File No. 120302

Committee Item No. 2
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Sub-Committee **Date** 7/11/12

Board of Supervisors Meeting **Date** _____

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OTHER **(Use back side if additional space is needed)**

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Completed by: Victor Young **Date** July 6, 2012
Completed by: Victor Young **Date** _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

FILE NO. 120302 RESOLUTION NO.

[Accept and Expend Grant - Ferry System Interoperability Enhancements - $1,495,727]

Resolution authorizing the Port of San Francisco to accept and expend $1,495,727 in grant funding consisting of a grant in the amount of $1,121,795 from the Department of Homeland Security, 2009 Port Security Grant Program, for Ferry System Security Interoperability Enhancements at the Port of San Francisco and $373,932 from the Metropolitan Transportation Commission as a match.

WHEREAS, the Department of Homeland Security Infrastructure Protection Program's Port Security Grant Program (PSGP) provides grant funding to port areas for the protection of critical port infrastructure from terrorism; and the PSGP funds are primarily intended to assist ports in enhancing risk management capabilities, increasing domain awareness and improving capabilities for prevention, detection, response and recovery from attacks involving improvised explosive devices and other nonconventional weapons; and

WHEREAS, on January 13, 2009, the Port of San Francisco submitted an application for grant funds under the PSGP; and

WHEREAS, On January 17, 2011 the Port of San Francisco was awarded $1,121,795 in grant funds for the Ferry System Security Interoperability Enhancements (the "grant"); and

WHEREAS, On January 20, 2012, through Resolution 12-01, the Port Commission authorized Port staff to accept and expend the Homeland Security, Port Security Grant Program funds; and

WHEREAS, DHS requires a 25% match ($373,932) of which has been provided by the Metropolitan Transportation Commission (MTC) through the RM2 Real-time Transit Information Grant program; and

WHEREAS, This grant does not create any new positions and will not require an amendment to the Annual Salary Ordinance; and

WHEREAS, All grant funding and match will go toward homeland security improvements for the Ferry Building and Ferry Terminal; and

WHEREAS, The Ferry System Security Interoperability Enhancements will provide for the smooth and efficient shift into emergency ferry operations following a terrorist event or natural disaster; and

WHEREAS, The grant terms prohibit including indirect costs in the grant budget; now, therefore, be it

RESOLVED, That the Board of Supervisors hereby authorizes the San Francisco Port Commission to accept and expend $1,121,795 in grant funding from DHS for homeland security improvements for the Ferry Building and Ferry Terminal; and be it

FURTHER RESOLVED, That the Board of Supervisors hereby authorizes the San Francisco Port Commission to accept and expend $373,932 in grant funds from the Metropolitan Transportation Commission, which will serve as the 25% match; and be it

FURTHER RESOLVED, The Board of Supervisors hereby waives inclusion of indirect costs as a part of this grant; and be it

FURTHER RESOLVED, that the Board of Supervisors hereby authorizes the Executive Director of the Port or her designee to execute any documents required to enter into this grant, including any amendments, augmentations or extensions thereto and to indemnify the Marine Exchange of the San Francisco Bay Region, as fiduciary agent for FEMA, for liability associated with the activities funded through this grant to the extent approved by the City's Risk Manager, if required by the granting agency.

Recommended:

Monique Moyer

Department Head

Approved: _____

Mayor

Approved: _____

Controller

TO:	**Angela Calvillo, Clerk of the Board of Supervisors**
FROM:	**Trisha Prashad, Port of San Francisco**
DATE:	**May 29, 2012**
SUBJECT:	**SUBSTITUTE LEGISLATION FOR FILE NO. 120302** **Accept and Expend Federal Grant Funds**
GRANT TITLE:	$1,495,727 grant from the Department of Homeland Security (DHS), 2009 Infrastructure Protection Program Port Security Grant Program for security improvements at the Port of San Francisco

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Attached please find the original and 4 copies of each of the following:

_X_ Proposed grant resolution; original signed by Department, Mayor, Controller

_X_ Grant information form, including disability checklist

___ Grant application

_X_ Award Letter

_X_ Other (Explain): Budget and Port Commission resolution

Departmental representative to receive a copy of the adopted resolution:

Name: Trisha Prashad Phone: 415.274.0421

Interoffice Mail Address: Port of San Francisco, Pier 1

Certified copy required Yes ☐ No ☒

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Information Form
(Effective January 2000)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: **Department of Homeland Security, 2009 Supplemental Infrastructure Protection Port Security Grant Program**

2. Department: **Port of San Francisco**

3. Contact Person: **Trisha Prashad** Telephone: **415-274-0421**

4. Grant Approval Status (check one):
   [**X**] Approved by funding agency [ ] Not yet approved

5. Amount of Grant Funding Approved or Applied for: **$1,495,727**

6a. Matching Funds Required: **$373,932 (25% of total project costs of $1,121,795)**
b. Source(s) of matching funds (if applicable): **Metropolitan Transportation Commission (MTC), RM2 Real-time Transit Information Grant Program.**

7a. Grant Source Agency: **Department of Homeland Security**
b. Grant Pass-Through Agency (if applicable): **Marine Exchange as Fiduciary Agent**

8. Proposed Grant Project Summary:

The Port was awarded the following funding under the 2007 Supplemental Port Security Grant Program:

- **$1,495,727 Ferry System Security Interoperability Enhancements –** This system will provide for a smooth and efficient shift into emergency ferry operations following a natural or human-caused disaster. It will also provide ferry passengers with real-time updates on ferry schedules, as well as increase the efficiency of day-to-day ferry operations. The system consists of three main components: 1) Enhanced Electronic Chart Systems; 2) Centralized Ferry Schedule Management System; 3) LCD-based digital displays to provide ferry riders with schedules, real time updates and emergency instructions. The Metropolitan Transportation Commission (MTC) has provided the 25% non-federal match ($373,932) through the RM2 Real-time Transit Information Grant program. This grant of matching funds was approved by the MTC in April of 2010.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

   Start-Date: **Upon approval by the Board of Supervisors** End-Date: **September 30, 2014**

10. Number of new positions created and funded: **None**

11. If new positions are created, explain the disposition of employees once the grant ends? **n/a**

12a. Amount budgeted for contractual services: **$1,495,727**

b. Will contractual services be put out to bid? **Yes.**

c. If so, will contract services help to further the goals of the department's MBE/WBE requirements? **Yes.**

d. Is this likely to be a one-time or ongoing request for contracting out? **One time.**

13a. Does the budget include indirect costs? [ ] Yes [X] No
b1. If yes, how much? $
b2. How was the amount calculated?

c. If no, why are indirect costs not included?
[ ] Not allowed by granting agency [X] To maximize use of grant funds on direct services
[ ] Other (please explain):

14. Any other significant grant requirements or comments:
****Disability Access Checklist*****

15. This Grant is intended for activities at (check all that apply):

[X] Existing Site(s) [ ] Existing Structure(s) [ ] Existing Program(s) or Service(s)
[ ] Rehabilitated Site(s) [ ] Rehabilitated Structure(s) [ ] New Program(s) or Service(s)
[ ] New Site(s) [ ] New Structure(s)

16. The Departmental ADA Coordinator and/or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

Comments: **The exhibits to the grant application consist of award letters for the various projects that are to be installed and created.**

Departmental or Mayor's Office of Disability Reviewer: Wendy Proctor
(Name)

Date Reviewed: May 30, 2012

Department Approval: Monique Moyer, Executive Director
(Name) (Title)

Monique Moyer
(Signature)

PORT OF SAN FRANCISCO

TO:	**Angela Calvillo, Clerk of the Board of Supervisors**
FROM:	**Port of San Francisco**
DATE:	**May 29, 2012**
SUBJECT:	**$1,495,727 in 2009 Infrastructure Protection Program Port Security Grant Program funds from the Department of Homeland Security**

The Port's Grant Application

The Port was awarded the following funding during this round of the 2009 Port Security Grant Program:

- **$1,495,727 Ferry System Security Interoperability Enhancements** – This system will provide for a smooth and efficient shift into emergency ferry operations following a natural or human-caused disaster. It will also provide ferry passengers with real-time updates on ferry schedules, as well as increase the efficiency of day-to-day ferry operations. The system consists of three main components: 1) Enhanced Electronic Chart Systems; 2) Centralized Ferry Schedule Management System; 3) LCD-based digital displays to provide ferry riders with schedules, real time updates and emergency instructions. The Metropolitan Transportation Commission (MTC) has provided the 25% non-federal match ($373,932) through the RM2 Real-time Transit Information Grant program. This grant of matching funds was approved by the MTC in April of 2010.

PORT OF SAN FRANCISCO

MEMORANDUM

January 13, 2012

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Ann Lazarus, Vice President
Hon. Francis X. Crowley
Hon. Doreen Woo Ho
Hon. Leslie Katz

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to accept and expend $1,121,795 in 2009 Infrastructure Protection Program Port Security Grant Program funds from the Department of Homeland Security for security improvements at the Port of San Francisco

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Funding Overview

On January 13, 2009, the Port of San Francisco, along with the Ports of Oakland, Richmond and Stockton, through their Fiduciary Agent, accepted a regional allocation from the Department of Homeland Security (DHS) for the 2009 Infrastructure Protection Program Port Security Grant Program (PSGP). Consistent with the 2007, 2007 Supplemental and 2008 Port Security grants, the four major regional ports remained grouped together as a Tier I (highest risk) port area. As with the 2007 Supplemental, and 2008 PSGP rounds, port stakeholders were asked by the Federal Emergency Management Agency (FEMA) to identify a single entity that would apply for and accept funding on behalf of the stakeholders, as well as act as the responsible Fiduciary Agent for the port area and ensure that all port partners were incorporated in the planning and grant allocation processes. The Executive Director of the Marine Exchange of the San Francisco Bay Region (Marine Exchange), a 501(c)(1) non-profit membership organization, was again selected as the Fiduciary Agent (FA). In the 2009 PSGP grant cycle DHS allocated $25,533,655 to the San Francisco Bay Region, for which each eligible entity within the region could apply. In this round, DHS required a 25% cash or 'in kind' match for all approved projects submitted by eligible entities.

Applicants for funding under the 2009 PSGP used findings and recommendations from the Port-Wide Risk Management/Mitigation and Business Continuity/Resumption of

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Trade Plan (Plan), which had been mandated by DHS during the 2007 Supplemental PSGP round to increase regional cooperation and create a more strategic port area-wide focus, to justify their applications. A committee made up of representatives from the four major ports and representatives from each port stakeholder community evaluated the applications, using the criteria and priorities set forth in the 2009 PSGP Guidance and Application Kit. The Coast Guard Captain of the Port reviewed the committee's recommendations prior to the applications being sent to FEMA for review and approval. FEMA approved this 2009 PSGP application in early 2011.

The grant performance period is a maximum of thirty-six months, plus twenty-four additional months of extensions, which are usually granted in six-month increments. All 2009 PSGP-funded projects must be completed by September 30, 2014.

Because the Marine Exchange is a 501(c)(1) non-profit entity, and their Executive Director is the port area's Fiduciary Agent, a hold harmless provision is required as part of the Marine Exchange's agreement with each sub-grantee in order for the Marine Exchange to disburse grant funds. In grant rounds prior to the 2007 Supplemental round, recipients received funding directly from DHS or FEMA, which as federal entities, do not require hold harmless provision. Without the hold harmless provision in the Marine Exchange's sub-grantee agreement with the Port of San Francisco, the Port will not be able to access grant funds. There is no additional cost to the Port for this hold harmless provision. The City and County of San Francisco's Risk Manager supports the Port's decision to grant the hold harmless provision.

The Port's Grant Application

The Port was awarded the following funding during this round of the 2009 Port Security Grant Program:

- **$1,121,795 Ferry System Security Interoperability Enhancements** – This system will provide for a smooth and efficient shift into emergency ferry operations following a natural or human-caused disaster. It will also provide ferry passengers with real-time updates on ferry schedules, as well as increase the efficiency of day-to-day ferry operations. The system consists of three main components: 1) Enhanced Electronic Chart Systems; 2) Centralized Ferry Schedule Management System; 3) LCD-based digital displays to provide ferry riders with schedules, real time updates and emergency instructions. The Metropolitan Transportation Commission (MTC) has provided the 25% non-federal match ($373,932) through the RM2 Real-time Transit Information Grant program. This grant of matching funds was approved by the MTC in April of 2010.

Requested Port Commission Action

Port staff seek Port Commission authorization for the Executive Director to accept and expend $1,121,795 in 2009 Infrastructure Protection Program Port Security Grant Program funds from the Department of Homeland Security for security improvements at the Port of San Francisco. Port staff also seeks Port Commission authorization for the Executive Director to indemnify the Fiduciary Agent.

Prepared by: Sidonie Sansom, Director of Homeland Security

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 12-01

WHEREAS, The Department of Homeland Security Infrastructure Protection Program's Port Security Grant Program (PSGP) provides grant funding to port areas for the protection of critical port infrastructure from terrorism; and the PSGP funds are primarily intended to assist ports in enhancing risk management capabilities, increasing domain awareness and improving capabilities for prevention, detection, response and recovery from attacks involving improvised explosive devices and other nonconventional weapons; and

WHEREAS, On January 13, 2009 the Port of San Francisco submitted an application for grant funds under the PSGP; and

WHEREAS, On January 17, 2011 the Port of San Francisco was awarded $1,121,795 in grant funds for the Ferry System Security Interoperability Enhancements (the "grant"); and

WHEREAS, the Ferry System Security Interoperability Enhancements will provide for the smooth and efficient shift into emergency ferry operations following a terrorist event or natural disaster; and

WHEREAS, The Federal Emergency Management Agency (FEMA), on behalf of the Department of Homeland Security, appointed the Marine Exchange of the San Francisco Bay Region (the "Marine Exchange"), a 501(c)(1) non-profit, to act as the fiduciary agent for the disbursement, administration and management of the grant; and

WHEREAS, The Marine Exchange requires an agreement with the City, through the Port Commission, for the disbursement, management and administration of the grant; and

WHEREAS, The Marine Exchange requires that in the agreement the Port Commission agree to indemnify, defend, and hold harmless the Marine Exchange against all liability, loss, cost or expense imposed upon the Marine Exchange, arising out of or related to the Port's performance under the agreement; now, therefore, be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director to seek the Board of Supervisors' approval to accept and expend the $1,121,795 grant for the Ferry System Security Interoperability Enhancements; and be it further

RESOLVED, That the Port Commission hereby urges the Board of Supervisors to approve the request for approval to accept and expend the grant; and be it further

RESOLVED, That, subject to the Board of Supervisors' approval, the Port Commission hereby authorizes the Executive Director or her designee to execute, on behalf of the City, an agreement with the Marine Exchange for the disbursement, administration and management of the grant, wherein the City agrees to indemnify, defend, and hold harmless the Marine Exchange against all liability, loss, cost or expense imposed upon the Marine Exchange, arising out of or related to the Port's performance under the agreement; subject to the approval of such indemnity and hold harmless provision by the City's Risk Manager; and be it further

RESOLVED, That the Port Commission, subject to the Board of Supervisors' approval, hereby authorizes the Executive Director or her designee to execute for and on behalf of the City and County of San Francisco, any additional documents necessary to enter into the grant agreement with the Marine Exchange, the Federal Emergency Management Agency or the Department of Homeland Security, including any extensions, augmentations or amendments thereof.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of January 20, 2012.

Secretary

PORT OF SAN FRANCISCO

MEMORANDUM

May 3, 2012

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho, President
Hon. Kimberly Brandon, Vice President
Hon. Francis X. Crowley
Hon. Leslie Katz
Hon. Ann Lazarus

FROM: Monique Moyer
Executive Director

SUBJECT: Request authorization to accept and expend $373,932 in Metropolitan Transportation Commission Regional Measure 2 Real-time Transit Information Grant Program funds for security improvements at the Port of San Francisco

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Funding Overview

On March 2, 2004, Regional Measure 2 Real-time Transit Information Grant Program funds (RM2 funds) were approved by voters to fund various transportation projects within the San Francisco Bay Region that were determined to reduce congestion or make improvements to travel in the toll bridge corridors.

On May 26, 2010, the Metropolitan Transportation Commission (MTC) approved a resolution to provide 25% of required funding ($373,932) for the Port of San Francisco's "San Francisco Bay Regional Ferry System Security Interoperability Enhancements" (Enhancements) project from RM2 funds. The Enhancements project is described below.

The remaining 75% of funding for the Enhancements ($1,121,795) has been provided by the Department of Homeland Security (DHS) through the 2009 Infrastructure Protection Program Port Security Grant Program (2009 PSGP), which, on January 20, 2012 the Port Commission authorized the Executive Director to accept and expend. The 2009 PSGP required a 25% non-federal cash or 'in-kind' match, which is being provided by MTC RM2 funds.

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Total Project Funding

DHS 2009 PSGP	=	$1,121,795
MTC Grant	=	$ 373,932
		$1,495,727

The grant performance period for the RM2 funds is May 26, 2010-May 26, 2013. If RM2 funds remain after the three-year grant period, MTC will have the authority to either extend the grant period to complete the project or reallocate unspent funds to another project. The grant performance period for the 2009 PSGP is a maximum of thirty-six months, plus twenty-four additional months of extensions. All 2009 PSGP-funded projects must be completed by September 30, 2014.

The Port's MTC Grant Application

The Port was awarded $373,932 of RM2 funds for the 25% non-federal local match for the following project:

- **$1,495,727 in Ferry System Security and Interoperability Enhancements:** To provide for a smooth and efficient shift into emergency ferry operations following a natural or human-caused disaster. It will also provide ferry passengers with real-time updates to ferry schedules, as well as increase the efficiency of day-to-day ferry operations. The system consists of three main components: 1) Enhanced Electronic Chart Systems; 2) a Centralized Ferry Schedule Management System; 3) LCD-based digital displays to provide ferry riders with schedules, real time updates and emergency instructions.

Requested Port Commission Action

Port staff seeks Port Commission authorization for the Executive Director to accept and expend $373,932 in Metropolitan Transportation Commission Regional Measure 2 Real-time Transit Information Grant Program funds for security improvements at the Port of San Francisco.

Prepared by: Sidonie Sansom
Director of Homeland Security

PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 12-41

WHEREAS, On March 2, 2004, the Metropolitan Transportation Commission (MTC) Regional Measure 2 Real-time Transit Information Grant Program funds (RM2 funds) were approved by voters to fund various transportation projects within the San Francisco Bay Region that were determined to reduce congestion or make improvements to travel in the bridge corridors; and

WHEREAS, On May 26, 2010, the MTC approved a resolution to provide the Port of San Francisco with 25% of the funding ($373,932) required for the Port's "San Francisco Bay Regional Ferry System Security Interoperability Enhancements" project from RM2 funds; and

WHEREAS, The remaining 75% funding, a total of $1,121,795, has been provided by the Department of Homeland Security (DHS) 2009 Infrastructure Protection Program Port Security Grant Program (PSGP), which on January 20, 2012 the Port Commission authorized the Executive Director to accept and expend; and

WHEREAS, The San Francisco Bay Regional Ferry System Security Interoperability Enhancements will provide for the smooth and efficient shift into emergency ferry operations following a terrorist event or natural disaster; now, therefore, be it

RESOLVED, That the Port Commission hereby authorizes the Executive Director to seek the Board of Supervisors' approval to accept and expend the $373,932 grant of RM2 funds for the Ferry System Security Interoperability Enhancements; and, be it further

RESOLVED, That the Port Commission hereby urges the Board of Supervisors to approve the request for approval to accept and expend the grant; and, be it further

RESOLVED, That the Port Commission, subject to the Board of Supervisors' approval, hereby authorizes the Executive Director or her designee to execute for and on behalf of the City and County of San Francisco, any additional documents necessary to enter into the grant agreement with the Metropolitan Transportation Commission, including any extensions, augmentations or amendments thereof.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of May 8, 2012.

Secretary

FOUNDED 1849

MARINE EXCHANGE OF THE SAN FRANCISCO BAY REGION

505 Beach Street, Suite 300
San Francisco, CA 94133-1131

phone: (415) 441-6600
fax: (415) 441-1025

website: www.sfmx.org
email: info@sfmx.org

January 17, 2011

Ms. Sidonie Sansom
Port of San Francisco
Pier 1, The Embarcadero
San Francisco CA 94111

RE: PSGP FY 2009 – Grant Award #2009-PU-T9-K032
SF Bay Region IJ Project #8 – Port of San Francisco – Ferry System Security
(Federal Match Value: $1,121,795.00 USD)

Dear Sidonie:

I am pleased to inform you that your project submitted under the FEMA Port Security Grant Program, FY 2009 has received final approval and may begin immediately.

Enclosed please find two copies of the Sub-Grantee Agreement between the Marine Exchange of the San Francisco Bay Region acting as Fiduciary Agent and your organization. Please sign both documents and return one of the original documents to the Marine Exchange of the San Francisco Bay Region, 505 Beach Street, Suite 300, San Francisco, CA 94133. The Sub-Grantee agreement must be signed and returned to the Marine Exchange of the San Francisco Bay Region before any payments can be authorized.

All projects must be completed and the grant closed out by September 30, 2014. This date is inflexible. If you have any concerns about your ability to execute the required Sub-Grantee Agreement or to complete your project before the final termination date, please contact me immediately.

Again, congratulations. If you have any questions or concerns, please contact me via email at grants@sfmx.org or by phone at 415.254.2213.

I look forward to working with you.

Sincerely,

Captain Lynn Korwatch
Executive Director
Marine Exchange of the San Francisco Bay Region

Marine Exchange

PSGP FY 09 Investment Justification Template

Investment Heading	
Port Area	San Francisco Bay
State	California
Applicant Organization	Port of San Francisco
Investment Name	Regional Security Interoperability Communications Enhancements
Investment Amount	$1,495,727

I. Background

Response

Area of Operations

COTP Zone and Eligible Port Area: San Francisco Bay

Location of Project Site: Pier 1, San Francisco

Owner/Operator: The Port owns and/or operates all facilities to be upgraded with these funds.

Points of Contact

Port of San Francisco
Pier 1
San Francisco, CA 94111

Authorizing Official: Monique Moyer, Executive Director
(415) 274-0401, monique.moyer@sfport.com

Project Management: Sidonie Sansom, Homeland Security
(415) 274-0544, sidonie.sansom@sfport.com

Ownership or Operation

The Port of San Francisco (POSF) is applying as "owners/operators of federally regulated ports, terminals, facilities, U.S. inspected passenger vessels, or ferries as defined in the Maritime Transportation Security Act (MTSA) 33 CFR Parts 101, 104, and 105. POSF acts as operator for two ferry terminals (the Downtown Ferry Terminal and the China Basin Ferry Terminal), and as landlord for the remainder of the Port. All other federally regulated facilities on Port property – ferry terminals, cruise terminals, bulk and break-bulk terminals - are leased to commercial operators who are directly responsible to the Coast Guard under MTSA regulations.

Role in Providing Layered Protection

POSF is a vital link in the layered defense concept of maritime infrastructure protection in the San Francisco Bay Area. As a member of the Northern California Area Maritime Security Committee (AMSC), the Port's Director of Homeland Security has forged relationships with local maritime response agencies, including Coast Guard, Customs & Border Protection, local Police and Fire Departments, and the City's Dept. of Emergency Management. The Director of Homeland Security has oversight responsibility for security services as well as the Facility Security (FSO) program at POSF. The Port has provided extensive ICS training to staff. Over 50% of employees have received ICS training through ICS-200; 16% - including all FSO staff - have been trained through IS-400.

Important Features

POSF is a critical seaport consisting of maritime passenger and cargo terminals, power plants, petroleum-vessel anchorages, MARAD vessel lay-berths, and the largest ship repair facility on the west coast of the Americas. Two major bridges, the local subway system, and the regional ferry network all make landfall on Port and City property. The San Francisco waterfront surrounds a high profile, densely populated American urban center - a financial and technology hub, and preeminent tourist destination. The Port moves approximately 1,364,000 metric tons of bulk cargo per year. While cargo traffic is substantial, human traffic at the Port is extraordinary, with roughly 6,825,000 marine passengers coming and going from San Francisco each year, over 11 million visitors to the Fisherman's Wharf area, and 14 million visitors to the Ferry Building.

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	The Port of San Francisco is requesting the following the following systems: Enhanced Electronic Chart Systems (ECS) to more efficiently transmit required information to the Coast Guard's Vessel Traffic Service (VTS) and receive clearance for a transit, without the need to communicate on crowded FM radio frequencies. Includes AIS upgrades and real-time data linkages. Web-based Centralized Ferry Schedule Management System to compile and maintain all ferry schedules – including 'real-time' schedule changes, rapidly disseminate ferry schedules and updates to traffic managers (such as VTS), update other transit agencies in order to effect multi-modal passenger transport and to provide linkage to public information outlets. Digital Displays Providing Ferry Service and Emergency Information will replace outdated ferry schedule LED signs at Port operated ferry terminals with LCD programmable monitors, current ferry schedules and 'Nextbus' real-time departure prediction, as well as a web-based tool for use by the Port of San Francisco, ferry operators and the Metropolitan Transportation Commission to provide security information, Maritime Security (MARSEC) level information, emergency messaging and wayfinding information. This set of interrelated tools is required for the smooth and efficient shift into emergency ferry operations following a Transportation Security Incident (TSI), terrorist event or natural disaster. Past disasters and terrorist acts have demonstrated that there is a need for emergency water transportation in the Bay Area to bring First Responders into a disaster area, to transport victims of an attack and to evacuate workers. The ability to rapidly increase ferry service in response to acts of terrorism or a natural disaster has been a high priority of the California legislature as evidenced by their creation of the Water Emergency Transit Agency, and remains a high priority for local governments in the nine-county Bay Area.

"WARNING. THIS RECORD WHEN FILLED OUT CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER THE PROVISIONS OF 49 CFR 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW" AS DEFINED IN 49 CFR PART 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATOR OF THE TRANSPORTATION SECURITY ADMINISTRATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5

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
Response	This investment addresses the following risk(s) outlined in the 2009 ***Strategic Risk Management Plan and Trade Resumption/Resiliency Plan*** submitted by the Group 1 ports in the Bay Area Region. The system(s) requested address a Support System Gap in Section 4.1.1 of the report: "There is no formal focal point for real time collaboration and information sharing on a region-wide basis." Specific issues identified in the Risk Management/Mitigation Plan and Trade Resumption/Resiliency sections of the report and addressed by this request include: Maritime Domain Awareness: This investment enhances MDA and improves situational awareness by providing VTS with more accurate and timely information about ferry transits - including routing, destination and passenger volumes – via the Enhanced ECS and the Web-based Centralized Ferry Schedule Management System. IED and WMD prevention, protection, response and recovery capabilities: The ability to efficiently surge emergency ferry service and make rapid schedule changes following a major event will mitigate the consequences of a terrorist attack, as well as aid in response and recovery. Digital Displays at ferry terminals will provide critical information to ferry riders and others regarding security, MARSEC levels, schedules and wayfinding. Training and exercises: All ferry operators participate in VMAP (Vessel Mutual Assistance Program) and test emergency response capabilities on an annual basis. Enhanced ECS, centralized ferry scheduling and digital displays can be tested during VMAP exercises. AMSP and COTP Priorities: The AMSP was created to provide a primary means for tactical coordination of joint measures for TSI prevention, protection, security response and facilitation of Marine Transportation System (MTS) recovery. This investment is aligned with the AMSP priorities in general, and specifically aligned with the passenger vessel component of MTS recovery.

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III. Impact

III.A. Describe how the project offers the highest risk reduction potential at the least cost.	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response	Following a terrorist event or natural disaster, additional ferry capacity will be critical to regional response and recovery. Past disasters and terrorist acts have demonstrated that there is a need for emergency water transportation in the Bay Area to bring First Responders in, to evacuate victims, and to return workers home. After the terrorist attacks of Sept 11th, a reverse commute ensued in the Bay Area. Had the attacks occurred in San Francisco, and the local subway system or any bridges were shut down as a result, an estimated 100,000 people would have gathered at the Port in an attempt to evacuate via ferry as was the case following the 1989 Loma Prieta earthquake. These incidents demonstrate the value of being able to efficiently expand ferry operations in response to regional events. Currently, the regional ferry systems lack equipment, communications and protocols to effectively meet the need for an unplanned surge in operations. The requested investments are consistent with National Strategy for the Marine Transportation System priorities – to develop reserve and surge capacity in the Marine Transportation System (MTS) and to ensure continuity of operations and essential public services following a disruption and align with the National Response Framework. The 2003 Parsons Brinkerhoff Security and Vulnerability Assessment commissioned by the Port of San Francisco indicated that the Port is vulnerable to terrorist actions in areas where large numbers of people congregate. The Ferry Building is a regional destination, hosting over 14 million visitors annually. An enhanced communications system will address the lack of effective security communications system identified in the Parsons Brinkerhoff report. MSRAM data identifies 11 attack scenarios for the Downtown Ferry Terminal. For all 11 scenarios, an enhanced communication system would be invaluable in providing security information and direction to the public.

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III.B. Describe current capabilities similar to this Investment	
Response Type	Narrative
Page Limit	Not to exceed ½ page
Response	**Enhanced ECS** Existing ECS systems on ferries provide limited data entry capability through AIS. Ferry captains communicate with VTS via radio to get clearance for their trips. During peak hours, this can cause departure delays since the operators have to speak with VTS prior to getting underway. Following a disaster, Enhanced ECS will streamline ferry surge operations. **Web-based Centralized Ferry Schedule Management System** Ferry operators each maintain separate schedules on their own websites. They cannot respond quickly when an event results in short notice schedule changes. During the most recent emergency closure of the Bay Bridge, Port staff had to contact each ferry operator several times daily for updates, manually post the updated schedules at each ferry terminal and keep the City of San Francisco informed of ferry schedule changes. **Digital Displays Providing Ferry Service and Emergency Information** Existing LED displays provide standard ferry schedules and cannot be easily reprogrammed to establish effective communications following a disaster. During the most recent emergency closure of the Bay Bridge, the LED screens were disabled because incorrect ferry schedule information resulted in confusion on the part of ferry patrons. Port staff were staged near the terminals to provide updated ferry scheduling information. **Ferry Building Communication System** The City-wide emergency alert system has speakers located atop the Ferry Building clock tower; however, announcements cannot be heard everywhere on the property, do not provide information specific to the Ferry Building or the ferry terminals, and are not equipped to provide visual emergency information.

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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 & 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 & 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, & the required cash or in-kind match:

IV.A. Investment Funding Plan	FY 2009 PSGP Request Total	Match (Cash or In-Kind)	Grand Total
Maritime Domain Awareness	817,125	272,375	1,089,500
IED and WMD Prevention, Protection, Response and Recovery Capabilities	225,000	75,000	300,000
Training	52,500	17,500	70,000
Exercises	0	0	0
TWIC Implementation	0	0	0
Operational Packages (OPacks)	0	0	0
M&A	27,170	9,057	36,227
Total	1,121,795	373,932	1,495,727

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
	Project Milestones
	Bid and award Digital Display contract — December 2010
	Bid and award Enhanced ECS contract — June 2011
	Bid and award Ferry Schedule Management System contract — November 2011
	Project Closeout — October 2012

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Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

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SAN FRANCISCO
2012 JUN -5 PM 1:52
Time stamp or meeting date

I hereby submit the following item for introduction (select only one):

☐ 1. For reference to Committee: _____
An ordinance, resolution, motion, or charter amendment.

☐ 2. Request for next printed agenda without reference to Committee.

☐ 3. Request for hearing on a subject matter at Committee: _____

☐ 4. Request for letter beginning "Supervisor _____ inquires"

☐ 5. City Attorney request.

☐ 6. Call File No. _____ from Committee.

☐ 7. Budget Analyst request (attach written motion).

☒ 8. Substitute Legislation File No. 120302

☐ 9. Request for Closed Session (attach written motion).

☐ 10. Board to Sit as A Committee of the Whole.

☐ 11. Question(s) submitted for Mayoral Appearance before the BOS on _____

Please check the appropriate boxes. The proposed legislation should be forwarded to the following:

☐ Small Business Commission ☐ Youth Commission ☐ Ethics Commission

☐ Planning Commission ☐ Building Inspection Commission

Note: For the Imperative Agenda (a resolution not on the printed agenda), use a different form.

Sponsor(s):

Sean R. Elsbernd

Subject:

Resolution authorizing the Port of San Francisco to accept and expend $1,495,727 in grant funding from the Department of Homeland Security and the Metropolitan Transportation Commission.

The text is listed below or attached:

Signature of Sponsoring Supervisor: _____

For Clerk's Use Only: