Commercial Motor Vehicle Safety, Infrastructure Protection and Security | **FY2006 Request: $1,739,300** | **Reference No: 39893**

AP/AL: Allocation
Project Type: Equipment
Category: Transportation
Location: Statewide
Contact: Aves Thompson
House District: Statewide (HD 1-40)
Contact Phone: (907)341-3210
Estimated Project Dates: 07/01/2005 - 06/30/2010
Appropriation: Statewide Federal Programs

Brief Summary and Statement of Need:
Authority to receive and expend funds from several federal agencies such as Federal Motor Carrier Safety Administration (FMCSA), Transportation Safety Administration (TSA), Federal Highway Administration (FHWA), and National Highway Transportation Safety Administration (NHTSA). These funds are needed to cover proposals currently submitted to the above agencies. This project contributes to the Department's Mission by reducing injuries, fatalities and property damage.

Funding:	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	Total
Fed Rcpts	$1,739,300						$1,739,300
Total:	$1,739,300	$0	$0	$0	$0	$0	$1,739,300

☐ 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:
None.

Project Description/Justification:
State Worker Transportation Identification Card (SWTIC) $935,300 Capital grant from TSA 100%
This project will develop and implement a Transportation Worker Identification Card (TWIC) in Alaska. The project will create the capabilities to institute security threat assessments by providing forms, application processing, and fingerprint processing services for background checks of commercial drivers at the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE). Fingerprints will be collected by MSCVE then transmitted electronically to Department of Public Safety (DPS) who will conduct a state background check and simultaneously electronically transmit the fingerprint files to the FBI. When all the information is received by DPS, they will enter a pass / fail notification into the newly developed database, allowing DMV to: 1) verify the information prior to issuing a hazardous materials endorsement and 2) verify the individual background check is complete prior to issuance of a TWIC by Alaska DOT and DMV.

This methodology will ensure a single process for background checks of CDL drivers statewide and a centralized card issuance model for security reasons. The proposed identification card will enable drivers to prove that they have completed requirements of the background check rule and are cleared for issuance of a hazardous material endorsement or other clearances as needed. The project will create uniformity, standardization, and conformity in the investigative, fingerprint, and background check process for industry and government.

The Transportation Security Administration (TSA), the United States Department of Transportation, and the Federal Motor Carrier Safety Administration (FMCSA) prohibit states from issuing, renewing, transferring, or upgrading a commercial driver's license (CDL) with a hazardous materials endorsement without a background check. The TSA has established

standards for security threat assessments of CDL holders applying for, renewing, or transferring a hazardous materials endorsement. These standards involve fingerprint-based criminal history record checks.

Full Life Cycle Cost Information $935,280
Project Initiation/Planning: $270,000
Requirements Definition: $200,000
Staff Resources Required: $155,000
Hardware / Infrastructure Acquisition: $288,400
Hardware / Infrastructure Installation: use existing staff
Training: $21,000
40 staff @ $200/day Instructors (3 classes @ $1,000) Staff and instructor travel

The project will include the purchase of optical finger print capture devices and off-the-shelf software. Some customization may be required.

Radiation Detection devices at AK Canada Border to identify and monitor radiation in commercial shipments. $804,000 100%TSA

This project will provide a system for the identification and monitoring of radiation in commercial shipments to and from Alaska. A contractor will install the system at the Tok weigh station Port of Entry 86 miles west of the Alaska – Canada border. This site receives most truck traffic entering Alaska and processes about 13,000 trucks per year. Most cargo is not inspected due to staff shortage, and there is a need for better commercial vehicle security, especially of HAZMAT shipments.

The proposed system will increase highway safety in Alaska by identifying radiological shipments and carriers not compliant with state and federal regulations. It will also increase truck security in Alaska by detecting and intercepting illicit trafficking in nuclear and other radioactive material by individuals seeking entry into the United States along the Alaska – Canada border. The proposed project will be a part of the network of Integrated Safety and Security Enforcement System (ISSES) sites that is currently being developed throughout the nation.

The identification and monitoring of radiation in commercial shipments is receiving increased emphasis as a security strategy for homeland defense. Commercial vehicle enforcement entities in four states have already deployed systems for this purpose, and eight additional states are actively investigating the feasibility of identifying and monitoring radiation in commercial shipments. The potential benefits of cargo load profiling using radiological sensors include addressing safety of shipments in transport and identifying unsafe or illicit transport of chemicals and radiological materials.

A radiation detection system uses a pair of state-of-the-art radiological sensors that commercial vehicles pass prior to stopping on the static scale installed at weigh stations. If a radiological shipment is detected, an alarm sounds, and the commercial vehicle is subjected to a detailed inspection of cargo type, shipping papers and driver credentials. The system uses existing infrastructure, e.g., weigh stations, to minimize impact upon commerce of increased security and monitoring.

This proposal seeks to have Thermal Eye Technologies supply and install an Integrated Safety and Security Enforcement System (ISSES). This initiative represents the newest deployment of Oak Ridge National Lab's (ORNL) Identification and Monitoring of Radiation in commerce Shipments (IMRicS) Program for the Department of Homeland Security. The integration of multiple proven technologies to provide homeland security benefits in conjunction with highway safety benefits represents a tremendous opportunity for state transportation agencies.

Cost Information
Project Initiation/Planning: $30,000
System Design: $50,000
Project Management, Contractor and Construction site costs. $140,000
Hardware / Infrastructure Acquisition
Gamma Neutron Bulk Monitoring System $200,000
Thermal Imaging System $170,000
Optical Character Recognition and License Plate Reader with
AVI Video Capture System $50,000
US DOT image capture and automated Vehicle Counter/Classification System $20,000

Handheld Radiation Detection and Chemical Detection Unit $15,000
Gateway Communication Package $20,000
Operator work station and control center. $25,000
Installation and Deployment: $50,000