CITY OF OAKLAND

AGENDA REPORT

TO: DEANNA J. SANTANA
CITY ADMINISTRATOR

FROM: Bryan M. Sastokas

SUBJECT: Supplemental Report #2 -DAC Phase II

DATE: February 23, 2014

City Administrator Approval

Date 2/25/14

COUNCIL DISTRICT: City-Wide

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the City Administrator to negotiate and execute a professional service agreement with Schneider Electric Inc. to provide professional services for design/build/maintain services represented in Phase 2 of the City and Port Joint Domain Awareness Center (DAC) project for an amount not too exceed $1,600,000.

REASON FOR SUPPLEMENTAL OR REPLACEMENT

This report will address the questions and request for additional information posed by Council members during the City Council meeting held on February 18, 2014.

OUTCOME

City staff had worked together and diligently to address the various City Council questions and concerns related to the Joint City-Port Domain Awareness Center.

City staff is committed to ensuring that there is a delicate balance between Privacy and Public Safety.

City staff believes that the two can co-exist in the City of Oakland, California, if we work closely with the City Council, the Oakland community, privacy experts and City staff to develop policies, procedures and practices that will ensure the proper safeguarding of everyone's First Amendment rights.

Additionally, staff recommends that the City Council approve the Phase II Statement of Work provided in the February 18, 2014, Supplemental City Council report and award the contract to Schneider Electric for the Phase II Scope of Work.

Item: _____
City Council
March 4, 2014

ANALYSIS

The City Council requested that City staff provide more detailed information related to the system functions completed for Phase I of the Domain Awareness Center (DAC) and also provide more detailed information on the system components and integrations being recommended for DAC Phase II.

The City Council stated that they would like to see the DAC be more Port focused due to all the public and resident concerns surrounding Privacy and Data retention.

There was also discussion on February 18, 2014, by some of the Council members regarding the DAC Phase I components and if there was applicability and/or value in maintaining the system component functionality for the DAC. The specific component in question was the Shot Spotter integration into the DAC. Council members requested that staff investigate if it was possible to disable and/or disconnect system components that were not specific to Port related security and safety.

Finally, there was discussion about liability and cost sharing. Council members wanted to know if the current agreements and/or future agreements between the City of Oakland and the Port of Oakland related to the DAC operations, maintenance and potential lawsuits included cost sharing and liability stipulations.

This staff report will address each of the issues raised and provide the City Council with the information requested and provide options for the City Council's review, consideration and approval.

The tables that follow will answer the following questions raised by the City Council on February 18, 2014:

1) What are the components of the DAC that are necessary to Port security? (List them, describe what they do, and provide a justification/purpose of the system and its integration and its benefit).

2) What can be done if there are system components that the Council want to remove that have already been completed in Phase 1 of the project? What functionality would be lost with each component removed? Are there any costs or consequences affiliated with disabling or removing components that have been completed?

DAC- Phase I Operational Capabilities and Options

Item #	System Name	System Description	Functionality Statement	Justification And Benefit	Estimated Cost to Disable Integration
	DAC Phase I- Existing Integrations				
1	Port Security Cameras	137 Camera system covering the Port area	Cameras are concentrated on borders of the secure areas of the Port. This system helps to secure a large area that would be difficult and inefficient to cover with staffing alone.	Integration allows the City to better handle Port related security incidents. Staff time can be leveraged by being able to view sensitive areas before deploying officers. Provides OFD/OPD increased safety by providing visual information prior to arrival.	$5k in actual cost + FEMA reimbursement
2	Intrusion Detection System (IDS)	Detects intruders in secure and restricted areas of the Port	System uses video analytics such as heat and motion detection to alert for various secure area violations- THIS IS NOT A FACIAL RECOGNITION APPLICATION OR SYSTEM	Integration allows City law enforcement staff to respond to alerts immediately, and correlate those alerts with the Port cameras covering the incident area.	$5k in actual cost + FEMA reimbursement
3	Shot Spotter	Citywide gunshot detection	Shot Spotter detects gunfire in the City and quickly locates the incident on a map. Gunfire detection and location is a tool for both incident detection and also the safety of the first responders.	Integration of the system into the DAC allows alerts to be available to EOC staff to provide situational awareness for response planning. In the event of multi-location incidents at the Port and other Critical Infrastructure within City, seeing the entire picture is critical to responder safety and effective response.	$5k in actual cost + FEMA reimbursement for full decoupling of integration. * The viewable data can be limited to just the Port area without decoupling entire system.

Item #	System Name	System Description	Functionality Statement	Justification And Benefit	Estimated Cost to Disable Integration
4	City Traffic Cameras	City owned cameras covering roadways/intersections	Traffic cameras are focused on important traffic areas in the City. They are used to make real-time changes in signal timing in the case of an emergency or closure of key routes as well as used in routine changes in timing and phasing by engineers and technicians to suit changing traffic conditions.	Integration of the cameras into the DAC will give EOC staff access to the feeds in an emergency. Being able to view traffic backups in real-time will assist in moving first responders around during an emergency. It can also help assess any damage in real time. During a critical incident the ability to view ingress and egress routes throughout City provides improved response, planning, officer/firefighter and public safety scenario awareness.	$5k in actual cost + FEMA reimbursement
5	City GIS	City infrastructure mapping system	GIS are geo-referenced (latitude/ longitude) maps that allow viewing of a variety of data accurately placed on a map.	Maps are the central tool for visually locating incidents vs. resources data sets. Without maps the overall system would have limited utility. The maps also contain data sets that are useful to EOC staff such key infrastructure.	$20k+ in actual cost (if able to be replaced with static maps) + FEMA reimbursement

DAC Phase II (A and B) Proposed System Integrations				
Item #	**System Name**	**System Description**	**Functionality Statement**	**Justification and Benefit**
1	Port GIS	Port infrastructure mapping system (Geographic Information System)	GIS are geo-referenced (latitude/longitude) maps that allow viewing of a variety of Port related data accurately placed on a map.	Maps are the central tool for visually locating data without maps the system would have limited usefulness to the Port of Oakland. Annotated maps can be used to coordinate multiple agencies responding to a single large scale incident in the Port.
2	Port Vessel Tracking (AIS)	Automatic Identification System (AIS). Large vessel/ship tracking and identification system.	International system that ships use to broadcast details about the vessel to including name, registry, heading and other data.	Integration of AIS allows ship location to be displayed on the system maps, access to information about the ship, and alerts to be created when ships violate preset rules. Examples of preset rules: going above allowed speed in harbor, heading for obstacles including bridges, banned or flagged vessels entering Port.
3	Port Truck Management System (TMS)	Truck Management System (TMS)	Port specific system for truck validation upon entry to secure facility entrances.	Integration would give City access to alerts for declined truck entry attempts and place those alerts on the map.

Item #	System Name	System Description	Functionality Statement	Justification and Benefit
4	Police and Fire CAD Data	Computer Aided Dispatch (CAD) system for Police & Fire Department	System that tracks incidents/dispatches and includes all incident records and details.	Integration would allow emergency (EOC) staff to see ongoing details of specific incidents after being alerted by the dispatchers. During emergency operations this would allow EOC staff to keep updated on specific incidents without tying up dispatcher's time.
5	Police and Fire Records Management System	Records Management System (RMS)	System that tracks and includes case records for OPD and OFD.	Integration would allow emergency (EOC) staff to retrieve records of relevant cases. During emergency operations this would allow EOC staff to keep updated on specific incidents without tying up dispatchers' time.
6	WebEOC	Web based Emergency Operations Center (EOC)	Emergency management system used by a variety of emergency management departments. The system is the main platform for the State of California to communicate to other agencies/departments for services and support during emergencies.	Integration would allow the emergency (EOC) staff to receive emergency alerts and request from the system (State of California) without having a staffer continuously logged into the web resource. It would also allow the request to be integrated into City workflows making responses more consistent and reliable.

Item #	System Name	System Description	Functionality Statement	Justification and Benefit
7	Pacific Tsunami Warning System	Emergency alerts	Data listing the location and magnitude of events	Integration will allow creation of automatic alerts of events that meet regional or magnitude thresholds. Alerts can signal EOC staff to execute pre-written action plans specific to event location and severity. The pre-written action plans will be embedded into the system
8	Police and Fire Vehicle Location	Automatic Vehicle Locator (AVL)	Keeps real-time information on location of City Response vehicles.	Allows emergency (EOC) staff to see a real-time visual representation of City's response vehicles on a map. Highly useful for coordination in emergency situations.
9	Weather (NOAA)	Weather data	Data listing the location and magnitude of events	Integration will allow creation of automatic alerts of events that meet regional or magnitude thresholds. Alerts can signal EOC staff to execute pre-written action plans specific to event location and severity.

Item #	System Name	System Description	Functionality Statement	Justification and Benefit
10	USGS Earthquake Information	Earthquake and seismic data	Data listing the location and magnitude of seismic events	Integration will allow creation of automatic alerts of events that meet regional or magnitude thresholds. Alerts can signal EOC staff to execute pre-written action plans specific to event location and severity. The pre-written action plans will be embedded into the system.
11	Various News Feeds & Alerts	Various news feeds and alerts that are not considered full integrations	Alerts that may come in via email, web feed, RSS, or other means. *Feeds: US Coast Guard notifications *State Warning Center *Homeland Security Information Alerts *Cal Fire Alerts *FEMA News releases *California Dept. of Fish and Game	These feeds will allow creation of automatic alerts of events that meet thresholds. Alerts can signal EOC staff to execute pre-written action plans specific to the event. The pre-written action plans will be embedded into the system.

The charts provided in this report summarize the key information regarding each of the DAC Phase I and Phase II system components and proposed integrations. Each of the system components is foundational in the core system for effective and efficient first responder deployment and coordination and for enhancing Emergency Operations Center situational awareness as it related to the Port of Oakland area and where the City Traffic cameras are located.

All the existing and proposed systems integrations provide benefits to the Port of Oakland and the City of Oakland first responders as outlined under the justification and benefits section of the tables.

Additionally, if the City Council decides that it would like to disable a particular system component that has already been completed in the DAC Phase I work, there will be a cost to

disable the component and the FEMA grant would have to be reimbursed for the costs of integration paid for the component under Phase I as delineated in the tables above for Phase I. The cost provided are estimated costs and the reimbursement to FEMA for the integration would have to be determined by reviewing the invoicing and costs to determine the exact reimbursement costs.

City of Oakland Traffic Management Center

For background, the City's Intelligent Transportation System (ITS) consists of interconnected traffic signals that use high-speed fiber optic cable to transmit data, modern traffic signal controllers, dynamic message signs, transit and emergency vehicle detection devices that allow those vehicles priority.

The traffic cameras that have been discussed that were integrated into the Domain Awareness Center (DAC) as part of Phase I of the system, are an integral part of the ITS system described above, as is their interconnection with the Traffic Management Center which allows for live viewing of traffic conditions so that traffic engineers and technicians can adjust signal timing and phasing remotely, if needed.

City of Oakland Traffic Camera Locations

City Council requested the location for the City of Oakland Traffic Management Cameras. The following is a listing of the locations of the City owned Traffic Cameras in Table 1 below:

NO.	LOCATION
1	Broadway & 11th St
2	Broadway & 12th St
3	Broadway & 14th St
4	Broadway & 20th St
5	Broadway & 5th St
6	Broadway & 6th St
7	98th Ave & Airport Access Rd
8	98th Ave & Bigge St
9	98th Ave & Empire Rd
10	Airport Access Rd & Doolittle Dr
11	Hegenberger Rd & Airport Access Rd
12	Hegenberger Rd & Doolittle Dr
13	Hegenberger Rd & Edgewater Dr
14	Hegenberger Rd & Hegenberger Lp (W)

Table 1-City Traffic Cameras #1-14

City of Oakland Traffic Camera Locations- Continued

NO.	LOCATION
15	San Pablo Ave/ MacArthur*
16	San Pablo Ave/ 35th *
17	San Pablo Ave/ 30th *
18	San Pablo Ave/ 20th *
19	San Pablo Ave – W. Grand Ave *
20	W. Grand/ Adeline *
21	W. Grand Ave – Mandela *
22	Grand/ Broadway *
23	Grand/ Webster *
24	Grand/ Valdez *
25	Grand/ Harrison *
26	Grand/ MacArthur *
27	Grand/ Lake Park *
28	MacArthur/ Lakeshore *
29	Lakeshore/ Lake Park *

Table 2 – City Traffic Cameras #15-29, Cameras installed by the I80 ICM project, marked with an (*).

In Tables 1 and 2, the list of City cameras also includes cameras that were installed by CalTrans as part of the Interstate-80 Integrated Corridor Mobility (ICM) project but are the responsibility of the City. Only the first 14 cameras (i.e. the non-ICM cameras) are currently viewable. The ICM cameras will be integrated into the City's Traffic Management Center (TCM) later this year and will then be viewable.

In addition, below is a list of the East Bay Smart Corridor (EBSC) Cameras in Oakland, Table 3:

NO.	LOCATION
1.	San Pablo Ave – Stanford/ Powell
2.	Telegraph Ave – W. Grand Ave
3.	Telegraph Ave – MacArthur Ave
4.	Telegraph Ave – 51st St
5.	International Ave – 22nd Ave
6.	International Ave – 42nd Ave
7.	International Ave – 73rd Ave
8.	International Ave – 98th Ave
9.	San Leandro Ave – High St
10.	San Leandro Ave – 73rd Ave
11.	San Leandro Ave – 75th Ave

Table 3- East Bay Smart Corridor Cameras in Oakland, California

The City Traffic Management Center has access to these cameras. These fixed camera locations provide approach views to the intersections and do not provide pan-tilt-zoom functionality. These cameras were installed jointly by Caltrans and the Alameda County Transportation Commission (formerly the Alameda County Congestion Management Agency) over 10 years ago. Many of the cameras are not functional. Cal Trans may be looking at possibly replacing or upgrading these cameras in the future.

Oakland Fire Department Operational Benefits of a Domain Awareness Center (DAC) Systems and Program

The Oakland Fire Department expressed a need for the Domain Awareness Center systems and program in order to close identified existing gaps in service delivery and first responder safety.

The DAC enhances personnel and resident safety by providing the Fire Dispatch Center and all responding units with real time situational awareness that is not currently available.

The systems and capabilities will directly interface with the responding Fire engines and trucks Mobile Data Terminals (MDT's) at the onset of a fire related emergency response.

The interface of these two systems, DAC and MDTs, will enable more effective resource management and personnel deployment, assist with strategic and tactical decision making as well as the effective and rapid Incident Command System (ICS) and Unified Command establishment among all first responders that are involved in mitigating or responding to the emergency.

Where camera coverage is available, emergencies including Urban Search and Rescue, Water Rescue response, Oil spill response, Technical Rescue response, Wildland-Urban interface incidents, Aircraft Rescue Firefighting, Rail and transportation incidents, High Rise Fires, building collapses, Airborne contaminants/exposure incidents and more, will be readily viewable and identified by first responding units prior to arriving at the incident scene.

The DAC will provide for increased first responder safety in the event of a terrorist based or transportation accident release/incident involving Hazardous Materials and/or biological substances. First responders will be able to identify the magnitude and potential source of hazardous incidents with video, data and information sharing capabilities that are currently non-existent and that the current technologies provide. Natural Disasters and Mass Casualty Incidents which are anticipated to impact critical infrastructure and key resources overwhelm and often times compromise first responders' safety and operations. The capabilities of the DAC can effectively mitigate the potential for these types of situations because the DAC system is designed to deliver critical real time information to first responders (the end users).

EOC personnel will also have the ongoing real time situational awareness needed to request additional resources, evaluate and assess the impacted area(s) situational status, and continuously monitor progress as well as performance of units responsible for emergency mitigation. The resumption of commerce, recovery of the community and continuity of our normal day to day

living within the Port of Oakland area and where the current traffic cameras are located within City limits will be directly aided by the DAC systems and a better coordinated response by the Oakland Fire Department.

Oakland Police Department Operational Benefits of a Domain Awareness Center (DAC) Systems and Program

The significance of the DAC for Oakland Police Department (OPD) is that it further improves continuous, multi-agency interoperability and coordination for prevention, response, and recovery efforts within the Port and City of Oakland. It also provides advanced situational awareness to be more efficient with respect to field resources and deployment.

The DAC technology solution and operations framework promotes real time the security monitoring of City owned critical infrastructure such as the Port of Oakland and other critical infrastructure including transportation systems such as the Union Pacific railway and Amtrak which are also within the City limits. A disruption to any of these key assets would impact public safety, commerce and the environment.

The DAC also supports immediate integration into emergency response operations under the California Standardized Emergency Management System (SEMS), and the National Incident Management System (NIMS), including the Incident Command System (ICS) and Emergency Support Function (ESF) structures which are all requirements for local, regional and state government agencies.

It is anticipated that the DAC would improve the prevention, response and recovery in the following public safety situations;

- Street racing
- Mass casualty incidents
- Marine terminal fence line intrusions
- Airport incidents
- Earthquakes
- HAZMAT incidents
- Radiation/Nuclear incidents
- Bomb threats
- Ship incidents
    - Collision
    - Sinking
    - Explosion
    - Criminal threats or attacks

Oakland First Responders Operational Benefits of a Domain Awareness Center (DAC) Systems and Program

To stop the escalation of an emergency, it is critical for first responders to get on scene as quickly as possible and deploy the correct resources to mitigate the incident.

The Domain Awareness Center has the capability to provide early situational awareness to assist with the quick deployment of appropriate resources in response to a major emergency incident.

The City of Oakland has major freeway corridors, and a heavy rail system transporting billions of dollars' worth of consumer goods to and from the Port of Oakland. The Domain Awareness Center will provide tremendous value when there is an emergency incident along our major thoroughfares. The Domain Awareness Center has the capacity to provide first responders with response route information and to assist California Highway Patrol with on/off ramp closures. It can provide a picture of the incident to first responders allowing for immediate ordering of additional resources, thus assisting in quicker recovery efforts and returning to normal. Any significant emergency along our major thoroughfares can close down our highway system which will impact local/state/federal commerce. The Domain Awareness Center system is an immense time saving and resource management tool for first responders in Oakland especially when response staff resources are limited and strained. This tool will provide a common operating picture allowing first responders to get resources on scene faster and deploy the appropriate resources to address mitigation and recovery efforts more efficiently.

Port of Oakland Operational Benefits of a Domain Awareness Center (DAC) Systems and Joint Venture with the City of Oakland

The Port of Oakland and City of Oakland have collaborated on the Joint City/Port Domain Awareness Center project as a means to strengthen critical infrastructure protection and to improve the first responder network that supports the Port. The Oakland Fire Department and the Oakland Police Department along with all the City's support operations are the Port of Oakland's first responders.

The upgrades in the response network include centralized monitoring of Port sensor systems and related warning and alert systems which will facilitate faster response times, more informed resource allocation decisions, and improved asset tracking and management in relation to emerging threats.

The direct connectivity with Fire and Police Dispatch will enhance each response agency's ability to manage incidents with real time, on scene information.

The Center would also provide continuous situation awareness and analysis that would be critical in the event of EOC activation for a major emergency.

The City of Oakland is best positioned to operate and manage the Center, having jurisdictional response authority within the overall City boundary, which includes the Port of Oakland.

Operations at the Port of Oakland support over 73,000 jobs and transfer over $40 Billion in import and export goods each year. It is vitally important that the Port and City continue to work to protect the economic value to the region provided through the Port as well as the safety of the Port workers and the citizens of Oakland.

Information Sharing Agreements Discussion

City Council also raised the question regarding information that would be shared and/or released to other agencies.

As staff stated, aside from a major emergency or disaster at which times a Common Operating Picture between multiple response agencies is essential, information sharing would be limited unless there is a written agreement for sharing information collected and stored by the DAC.

Information sharing agreements have not been thoroughly discussed or contemplated by City staff at this time. City staff will return to City Council and provide a list of potential agencies that staff would want to enter into information sharing agreements and provide why and what the benefits of sharing information would be. Any information sharing agreements for the DAC information that is collected and stored would have to be approved by City Council.

Another scenario would be information requested via a subpoena. Moreover, if there is data or video that is needed via a subpoena for a criminal case, the City of Oakland would have to refer the requesting agency back to the Port of Oakland and/or the original source of the video and data.

The information received in the DAC is considered third party information and the City of Oakland cannot provide the information unless it is the owner of the video and data.

Also, the City Council asked "how do we know that the Federal Government cannot access our system?"

Any on-going data access or information sharing agreement with any local, state or federal agency for DAC data would require City Council approval. The agreements will be based on a business or security need, reviewed by the technical staff for security and confidentiality purposes as well as approved by the City's Legal Counsel. The Information Sharing MOUs typically include data types, data details, retention, custodian of records, regulatory requirements, security measures, total costs, etc. which would be presented to City Council prior to Council approval.

Additionally, there are no Port Security Grant conditions that require the City of Oakland or the Port of Oakland to provide outside agency access to any systems information centralized at the DAC.

Safeguarding Cameras usage

The various types of video cameras that would be used by the DAC staff and how they will be used and for what purpose will be delineated in the DAC Privacy and Data Retention Policy.

Currently, the City cameras integrated in the DAC system are Traffic Cameras; these cameras are primarily used for intersection monitoring and traffic flow purposes. The PTZ functionality will be controlled and only available for the DAC Supervisors and Managers, with limited and focused usage defined by the City's Privacy Policy. The PTZ functionality, if needed for incident based events, can be enabled for a user and the activity can be recorded in the audit log for future review. Each camera manufacturer has a different way of controlling the PTZ functionality, and integration in the DAC will require a thorough review and mapping with the PSIM software capabilities to ensure program guidelines and policies are adhered to and avoid any misuse.

DAC Systems Security Against System Breaches

The DAC system Security relies on various Commercial Off-The-Shelf (COTS) hardware and software products for security, intrusion detection and prevention that are similar to other security solutions the Department of Information Technology has relied on in the past for its other mission-critical Public Safety systems.

Costs and Liability Sharing

The City and the Port have entered into both subgrantee award agreements and memoranda of understanding for Phases I and II of the DAC project. These agreements establish the grant purpose, conditions, reporting requirements, and responsibilities for both the City and the Port. These agreements contain mutual indemnification provisions covering the first two phases of the DAC project.

On July 30 2013, as part of the Critical IT system upgrade projects, Council approved the on-going Operations and Maintenance budget for various IT systems. The Resolution No.84579 C.M.S. includes the on-going estimated DAC system maintenance and support services costs in an amount of $165,000 per year, starting from the FY 2014/15 and onwards.

As previously discussed at the January 28, 2014, Public Safety Committee meeting, Staff will return in late April 2014, to discuss the staffing plan options and request that Council approve and accept grant funding for a two year staffing plan. The grant funding is anticipated to cover two years of DAC operations, estimated at up to $1.2 million per year. The cost share estimate for DAC staffing for the City and the Port for this initial two year period under the grant, if accepted, is estimated at up to $158,000 for each entity.

As part of the sustained DAC operations and maintenance phase, the City and Port will negotiate a separate MOU that will address cost sharing and allocation, responsibility for privacy and data retention, and indemnification in more detail.

As far as liability is concerned, the City anticipates negotiating with the Port a share of liability that could potentially arise during the operation of the DAC specifically from unauthorized disclosure of confidential information or that results in invasion of privacy.

Privacy and Data Retention Policy and Ad Hoc Advisory Committee Status

As of February 24, 2014, City staff has contacted over 15 different candidates with varying interests or expertise in the field of technology and/or privacy or community members with a strong stated interest in this subject matter. These include several names suggested by Council Members and candidates from the ACLU, State Department of Justice, Berkeley School of Information, Business Improvement District members, and the League of Women Voters. Additionally, based upon the input received from Council at the February 18, 2014 Council meeting, all Council members will be contacted and encouraged to provide City Staff with 1-2 names of persons that can be considered and that would serve on the Ad Hoc Committee to represent their District.

This proeess is underway and the Ad Hoc Committee will he finalized and conduct its first meeting by the end of March. In the interim, the City will still be conducting the two public input meetings that were already scheduled on February 26th And March 13th however the thirty day timeframe for public comment has been removed.

Based on the input received from the Council and in public testimony, public comment on the Privacy Policy will be open until such time that the City Council adopts the final policy.

CONCLUSION AND RECOMMENDATIONS

City staff has performed the additional work and addressed the City Council questions raised at the February 18, 2014 Council meeting related to the DAC Phase II project, statement of work and other concerns.

City staff is committed to ensure better transparency and community inclusiveness related to the DAC Phase II project. The City staff also has a much heightened sensitivity to the public and Oakland community's thoughtful concerns centered around the Privacy issues.

City staff requests that the City Council approves the award of the contract for DAC Phase II to Schneider Electric to perform the DAC Phase II statement of work that was delineated in the February 18, 2014, City Council report and has also been provided in this report as ***Attachment A.***

For questions regarding this report, please contact: Renee Domingo or Ahsan Baig.

Respectfully submitted,

Bryan M. Sastokas
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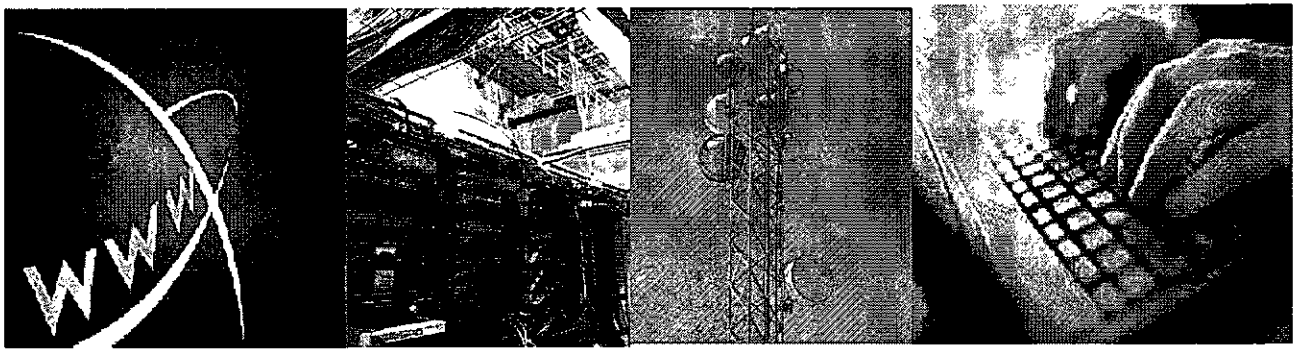
Attachment:
Attachment A – DAC Phase II Statement of Work (SOW)

City of
OAKLAND
California

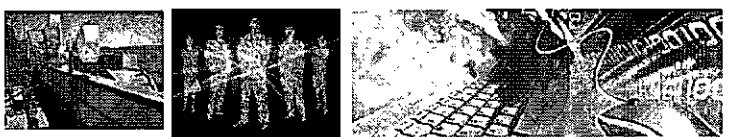


City and Port of Oakland
Joint Domain Awareness Center

Phase 2 Contract Award
Supplemental Staff Report #2

City Council Meeting – 03/04/14

Port of Oakland
Department of Information Technology
Oakland Fire Department
Oakland Police Department



Overview

- Recap from the last Council meeting/Purpose of DAC
- More Detail on How it Works and the Key Systems
- DAC Phase I Completed July 2013-System Details
  - Operational Benefits for First Responders and Port
- DAC Phase II Statement of Work-Details
  - Operational Benefits for First Responders and Port
- Council Options – Three Options Presented by Staff
- Next Steps
- Questions

Purpose of DAC

- To protect lives, property and the environment
- Improve Operational Coordination and Response by Oakland Police and Fire
- Better decision making and deployment of limited resources in emergencies
- Integrate disparate data systems and provide actionable information

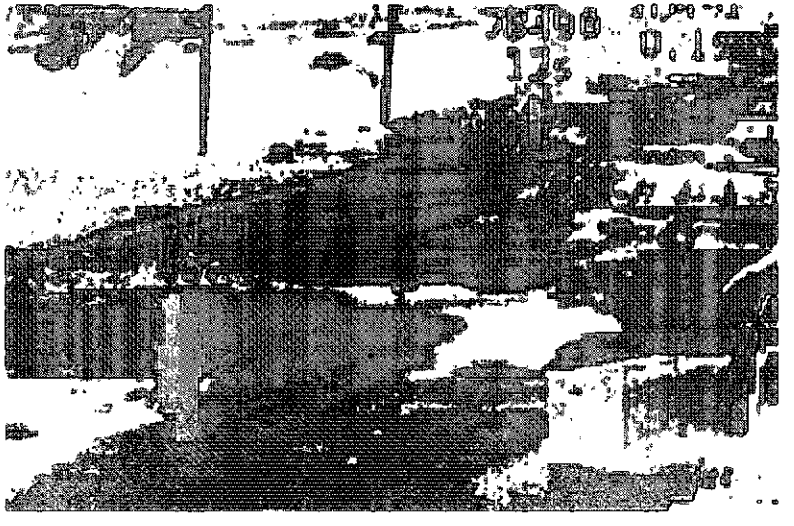
Mission of DAC

- ✓ Secure critical infrastructure, i.e, Port
- ✓ Actionable Information
- ✓ Centralized Command for OPD, OFD, EMSD
- ✓ Real-Time & Statistical Incident Monitoring
- ✓ City-Port Interoperable Communications
- ✓ Proactive Status Awareness
- ✓ Surveillance & Sensor Processing

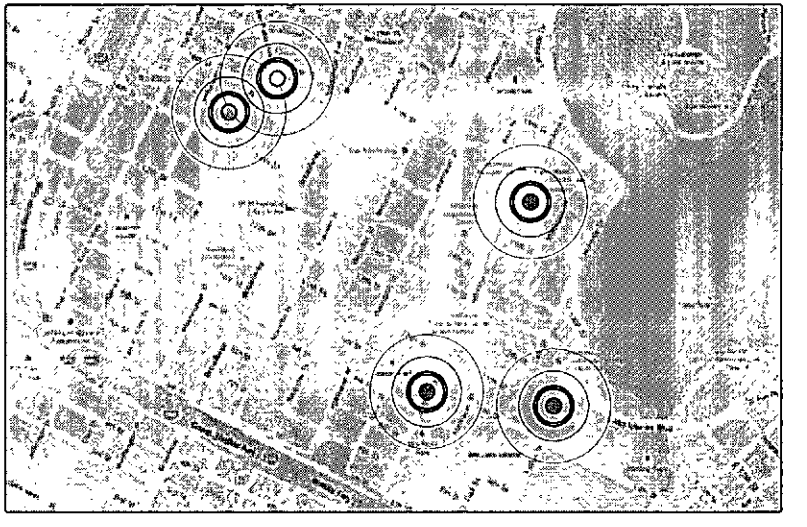
Benefits of DAC

- First Responder Common Operating Picture
- First Responder Real-time Situational Awareness
- EOC Situational Awareness
- Faster and more efficient prevention of and response to emergencies at Port and City
- Expedite violent and non-violent crime resolution
- Better Decision making
- Better deployment of limited Responder resources
- Integration of disparate data systems

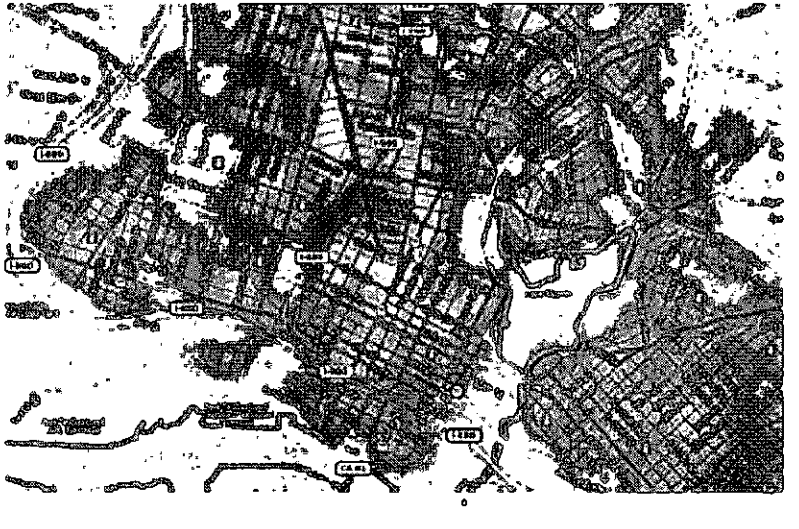
Video Analytics & Intrusion Detection



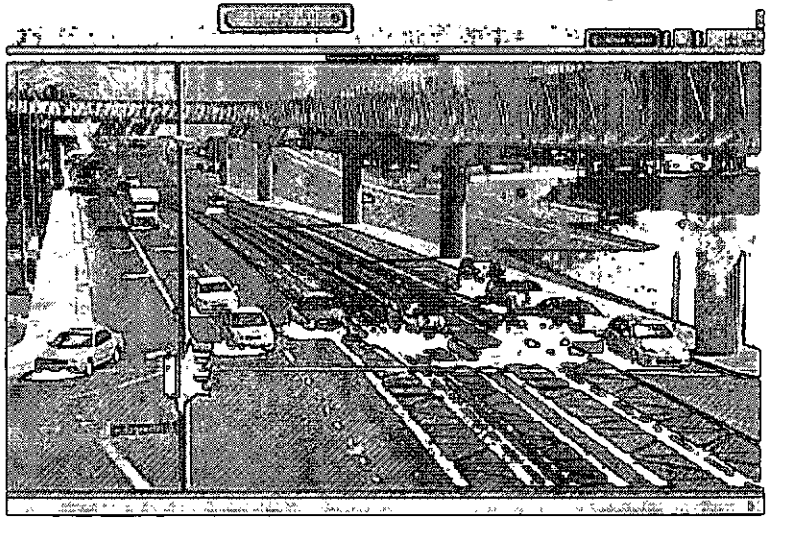
Active Incident Alarm Monitoring

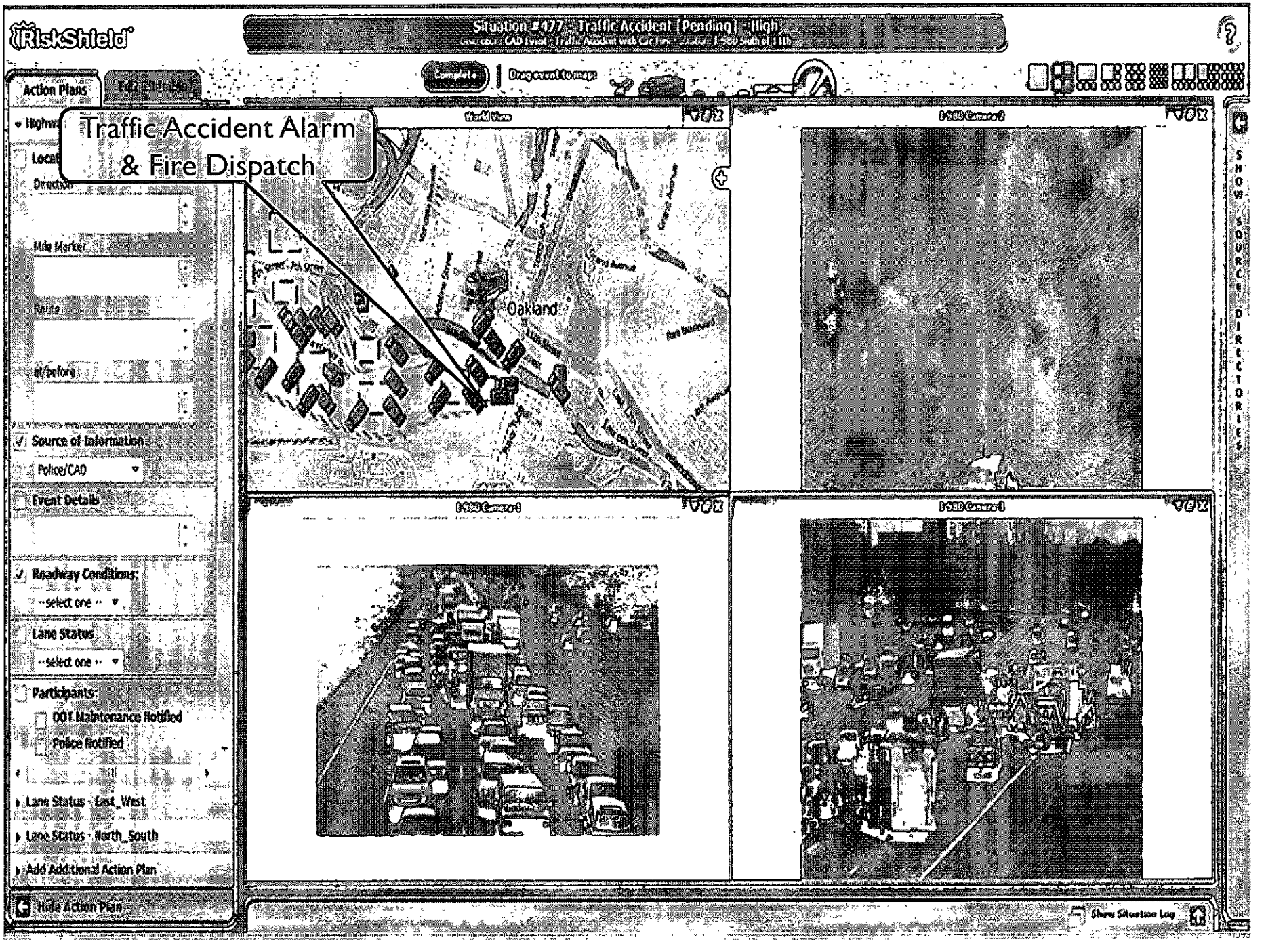


City CrimeView Data Sharing



CCTV Asset Visibility




RiskShield
Situation #477 - Traffic Accident (Pending) - High
Action Plans
Traffic Accident Alarm
& Fire Dispatch
Oakland
Source of Information
Police/CAD
Event Details
Roadway Conditions:
-select one-
Lane Status
-select one-
Participants:
DOT Maintenance Notified
Police Notified
Lane Status - East_West
Lane Status - North_South
Add Additional Action Plan
Hide Action Plan
Show Situation Log
SHOW SOURCE DIRECTORIES

Phase I – Accomplishments

- Video Wall and Projection System
- Fiber Optic Connectivity between City and Port networks
- Physical Security Information Management System (PSIM)
- Operational Capabilities
  - Port of Oakland - Security Cameras (approx. 137)
  - Port of Oakland - Intrusion Detection System (IDS)
  - City of Oakland – ShotSpotter System
  - City of Oakland - Traffic Cameras (approx. 40)
  - City of Oakland - Geographical Information Systems
- Video Conferencing with State and REOCs

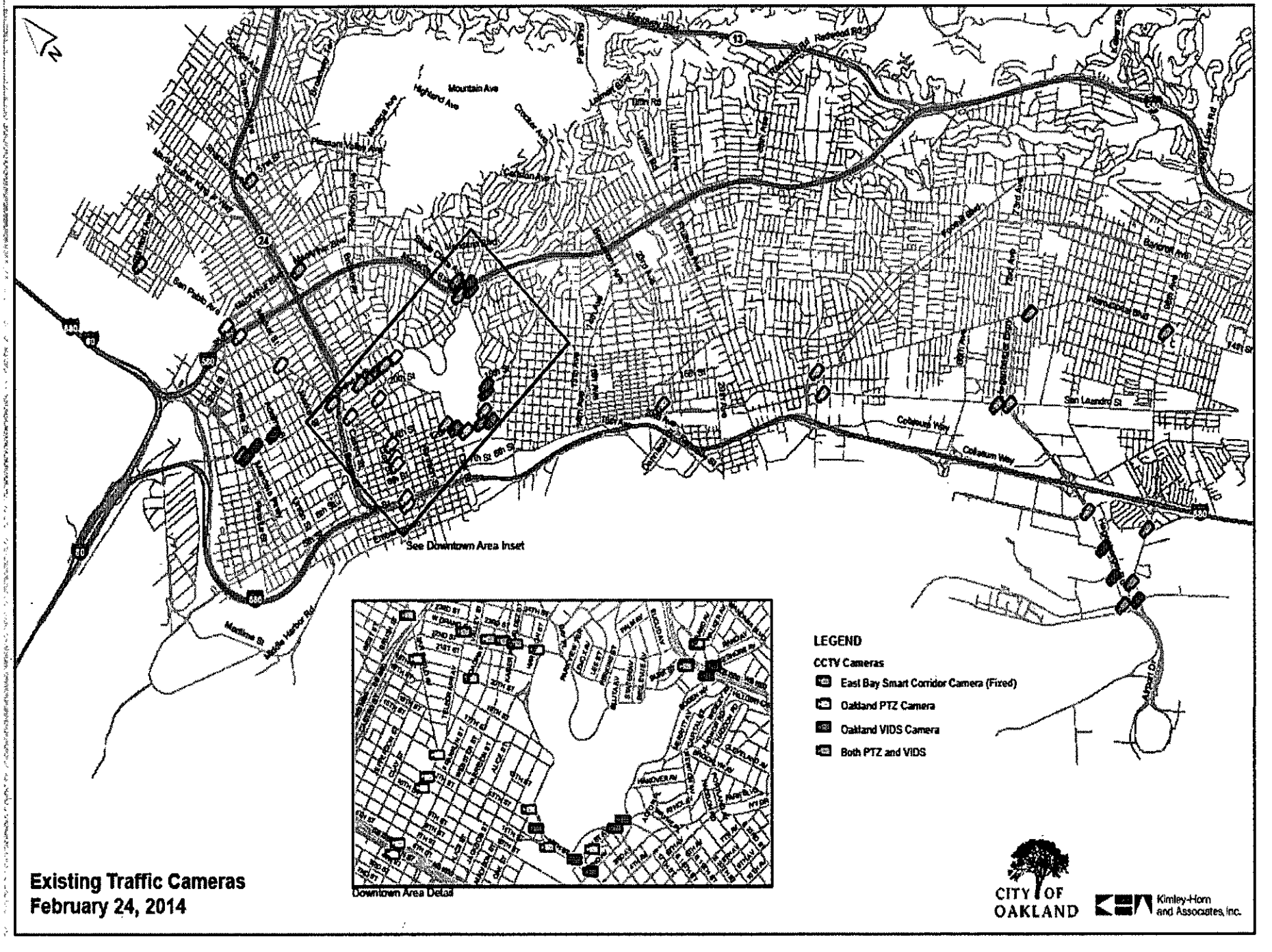
List of City Traffic Cameras

NO.	LOCATION
1	Broadway & 11th St
2	Broadway & 12th St
3	Broadway & 14th St
4	Broadway & 20th St
5	Broadway & 5th St
6	Broadway & 6th St
7	98th Ave & Airport Access Rd
8	98th Ave & Bigge St
9	98th Ave & Empire Rd
10	Airport Access Rd & Doolittle Dr
11	Hegenberger Rd & Airport Access Rd
12	Hegenberger Rd & Doolittle Dr
13	Hegenberger Rd & Edgewater Dr
14	Hegenberger Rd & Hegenberger Lp (W)

List of City Traffic Cameras (cont)

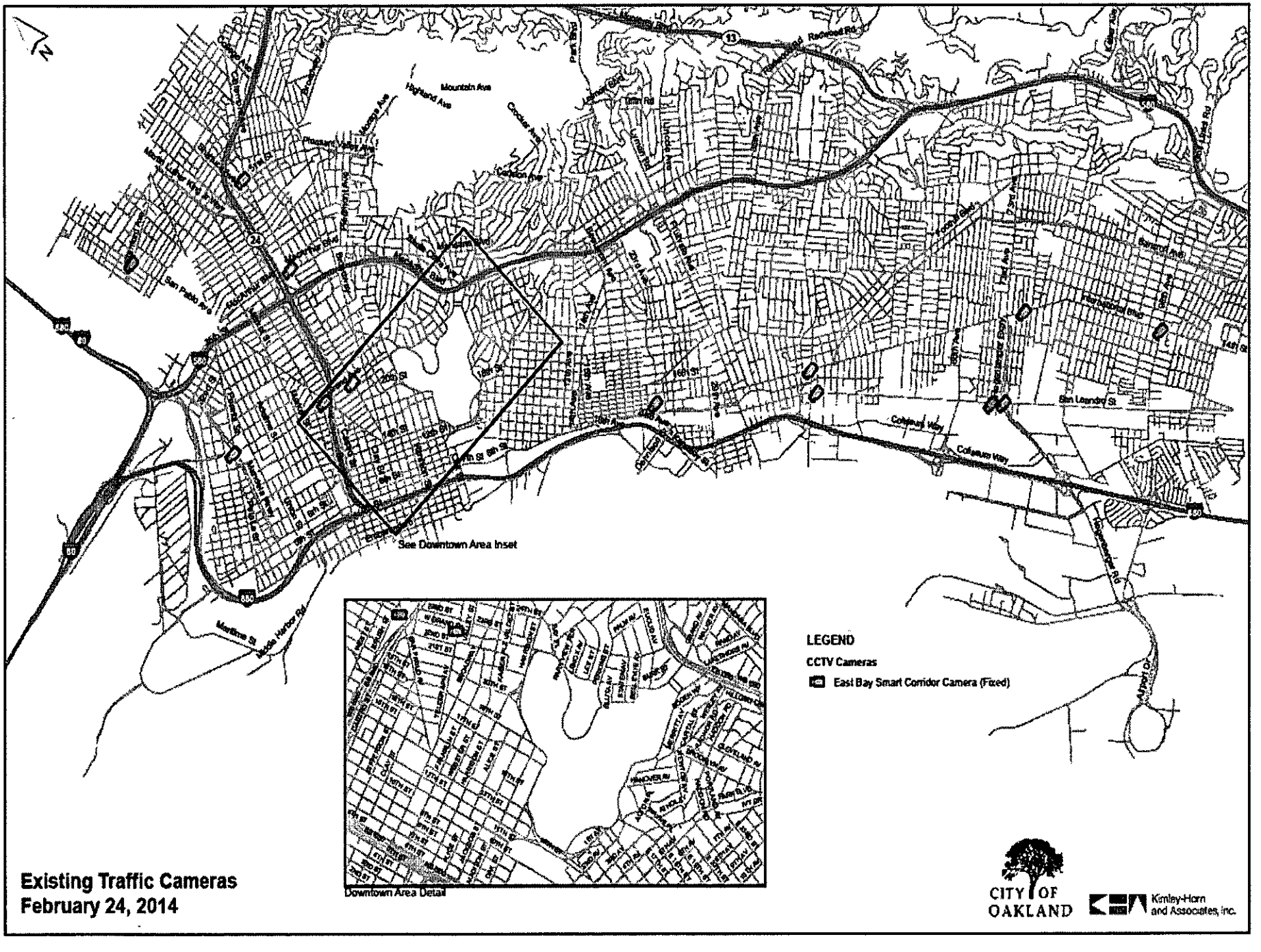
NO.	LOCATION
15	San Pablo Ave/ MacArthur*
16	San Pablo Ave/ 35th *
17	San Pablo Ave/ 30th *
18	San Pablo Ave/ 20th *
19	San Pablo Ave – W. Grand Ave *
20	W. Grand/ Adeline *
21	W. Grand Ave – Mandela *
22	Grand/ Broadway *
23	Grand/ Webster *
24	Grand/ Valdez *
25	Grand/ Harrison *
26	Grand/ MacArthur *
27	Grand/ Lake Park *
28	MacArthur/ Lakeshore *
29	Lakeshore/ Lake Park *

Table 2 – City Traffic Cameras #15-29, Cameras installed by the I80 ICM project, marked with an (*).


See Downtown Area Inset
Downtown Area Detail
LEGEND
CCTV Cameras
East Bay Smart Corridor Camera (Fixed)
Oakland PTZ Camera
Oakland VIDS Camera
Both PTZ and VIDS
Existing Traffic Cameras
February 24, 2014
CITY OF OAKLAND
Kimley-Horn and Associates, Inc.

List of Non-City Traffic Cameras

NO.	LOCATION	TYPE	NETWORK
1	* San Pablo Ave – Stanford/ Powell	Fixed	T-1
2	* San Pablo Ave – W. Grand Ave	Fixed	Via Oakland City Fiber
3	* W. Grand Ave – Mandela	Fixed	Via Oakland City Fiber
4	Telegraph Ave – W. Grand Ave	Fixed	T-1
5	Telegraph Ave – MacArthur Ave	Fixed	T-1
6	Telegraph Ave – 51st St	Fixed	T-1
7	International Ave – 22nd Ave	Fixed	T-1
8	International Ave – 42nd Ave	Fixed	T-1
9	International Ave – 73rd Ave	Fixed	T-1
10	International Ave – 98th Ave	Fixed	T-1
11	San Leandro Ave – High St	Fixed	T-1
12	San Leandro Ave – 73rd Ave	Fixed	T-1
13	San Leandro Ave – 75th Ave	Fixed	T-1


See Downtown Area Inset
Downtown Area Detail
LEGEND
CCTV Cameras
East Bay Smart Corridor Camera (Fixed)
Existing Traffic Cameras
February 24, 2014
CITY OF OAKLAND
Kimley-Horn and Associates, Inc.

Phase 2 – Statement of Work

- Operational Capabilities
  - Port of Oakland – Geographical Information System
  - Port of Oakland – Vessel Tracking System
  - Port of Oakland – Truck Management System
  - City of Oakland – 911 Police and Fire Computer Aided Dispatch Systems
  - City of Oakland – Police and Fire Records Management System
  - City of Oakland - WebEOC Notifications
  - City of Oakland - Fire Vehicles Location
  - Tsunami Alerts
  - NOAA Weather Alerts
  - USGS Earthquake Info
  - News Feeds & Alerts
- Standard Operating Procedures (SOP) for faster responses
- Maintenance and Support

Phase 2 Contract Safeguards

- Indemnification Clause
  - Protection for City against any legal actions
- Liquidated Damages
  - Protection against any delays caused by Vendor and result in grant loss
- Performance Bond
  - Protection of investment

Phase 2 – Council Options

- Option 1:
  - Limit the DAC usage to Port area, and disable one or more Phase 1 integrations
- Option 2:
  - Limit the DAC usage to Port area, and keep the Phase 1 integrations
- Option 3:
  - Don't move forward with the DAC project

Council Policy Direction Request

- **Staff Request Council Policy direction regarding the Phase 1 and Phase 2 system integrations**

- **Proceed with the Phase 2**

  Privacy and Data Retention Policy

  Product Demos

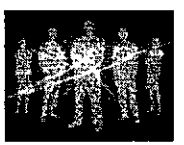
- **Conduct Staffing Assessment and Bring Back Options including Detailed Cost Share and Liability considerations Information**

- **Further Detailed Discussion and Report on Information Sharing Agreements**

Next Phases

- Phase 2 Council Approval – March 2014
- Phase 2 Kick Off – March/April 2014
- EOC/DAC Public, Media Visual Demonstrations & Feedback – Spring 2014
- Public Review, Comments on Policy Framework– February to May 2014 for Citywide Ad Hoc Committee (Add'l Public Meetings)
- Return to PSC and City Council Privacy Policy Recommendations –Mid/Late May 2014
- Staffing Plan Study, DAC O/M and Options to City Council and Accept Grant Funding for DAC staffing – April/May 2014
- EOC/DAC Phase 2 Soft Launch - October 2014
- Informational Report to PSC and City Council re: DAC Operations Every 6 months, next steps, etc.

Questions?


City of
OAKLAND
California

REVISED
2-27-14

Approved as to Form and Legality

City Attorney

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2014 FEB 27 PM 2:37

REVISED AT PUBLIC SAFETY COMMITTEE ON JANUARY 28, 2014

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

Introduced by Councilmember _____

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO:

~~1)~~ **NEGOTIATE AND EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH SCHNEIDER ELECTRIC INC. TO PROVIDE PROFESSIONAL SERVICES FOR DESIGN/BUILD/MAINTAIN SERVICES REPRESENTED IN PHASE 2 OF THE CITY AND PORT JOINT DOMAIN AWARENESS CENTER (DAC) PROJECT FOR AN AMOUNT NOT TO EXCEED $1,600,000; AND**

~~2) IF NEGOTIATIONS FAIL WITH SCHNEIDER ELECTRIC INC, THE CITY ADMINISTRATOR OR HER DESIGNEE IS AUTHORIZED TO NEGOTIATE AND ENTER INTO A CONTRACT WITH ANOTHER VENDOR ON THE DAC PHASE 2 EVALUATIONS RANKING LIST, WITHOUT RETURNING TO COUNCIL~~

WHEREAS, Congress and the Obama Administration intended the Port Security Grant Program (PSGP) to be one of the tools in a comprehensive set of measures to strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks; and

WHEREAS, the Port of Oakland submitted PSGP grant proposals to jointly develop, establish and operate a City/Port Domain Awareness Center (DAC) utilizing the City of Oakland Emergency Operations Center (EOC) to consolidate a network of existing surveillance and security sensor data to actively monitor critical Port facilities, utility infrastructure, City facilities and roadways; and

WHEREAS, on May 23, 2013, the Port of Oakland Board of Directors approved a resolution for the Port of Oakland to enter into a Memorandum of Understanding and Grant Administration Agreement to provide up to two million dollars ($2,000,000) of supplemental FY09 and FY10 PSGP grant funding with the City of Oakland to further expand the development of the City/Port Domain Awareness Center (DAC) and embark upon Phase 2 of the expansion of the systems integration as well as equipment/system enhancements; and

WHEREAS, on July 30, 2013, the City Council passed Resolution No. 84593, approvhng the appropriation of grant funds required agreements between the City and the Port, and

WHEREAS, on November 19, 2013, the City Council pursuant to Resolution 84725, waived further advertising and the competitive Request For Proposals selection requirements of the Oakland Municipal Code, and authorized the staff to select a vendor from the pool of vendors that responded to the RFP titled, "City of Oakland/Port of Oakland Joint Domain Awareness Center, October 2012" in an amount not to exceed $2 million dollars, and

WHEREAS, the City seeks to utilize these additional funds to complete Phase 2 of the Domain Awareness Center (Phase 2); and

WHEREAS, the City wishes to negotiate a new contract for Phase 2 work, which consists of, but is not limited to, additional enhancements to the Emergency Operations Center, additional systems' integration such as the Port Geographic Information Systems (GIS) and other key City Public Safety Information Technology systems, and

WHEREAS, the City finds and determines that the services provided pursuant to the agreement authorized hereunder are of a professional, scientific or technical nature and are temporary in nature; and

WHEREAS, the City finds and determines that this contract shall not result in the loss of employment or salary by any person having permanent status in the competitive service; now, therefore, be it

RESOLVED: that the City Administrator or her designee is authorized to accept, appropriate, and administer up to two million dollars ($2,000,000) of American Recovery and Reinvestment Act (ARRA) supplemental Port Security Grant funds for (PSGP) fiscal years 2009 and 2010 for Phase 2 of the joint Port of Oakland/City Domain Awareness Center (DAC) project; and be it

FURTHER RESOLVED: That the City Administrator or her designee is hereby authorized to execute ~~any amendments or modifications to said Port/City agreement and~~ the Professional Services Contract with Schneider Electric, Inc. in an amount not to exceed $1.6 million dollars pending a determination of its full compliance with applicable laws, including the Nuclear Free Zone Act; and be it

~~**FURTHER RESOLVED**: If such negotiations are unsuccessful with Schneider Electric Inc., that the City Administrator is hereby authorized to negotiate and enter into a contract with another vendor on the DAC Phase 2 evaluations ranking list, without returning to Council, and be it~~

FURTHER RESOLVED: That funds to complete this project will be drawn from Fund (2123), Org (20711), Program (PS21), Accounts and Projects to be Determined; and be it.

FURTHER RESOLVED: That the City Administrator or her designee is authorized to accept and appropriate said FY 2009 and FY2010 PSGP Grants funds into U.S. Department of Homeland Security Fund (2123), Emergency Management Services Division (20711) a grant project to be determined, and Emergency Management Service Program (PS21), the full grant funds will be appropriated to the Miscellaneous Federal Grants Accounts (46129); and be it

FURTHER RESOLVED: That the agreement(s) and other actions authorized hereunder shall be reviewed and approved by the Office of the City Attorney for form and legality and filed with the Office of the City Clerk, and shall comply with previous resolutions regarding this particular project's successful adoption of a privacy and data retention policy as a condition of project implementation.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, GALLO, KAPLAN, KALB, MCELHANEY, REID, SCHAAFF and PRESIDENT KERNIGHAN

NOES –

ABSENT –

ABSTENTION -

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California