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CITY OF OAKLAND



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June 23, 2009

Public Safety Committee
Oakland, California

Chairperson Reid and Members of the Committee:

RE: Informational Report Regarding the City's Role in the Port of Oakland Application for Port Security Grant Funds Under the American Recovery and Reinvestment Act of 2009 ("ARRA").

SUMMARY

This report provides information on the American Recovery and Reinvestment Act of 2009 Port Security Grant Program ("ARRA PSGP"), which was designed to assist communities in creating a sustainable, risk-based effort to protect critical port infrastructure focusing particularly on preventing potential attacks using explosives and non-conventional threats that would disrupt commerce and business resiliency. The City is working in partnership with the Port of Oakland on its application for the ARRA PSGP grant.

Through the Recovery Act of 2009, the U.S. Department of Homeland Security ("DHS" or "Department") has made available a total of \$150 million in stimulus funding for ARRA PSGP. DHS has categorized the Port of Oakland as one of seven "Group 1" ports (highest risk). The total amount of funds available for Group 1 ports is \$81,400,000.

The main difference between the non-ARRA and ARRA PSGPs is that the Department has shifted its focus in the ARRA PSGP from a program focused primarily on the security of individual facilities within ports, to a port-wide risk management/mitigation and continuity-of-operations program that is fully integrated into DHS's broader regional plan.¹

¹ The existing, non-ARRA PSGP was established by the *Maritime Transportation Security Act of 2002*, as amended (46 U.S.C. §70107) to implement Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators, and State and local government agencies required to provide port security

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FISCAL IMPACT

Guidelines for the Port Security Grant Program restrict grant amounts to \$5 million per grant award. The Oakland Police and Fire Departments are supporting the Port of Oakland's ARRA PSPG Program grant application. At this time, there is no fiscal impact to the City as there are no matching funds required for this grant.

The ongoing costs to maintain and operate this system will be borne by the participating and affected stakeholders.

KEY ISSUES AND IMPACTS

A. Grant Overview

The ARRA PSGP is an important part of the national administration's broader, coordinated effort to strengthen homeland security preparedness, including the security of the country's critical infrastructure. ARRA PSGP funds will support increased individual port-wide risk management; enhanced domain awareness; and strengthen capabilities to prevent, detect, respond to and recover from attacks involving improvised explosive devices ("IEDs") and other non-conventional weapons.

The ARRA PSGP affords both the City and the Port of Oakland an opportunity to reduce the risks of day-to-day emergencies in the region while increasing the overall public safety of the community. DHS has issued an explicit assurance to applicants that they will "listen carefully to local needs and approaches." The PSGP Guidance further states that the Department will "respect flexibility and local innovation as it funds national homeland security priorities."

B. Grant Guidelines

The following is a summary of the main aspects of the Port Security Grant Program Guidelines. The PSGP application deadline is June 29, 2009. DHS expects that the performance period for grants awarded under this solicitation will be 36 months. Eligible applicants include all entities covered by an Area Maritime Security Plan ("AMSP")—including the Port of Oakland.

There are two overarching funding priorities: 1) appropriate the bulk of ARRA PSGP dollars on the highest-risk port systems; and 2) place a high priority on ensuring that all ARRA PSGP applications reflect "robust regional coordination" and an investment strategy that institutionalizes regional security strategy integration. To this end, DHS continues to encourage port-wide partnerships, regional management of risk, and business continuity, with the ARRA PSGP grant.

services. The ARRA PSGP is an amended program based on PSGP, designed to "harden [the] Nation's ports and stimulate the economy."

As has been done with most Recovery Act grants, DHS intends ARRA PSGP funds to be spent quickly with a principal objective of job creation. Accordingly, cost-effective projects that have the potential to be executed quickly and have a significant near-term impact on risk mitigation will be afforded the highest priority.

In addition to the overarching funding priorities, the following four criteria will be used to select projects for funding: 1) Enhancing Maritime Domain Awareness (MDA); 2) Enhancing Improvised Explosive Device (“IED”) and Weapons of Mass Destruction (“WMD”) prevention, protection, response and recovery capabilities; 3) Efforts that support the implementation of the Transportation Worker Credential (“TWC”); and 4) Construction or infrastructure improvement projects that are identified in the Port Wide Risk Management Plan (“PWRMP”) and/or Facility Security Plans (“FSP”), and/or Vessel Security Plans (“VSP”).

There is no federal cost-share requirement under the ARRA PSGP.

C. The City’s Role

As mentioned above, the emphasis of several State and Federal grant programs—including the ARRA PSGP—has shifted from a focus on securing specific facilities, to encouraging partnerships in prevention, preparedness, response, recovery and mitigation efforts across a given region. To that end, the Port of Oakland and the Oakland Police Department (“OPD”) have entered into a Memorandum of Agreement (“MOU”) to share information and resources to facilitate law enforcement program and activities in the Port Area, as well as citywide, thereby improving security for a critical link in the broader, national Maritime Transportation System.

Together, the Oakland Fire Department (“OFD”), OFD’s Office of Emergency Services (“OES”), the Port and OPD plan to utilize ARRA PSGP funds to establish a Joint Port-OPD-OFD-OES Domain Awareness Center (“DAC” or “Center”). The Center would utilize an existing facility—the Oakland Emergency Operations Center (“EOC”)—to consolidate a network of existing surveillance and security sensor technologies and data to actively monitor critical Port facilities, utility infrastructure, roadways and ultimately establish a citywide system.

The Center’s key objectives include interoperability (integrating efforts between regional security partners) and a focus on domain awareness, situational awareness and improved response capabilities.

There are several federal, state and local drivers, combined with various grant funding programs, that are encouraging the City and Port to expand and integrate landside domain awareness with what has been established in the waterside domain. This increased domain awareness, when combined with situation analytics and reporting, environmental monitoring, actionable intelligence, and state of the art dispatching, communications, and coordinating technology, will result in vastly improved readiness to prevent, respond to and recover from major events in the Oakland region and ensure better multi-agency coordination across the larger San Francisco Bay Area.

The Oakland Port Domain Awareness Center (DAC) will bring together the various perimeter intrusion detection systems, smart surveillance systems, asset tracking systems and environmental monitoring systems and will enhance situational awareness for the entire Port area. This increased awareness will improve threat analysis and enhance response coordination. The DAC would also be the locus for increased tempo of operations in response to an incident, facilitating a common operating picture and actionable information for responsible agencies and decision makers. This DAC system and concept could be expanded to encompass the San Francisco Bay Area to include the Ports of San Francisco, Richmond and Stockton, in addition to the vital private industry infrastructure along the waterways. This Bay Area wide security system would provide redundancy and alternatives for operations coordination, and greatly facilitate recovery operations in the event that an incident impacts an entire Port area.

In addition to the on-going efforts at the Port of Oakland, the Bay Area Urban Area Security Initiative ("UASI"), City of Oakland, and the Oakland Police Department, these entities are increasingly being tasked with finding ways to improve efficiency and risk management through the use of technology. As the City and region build capability to meet these demands, additional specialized space will be required. The combination of a maritime monitoring and coordination center with the City of Oakland's inter-agency, landslide monitoring and coordination center, could have great potential and benefits in protecting people and critical infrastructure in both the City and the Port area.

D. Community Benefits

Job Creation

The City of Oakland would benefit greatly by the ARRA PSGP because of the grant's focus on job creation. Importantly, the grant has the potential to fund personnel for the proposed Oakland Domain Awareness Center, for up to 36 months.

Increased Public Safety

Numerous public safety benefits would be derived from the ARRA PSGP grant. The Center will eventually provide for 24/7 interoperability and coordination of prevention, preparedness, response, recovery and mitigation efforts. It will also feed data, provide situational awareness information to regional incident commands, and serve as a focal point for Transportation Security Incident ("TSI") reporting. Furthermore, the Center would provide functionality and a location where multiple agencies can access integrated regional capabilities and technologies including sensors, platforms, communications and information exploitation.

Enhancing Community Partnerships

The institutional framework of the Center provides the City of Oakland the opportunity to establish new, and enhance existing, partnerships. This includes expansion of the existing partnership between OPD, OFD, and the Port, as well as the creation of new partnerships and coalitions.

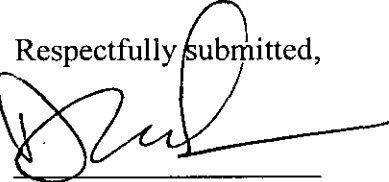
The Oakland Police Department, Fire Department, Department of Information Technology ("DIT"), the Office of Emergency Services, the Port of Oakland and Transportation Services have all expressed interest in participating in this collaborative project. A feasibility and

conceptual design will be the first phase of this project. The Port of Oakland is submitting a grant proposal to fund this phase.

Representatives from the Port, OPD, OFD, OES and DIT have been doing research on similar facilities and conducted a site visit to the Long Beach Port facility. Port and City staff are convinced that the increased awareness and coordination resulting from this collaboration and a Domain Awareness Center will improve threat analysis and enhance response coordination for our region. The project will further the Bay Area's Urban Area Security Initiative ("UASI") position as a front-runner in the use of technology to improve government efficiency, the environment, and public safety for the Oakland community.

ACTION REQUESTED OF THE CITY COUNCIL

This is an informational report only. The Port of Oakland is submitting the application for the ARRA Port Security Grant Program and the City is supporting the Port's application. Therefore, no action is requested at this time.

Respectfully submitted,


Dan Lindheim
City Administrator