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MEMORANDUM OF AGREEMENT  
Between  
THE MARINE EXCHANGE OF LOS ANGELES-LONG BEACH HARBOR,  
And  
CITY OF LONG BEACH POLICE DEPARTMENT

This MEMORANDUM OF AGREEMENT (MOA) is made and entered into by and between the MARINE EXCHANGE OF LOS ANGELES LONG-BEACH HARBOR, a California corporation, acting by and through its Executive Director of the Marine Exchange of Southern California (Marine Exchange) in conjunction with its Program Manager and The City of Long Beach Police Department,

WHEREAS, the Marine Exchange has been nominated by the Area Maritime Security Committee (AMSC), and appointed by the Federal Emergency Management Agency (FEMA) on behalf of the Department of Homeland Security (DHS), to act as the Fiduciary Agent (FA) for FY 2009, per DHS Award No: 2009-PU-T9-K020 (Award), which requires the Marine Exchange to monitor the progress of projects funded by FEMA under the Port Security Grants Program (PSGP) and submit supporting documentation to FEMA for reimbursement, and

WHEREAS, the Sub-Recipient will be planning, developing and executing their Project as defined by their Investment Justification (IJ): # 16, Interoperability System Upgrade and IJ #18, Port Police CBRNE Response Vehicle; submitted to the FA and approved by FEMA, for a sub-grant, which is not to exceed an amount of U.S.\$ 1,125,000 and \$48,000 respectively; and

WHEREAS, the Marine Exchange, as FA, will act as the intermediary between FEMA and the Sub-Recipient, in obtaining reimbursement of funds expended by the Sub-Recipient in implementing their Project; and

WHEREAS, the purpose of this MOA is to define the relationship between the FA and the Sub-Recipient with respect to the Sub-Recipient's activities implementing the Project and the FA obtaining reimbursement of expenditures for same;

ACCORDINGLY, the parties agree as follows:

1. Sub-Recipient shall promptly submit to the FA all invoices for expenditures incurred relating to the two Projects as defined by the IJ, attached as Exhibit A. The invoices shall be signed by authorized personnel within the Sub-Recipients organization, submitted in duplicate and should contain the following certification:

"I certify under penalty of perjury that the above invoice is just and correct according to the terms of Award No. 2009-PU-T9-K020 and this Memorandum of Agreement and that payment has already been made."

\_\_\_\_\_  
(Signature of authorized personnel)

2(a) Each invoice submitted by the Sub-Recipient shall contain any and all information as may be needed by the federal government to review and approve the expenditures, including any supplemental documentation that may be necessary. The Sub-Recipient shall be solely responsible to correct and supplement any invoice the federal government determines to be insufficient for reimbursement.

2(b) Sub-Recipient shall strictly adhere to the requirements set forth in 44 CFR Part 13 and 2 CFR as it pertains to Port Security Grants Program.

2(c) Sub-Recipient agrees to make, be bound by and otherwise comply with Federal Standard Assurances and certifications required by FEMA as part of the Sub-Recipient's PSGP application. These

include, but are not limited to Forms SF 424B, 424D as applicable (Assurances – Non-Construction and Construction Programs), Certifications Regarding Lobbying (Standard Form), and Drug-Free Workplace Requirements.

2(d) Sub-Recipient shall be additionally guided by and will strictly adhere to all the requirements set forth in the Attachments.

3. Upon receiving the invoices, the FA's Executive Director or Program Manager shall be authorized to review the Sub-Recipient's request for reimbursement. The Executive Director or Program Manager will also be authorized to request additional information or clarification from the Sub-Recipient. Such a response shall not be un-reasonably withheld by the Sub-Recipient.

4. After receiving and reviewing the invoices from the Sub-Recipient, the FA shall submit a request to FEMA for reimbursement in accordance with Award No. 2009-PU-T9-K020. It is expressly understood by the Sub-Recipient, that the Sub-Recipient shall be entitled to reimbursement only upon approval of the request by FEMA and subsequent reimbursement of the funds from FEMA to the FA.

4(a) The Sub-Recipient agrees to comply with requirements of OMB Circular A-133 for States, Local Governments and Non-Profits. Unless a lower threshold is established by any applicable rule, regulation or standard, if the Sub-Recipient expends \$500,000 or more of federal funds during its fiscal year, the Sub-Recipient must submit to the FA an organization-wide financial and compliance audit report. In addition, the Sub-Recipient agrees to submit a copy of the Project's Annual Audit to the FA.

4(b) The Sub-Recipient agrees to submit, at such times and in such form as the FA may prescribe, reports on the Sub-award and the Project. Without limiting the generality of the foregoing, Sub-recipient shall submit quarterly financial reports not later than the 15<sup>th</sup> day of January, April, July and October; and the Semi-Annual Progress Reports by the 15<sup>th</sup> of January and July during each year this MOA is effective, as well as final financial reports and evaluation reports. The final progress report must be filed with the FA within thirty (30) days after the termination of the last year of the Federal Award. The FA must receive the final progress report prior to the final cost report being paid.

4(c) No contract or agreement may be entered into by the Sub-Recipient for execution of Project activities or provision of services to the Project that are not incorporated in the approved application other than purchase of supplies or standard commercial or maintenance services. All contracts and agreements shall provide that the Sub-Recipient shall retain ultimate control and responsibility for the Project and that these conditions shall bind the contractor. In any case, where the Sub-Recipient enters into a contract with third parties, the Marine Exchange is not a party to such a contract and shall not be obligated or liable for any breach of contract or other action in law to any party other than the original Sub-Recipient under the specific terms of this MOA.

4(d) It is agreed that the failure of the FA to insist upon strict performance of any provision of this agreement or to exercise any right based upon a breach thereof, or the acceptance of any performance during such a breach, shall not constitute a waiver of any rights assigned to the FA under this MOA.

5. The FA agrees to reimburse the Sub-Recipient for actual expenditures made relating to the Project within thirty days of the FA receiving reimbursement from DHS, which in no case may exceed the amount awarded to the Sub-Recipient at the time of approval of the Sub-Recipient's IJs by FEMA.

6. In entering into this MOA, it is implicitly agreed between both signatories of this MOA that the FA shall not be under any obligation to reimburse the Sub-Recipient for any amounts not received by the FA from FEMA.

7. Sub-Recipient shall indemnify, defend and hold harmless the FA and its officers, directors, employees and agents, from and against all liability, loss, cost or expense (including attorney's fees) by reason of liability imposed upon the FA, arising out of or related to Sub-Recipient's performance

under this MOA, whether caused by or contributed to by the FA or any other party indemnified herein, including but not limited to any malfeasance, negligent or intentional acts of the Sub-Recipient, its officers, agents or employees or its subcontractors or their agents and employees, unless such a loss is caused solely by the malfeasance or negligence of the FA, its officers, directors, employees or agents.

8. It is understood by both signatories to this MOA, that this MOA shall remain in effect for the duration of the Award Performance Period, ending April 1<sup>st</sup>, 2013, in accordance with the terms and conditions of the Award, but in no event later than 31<sup>st</sup> Dec, 2013.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date to the left of their signatures.

MARINE EXCHANGE OF LOS ANGELES-LONG  
BEACH HARBOR

Dated: 8/8/12

By 

Capt. Ghalib Tikari, Program Manager

Dated: 9/15/12

By  Assistant City Manager


Patrick H. West, City Manager

EXECUTED PURSUANT  
TO SECTION 301 OF  
THE CITY CHARTER.

Approved as to form:

August 23, 2012

Robert E. Shannon, Long Beach City Attorney

By: 

Gary Anderson

# FY 2009 PORT SECURITY GRANT PROGRAM

Exhibit A

## INVESTMENT JUSTIFICATION

Investment Heading	
Port Area	Los Angeles – Long Beach COTP Zone
State	California
Applicant Organization	Long Beach Police Department (LBPDP)
Investment Name	Port Police CBRNE Response Vehicle
Investment Amount	\$64,000

### I. Background

*Note: This section only needs to be completed once per application, regardless of the number of Investments proposed. The information in this section provides background and context for the Investment(s) requested, but does not represent the evaluation criteria used by DHS for rating individual Investment proposals.*

I. Provide an overview of the port system in which this Investment will take place	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	<ul style="list-style-type: none"> <li>• Area of Operations:                             <ul style="list-style-type: none"> <li>○ Identify COTP Zone</li> <li>○ Identify eligible port area</li> <li>○ Identify exact location of project site (i.e. physical address of facility being enhanced)</li> <li>○ Identify who the infrastructure (project site) is owned or operated by, if not by your own organization</li> </ul> </li> <li>• Point(s) of contact for organization (include contact information):                             <ul style="list-style-type: none"> <li>○ Identify the organization's Authorizing Official for entering into grant agreement, including contact information (include sub-grantee entering agreement within Group 1 and 2 port areas under FA process)</li> <li>○ Identify the organization's primary point of contact for management of the project(s)</li> </ul> </li> <li>• Ownership or Operation:                             <ul style="list-style-type: none"> <li>○ Identify whether the applicant is: (1) a private entity; (2) a state or local agency; or (3) a consortium composed of local stakeholder groups (i.e., river groups, ports, or terminal associations) representing federally regulated ports, terminals, US inspected passenger vessels or ferries.</li> </ul> </li> <li>• Role in providing layered protection of regulated entities (applicable to State or local agencies, consortia and associations only):                             <ul style="list-style-type: none"> <li>○ Describe your organization's specific roles, responsibilities and activities in delivering layered protection</li> </ul> </li> <li>• Important features:                             <ul style="list-style-type: none"> <li>○ Describe any operational issues you deem important to the consideration of your application (e.g., interrelationship of your operations with other eligible high-risk ports, etc.)</li> </ul> </li> </ul>
Response	<p>Area of Operations:</p> <ul style="list-style-type: none"> <li>○ Ports of Los Angeles/Long Beach COTP Zone</li> <li>○ Eligible Port Area – Long Beach</li> <li>○ Location of Project – Port of Long Beach</li> <li>○ Infrastructure – Port of Long Beach</li> </ul> <p>Points of Contact:</p> <ul style="list-style-type: none"> <li>○ Authorizing Official – Long Beach Police Department Chief of Police Jim McDonnell</li> <li>○ Primary Point of Contact – Lieutenant Michael Lewis, Homeland Security, 562-577-4350, Email: michael.lewis@longbeach.gov</li> </ul> <p>Ownership or Operation:</p> <ul style="list-style-type: none"> <li>○ The LBPDP is considered a local agency.</li> </ul> <p>Under the LA/LB AMSC Port Wide Stakeholders Strategic Planning Subcommittee, LBPDP officials have joined subject matter experts and</p>

key stakeholders associated with the LA/LB Port Complex and developed the LB/LA Port Wide Strategic Risk Management/Mitigation Plan (RMMP) and Trade Resumption/Resiliency Plan (TRRP). This subcommittee adopted a methodology that produced initiatives of multiple activities designed to mitigate port wide gaps in security, while qualifying related responsibilities of authorities, as well as their distinct capabilities, capacities, competences and partnerships.

This Subcommittee also adopted measures to address information detailed in the Maritime Assessment and Strategy Toolkit (MAST), and findings associated with the DHS National Strategy for Maritime Security Plan and Los Angeles/Long Beach Underwater Terrorism Preparedness Plan (UTTP). This assessment and vetting process of multiple port assets is used to identify the need for security enhancement countermeasures and response capabilities, which aids the development of a prioritization strategy for implementing PSGP projects.

In addition to the information above, the Stakeholder subcommittee based decisions on the Coast Guard LA/LB Sector COTP grant guidance precept, continuity of operations, and grant priorities identified in the PSGP FY 09 Grant Guidance and Application manual.

Role in providing layered protection of regulated entities:

- The LBDP is the primary law enforcement entity in the Port of Long Beach.

Police officers in the LBDP would be the first responders to any natural or manmade disaster in the Port Complex. This includes any threat, actual or potential terrorist attack in the Port Complex.

LBDP personnel are active participants on numerous AMSC subcommittees. Further, a LBDP Deputy Chief is an active board member on the Central California AMSC Executive Board.

Important features:

- The Port of Long Beach is operated by the Long Beach Harbor Department.

The Port of Long Beach is one of the world's busiest seaports, a leading gateway for trade between the United States and Asia. It supports millions of jobs nationally and provides consumers and businesses with billions of dollars in goods each year. The LA/LB Port Complex is the 5<sup>th</sup> largest port in the world. Even just a credible threat of a terrorist attack would close the Port and cause an immediate large-scale economic impact.

## II. Strategic and Program Priorities

II.A. Provide a brief abstract of the Investment	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	Provide a succinct statement summarizing this Investment
Response	<p>The LBDP proposes to purchase a CBRNE SUV style response and patrol vehicle for the LBDP Port Police Section. This large sized patrol and response style sports utility vehicle (SUV) will hold recently purchased FY 2008 Proposition 1B – California Ports and Maritime Security Grant Program funded CBRNE detection, identification, and verification equipment.</p> <p>The vehicle will be equipped with additional cabinets, drawers, and boxes to properly store and quickly deploy the CBRNE detection, identification,</p>

and verification equipment.

The SUV style response and patrol vehicle will be equipped with a power rear lift gate that easily opens and closes. Opening the rear lift gate allows access to additional storage cabinets, storage drawers and a pull out incident command post tactical table. These storage cabinets and drawers will contain maps, resource tracking materials, and other incident management supplies. This feature and supplies will be used to erect a front line field command post, which enables supervisory personnel to quickly respond to and manage an emergency situation.

This asset will utilize existing police systems, video streaming, resource tracking capabilities, LBCOP monitoring, air support downlink video and POLB/POLA CCTV technologies. The vehicle will also connect to the Port of Long Beach (POLB) Web portal system enabling interoperability with all the POLB security systems. This will aid situational awareness, support threat assessments & intelligence gathering, and provide disaster management assistance under a unified command structure.

The SUV will provide radio interoperability support with pre-existing and future land-based LE/Fire, LB EOC, POLB Command and Control Centers, communications with LASD EOD, and surrounding Counties regional mutual aid frequencies. Further, communications will also have interoperability with marine-based POLB, POLA, LA/LB Harbor Patrols, and USCG communications systems.

The vehicle can and will be used in the Port as a field command post because it will be assigned to the Port Police Section and driven daily by a Port Police supervisor. This will enable Port Police, Port of Long Beach Harbor Patrol, Long Beach Fire, and other agency incident command personnel to effectively manage an emergency response or tactical situation.

**II.B. Describe how the Investment will address one or more of the PSGP priorities and Area Maritime Security Plan or COTP Priorities (how it corresponds with PRMP for Group I and II)**

<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>• Describe how, and the extent to which, the investment addresses:               <ul style="list-style-type: none"> <li>○ Enhancement of Maritime Domain Awareness</li> <li>○ Enhancement of IED and WMD prevention, protection, response and recovery capabilities</li> <li>○ Training and exercises</li> <li>○ Efforts supporting the implementation of TWIC</li> </ul> </li> <li>• Area Maritime Security Plan and/or Captain of the Port Priorities</li> </ul>
<b>Response</b>	<p>Describe how, and the extent to which, the investment addresses:</p> <ul style="list-style-type: none"> <li>○ Enhancement of Maritime Domain Awareness:</li> </ul> <p style="padding-left: 40px;">This equipment will be utilized on land patrols throughout the Ports of Long Beach and Los Angeles and surrounding Port areas.</p> <p style="padding-left: 40px;">This project fulfills “Gap Analysis” needs identified in the RMMP by addressing numerous priorities, while increasing resilience by providing an enhanced capability to return continuity of operations to the POLB and the region in a shorter amount of time.</p> <ul style="list-style-type: none"> <li>○ Enhancement of IED and CBRNE detection, prevention, protection, response, protection, response and recovery capabilities:</li> </ul> <p style="padding-left: 40px;">This project will meet TRRP high priority initiatives by increasing and facilitating rapid response to, and detection of, chemical, biological, radiological, nuclear, and explosives, damage assessment actions and methods, which help return Port operations and services back to normal. Plus, command and control communications, interoperability</p>

and exchange of information will increase when responding to and mitigating IED or CBRNE type incidents.

o Training and Drills:

The LBPDP Port Police Section will use this equipment when conducting training, exercises, and drills, throughout the Port's of Long Beach and Los Angeles. Further, the LBPDP will train with other agency personnel with similar capabilities.

o Area Maritime Security Plan and/or Captain of the Port Priorities:

RMMP objectives and priorities will be met because this equipment will strengthen LBPDP operational capabilities.

A gap analysis resiliency vulnerability identified in the TRRP on page 40 noted the importance of communication during a disaster. This project will dramatically address this vulnerability.

In support of Presidential Policy Directive 8, this project will improve the Port Security Unit's ability to prevent, protect against, mitigate the effects of, respond to, and recover from threats that pose the greatest risk to the security of the Nation. This is accomplished by facilitating the deployment of CBRNE detection and identification equipment, and/or by enabling personnel to quickly and effectively establish a field command post.

FEMA identified four funding priorities in the FY 2009 PSGP Funding Opportunity Announcement. This project addresses three of these priorities (Enhancing Maritime Domain Awareness; Enhancing Improvised Explosive Device (IED), Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery capabilities; and Training and Exercises).

**III. Impact**

**III.A. Describe how the project offers the highest risk reduction potential at the least cost.**

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed ½ page
<b>Response Instructions</b>	<ul style="list-style-type: none"> <li>• Discuss how the project will reduce risk in a cost effective manner               <ul style="list-style-type: none"> <li>o Discuss how this investment will reduce risk (e.g., reduce vulnerabilities or mitigate the consequences of an event) by addressing the needs and priorities identified in earlier analysis and review. For facility specific investments, the anticipated risk reduction in MSRAM should be included</li> </ul> </li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>• Discuss how the project will reduce risk in a cost effective manner</li> </ul> <p>In order to mitigate the gaps in response and recovery from manmade or natural disasters, the analysis indicates that routine patrol and field command post operations are extremely beneficial in returning operations to normal. Further, this project will help command and control efforts, damage assessment operations, information sharing, can improve response, containment, and resolution of an incident all of which reduce overall expenses, while helping the return port return to normal operations.</p> <p>This equipment will enhance current LBPDP capabilities, allow easier interoperability with other agencies, and enable LBPDP personnel to share this equipment with other regional partners in the Long Beach/Los Angeles Port Complex.</p> <p>RMMP and TRRP gap analysis studies have identified CBRNE incidents as a high potential for disruption of port services. This low cost alternative will enable CBRNE response personnel to more easily</p>

respond to, detect, identify, and mitigate CBRNE material enabling the port to return to normal more quickly.

This funding will not only enhance response capabilities on the Long Beach side of the Port, but are needed to mitigate risks within the entire Long Beach/Los Angeles Port Complex.

**III.B. Describe current capabilities similar to this Investment**

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed ½ page
<b>Response Instructions</b>	<ul style="list-style-type: none"> <li>Describe how many agencies within the port have existing equipment that are the same or have similar capacity as the proposed project</li> <li>Include the number of existing capabilities within the port that are identical or equivalent to the proposed project</li> </ul>
<b>Response</b>	This vehicle will be the only dedicated daily CBRNE deployed patrol vehicle in the Long Beach Port complex with the capability to transport detection and response equipment, deploy CBRNE detection equipment, and identify CBRNE agents and compounds on site. Additionally, this vehicle will have the capability to provide supervisors at a field command post with a full spectrum of communications, video downlink, and computer diagnostic equipment to effectively conduct incident management from a forward deployed Command Post.

**IV. Funding & Implementation Plan**

- Complete the IV.A. to identify the amount of funding you are requesting for this investment only
- Funds should be requested by allowable cost categories as identified below
- Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular Investment

*Note: Investments will be evaluated on the expected impact on security relative to the amount of the investment (i.e., cost effectiveness). An itemized Budget Detail Worksheet and Budget Narrative must also be completed for this investment. See following section for a sample format.*

The following template illustrates how the applicants should indicate the amount of FY 2009 PSGP funding required for the investment, how these funds will be allocated across the cost elements, and the required cash or in-kind match:

<b>IV.A. Investment Funding Plan</b>	<b>FY 2009 PSGP Request Total</b>	<b>Match (Cash or In-Kind)</b>	<b>Grand Total</b>
<i>Maritime Domain Awareness</i>	\$24,000	\$8,000	\$32,000
<i>IED and WMD Prevention, Protection, Response and Recovery Capabilities</i>	\$24,000	\$8,000	\$32,000
<i>Training</i>			
<i>Exercises</i>			
<i>TWIC Implementation</i>			
<i>Operational Packages (OPacks)</i>			
<i>M&amp;A</i>			
<b>Total</b>	<b>\$48,000</b>	<b>\$16,000</b>	<b>\$64,000</b>

**IV.B. Provide a high-level timeline, milestones and dates, for the implementation of this Investment such as stakeholder engagement, planning, major acquisitions or 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>Milestones are for this discrete Investment – those that are covered by the requested FY 2009 PSGP funds and will be completed over the 36-month grant period starting from the award date, giving consideration for review and approval process up to 12 months (estimate 24 month project period)</li> <li>Milestones should be kept to high-level, major tasks that will need to occur (i.e. Design and development, begin procurement process, site preparations, installation, project completion, etc.)</li> </ul>



	<ul style="list-style-type: none"><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>Memorandum of Agreement (Contract) drafted &amp; completed between the Fiduciary Agent and the City of Long Beach by August 30, 2012.</p> <p>City of Long Beach City Council PSGP funding acceptance by August 31, 2012.</p> <p>100% of funds expended by November 30, 2012.</p> <p>Reimbursement requests and final close out reports all completed by December 31, 2012.</p>

# FY 2009 PORT SECURITY GRANT PROGRAM

## INVESTMENT JUSTIFICATION

Investment Heading	
Port Area	Los Angeles – Long Beach COTP Zone
State	California
Applicant Organization	Long Beach Police Department (LBPD)
Investment Name	Interoperability System Upgrade
Investment Amount	\$1,500,000

### I. Background

*Note: This section only needs to be completed once per application, regardless of the number of Investments proposed. The information in this section provides background and context for the Investment(s) requested, but does not represent the evaluation criteria used by DHS for rating individual Investment proposals.*

I. Provide an overview of the port system in which this Investment will take place	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	<ul style="list-style-type: none"> <li>• Area of Operations:                             <ul style="list-style-type: none"> <li>○ Identify COTP Zone</li> <li>○ Identify eligible port area</li> <li>○ Identify exact location of project site (i.e. physical address of facility being enhanced)</li> <li>○ Identify who the infrastructure (project site) is owned or operated by, if not by your own organization</li> </ul> </li> <li>• Point(s) of contact for organization (include contact information):                             <ul style="list-style-type: none"> <li>○ Identify the organization's Authorizing Official for entering into grant agreement, including contact information (include sub-grantee entering agreement within Group 1 and 2 port areas under FA process)</li> <li>○ Identify the organization's primary point of contact for management of the project(s)</li> </ul> </li> <li>• Ownership or Operation:                             <ul style="list-style-type: none"> <li>○ Identify whether the applicant is: (1) a private entity; (2) a state or local agency; or (3) a consortium composed of local stakeholder groups (i.e., river groups, ports, or terminal associations) representing federally regulated ports, terminals, US inspected passenger vessels or ferries.</li> </ul> </li> <li>• Role in providing layered protection of regulated entities (applicable to State or local agencies, consortia and associations only):                             <ul style="list-style-type: none"> <li>○ Describe your organization's specific roles, responsibilities and activities in delivering layered protection</li> </ul> </li> <li>• Important features:                             <ul style="list-style-type: none"> <li>○ Describe any operational issues you deem important to the consideration of your application (e.g., interrelationship of your operations with other eligible high-risk ports, etc.)</li> </ul> </li> </ul>
Response	<p>Area of Operations:</p> <ul style="list-style-type: none"> <li>○ Ports of Los Angeles/Long Beach COTP Zone</li> <li>○ Eligible Port Area – Long Beach</li> <li>○ Location of Project – Port of Long Beach</li> <li>○ Infrastructure – Port of Long Beach</li> </ul> <p>Points of Contact:</p> <ul style="list-style-type: none"> <li>○ Authorizing Official – Long Beach Police Department Chief of Police Jim McDonnell</li> <li>○ Primary Point of Contact – Lieutenant Michael Lewis, Homeland Security, 562-577-4350, Email: michael.lewis@longbeach.gov</li> </ul> <p>Ownership or Operation:</p> <ul style="list-style-type: none"> <li>○ The LBPD is considered a local agency.</li> </ul>

Under the LA/LB AMSC Port Wide Stakeholders Strategic Planning Subcommittee, LBPB officials have joined subject matter experts and key stakeholders associated with the LA/LB Port Complex and developed the LB/LA Port Wide Strategic Risk Management/Mitigation Plan (RMMP) and Trade Resumption/Resiliency Plan (TRRP). This subcommittee adopted a methodology that produced initiatives of multiple activities designed to mitigate port wide gaps in security, while qualifying related responsibilities of authorities, as well as their distinct capabilities, capacities, competences and partnerships.

This Subcommittee also adopted measures to address information detailed in the Maritime Assessment and Strategy Toolkit (MAST), and findings associated with the DHS National Strategy for Maritime Security Plan and Los Angeles/Long Beach Underwater Terrorism Preparedness Plan (UTTP). This assessment and vetting process of multiple port assets is used to identify the need for security enhancement countermeasures and response capabilities, which aids the development of a prioritization strategy for implementing PSGP projects.

In addition to the information above, the Stakeholder subcommittee based decisions on the Coast Guard LA/LB Sector COTP grant guidance precept, continuity of operations, and grant priorities identified in the PSGP FY 09 Grant Guidance and Application manual.

Role in providing layered protection of regulated entities:

- o The LBPB is the primary law enforcement entity in the Port of Long Beach.

Police officers in the LBPB would be the first responders to any natural or manmade disaster in the Port Complex. This includes any threat, actual or potential terrorist attack in the Port Complex.

LBPB personnel are active participants on numerous AMSC subcommittees, including the Central California AMSC Executive Board.

Important features:

- o The Port of Long Beach is operated by the Long Beach Harbor Department.

The Port of Long Beach is one of the world's busiest seaports, a leading gateway for trade between the United States and Asia. It supports millions of jobs nationally and provides consumers and businesses with billions of dollars in goods each year. The LA/LB Port Complex is the 5<sup>th</sup> largest port in the world. Even just a credible threat of a terrorist attack would close the Port and cause an immediate large-scale economic impact.

## II. Strategic and Program Priorities

II.A. Provide a brief abstract of the Investment	
Response Type	Narrative
Page Limit	Not to exceed 1 page
Response Instructions	Provide a succinct statement summarizing this Investment
Response	<ul style="list-style-type: none"> <li>o The current City of Long Beach computer aided dispatch (CAD) and related data management system is used by numerous public safety agencies in the Port of Los Angeles, Port of Long Beach and the region. However, this system drastically needs an upgrade.</li> </ul> <p>This project will fund an upgrade of the 16-year-old City of Long Beach computer aided dispatch (CAD) system and related data management system. This system upgrade will dramatically improve the gathering, storage, retrieval, and sharing of data among public safety agencies.</p>

Further, the upgrade will facilitate police and fire interoperability, improve resource tracking, and facilitate maritime and landside situational awareness.

A variety of different Port Complex and regional public safety agencies already connect and utilize the City of Long Beach system. So this upgrade will assist these agencies as well.

This upgrade is mission critical because it will enhance the ability to connect and share counter terrorism information and intelligence to the Los Angeles/Long Beach Port Complex and the region because it serves as the dedicated computer aided dispatch and information sharing system for numerous public safety agencies (i.e. Los Angeles Port Police, Port of Long Beach, Long Beach Fire Department, Port of Los Angeles, Marine Patrol, Signal Hill PD, Long Beach Airport, and Long Beach Marine Safety). The new feature and functionality of the system will be an enhancement for all the agencies that use this system.

This out-of-date technology hampers public safety's ability to quickly access information that could: prevent an act of terror; increase the opportunity to identify and apprehend a criminal; provide life-saving information at the scene of an emergency; and improve information sharing with other Port Complex first responders and others throughout the region.

**II.B. Describe how the Investment will address one or more of the PSGP priorities and Area Maritime Security Plan or COTP Priorities (how it corresponds with PRMP for Group I and II)**

**Response Type** Narrative

**Page Limit** Not to exceed 1 page

- Response Instructions**
- Describe how, and the extent to which, the investment addresses:
    - Enhancement of Maritime Domain Awareness
    - Enhancement of IED and WMD prevention, protection, response and recovery capabilities
    - Training and exercises
    - Efforts supporting the implementation of TWIC
  - Area Maritime Security Plan and/or Captain of the Port Priorities

**Response**

- Large part of the project provides an information/intelligence technology system to assist region wide situational awareness, information sharing, and operational efforts by providing real-time observations, information, intelligence, and notification capabilities.

This system will enhance the ability to connect and share information and intelligence with the Joint Regional Intelligence Center (JRIC) Fusion Center, Long Beach Common Operating Picture (LBCOP) and the two largest law enforcement agencies in LA County (LASD and LAPD).

This project will enhance interoperability with the two main players in the Port Complex: Port of Long Beach and Port of Los Angeles, which will greatly enhance collaboration, information sharing, intelligence production and distribution, and aid situational awareness between both ports.

The upgrade will support and further enable improved interoperability, resource tracking, and data sharing with other public safety agencies in the Port Complex and region. Further, this upgrade will enhance resource management capabilities by enabling personnel too more easily track Port Complex personnel and equipment.

In addition to CAD capabilities, the LBPD plans to use this system in conjunction with the City of Long Beach intelligence system to fuse the disparate local, State, and Federal law enforcement data systems, public and private video surveillance streams, open source internet, records management, and automated reporting system to effectively analyze data, collaborate with regional law enforcement partners, and produce accurate and actionable intelligence. This will help prevent, mitigate, and

respond to natural and man-made disasters or emergencies. This upgrade will enhance the region's Suspicious Activity Reporting (SAR) system, which enables public safety officers to enter suspicious activity information directly into their onboard vehicle or vessel computers.

This project will assist public notification efforts by facilitating the dissemination of information through Tipsoft, E-notify, Reverse 911, and Nixel public awareness systems.

Upgraded system will enhance public safety's ability to access Port Complex camera, sonar, radar, and other web based information points like the FBI's Law Enforcement Officer database, CalPhoto, JRIC intelligence databases, Coast Guard Homeport, and the Marine Exchange vessel tracking system.

This upgrade will also continue to support the Port Situational Awareness Network (Port-SAN), which is a private and public Port Complex stakeholder information sharing system.

RMMP objectives will be met because this project will strengthen operational capabilities, which will enable the LBPD to further meet identified priorities.

DHS identified only four priorities for the PSGP FY 2009 funding cycle. This project addresses two of these priorities (Enhancing Maritime Domain Awareness and Enhancing Improvised Explosive Device (IED) Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery capabilities).

In addition to support the RMMP and TRRP, this project supports the following National Homeland Security priorities: strengthens information sharing and collaboration capabilities, strengthens interoperable and operable communication capabilities, and expands regional collaboration.

### III. Impact

#### III.A. Describe how the project offers the highest risk reduction potential at the least cost.

<b>Response Type</b>	Narrative
<b>Page Limit</b>	Not to exceed ½ page
<b>Response Instructions</b>	<ul style="list-style-type: none"> <li>• Discuss how the project will reduce risk in a cost effective manner <ul style="list-style-type: none"> <li>○ Discuss how this investment will reduce risk (e.g., reduce vulnerabilities or mitigate the consequences of an event) by addressing the needs and priorities identified in earlier analysis and review. For facility specific investments, the anticipated risk reduction in MSRAM should be included</li> </ul> </li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>○ City of Long Beach management personnel conducted an in depth cost analysis on this project. Initial discussions were leading to the purchase of a brand new CAD and related data management system. However, cost estimates from numerous vendors were in the range \$7,000,000 to \$9,000,000 range for comparable systems. This project that upgrades the existing system is comparably less.</li> </ul> <p>This equipment will enhance current port complex capabilities, allow easier interoperability with surrounding agencies, and enable port complex public safety personnel to share information, intelligence and communicate with each other.</p> <p>Further, interoperability systems can help facilitate command and control efforts, damage assessment operations, information sharing, and improve response, containment, and resolution of an incident.</p> <p>All of these enhanced capabilities will help return Port operations and services back to normal.</p>

III.B. Describe current capabilities similar to this Investment	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response Instructions	<ul style="list-style-type: none"> <li>Describe how many agencies within the port have existing equipment that are the same or have similar capacity as the proposed project</li> <li>Include the number of existing capabilities within the port that are identical or equivalent to the proposed project</li> </ul>
Response	No Port of Long Beach or Port of Los Angeles entity has a CAD and related data management system remotely similar to this project.

#### IV. Funding & Implementation Plan

- Complete the IV.A. to identify the amount of funding you are requesting for this investment only
- Funds should be requested by allowable cost categories as identified below
- Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular Investment

Note: Investments will be evaluated on the expected impact on security relative to the amount of the investment (i.e., cost effectiveness). An itemized Budget Detail Worksheet and Budget Narrative must also be completed for this investment. See following section for a sample format.

The following template illustrates how the applicants should indicate the amount of FY 2009 PSGP funding required for the investment, how these funds will be allocated across the cost elements, and the required cash or in-kind match:

IV.A. Investment Funding Plan	FY 2009 PSGP Request Total	Match (Cash or In-Kind)	Grand Total
<i>Maritime Domain Awareness</i>	225,000	75,000.00	300,000
<i>IED and WMD Prevention, Protection, Response and Recovery Capabilities</i>	900,000	300,000.00	1,200,000
<i>Training</i>			
<i>Exercises</i>			
<i>TWIC Implementation</i>			
<i>Operational Packages (OPacks)</i>			
<i>M&amp;A</i>			
Total	1,125,000	375,000.00	1,500,000.00

IV.B. Provide a high-level timeline, milestones and dates, for the implementation of this Investment such as stakeholder engagement, planning, major acquisitions or 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	<ul style="list-style-type: none"> <li>Only include major milestones that are critical to the success of the Investment</li> <li>Milestones are for this discrete Investment – those that are covered by the requested FY 2009 PSGP funds and will be completed over the 36-month grant period starting from the award date, giving consideration for review and approval process up to 12 months (estimate 24 month project period)</li> <li>Milestones should be kept to high-level, major tasks that will need to occur (i.e. Design and development, begin procurement process, site preparations, installation, project completion, etc.)</li> <li>List any relevant information that will be critical to the successful completion of the milestone (examples listed in the question text above)</li> </ul>
Response	<p>Memorandum of Agreement (Contract) drafted &amp; completed between the Fiduciary Agent and the City of Long Beach by August 30, 2012.</p> <p>City of Long Beach City Council PSGP funding acceptance by September 31, 2012.</p> <p>50% of funds expended and reimbursement requests submitted by December 31, 2012.</p> <p>100% of funds expended, reimbursement requests, and final close out reports all completed by April 30, 2013.</p>