Homeland Security Grants

FY2005 Request:	**$2,485,000**
Reference No:	**39161**

AP/AL: Allocation
Category: Transportation
Location: Statewide
House District: Statewide (HD 1-40)
Estimated Project Dates: 07/01/2004 - 06/30/2009
Appropriation: Statewide Federal Programs

Project Type: Health and Safety

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Brief Summary and Statement of Need:

Funds needed for Homeland Security grants from the Transportation Security Administration (TSA) and the Office of Domestic Preparedness (ODP), Department of Justice.

Funding:	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	Total
Fed Rcpts	$2,485,000						$2,485,000
Total:	$2,485,000	$0	$0	$0	$0	$0	$2,485,000

☐ State Match Required	☑ One-Time Project	☐ Phased - new	☐ Phased - underway	☐ On-Going
0% = Minimum State Match % Required	☐ Amendment	☐ Mental Health Bill		

Operating & Maintenance Costs:

	Amount	Staff
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Additional Information / Prior Funding History:

FY2003 - $37,147,600;   RPL 25-4-3287 - $2,650,000.

Project Description/Justification:

Security: Electronic Manifest System

A grant of $1,600,000 has been requested for an electronic manifesting system for the entire Alaska Marine Highway System (AMHS) which would be used for passengers, vehicles and crew and would include machine-readable ID cards for crewmembers, machine-readable boarding pass cards for passengers and vehicles. The total cost of the project, including state match is $1,758,822. This enhancement would also increase efficiency by generating tickets. While large AMHS terminals are connected by computers and can share ticketing information, many of our small terminals have no capability. In some ports, the ferry's purser must meet passengers on the dock and provide "theater tickets" which contain no passenger information and are not entered into the system for months. The Nov 2001 security assessment stated that the best way to make ferry travel safer is to keep trouble off the ship. To do that, ferry terminals need security enhancements including a system-wide central ticketing/reservation system.

The Alaska Marine Highway has no electronic ticketing capability at 16 its 34 terminals. Passengers boarding at these terminals are "in the system" with a ticket stub containing no passenger information. A call to AMHS to ask if "John Doe" is on a ferry would receive the answer, "We don't know."   Technology exists to provide each purser of a ferry an electronic ticketing device that can provide a receipt with a passenger's name and voyage information. This information can be downloaded to the central AMHS reservations system at many ports of call, or be accessed while aboard and the information radioed in to AMHS HQ. Computer hardware will be needed aboard all ferries and upgrades needed at all existing terminals with ticket offices.

Existing terminal security lacks a system-wide, time-sensitive central reservations system. If a terminal is present, ticketing is done in a non-secure central ticket office staffed by several ticket agents (sometimes one) in the terminal building. If no terminal is present, the ferry's purser collects money and checks ID on the dock. AMHS does not know who is boarding its vessels at many ports; they only have ticket stubs.

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This project will greatly reduce the security vulnerabilities of AMHS, as we would now know who is aboard our vessels and where they are going. Electronic ticketing and crew ID kiosks will ensure passengers and crew have the correct ID papers. If funding is not provided for this project it will go on a "list" of things to do and will be prioritized.

Security: Explosivemeters
A grant of $400,000 has been requested to procure eight (8) portable explosive detection devices to be used in the Alaska Marine Highway System and for the training of personnel to use the equipment. Total cost of the project, with state match is $439,706. Units will be staged in aboard the AMHS ferries and be available to crewmembers of the vessel to search suspicious baggage, cargo, or vehicles. AMHS has no explosive detection devices for its 34 ports from Dutch Harbor to Bellingham, WA. Currently, passengers and vehicles are given a cursory screening prior to boarding ferries. A passenger could board a ferry in any rural port, and once in the system would be able to travel to Bellingham, WA, Valdez, Alaska, or cross the border at Prince Rupert, BC.
The Nov 2001 security assessment stated that the best way to make ferry travel safer is to keep trouble off the ship. To do that, ferry terminals need security enhancements.

The Alaska Marine Highway does not have any explosive detection devices (fixed or portable) to serve its terminals. The only method of determining whether a passenger or vehicle is carrying explosives is with a complete physical search. This is very personnel intensive and time consuming. Explosive detection devices would take advantage of the latest technology and save our personnel countless hours of frustrating work. Training would be required for AMHS personnel and funding is requested in this grant request.

Currently, baggage carts are stationed out in the weather and have a ferry crewmember watching them. This occurs at all hours of day/night and in all weather including temperatures well below freezing. Crewmembers can be distracted by passengers, events at the terminal, or by trying to stay warm and dry. While distracted, somebody could place contraband or an explosive device aboard the baggage cart and it would not be detected. Approval of this project will greatly reduce the lack of explosive detection vulnerability that currently exists within AMHS. Random search capabilities at any terminal at any time will help increase our security capabilities

Security: Wrangell Terminal Security Modifications
A grant of $210,000 has been requested to provide security upgrades for the Alaska Marine Highway System (AMHS) Wrangell Ferry Terminal. The total cost of the project, with state match is $230,846. The upgrades include fencing, baggage cart security system, ramp crowd control devices, and improved ramp lighting. In 2001, 14,415 passengers and 3,700 vehicles used the Wrangell Terminal. Numerous AMHS ferries serve Wrangell, from the 418-ft Columbia to the 235-ft ferries, Aurora and LeConte. In November 2001, AMHS hired a security contractor to conduct a study of AMHS security and to conduct a threat assessment. Final recommendations from the study at its completion in September 2002 are to provide security enhancements to the Wrangell Terminal.
Grant application:
Fencing - $150,000
Baggage cart security - $30,000
Crowd control devices at ramps - $10,000
Ramp lighting - $20,000

Security: Cordova Terminal Security Modifications
A grant of $275,000 has been requested to provide security upgrades for the Alaska Marine Highway System (AMHS) Cordova Ferry Terminal. The upgrades include fencing, baggage cart security system, electronic ticket and crew ID kiosks, CCTV, ramp crowd control devices, and improved ramp lighting. Ferries departing Cordova transit to Valdez, the location of the Trans Alaska Pipeline Terminal and numerous oil tankers. In 2001, 11,310 passengers and 3,996 vehicles used the Cordova Terminal. Two AMHS ferries will serve Cordova: the 296-ft *Tustumena*, and the 235-ft *Chenega* (commencing 2005). In November 2001, AMHS hired a security contractor to conduct a study of AMHS security and to conduct a threat assessment. Final recommendations from the study at its completion in September 2002 are to provide security enhancements to the Cordova Terminal.
Grant application:
Fencing - $150,000
Baggage cart security - $30,000
Electronic ticket & crew ID kiosks - $40,000
Closed Circuit Television (CCTV) - $25,000

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Crowd control devices at ramps - $10,000
Ramp lighting - $20,000

There may be other grants available for which this budget authorization may be used.