



Metro

MARCH 21, 2012

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: PAUL C. TAYLOR *PT*
DEPUTY CHIEF EXECUTIVE OFFICER

**SUBJECT: EMERGENCY OPERATIONS CENTER LOCATION
SPECIFICATIONS**

ISSUE

On December 15, 2011 LACMTA Board approved a preliminary Life-Of-Project for new Capital Project 212121- Metro Emergency Operations Center/Bus Operations Center/Rail Operations (EOC/BOC/ROC) in the amount of \$16,103,043 to allow Metro to perform environmental assessment, land/building acquisition, and conceptual design for the integration of the Metro EOC with BOC and ROC. This report provides an update to this capital project by identifying location specifications and a project schedule.

DISCUSSION

In Fiscal Year 2011, Metro staff submitted an Investment Justification Application under Proposition 1B 2010-2011 California Transit Security Grant Program (CTSGP) California Assistance Fund (CTAF) to secure funding to construct an Emergency Operations Center that will integrate a new Rail and Bus Operations Center. The existing BOC and ROC facilities have limited space to accommodate the expansion programs and staff office space necessary to provide effective management of bus and rail operations.

The Proposition 1B 2010-2011 Grant Program awarded LACMTA funding to initiate Phase One of Three Phases to construct Emergency Operations Center. This award will allow LACMTA to acquire land and/or building. This report will provide site requirements based on recommended guidelines of the Department of Defense, Federal Emergency Management Agency (FEMA) and Metro staff.

The site requirements include:

- Space Requirement
- Geography
- System Infrastructure
- Accessibility
- Security

NEXT STEPS

MTA will utilize a consultant to perform a business case analysis for the integrating EOC with BOC and ROC. Staff will review the analysis and provide recommendations to LACMTA Board for authorization in January 2013.

ATTACHMENT

Attachment A: Emergency Operations Location Specifications

ATTACHMENT A

EMERGENCY OPERATIONS CENTER LOCATION SPECIFICATIONS



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1.0 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (LACMTA) USG Gateway building is part of the Union Station Gateway Complex which is a major terminus hub for rail and bus operations for the public. The Los Angeles Sheriff Department recognized this complex to be a major profile target for terrorism. As a result, an Emergency Operations Center is crucial to mitigate the potential loss of lives and transportation services to the public by constructing a central location for personnel to command, control, communications, computers, and intelligence to make real-time decisions that can save lives and mitigates disruption to transportation services. The existing EOC is currently located on the sixth floor and Plaza level of the USG Gateway with an estimated combined square footage of 2,500 square feet.

In Fiscal Year 2011, Metro staff submitted an Investment Justification Application under Proposition 1B 2010-2011 California Transit Security Grant Program (CTSGBP) California Assistance Fund (CTAF) to secure funding to construct an Emergency Operations Center that will integrate a new Rail and Bus Operations Center. The existing BOC and ROC facilities have limited space to accommodate the expansion programs and staff office space necessary to provide effective management of bus and rail operations. Furthermore, it is important to develop a central location to house these operations centers to allow centralized communications and coordination, and to improve business continuity in day-to-day operations as well as enhancing Metro's disaster and terrorism response capabilities.

The Proposition 1B 2010-2011 Grant Program awarded LACMTA funding to initiate Phase One of Three Phases to construct Emergency Operating Center. This award will allow LACMTA to acquire land and/or building. This document will provide site requirements based on recommended guidelines of the Department of Defense, Federal Emergency Management Agency (FEMA) and Metro staff. The site requirements include:

- Space Requirement
- Geography
- System Infrastructure
- Accessibility
- Security

Based upon these requirements, MTA will utilize a consultant to perform a business case analysis for the integrating EOC with BOC and ROC. Staff will review the analysis and provide recommendations to LACMTA Board for authorization.

2.0 OBJECTIVES

Metro has identified the following objectives for site requirements:

- Identified a single operating location for an integrated EOC, ROC, and BOC.
- The multi-modal EOC site will:
 - Accommodate EOC, ROC, and BOC with adequate office space
 - Accommodate future program expansion
 - Enhancing synergy between the respective staff of law enforcement and security and bus and rail operations
- Identify secure operating location
- Location readily accessible
- Construct and locate to provide balanced protection of assets against emergency incidents that can impact facility
- Centrally located and away from the activity perimeter so that movement to and from the center is screened from public view
- Assigned personnel can operate without being observed
- Secure with controlled access
- Location close to transportation

3.0 SITE REQUIREMENTS

3.1 Space Requirement

The space requirements are based upon preliminary discussions with MTA’s Bus Rail Operations, Rail Operations, Law Enforcement and Security, and Emergency Preparedness staff. The minimum space requirements are listed on Table 3-1: Space Requirement.

Table 3-1: Space Requirement

Description	Space Requirement
Site Area	78,190 Square Feet
Building Footprint	30,000 Square Feet
Buffer Zone	100 Feet
EOC	11,500 Square Feet
BOC	51,212 Square Feet
ROC	51,288 Square Feet
Parking Spaces	150

3.2 Geographic Location

The geographic location of the EOC shall remain in close proximity (5 miles radius of USG Gateway) to the Los Angeles County EOC, Los Angeles City EOC, emergency response and support services including law enforcement, fire, medical, public works, engineer support, and command administration. In an event of an emergency, access to county and city personal and resources are vital.

The geographic location of site shall address the following geographical concerns:

- Avoid areas with dense vegetation (FEMA 426, Chapter 2)
- Avoid low-lying topographic areas (FEMA 426, Chapter 2)
- Major fault lines (FEMA 426, Chapter 1)
- Flood surge zones (FEMA 426, Chapter 1)
- Flood Plains (FEMA 426, Chapter 1)
- Fire Pathways

- Areas of unstable soil (FEMA 426, Chapter 1)
- Hazardous material storage (FEMA 426, Chapter 1)
- Downwind of hazardous gas processing and storage facilities
- Flight approach paths
- Rails that transport a hazardous materials
- Accommodate helicopter access

3.3 System Infrastructure

The existing Bus and Rail Operating Centers include a number of systems and related infrastructure that need to be duplicated and improved in the integrated EOC/BOC/ROC facility. The current system infrastructure for the EOC, BOC, and ROC will serve as a back-up facility for the new site. As a result, the proximity to available fibers and servers are vital. The key system infrastructure locations are:

3.3.1 Bus Operation Center

Table 3.3.1-1: Bus Operation Center System Infrastructure and Location

System	Location
SCADA and Communications Systems	Gateway
Computer Rooms	Gateway: 2 nd Floor
Telephone Equipment Room	Gateway: 2 nd Floor
Telecommunication Room	Gateway: 2 nd Floor
Computer Rooms	Gateway: 6 th Floor
Dispatch Center	Gateway: 6 th Floor

3.3.2 Rail Operation Center

Table 3.3.2-1: Rail Operation Center System Infrastructure and Location

System	Location
SCADA and Communications Systems	Rosa Parks Facility
Service Control Area	Rosa Parks Facility: 2 nd Floor
CCTV Monitoring Area	Rosa Parks Facility: 2 nd Floor
Computer Room	Rosa Parks Facility: 1st Floor
Communication Room	Rosa Parks Facility: 1st Floor
Dispatch Center	Gateway: 6 th Floor

3.3.3 Emergency Operations Center

Table 3.3.3-1: Emergency Operations Center System Infrastructure and Location

System	Location
CCTV Monitoring Area	Gateway: Plaza Level
Computer Room	Gateway: 2 nd Floor
Communication Room	Gateway: Plaza Level
Dispatch Center	Gateway: Plaza Level

3.4 Accessibility

The location of the EOC, BOC, and ROC shall include the following requirements:

- Access via foot from USG Gateway building to allow MTA Executive Guidance Committee (MTA Continuity of Operations Plan) to convene
- Away from areas of congestion that hinders access (FEMA 426, Chapter 2)
- Away from high pedestrian foot traffic, commercial offices, and retail
- Avoid locations that can have impaired access caused by, but not limited to collapsing bridges, damaged or flooded roadways, blocked rail crossings (FEMA 426, Chapter 2)
- Accessible to emergency response and support services including law enforcement, fire, medical, public works, engineer support, and command administration

3.5 Security

The security of the site is one of the key requirements in selecting a location. The security requirements are:

- **Controlled Access Area:** Continuous secure perimeter (FEMA 426, Chapter 1 and 2)
- **Survivability:** Secure structural construction to withstand terrorist bombing and natural hazards (FEMA 426, Chapter 3)
- **Scalable Security:** The ability of the location to place temporary barriers, additional surveillance, supervision, and activation of protection system during critical operations (FEMA 426, Chapter 1)
- **Protection from blast effects** (FEMA 426, Chapter 4)

4.0 SCHEDULE

The construction of an integrated emergency operation center with rail and bus operations center are divided into three phases. The three phases correspond to the awarding of Proposition 1B Grant funding for this project.

Table 4.0-1: Preliminary Project Schedule

Phase I: Acquire Land/Building and Environmental Impact Report		Completion Date
1.	Site Evaluation Analysis (Consultant): 1. Statement of Work 2. Procurement Award 3. Complete Analysis	April 2012 to October 2012
2.	Staff Finalize Site Recommendation	November 2012 to December 2012
3.	Board Authorization: Site selection, final Life-Of-Project Approval	January 2013
4.	Environmental Impact Report (If Require)	January 2013-December 2013
5.	Conceptual Design	January 2014-June 2014
6.	Construction Schedule	June 2014

Phase II: Pre-Construction Design		Completion Date
1.	Pre-Construction Design	36 Months
2.	Initiate Construction	

Phase III: Construction/Equipment Design		Completion Date
1.	Complete Construction	36 Months
2.	Complete Equipment Installations	

5.0 REFERENCE

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