

## STAFF REPORT

**SUBJECT:** Proposition 1B Transit Security Grant Funding

**MEETING DATE:** January 19, 2012 **AGENDA ITEM:** 7H

**STAFF CONTACT:** Sarkes Khachek

### RECOMMENDATION:

Approve Projects for the Fiscal Year 2011/12 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 2011/12 from the Transit Security Grant Program included in Proposition 1B. The program is administered by the California Emergency Management Agency. Of this amount, \$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 2011/12. Applications must be submitted to the Emergency Management Agency by February 1, 2012. Agencies that do not request their FY 2011/12 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 the cities of Lompoc (COLT) and Santa Maria (SMAT), Santa Barbara MTD and the Santa Maria Organization of Transportation Helpers (SMOOTH). 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 2011/12 that will be available for projects in their county. Two allocations will be made in FY 2011/12 based on two funding formulas, as

Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

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 previous funding cycles. 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 2011/12.**

<b>PTMISEA Population Based Apportionments - GC 8879.58(a)(2)</b>	<b>FY 11/12 Apportionments</b>	<b>FY 11/12 Allocation Amount for submittal to CalEMA</b>
<b>State Total - Revenue Based on Population</b>	<b>\$30,000,000</b>	
<b>SBCAG Total Revenue</b>	<b>\$341,078</b>	<b>\$341,078</b>
<b>South Coast</b>	<b>\$162,923</b>	<b>-</b>
- SBMTD	<b>\$154,777</b>	<b>\$154,777</b>
- Easy Lift* (5% of the South Coast Total)	<b>\$8,146</b>	<b>Not requested</b>
<b>Lompoc Valley</b>	<b>\$46,136</b>	<b>-</b>
- Lompoc (COLT)	<b>\$46,136</b>	<b>\$46,136</b>
<b>Santa Maria Valley</b>	<b>\$112,670</b>	<b>-</b>
- Santa Maria (SMAT)	<b>\$101,627</b>	<b>\$125,165</b>
- Guadalupe	<b>\$5,409</b>	<b>Not requested</b>
- SMOOTH* (5% of the Santa Maria Valley Total)	<b>\$5,634</b>	<b>\$15,000</b>
<b>Santa Ynez &amp; Cuyama Valleys</b>	<b>\$19,349</b>	<b>-</b>
- Buellton	<b>\$3,904</b>	<b>Not requested</b>
- Solvang (SYVT)	<b>\$14,365</b>	<b>Not requested</b>
- County	<b>\$1,080</b>	<b>Included in SMAT's Request</b>

\* 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 2011/12, Prop 1B Transit Security funds will be allocated during a single funding cycle. The application due date to the Emergency Management Agency is February 1, 2012.

## Eligible Projects

Eligible activities include the following:

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

- a. 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;
- b. Explosive device mitigation and remediation equipment;
- c. Chemical, biological, radiological and nuclear explosives search, rescue or response equipment;
- d. Interoperable communications equipment;
- e. Physical security enhancement equipment;
- f. 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; and
- g. Other security and safety related projects approved by Cal EMA.

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.

C. Other allowable costs under California Government Code 16727 (a) include costs directly related to construction or acquisition including, but not limited to, planning, engineering, construction management, architectural, and other design work, environmental impact reports and assessments, required mitigation expenses, appraisals, legal expenses, site acquisitions, necessary easements, and warranties.

## Ineligible Activities

Management and Administration (M&A) costs are not an allowable for Proposition 1B funds.

## Population Funded Recommendations

The projects staff recommends be funded in the FY 11/12 cycle are:

**Table 2 – Projects submitted for funding**

Agency	Project Title	Requested Population Based Allocation Amount
Santa Barbara MTD	Cameras On-board transit buses	\$154,777
City of Lompoc	Transit Operations Center Security Improvements	\$46,136
City of Santa Maria	Dispatch and Radio Retrofit Design Consultation Study (includes County of Santa Barbara's allocation)	\$102,707
City of Santa Maria	Clean Air Express Global Position System (GPS) Units	\$22,458
SMOOTH	Emergency Back-up generator	\$15,000
	<b>Total</b>	<b>\$341,078</b>

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

their funding be allocated to the City of Santa Maria per a transit capital cost sharing agreement between the agencies.

The cities of Buellton, Guadalupe and Solvang and Easy Lift chose not to submit applications at this time due to a lack of prospective projects. Their funds have been allocated to the city of Santa Maria and SMOOTH in Table 2. Agencies that do not request their FY 11/12 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 2011/12 Proposition 1B Transit Security Grant Program for submittal to California Emergency Management Agency.

**ATTACHMENTS:**

Attachment A – Resolution 12-02 – 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 – Consultation Study

Attachment E – City of Santa Maria Investment Justification – CAE GPS units

Attachment F – Santa Maria Organization of Transportation Helpers Investment Justification

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

PROPOSITION 1B TRANSIT SECURITY)  
GRANT PROGRAM FY 2011/12)

---

RESOLUTION NO. 12-02

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, Santa Barbara Metropolitan Transit District and the Santa Maria Organization of Transportation Helpers; 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 2011-12 described in the staff reports of January 19, 2012 Item 7J 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 19th day of January 2012 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

---

Jim Kemp  
Executive Director

---

Joe Armendariz, Chair  
Santa Barbara County  
Association of Governments

APPROVED AS TO FORM:

---

William Dillon  
Senior Deputy, County Counsel

## Investment Justification Template

A. Investment Heading	
Date Submitted	12/15/2011
Grant Year Applying For	FY 2011-12
County of Allocation	Santa Barbara
Agency Name	Santa Barbara MTD
Investment Name	Cameras onboard Transit Buses
Investment Phase	
Amount Requesting	\$237,616
FIPS Number	
Number of Projects	

B. Contact Information	
<p>Point of contact's (POC) name and title;</p> <p>Jerry Estrada, Assistant GM/Controller                      550 Olive Street Santa Barbara CA 93101                      (805)963-3364 ext. 232                      (805)963-3365                      jestrada@sbmtd.gov</p>	<p>Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award</p> <p>Sherrie Fisher, General Manager                      550 Olive Street Santa Barbara CA 93101                      (805)963-3364 ext. 248                      (805)963-3365                      sfisher@sbmtd.gov</p>

C. Investment Funding plan			
Investment YEAR _____	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$154,777	\$82,839	\$237,616
Construction			
Total	\$154,777	\$82,839	\$237,616

\*\*\*\*NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: Santa Barbara MTD

Letter and Project Title: Cameras onboard Transit Buses

D. Provide a brief description for this investment.

The Santa Barbara MTD operates a fleet of 106 transit buses. It is MTD's intent to utilize these funds in conjunction with Prop. 1B-PTMISEA funds to equip its fleet with onboard security cameras.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The acquisition of a security camera system for MTD's fleet of transit vehicles is clearly a capital project.

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

The introduction of security cameras to MTD's fleet will enhance the safety of both passengers and drivers alike. Security cameras are expected to provide a deterrent to unruly behavior etc.

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

The security cameras should offer a useful life of at least 5-years and most likely much longer.

H. 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.

## Investment Justification Template

A. Investment Heading	
Date Submitted	December 15, 2011
Grant Year Applying For	2011-2012
County of Allocation	Santa Barbara
Agency Name	City of Lompoc
Investment Name	Transit Operations Center Security Improvements
Investment Phase	1
Amount Requesting	\$47,550
FIPS Number	083-42524
Number of Projects	1

B. Contact Information	
Richard L. Fernbaugh, Aviation/Transportation Administrator; P.O. Box 8001 Lompoc, CA 93438-8001 Phone:(805)875-8268 FAX: (805)875-8368 r_fernbaugh@ci.lompoc.ca.us	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award Laurel Barcelona, City Administrator P.O. Box 8001 Lompoc, CA 93438-8001 (805)875-8204 (805)875-8303 l_barcelona@ci.lompoc.ca.us

C. Investment Funding plan			
Investment YEAR __10-11	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$46,136	1,414	\$47,550
Construction			
Total	\$47,550	1,414	\$47,550

\*\*\*\*NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS City of Lompoc 083-42524

---

Project Title Transit OperationsCenter Security Improvements

---

D. Provide a brief description for this investment.

The City of Lompoc's existing transit operations center is not currently fully equipped with surveillance systems or other security enhancements. Circumstances warrant that the City invest in surveillance systems and entrance security systems to protect passengers, employees, and property.

Prior to Proposition 1B many of these security enhancements were financially unfeasible. Proposition 1B California Transit Security Grant Program Transit Assistance Fund (CTSGP-CTAF) monies will be used to design, construct, and install as many improvements as possible.

CTSGP-CTAF monies will be used for a combination of enhanced security measures at the transit operations center. CTSGP-CTAF monies will also be used to equip the transit vehicle fleet maintenance area with camera-based surveillance systems and entrance security systems to enhance the physical security of passengers, transit personnel, and vehicles.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The City of Lompoc will fund improvements with this investment, under "Category A: Capital Projects."

The City will include enhanced security measures at the transit operations center. These measures will include a combination of: 1) door locks, 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.

The surveillance systems will include the capacity to monitor, record, and store digital audio/video evidence. Surveillance systems will use the latest, most cost-effective technologies, which are likely to include infrared or similar camera systems.

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

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.

The presence of security 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.

As a result of improved passenger safety, the City’s ridership, performance, and financial objectives will be fulfilled.

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

The useful life of the proposed security barriers is twenty (20) years.

The useful life of the proposed surveillance system is ten (10) years

H. 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.

1. Receive Funding: Begin April 1, 2012, End June 30, 2013
2. Construction/Installation: Begin November 1, 2012, End April 30, 2013
3. Project Closeout: Begin May 1, 2013, End July 30, 2013

## Investment Justification Template

A. Investment Heading	
Date Submitted	December 14, 2011
Grant Year Applying For	FY 2011-12
County of Allocation	Santa Barbara
Agency Name	City of Santa Maria
Investment Name	Dispatch and Radio Retrofit Design Consultation Study
Investment Phase	Design
Amount Requesting	\$109,542
FIPS Number	083-69196
Number of Projects	1

B. Contact Information	
<p>City of Santa Maria            Austin O'Dell, Transit Services Manager            110 S. Pine Street, Suite 101            Santa Maria, CA 93449            805-925-0951 x480            aodell@ci.santa-maria.ca.us</p>	<p>Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award</p> <p>Authorized Official Information:            City of Santa Maria            Austin O'Dell, Transit Services Manager            110 S. Pine Street, Suite 101            Santa Maria, CA 93449            805-925-0951 x480            aodell@ci.santa-maria.ca.us</p>

C. Investment Funding plan			
Investment YEAR_FY 2013__	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning	102,707	6,835	109,542
Equipment			
Construction			
Total	102,707	6,835	109,542

\*\*\*\*NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS City of Santa Maria, 083-69196

---

Letter and Project Title Dispatch and Radio Retrofit Design Consultation Study

D. Provide a brief description for this investment.

The City of Santa Maria operates local, intercity, interregional, and demand response services. The current radio infrastructure serves the local, intercity, and demand response services. The interregional service uses cell phones. Reliance on cell phones for radio communications can pose unsafe operating conditions for public transit.

**General.** The City desires to upgrade their communication system that will have the following, but not limited features:

- Closed radio where communication between drivers, dispatched and road supervisors cannot be heard by passengers.
- Separate frequency/channel between driver and dispatch.
- Separate frequency/channel between driver and road supervisor.
- Separate frequency/channel for data for future Advanced Public Transit System.
- Single communication system for all services, spanning between two counties.
- Ability to have voice and data communication between the Cities of Santa Maria, Lompoc, Goleta, Santa Barbara, Santa Luis Obispo, Santa Ynez, Solvang, Buellton, Los Alamos, Nipomo, Pismo Beach, Guadalupe, and Arroyo Grande.

**Technical.** Augment existing radio communications to span bus operation in two counties. Add another voice channel and one data channel for AVL.

During the design consultation stage, identify technologies that will serve the City's needs. Such technologies include simulcast (same frequency at different sites, tied together with GPS timing to transmit simultaneously), multicast (different frequencies at different sites tied together to transmit at the same time), digital / trbo (data services and IP capabilities).

Other aspects of the study include:

- Identify frequency bands.
- Identify repeater hilltop locations that will provide desired coverage. These locations may include commercial systems.
- Explore the viability of putting a city owned system onto commercial hilltops. Monthly rent, start-up, construction costs, etc. may apply.
- Conduct coverage studies anticipate radio ranges of the identified hilltops.
- Review talk-in and talk-out coverage maps for the different technologies.
- Once identification of desired locations and technologies has been done, identify FCC licensing requirements. Initiate FCC licensing if appropriate.
- Identify backup systems if primary system cannot be licensed.

Agency Name and FIPS City of Santa Maria, 083-69196

Letter and Project Title Dispatch and Radio Retrofit Design Consultation Study

- Depending on technologies implemented, identify radios and base stations and associated costs. Single repeaters, linking systems, and antenna systems may need to be considered. .
- Identify GPS/AVL systems that are compatible with recommended radio upgrade.

This study will review options, identify requirements, provide a phasing plan, and make recommendations for future phasing. The study will also include implementation budget and costs, and list of eligible vendors. The study will also provide technical specifications and scope of work for solicitation document for procurement and implementation phase.

- E. Describe how this investment specifically addresses capital projects or capital expenditures.

If funded, this study will be the foundation for radio upgrade that will lead to implementation. The study will identify how to proceed in terms of frequency licensing, equipment, transmission equipment placement, etc.

- F. Describe how the investment will achieve the safety, security, or emergency response benefit.

The upgraded system will provide a single radio system so that drivers, dispatchers and road supervisors can communicate. In addition, a single radio system will allow dispatchers and road supervisors to monitor and support the safety of drivers and passengers.

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

Once implemented, the project will have a useful life of 15 years.

Agency Name and FIPS City of Santa Maria, 083-69196\_\_\_\_\_

Letter and Project Title\_\_ Dispatch and Radio Retrofit Design Consultation Study\_\_\_\_\_

H. 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.

The tentative timeline is below:

<b>Task</b>	<b>Completion</b>
Prepare RFP and Scope of Work	March 30, 2012
Solicitation	June 2012
Award	August 2012
Design/Consultation	December 2012
Acceptance	February 2013

## Investment Justification Template

A. Investment Heading	
Date Submitted	1/22/2012
Grant Year Applying For	FY 2011/12
County of Allocation	Santa Barbara
Agency Name	City of Santa Maria
Investment Name	GPS Units on Clean Air Express Buses
Investment Phase	Equipment Acquisition
Amount Requesting	\$22,458
FIPS Number	083-69196
Number of Projects	1

B. Contact Information	
<p>City of Santa Maria            Austin O'Dell, Transit Services Manager            110 S. Pine Street, Suite 101            Santa Maria, CA 93449            805-925-0951 x480            aodell@ci.santa-maria.ca.us</p>	<p>Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award</p> <p>Authorized Official Information:            City of Santa Maria            Austin O'Dell, Transit Services Manager            110 S. Pine Street, Suite 101            Santa Maria, CA 93449            805-925-0951 x480            aodell@ci.santa-maria.ca.us</p>

C. Investment Funding plan			
Investment YEAR _____	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$22,458		\$22,458
Construction			
Total	\$22,458		\$22,458

\*\*\*\*NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS: City of Santa Maria, 083-69196

Letter and Project Title GPS Units on Clean Air Express Buses

D. Provide a brief description for this investment.

SMAT will utilize these funds to acquire and install a GPS system for the Clean Air Express, a regional express commuter bus system that serves residents commuting from cities 50 and 75 miles from job centers in Goleta and Santa Barbara. Being aware of where vehicles are located at all times provides additional security while the vehicles are in service as well as when/if the vehicles are used in response to an emergency.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

Investing in low cost GPS systems will 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. During instances of natural disaster, especially wildfires, identifying the exact location, direction, and speed of high capacity regional transit vehicles is fundamental to the effective use of these public resources.

The proposed project will enhance program security by providing immediate information regarding the location of fleet vehicles in the case of attack or emergency. Vehicle based GPS systems are also vital to the coordination and efficient utilization of assets during times of emergency or natural disaster.

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

This project will enhance SBCAG's ability to respond to threats posed to passengers onboard long distance commuter buses. The project will also result in significantly increased efficiency in responding to emergency situations and natural disasters.

Agency Name and FIPS City of Santa Maria, 083-69196

Letter and Project Title GPS Units on Clean Air Express Buses

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

The useful life of the planned GPS system is 8-12 years.

H. 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.

The tentative timeline is below:

<b>Task</b>	<b>Completion</b>
Milestone 1 – Product Research/Identification	June - August 2012
Milestone 2 – Identify vendor	September 2012
Milestone 3 – Award Contract	November 2012
Milestone 4 – Install System	January - March 2013
Milestone 5 – Test System	February - April 2013
Milestone 6 – Operational Deployment	May 2013

## Investment Justification Template

A. Investment Heading	
Date Submitted	12/9/2011
Grant Year Applying For	2011-2012
County of Allocation	Santa Barbara
Agency Name	SMOOTH, Inc.
Investment Name	Emergency Back-Up Generator
Investment Phase	1 of 1
Amount Requesting	\$15,000
FIPS Number	
Number of Projects	1 of 1

B. Contact Information	
Point of contact's (POC) name and title; Jim Talbott, Executive Director POC's full mailing address; SMOOTH, Inc. 240 East Roemer Way Santa Maria, CA 93454 POC's telephone number; (805) 922-8476 POC's fax number; (805) 928-3846 POC's email address; smoothinc__@hotmail.com	Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award Authorized Agent (AA) name and title; <b>SAME AS PROJECT POC</b> AA full mailing address; SAME AA telephone number; SAME AA fax number; SAME AA email address; SAME

C. Investment Funding plan			
Investment YEAR <u>2011-2012</u>	CTAF Request Total		Grand Total
	8879.58(a)(2)	8879.58(a)(3)	
Planning			
Equipment	\$15,000		\$15,000
Construction			
Total	\$15,000		\$15,000

\*\*\*\*NOTE –Label each project alphabetically and provide the following questions per project.

Agency Name and FIPS SMOOTH, Inc.

Letter and Project Title Emergency Back-Up Generator

D. Provide a brief description for this investment.

SMOOTH operates a number of transit contracts for local city and county jurisdictions (Guadalupe Transit, Los Alamos Shuttle, Santa Barbara Medical Clinic Shuttle, and the Cuyama Shuttle). In addition, as the Consolidated Transportation Service Agency (CTSA) for the Santa Maria Valley region, SMOOTH provides a number of daily life-line services for seniors, the disabled, and consumers of social services in the region.

SMOOTH is registered with the Santa Barbara County Office of Emergency Services and is an active member of the local Volunteer Organizations Active in Disasters (VOAD). SMOOTH has committed to both agencies the use of company vehicles in the case of an emergency in the region. As such, there is a pronounced need in an emergency for SMOOTH to maintain 2-Way radio communications and supportive administrative support in the SMOOTH office and maintenance facility in Santa Maria.

The project proposes to purchase a back-up electrical generator of a design and capacity sufficient to maintain electrical service to SMOOTH office and maintenance facility. Of primary concern are to maintain 2-Way radio communication with SMOOTH's vehicles, telephone communications, office electricity, and computer/internet access.

Particular attention will be placed on the economy and environmental integrity of the fuel source chosen for this generator. Investigative contact with local electrical contractors has indicated a viable alternative with a compressed natural gas (CNG) generator.

E. Describe how this investment specifically addresses capital projects or capital expenditures.

The investment will directly address and increase SMOOTH's capacity as a transit operator to develop disaster response transportation systems that will provide for a safe and efficient movement of people (to include passengers requiring mobility assistance utilizing wheelchair lift equipped buses and vans), emergency personnel, and potentially goods and emergency equipment.

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

Anytime there is an interruption of electricity, SMOOTH loses the use of 2-Way radio service between drivers and base operations. Considering the likely loss or interruption of cell phone and land-line phone service, this loss of electricity would cause the loss of contact with as many as 15 SMOOTH routes (serving seniors, disabled, and social service consumers) and up to four regional transit services.

With the use of the proposed generator, SMOOTH dispatch staff would be allowed continued access to computer documents, scheduling software, and passenger data that would be essential in managing post disaster responses and customer service.

Agency Name and FIPS SMOOTH, Inc.

Letter and Project Title Emergency Back-up Generator

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

Given the limited use of the back-up generator, and the intended service and maintenance of the generator, the equipment will have a useful life of 10-15 years.

H. 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.

As in past projects, the start of activities/milestones will hinge on the eventual sale of State Bonds and the distribution of funds to the local RTPA, SBCAG.

- Milestone # 1 – March 30, 2012. Projected release of State funding.
- Milestone # 2 – April 1, 2012. Release RFP for competitive electrical contractor bids for the purchase and installation of the generator and fuel tank.
- Milestone # 3 – May 15, 2012. Evaluate proposals and notify winning bidder. Direct successful contractor to order generator, fuel storage tank, electrical materials, all related installation components. File applications for all related permits.
- Milestone # 4 – June 30, 2012. Start installation.
- Milestone # 5 – July 30, 2012. Installation completed. Schedule required inspections.
- Milestone # 6 – August 15, 2012. Inspections completed. Pay out all vendors.
- Milestone # 7 – August 20, 2012 Begin Close-Out process. Submit final project documents to SBCAG and the State.