

# Public Safety Transportation Operations Center (PSTOC)

Board of Supervisors Briefing

April 25, 2005

# Summary

- What is the PSTOC?
- Who will occupy the PSTOC?
- What will the PSTOC make possible?
- How did the project evolve?
- What will PSTOC look like?
- What is the PSTOC Timeline and Budget?
- What is in the Proposed Master Development Agreement?

# PSTOC: Part of the West Ox Road Complex

- **PSTOC: within a portion of a 78 acre campus (known generally as Camp 30)**
  - 1/3 of acreage currently owned by Fairfax County
  - 2/3 of acreage currently owned by the Commonwealth
- **Complex will include a Bus Operations Center to accommodate 300 buses and a 195,000 square foot office building for:**
  - VDOT Northern Virginia District Headquarters
  - Virginia State Police Division 7 Headquarters
- **Complex currently includes the Fire and Rescue Academy, Solid Waste Transfer Station, Police Helipad, Animal Shelter, and DVS Garage**

# West Ox Road Complex



# PSTOC Occupants

- Department of Public Safety Communications (911 Center)
- Office of Emergency Management
- VDOT Smart Traffic Center
- Virginia State Police Communications Center
- Police Department Forensics
  - Crime Scene Section
  - Electronic Surveillance Unit
  - DNA Lab
  - NOVARIS
- Facility Support Operations

# PSTOC Facility

- 144,000 square foot facility with two main building components, separated by service yard and outdoor courtyard:
  - Main PSTOC
  - Forensic facility and other support functions
- Two story building, no basement
- PSTOC will contain mission critical/redundant systems, 100-foot set-back for blast restraint and progressive collapse design characteristics

# Why PSTOC?

- County, VDOT, VSP facilities can not meet increasing space, technology and security demands
- Co-location offers significant operational benefits

# PSTOC will make possible...

- Greater County/State/Regional collaboration in the post 9/11 world
- A hardened, secure facility with redundant mission critical systems
- Growth through 2025, with additional expansion capabilities
- Essential co-location of Public Safety and Transportation functions and key emergency operations
- An improved Fairfax County EOC with adequate space, appropriate business systems and information technology to support County agencies, the Commonwealth, and other public, non-profit, and private sector organizations during emergencies
- Cost-effective provision of services due to shared building and technology resources between levels of government

# Key Operational Benefits

*The right people, at the right time,  
in the right place, with the right tools  
to respond to any emergency or disaster*

1. Maximizes resources/minimizes costs
2. Breaks down inter-governmental and inter-disciplinary barriers allowing local and state transportation and public safety agencies to engage in cooperative planning, funding and operations
3. Improves emergency preparedness, coordination and response
4. Improves interoperability of systems and shared information technology
5. Partners Fairfax County, the Commonwealth of Virginia and other agencies

# Key Operational Benefits

6. Provides efficiencies and enhances effectiveness through shared building and technology resources
7. Combines different and essential emergency planning and response services
8. Enables a regional strategy to provide vital public safety, emergency management, traffic management and other services
9. Establishes a cooperative environment through routine operations which sets the stage for interagency support when major emergency operations are underway
10. Serve as back-up to Regional Incident Coordination Center (RICC)

# Evolution of the Project

- Included in FY 2003 CIP
- Master Plan and 2232 Public Hearing completed Spring 2004
- Site visits to regional and national centers to develop best management and operational practices as well as desired design features, completed Summer 2004
- Architectural Program completed Fall 2004
- Schematic Design completed Spring 2005 – on schedule

# Best Practice Findings

- Organizational Structure
- Governance
- Facility Management
- Regional Interoperability
- Inter-local Agreements
- Assets and Funding
- Human Resources, Policies and Procedures
- Performance Measures
- Security
- Systems
- Design

# PSTOC



# Communications Center

Co-location of:

- VSP (call-taking, dispatch and support)
- VDOT (Smart Traffic Center, signal system and support)
- County 911 call-taking and support
- Fire Department dispatch
- Police Department dispatch

# Emergency Operations Center (EOC)

## ■ Provides:

- Real-time information sharing and communication between the County and its partners
- Enhanced technology and interoperability
- Redundant radio communications, telephone, power, HVAC, and other support systems to enhance emergency capabilities
- Training, exercises and planning

# PSTOC Budget and Schedule

■ **Total Project Costs:**                   **\$102,522,130**

- Design and Construction:                   \$60,022,130
- IT Requirements:                               \$37,000,000
- Land Acquisition:                             \$5,500,000

■ **Project Timeline**

- Finalize Master Development Agreement with the Commonwealth by late May 2005
  
- Start construction of the site infrastructure by late September 2005
  
- Start construction of the PSTOC by Spring 2006
  
- Open the PSTOC by November 1, 2007

# PSTOC IT Requirements

|  |                             |
|--|-----------------------------|
| <b>Voice, Data and Video Infrastructure</b>                      | <b>\$8.4 million</b>        |
| <b>EOC Equipment</b>   | <b>\$2.1 million</b>        |
| <b>PSCC Systems and Equipment</b>                                | <b>\$16.3 million</b>       |
| <b>Radio System Master Control</b>                               | <b>\$6.5 million</b>        |
| <b>PCs, servers, office equipment<br/>and consultant support</b> | <b><u>\$3.7 million</u></b> |
| <b>Total</b>   | <b>\$37.0 million</b>       |

# Proposed Master Development Agreement

- County will acquire approximately 20 acres of Camp 30/West Ox Road site (currently owned by the State) from VDOT to permit development of PSTOC and Bus Operations Center.
- County will be developer of PSTOC building as well as VDOT area maintenance facility and VDOT administration building.
- VDOT will pay 100% of costs for design and construction of VDOT maintenance facility and VDOT administration building, including a developer fee to the County.
- County will own PSTOC land. State and County will be co-owners of PSTOC building, each paying pro rata share of all PSTOC expenses, including design, construction and operation, based on share of Floor Area Ratio (FAR) occupied by the County and the State.
- County will lease and operate a cafeteria and day-care center in the VDOT administration building.
- All payments to be shared proportionately as construction progresses; County payment for 20 acre parcel will be credited toward initial State payments.