

**MOORPARK CITY COUNCIL  
AGENDA REPORT**

**TO:** Honorable City Council

**FROM:** Yugal K. Lall, City Engineer/Public Works Director  
Prepared by: Shaun Kroes, Management Analyst

**DATE:** May 8, 2008 (CC meeting of 05/21/08)

**SUBJECT:** Consider Resolution Authorizing the City Manager to Execute All Documents for the California Transit Security Grant Program – California Transit Assistance Fund (CTSGP-CTAF) Program with the Governor’s Office of Homeland Security

**BACKGROUND**

The Governor’s Office of Homeland Security (OHS) solicited applications for Transit Security Grants funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters of California State Proposition 1B. The City of Moorpark, through the Ventura County Transportation Commission (VCTC) submitted an application for funding in the amount of \$100,000 from the current cycle. The VCTC approved the VCTC application list on April 4 at its regular meeting and applications were due on April 11 for the first cycle of funding from this program. On April 30, the City received conditional approval, which means the City can continue to apply for the funding. Part of the application process includes a requirement for a governing body resolution which City staff is presenting. If approved, the City would proceed with submitting the resolution, as well as additional required documents to claim the \$100,000.

**DISCUSSION**

Proposition 1B includes \$1 billion for transit security capital projects and under the provisions of SB 88, \$60 million of this amount is available in Fiscal Year 2007/08 to transportation agencies according to the same formula that is used for State Transit Assistance. Under the formula, the Ventura County Transportation Commission (VCTC) is eligible to receive \$661,073, to be distributed among the various transit agencies.

Capital Improvement Project 8073 includes the extension of the Metrolink South Wall, located in the South Parking Lot, approximately 150 linear feet. The City has already obtained approximately \$52,200 in federal funding for the project, which requires a local

match of \$13,050. The OHS funding of \$100,000 does not require any local match. The funding is also paid up front, rather than reimbursement. The City will have to track the interest that is earned and ensure that it is only spent on the approved project. The OHS funding of \$100,000 would bring the entire project funding to \$160,000, which would enable the City to extend the wall the full 750 feet towards Moorpark Avenue, install wrought iron security fencing on top of the new and pre-existing wall, as well as plant pyracantha along the new wall. Depending on bid amounts, the City may also be able to extend the wall along the east side of the South Parking Lot. Staff will bring the project design plans to Council for consideration at a future date. Once the City receives the funds, it will have until March 31, 2011 to spend the funds.

### **FISCAL IMPACT**

The City is expected to receive \$100,000 in OHS funding in FY 2008/09.

### **STAFF RECOMMENDATION**

Adopt Resolution No. 2008-\_\_\_\_\_.

Attachments:

No. 1: Draft Resolution

No. 2: Investment Justification Template

RESOLUTION NO. 2008 - \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOORPARK, CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS FOR THE CALIFORNIA TRANSIT SECURITY GRANT PROGRAM – CALIFORNIA ASSISTANCE FUND (CTSGP – CTAF) PROGRAM WITH THE GOVERNOR'S OFFICE OF HOMELAND SECURITY

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as California State Proposition 1B on November 7, 2006; and

WHEREAS, the Governor's Office of Homeland Security (OHS) is the State Administrative Agency for the California Transit Security Grant Proposition – California Transit Assistance Fund (CTSGP-CTAF) funded under Proposition 1B with general obligation bonds for transit system safety, security and disaster response projects; and

WHEREAS, the State Controller of California identified Gold Coast Transit as an eligible transit operator.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOORPARK DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager and or his designee is authorized to execute and all documents necessary to obtain state financial assistance provided by the Governor's Office of Homeland Security.

SECTION 2. The City Clerk is directed to transmit a copy of this resolution to the Governor's Office of Homeland Security.

SECTION 3. The City Clerk shall certify to the adoption of the resolution and shall cause a certified resolution to be filed in the book of original Resolutions.

PASSED AND ADOPTED this 21<sup>st</sup> day of May, 2008.

\_\_\_\_\_  
Patrick Hunter, Mayor

ATTEST:

\_\_\_\_\_  
Deborah S. Traffenstedt, City Clerk

Appendix A  
Investment Justification Template

Investment Heading	
Date	April 8, 2009
State	California
County	Ventura
Agency Name	City of Moorpark Transit
Investment Name	Construction of barrier to control access to the Metrolink/Amtrak station
Investment Phase	1
Investment Amount	\$100,000

**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"> <li>• Point of contact's (POC) name and title;</li> <li>• POC's full mailing address;</li> <li>• POC's telephone number;</li> <li>• POC's fax number;</li> <li>• POC's email address;</li> <li>• and, Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award.</li> </ul>
Response	<p><b>Point of Contact:</b> City of Moorpark Shaun Kroes, Management Analyst 799 Moorpark Avenue Moorpark, CA 93021 805-517-6257 805-532-2555 (fax) <a href="mailto:skroes@ci.moorpark.ca.us">skroes@ci.moorpark.ca.us</a></p> <p>Authorizing Agent Steven Kueny, City Manager 799 Moorpark Avenue Moorpark, CA 93021 805-517-6212 805-532-2205 <a href="mailto:skueny@ci.moorpark.ca.us">skueny@ci.moorpark.ca.us</a></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"> <li>• Infrastructure;</li> <li>• Ridership data;</li> <li>• Number of passenger miles;</li> <li>• Number of vehicles;</li> <li>• Types of service and other important features;</li> </ul>

	<ul style="list-style-type: none"> <li>• System map;</li> <li>• Geographical borders of the system and the cities and counties served; and,</li> <li style="padding-left: 40px;">Other sources of funding being leveraged for security enhancements</li> <li>•</li> </ul>
<p><b>Response</b></p>	<p>The City of Moorpark (City Transit) operates 2 bus routes Monday through Friday (except major holidays). Each route covers approximately sixteen miles of the City. The City is approximately 12.44 square miles, with a majority of the area covered by City Transit. The City owns four diesel-fueled El Dorado MST II buses (25 passenger seats) and one diesel-fueled Blue Bird (24 passenger seats). City Transit operates 6:00 a.m. to 6:00 p.m. City Transit provides services for about 64,000 passengers per year, or 250 passengers per day.</p> <p>Within the City of Moorpark is a train station (Metrolink Station) that services the Metrolink Ventura County Line (County Line), Amtrak Pacific Surfliner (Surfliner), and the VISTA Inter-City East County bus line (East County). City Transit also uses the Metrolink Station as a wait station when drivers are on extended breaks. City Transit maintains the Metrolink Station, including the platform and two parking lots. The North Parking Lot provides 61 general parking spaces and two handicapped parking spaces. The South Parking Lot provides 221 general parking spaces and seven handicapped parking spaces. Between 160 – 200 vehicles park in both lots Monday through Friday. A smaller number of vehicles (Amtrak passengers) use the parking lots on the weekend.</p> <p>The County Line goes as far north as the City of San Buenaventura (Ventura) and as far south as Los Angeles Union Station (Union Station). From Union Station, passengers can connect to other Metrolink Trains and bus routes. Approximately 180 passengers (or 11% of the County Line’s passengers) board the train daily. The County Line operates Monday through Friday.</p> <p>City Transit does not have passenger count information for the Surfliner, though it does operate seven days a week.</p> <p>The East County connects directly to the Cities of Simi Valley and Thousand Oaks. From those cities, passengers can connect to other bus routes in Ventura County and Los Angeles County. The East County also connects Metrolink Station to Moorpark Community College. The East County provides about 60,000 trips per year. About 17% - 20% of East County passengers board the bus from Moorpark.</p> <p>The Metrolink Station is in the center of Downtown Moorpark, which has a variety of restaurants, convenience stores and local businesses. As the area undergoes redevelopment, public transit is expected to increase as more people visit the downtown area as well as housing increases in the downtown area.</p>

**II.A. Provide a brief abstract for this investment.**

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed 1 page
<b>Response Instructions</b>	Provide a succinct statement summarizing this investment.
<b>Response</b>	<p>The City of Moorpark is requesting Transit Security funding for improved security at the Metrolink Station, which is also a Vista Inter-City bus stop, as well as a wait station for Moorpark City Transit. The proposal is to extend the South Metrolink Parking Lot Station block wall to create an effective barrier between the Station and the residential neighborhood. The City has experienced vandalism, including car burglaries, graffiti, and an assault. In many circumstances, the reported perpetrators are seen cutting through the parking lot and entering the residential neighborhood, avoiding police detection. The security block wall would be 6-8 feet tall, with wrought iron spikes to prevent scaling. This will create an effective bottleneck, reducing entrance/exit from the Metrolink Station and prevent potential vandals from making a quick escape when they are noticed.</p> <p>The project would include a block wall approximately 750 linear feet, with wrought iron spikes throughout the entire length. Funding will also be used to retrofit an additional 500 feet of existing wall with wrought iron spikes. Depending on bid results, the City may also extend the block wall along the east side of the South Lot (North-South direction). Pyracantha plants and irrigation will be planted on the north side of the new wall (City Property) to prevent graffiti vandalism.</p>

**II.B. Describe how this investment specifically addresses one or more of the transit security fundamentals identified in the FY07/08 (CTAF) Guidance**

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed ½ page
<b>Response Instructions</b>	<p>Describe how the investment addresses one or more of the following:</p> <p>A. Capital Projects:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Explosive device mitigation and remediation equipment</li> <li>• Chemical, biological, radiological and nuclear explosive search, rescue or response equipment</li> <li>• Interoperable communications equipment</li> <li>• Physical security enhancement equipment</li> <li>• 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</li> <li>• Other security related projects approved by the Office of Homeland Security (OHS)</li> </ul> <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>
<b>Response</b>	To reduce the risk of vandalism in the Metrolink Station and thereby increase security at the station, the City of Moorpark is requesting grant funds for the following activity:

### Metrolink Security Wall Extension

The project would include a block wall approximately 750 linear feet, with wrought iron spikes throughout the entire length. Funding will also be used to retrofit an additional 500 feet of existing wall with wrought iron spikes. Depending on bid results, the City may also extend the block wall along the east side of the South Lot (North-South direction). Pyracantha plants and irrigation will be planted on the north side of the new wall (City Property) to prevent graffiti vandalism.

Total Funds Requested: \$100,000

Total Project Cost: \$175,000

### 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:	The City has experienced vandalism, including car burglaries, graffiti, and an assault. In many circumstances, the reported perpetrators are seen cutting through the parking lot and entering the residential neighborhood, avoiding police detection. The security block wall would be 6-8 feet tall, with wrought iron spikes to prevent scaling. This will create an effective bottleneck, reducing entrance/exit from the Metrolink Station and prevent potential vandals from making a quick escape when they are noticed.

### 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"><li>• An expected useful life of 15 years or more</li><li>• 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.</li><li>• 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.</li><li>• Equipment with an expected useful life of two years or more.</li></ul>
Response	The expected life expectancy of the block wall is beyond fifteen years. If the City should need to remove a section of the block wall in the future for adjustments to the entrance/exit of the Metrolink South Parking Lot, the removed section of the wall shall be replaced along the newly established entrance.

### III.A. Investment Funding Plan

Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	<ul style="list-style-type: none"><li>• Include a narrative response below certifying how the cost share requirement will be met, where applicable</li><li>• Complete the chart below to identify the amount of funding being requested for this investment only;</li></ul>

- 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	FY07/08 CTAF Request Total		Other Funding Sources	Grand Total
	8879.58(a)(2)	8879.58(a)(3)	Applied (including cost share required)	
Planning			\$10,000	\$10,000
Equipment				
Construction	\$100,000		\$65,000	\$165,000
Total	\$100,000		\$75,000	\$175,000

**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.**

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed 1 page
<b>Response Instructions</b>	<ul style="list-style-type: none"> <li>• Only include major milestones that are critical to the success of the investment;</li> <li>• While up to 10 milestones may be provided, applicants should only list as many milestones as necessary;</li> <li>• 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;</li> <li>• Milestones should be kept to high-level, major tasks that will need to occur;</li> <li>• 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;</li> <li>• Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and,</li> <li>• 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).</li> </ul>
<b>Response</b>	<p>Milestone 1: June 30, 2008 – Secure Funding</p> <p>Milestone 2: September 1, 2008 – Obtain design/specifications/ and equipment</p> <p>Milestone 3: November 19, 2008 – Award contract for construction</p> <p>Milestone 4: January 1, 2009 – Begin construction</p> <p>Milestone 5: March 1, 2009 – Begin landscape installation</p> <p>Milestone 6: May 30, 2009 – Project closeout</p>