

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Redding Area Bus Authority (RABA) Transit System Safety Grant	4/22/08	4-6

RECOMMENDATION

It is recommended that the Board approve Resolution 08-06 granting RABA the legal authority to apply for financial assistance through the Governor's Office of Homeland Security (OHS).

SUMMARY

The California Transit Assistance Fund (CTAF) is administered by the OHS. A resolution is required from the RTPA that grants RABA authority to apply for security fencing around the maintenance facility.

DISCUSSION

Proposition 1B set aside \$100 million for transit system safety, security, and disaster response projects, for which the RTPA has been allocated \$146,125. Eligible transit system operators may apply directly to OHS with the consent of the regional entity. Only those transit operators that receive State Transit Assistance Revenue Formula funds are eligible to apply. RABA is the only eligible applicant in the region.

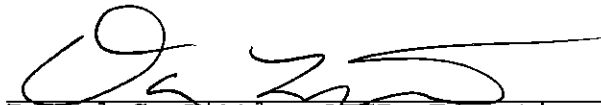
As part of the maintenance facility expansion, RABA has requested authorization to apply to OHS for security fencing around the maintenance facility.

OTHER AGENCY INVOLVEMENT

RABA has worked with RTPA staff on this request. This item was discussed at the April 8, 2008, Technical Advisory Committee (TAC) meeting, and TAC recommends approval.

FINANCING

CTAF funds will reduce federal and state transit funding required by RABA for capital and operations.



Daniel S. Little, AICP, Executive Director

DSL/SLC/jac

Attachments: Resolution No. 08-06
RABA OHS Application

RESOLUTION NO. 08-06

**REDDING AREA BUS AUTHORITY
TRANSIT SYSTEM SAFETY GRANT AUTHORIZATION**

WHEREAS, the Shasta County Regional Transportation Planning Agency is the regional entity eligible for Transit System, Security, and Disaster Response Account GC8879.58(a)(2) allocations for Shasta County; and

WHEREAS, the California Transit Assistance Fund (CTAF) is administered by the Governor's Office of Homeland Security (OHS); and

WHEREAS, the Redding Area Bus Authority (RABA) is applying for FY 07-08 Prop. 1B-6061-0002 financial assistance to install security fencing around the RABA maintenance facility.

NOW, THEREFORE, BE IT RESOLVED that the Shasta County Regional Transportation Planning Agency hereby grants legal authority to the Redding Area Bus Authority to perform any actions necessary for the purpose of obtaining financial assistance from the OHS for maintenance facility security fencing.

PASSED AND ADOPTED this 22nd day of April, 2008, by the Shasta County Regional Transportation Planning Agency.

Norma Comnick, Chair
Shasta County Regional
Transportation Planning Agency

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

Investment Heading	
Date	April 8, 2008
State	California
County	Shasta
Agency Name	Redding Area Bus Authority (RABA)
Investment Name	RABA Maintenance Facility - Enhanced Security Measures
Investment Phase	1
Investment Amount	\$ 153,561.00

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	For the transit agency (or lead agency) undertaking the investment, identify the following: • 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	<u>Point of Contact (POC)</u> Gary Otremba Traffic Operations Manager, City of Redding / RABA 777 Cypress Avenue P.O.Box 496071 Redding, CA 96049-6071 (530) 225-4955 FAX (530) 245-7024 gotremba@ci.redding.ca.us <u>Authorizing Official</u> Barry Tippin Executive Director Redding Area Bus Authority (RABA) 777 Cypress Avenue P.O.Box 496071 Redding, CA 96049-6071 (530) 225-4067 FAX (530) 225-4325 btippin@ci.redding.ca.us

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

For the transit agency (or lead agency) undertaking this investment, describe the following:

- 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

The Redding Area Bus Authority (RABA) has been in operation since 1981 and serves the "urbanized area" of Shasta County, including the cities of Redding, Shasta Lake and Anderson, as well as a portion of unincorporated Shasta County covering approximately 100 square miles (See Map 3.) Shasta County is located approximately 100 miles south of the Oregon border and 160 miles north of Sacramento. Redding is the county seat and serves as the regional center for shopping, health care, education and government for a large portion of Northern California. The system operates both fixed-route and complementary paratransit services for persons with disabilities as required by the Americans with Disabilities Act. Passenger miles for fiscal year 2006/2007 were 728,614 miles. Service miles for this same period were 1,130,564 miles. RABA maintains an informative website at: <http://www.ci.redding.ca.us/raba/rabahome.htm>

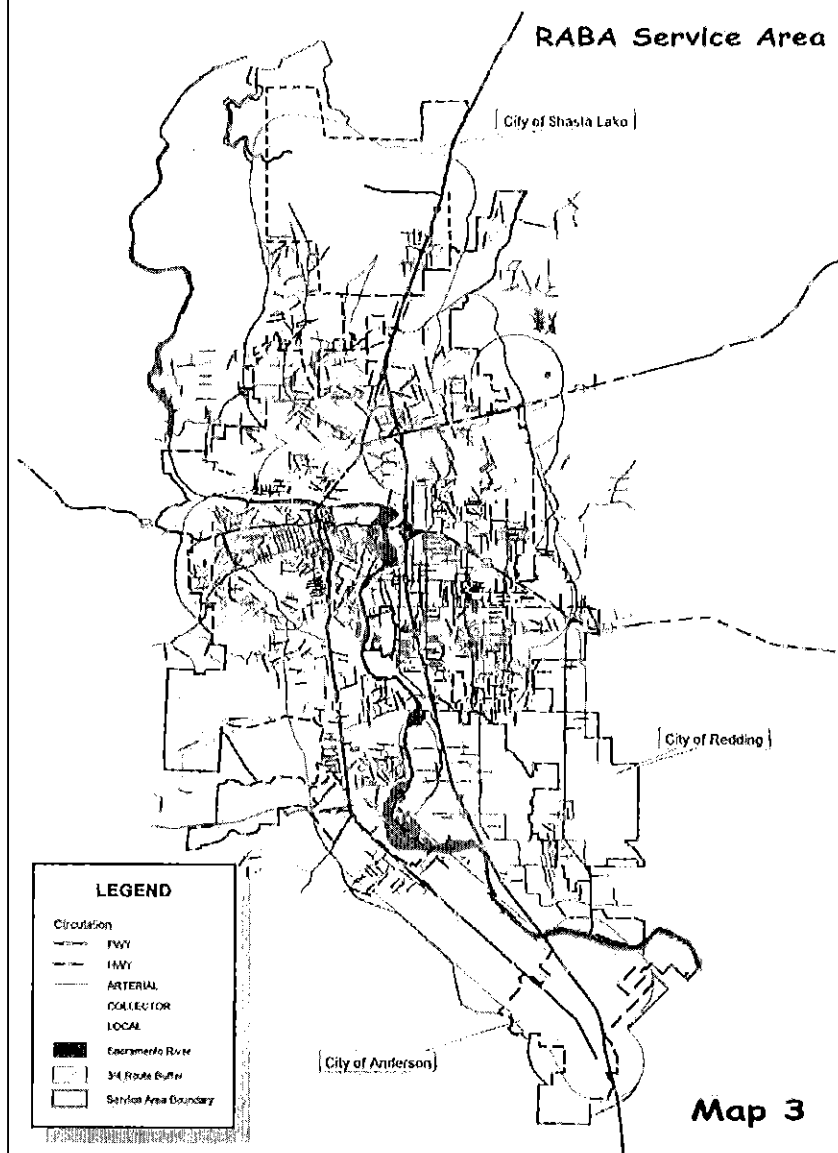
The Redding Area Bus Authority (RABA) operates 11 fixed-routes and two express routes (Anderson Express and Burney Express) and operates a Demand-Response service which provides curb-to-curb transportation to persons with disabilities that are not able to use a regular fixed-route service. Hours of operation are Monday through Friday from 6:30 a.m. to 7:30 p.m., and Saturday from 9:30 a.m. to 7:30 p.m. RABA provides the Burney Express service into Redding from the outlying community of Burney (Map 4). Aimed at commuters who live in Burney and work in the Redding area, this route operates Monday through Friday with two round-trips each day. The RABA Fleet consists of 20 transit buses, 20 demand response vans and several support vehicles. Maintenance and storage during non-operation hours is at the RABA Maintenance Facility located in the City of Redding at 3333 South Market Street.

The estimated 2007 population of the RABA service area is 119,024 in 48,026 households. Of that total approximately; 15% are 65 or older; 22% are considered disabled; 23% are low income; and 24% are under 18 years of age. By the year 2020 the number of households in the RABA service area is estimated to reach 58,709.

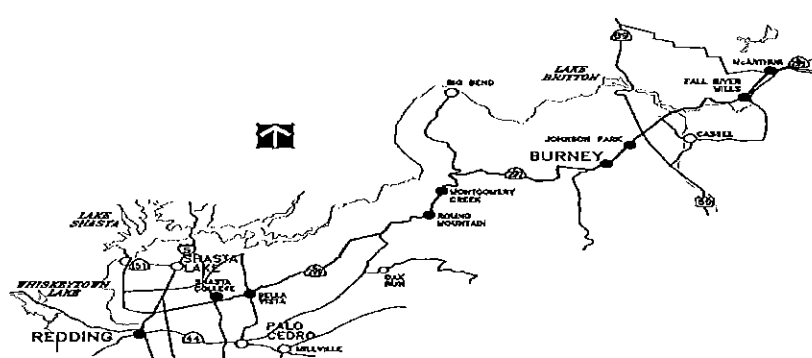
The Redding Area Bus Authority Maintenance Facility expansion project was identified as an immediate need in the *Redding Area Bus Authority Short-and-Long-Range Transit Plan Study*, dated July 2001. Work began immediately to obtain funding for development of this project and has progressed during the last 7 years to the preparation of the final project design and construction contract bid documents. The project is currently advertising for bids with a bid opening date of May 1, 2008.

Federal Transit Administration Section 5307 funds in the amount of \$1,322,653 and Transportation Development Act funds in the amount of \$690,785 have been obligated for this maintenance facility expansion project. In addition, funding has been obtained from the Proposition 1B, Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA) in the amount of \$1,535,248.

MAP 3: RABA Service Area



Map 4: Burney Express



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 expansion of the existing Redding Area Bus Authority (RABA) Maintenance Facility will be beginning construction during the summer of 2008. The current plans do not include an enhanced level of security measures due to the lack of funding available. The opportunity for these Proposition 1B funds to fund the proposed investment will provide for enhanced security fencing around the perimeter of the facility, an electronic gate system with card lock capabilities and a video surveillance system.

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: • 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 Office of Homeland Security (OHS) 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.
Response	The proposed investment will augment the Redding Area Bus Authority (RABA) Maintenance Facility Expansion project by providing additional security of this facility through the construction of enhanced security fencing around the perimeter of the facility, an electronic gate system with card lock capabilities and a video surveillance system. These additions to the current expansion project will improve the physical security of the RABA Maintenance Facility.

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:	Providing a secure facility 24 hours a day at the RABA Maintenance facility will ensure a safe work environment for RABA staff and the ability to secure the vehicle and equipment investment of this transit system. This maintenance facility serves as the overnight storage area for the 20 transit buses, 20 demand response buses and several support vehicles during non-operation hours of the transit system. Enhanced security will deter vandalism during non-operation hours.

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: • 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 expected useful life of the Redding Area Bus Authority Maintenance facility expansion is 30 years. The proposed enhanced security investment will be built to this life expectancy standard. As electronic security measures become increasingly more sophisticated in future years, upgrades to computer software and hardware will be implemented for those components of this system.

III.A. Investment Funding Plan

Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	• 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	The Redding Area Bus Authority Maintenance Facility expansion project was identified as an immediate need in the <i>Redding area Bus Authority Short-and-Long-Range Transit Plan Study</i>, dated July 2001. Work began immediately to obtain funding for development of this project and has progressed during the last 7 years to the preparation of the final project design and construction contract documents. The project is currently advertising for bids with a bid opening date of May 1, 2008. A notice for invitation for bids can be found at the following: http://ci.redding.ca.us/documents/nib-bs0048.pdf Several funding sources have obligated funds to construct the facility expansion project. Federal Transit Administration Section 5307 funds in the amount of \$1,322,653 and Transportation Development Act funds in the amount of \$690,785 have been obligated for this expansion project. In addition, funding has been obtained from the Proposition 1B, Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA) in the amount of \$1,535,248. The current obligation of funds will fully fund the expansion project but not with an enhanced level of perimeter security and entry protection and surveillance. The \$153,561 requested by this investment justification, will fund additional security enhancements that can be added to the contract by change order. The funds will be used to add enhanced perimeter fencing, an electronic security gate with card lock and a video surveillance system. No additional funding (non FY07/08 CTAF) will be leveraged for this investment.

	FY07/08 CTAF Request Total		Other Funding Sources	Grand Total
	8879.58(a)(2)	8879.58(a)(3)	Applied (including cost share required)	
Planning			\$ 666,754.00	\$ 666,754.00
Equipment				
Construction	\$ 146,125.00	\$ 7,436.00	\$ 2,881,932.00	\$ 3,035,493.00
Total	\$ 146,125.00	\$ 7,436.00	\$ 3,548,686.00	\$ 3,702,247.00

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	• 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	Milestone 1 (June 30, 2008) – Secure project funding Milestone 2 (July 1, 2008) – Develop specifications and prepare contract change order for RABA Maintenance Facility Expansion project construction contract. Milestone 3 (October 1, 2008) – Begin constructing project improvements. Milestone 4 (July 1, 2009) – Project closeout; Final reporting