> <td>Construction</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total</td> <td>\$109,284</td> <td>\$6,835</td> <td>\$116,119</td> </tr> </tbody> </table>		FY 2009-10 CTAF Request Total	Other Funding Sources Applied (including cost share required)	Grand Total	8879.58(a)(2)	8879.58(a)(3)		Equipment	\$109,284	\$6,835	\$116,119	Construction				Total	\$109,284	\$6,835	\$116,119	
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III.B. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Possible areas for inclusion are: stakeholder engagement, planning, major acquisitions/purchases, training, exercises, and process/policy updates. Up to 10 milestones may be provided.

Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment - those that are covered by the requested FY 2009-10 CTSGP-CTAF funds and will be completed over the 36 month performance period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above).
Response	<p>Milestone 1- Develop RFP-August 2010-September 2010</p> <p>Milestone 2- Conduct Procurement & Award Contract Oct 2010-Dec2010</p> <p>Milestone 3- Installation January 2011- February 2011</p> <p>Milestone 4-Testing & Acceptance – June 2010</p>