

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
ACTION ITEM

Item No. 6a
Date of Meeting April 28, 2015

DATE: April 20, 2015
TO: Ted Fick, Chief Executive Officer
FROM: Mark Thomas, Deputy Chief of Police, POSPD
Russ Read, Seaport Security Program Manager
Anne Purcell, Sr. Port Counsel
SUBJECT: Resolution No. 3706, Second Reading and Final Passage – Property Surplus of Backscatter Vans and Trailers.

Value: Unknown
Original Price: \$2,326,506.00
Source of Funds: TSA Security Grant Program

ACTION REQUESTED

Request Second Reading and Final Passage of Resolution No. 3706: A Resolution of the Port Commission of the Port of Seattle declaring certain personal property, Backscatter X-Ray vans and trailers, surplus and no longer needed for port district purposes and authorizing its disposal.

SYNOPSIS

In 2002 the Port of Seattle received two Backscatter X-Ray vans and trailers through a Federal Seaport Security grant. The vans are manufactured for cargo, vessel stores and vehicle screening and create an x-ray photo-like image that can reveal threats such as explosives and drugs and contraband such as alcohol and cigarettes.

BACKGROUND

In 2002/2003 the Port of Seattle contracted with Scientific Applications International Corporation (“SAIC”) through a Federal Seaport Security grant to perform a vulnerability assessment for the Ports of Seattle, Tacoma and Everett. This document became known as the “STEPS” report. The STEPS report identified the vulnerability of dangerous substances and devices being brought into cruise terminal operations through either passenger baggage or the stores delivered to the cruise ships typically loaded into large panel vans or semi-tractor trailers. The STEPS document recommended that the vessel stores be screened prior to being brought into the U.S. Coast Guard regulated portions of the cruise facilities under Title 33, Code of Federal Regulations, Part 105.

The Port of Seattle applied for and received federal grant funds through, at that time, the Transportation Security Administration (TSA) Security Grant Program. These port security

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grants are now administered by FEMA. The TSA grant provided full funding for the stores screening program without a funds matching requirement. If the Port is able to sell the vans, any funds received from the sale of the vans would be returned to FEMA per their equipment disposition parameters.

The Port of Seattle contracted with consulting firm Parsons Brinckerhoff to design non-intrusive inspection systems for cruise vessel stores that could facilitate the volume of throughput with minimal disruption to other cruise vessel activities. The design firm, Parsons Brinckerhoff, was unable to provide a cost effective system that would not significantly and adversely impact the cruise vessel operations.

Port of Seattle Seaport Security staff identified alternative methods of screening vehicles carrying stores prior to the vehicles entering the U.S. Coast Guard regulated cruise facilities. The Backscatter X-Ray vans were identified as meeting the screening requirements for vessel stores and were at that time the only available technology and equipment capable of performing the non-intrusive inspections of vessel stores for cruise ships. The Port of Seattle worked closely with TSA and the U.S. General Services Administration (GSA) to allow the Port of Seattle to purchase the two Backscatter X-Ray vans and accompanying equipment off of the GSA schedule, allowing the procurement to be made well under budget.

When the Backscatter X-Ray vans were delivered, training was provided for the Port of Seattle Security staff as well as Cruise Terminals of America staff. The Port of Seattle Security Staff and Cruise Terminals of America Staff also received "Train the Trainer" training on the operation of the equipment. The vans were used for screening as intended. Not long after the delivery of the vans, Cruise Terminals of America began to object to their use and eventually decided not to use the vans. The vans were used by Seaport Security to conduct random inspections of vehicles entering into U.S. Coast Guard regulated facilities to fulfill the requirements of Title 33, Code of Federal Regulations, Part 105, that requires screening for dangerous substances and devices.

In July 2009 the Backscatter X-Ray vans were transferred to the Port of Seattle Police Department to be used by the Bomb Disposal Unit. From July 2009 through 2012 the POSPD utilized the vans approximately 6-8 times at the request of Seattle Police Department and/or the Drug Enforcement Agency. The vans were also used 2-3 times in conjunction with the TSA at the Airport. The vans have not been used since 2012.

The vans required maintenance costing approximately \$15,000 per vehicle per year. The vans ultimately were not suited for POSPD work. POSPD put approximately \$7,100 into one of the vans and received a quote in 2011 of \$66,100 for repairs on the second van. The technology on the vans is now outdated and it would be expensive to bring them back to operational readiness.

FINANCIAL IMPLICATIONS

None to the Port of Seattle.

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ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1) – Spend in excess of \$60,000 per van to bring the vans back to complete operational readiness; spend at least \$15,000 per van per year for general maintenance.

Alternative 2) – Dispose of the assets in accordance with the Federal Regulations regarding disposal of federal grant funded equipment. This is the recommended alternative.

ATTACHMENTS TO THIS REQUEST

- Resolution No. 3706

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- April 14, 2015 – The Commission approved First Reading of Resolution No. 3706.
- August 12, 2003 – The Commission was briefed on the Securing Passenger Terminals (Stores) project, which included the purchase of the Backscatter X-Ray vans and trailers now requested to be declared surplus.