

DEPARTMENT OF HOMELAND SECURITY  
Federal Emergency Management Agency

**SENSITIVE  
SECURITY  
INFORMATION**

OMB Control Number: 1660-0114  
Expiration: 05/31/2020

**PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION**

*Warning: Please follow the Notice of Funding Opportunity Guidance while completing this form.*

**PART I - INVESTMENT HEADING**

ORGANIZATION NAME (Legal Name Listed On The SF-424): Pensacola, City of		STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED: Florida	
TYPE OF ORGANIZATION: Local Agency	STATE OR LOCAL AGENCY: Port Authority	OTHER:	
PROJECT'S CAPTAIN OF THE PORT ZONE: Mobile	INVESTMENT JUSTIFICATIONS (Ex. 1 of 1): 1 of 3		

**PART II - BASIC PROJECT INFORMATION**

PROJECT TITLE: Enhancing IED and CBRNE Prevention - Fire Boat 1		
PROJECT SERVICE(S)/EQUIPMENT SUMMARY: Replace/Upgrade - Radar & Radar Screens, AIS & AIS Screens, Depth Sounder, Marine VHF Radio & Radio antennas, LED lighting. Adding - CBRNE Detection System, Sonar System		
IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107? No		
IF YES, IDENTIFY THE COST SHARE EXEMPTION : N/A		
FEDERAL SHARE: 156,488.16	COST SHARE: \$52162.72	TOTAL PROJECT COST: 208,650.88
(Total Project Cost x 0.75)	(Total Project Cost x 0.25)	(Fed Share/0.75; or Cost Share/0.25)
PROJECT CATEGORY: Equipment	NEW CAPABILITY OR MANAGEMENT/SUSTAINMENT: Maintenance/Sustainment	

**PART III - ELIGIBILITY INFORMATION**

**PLEASE REVIEW THE NOTICE OF FUNDING OPPORTUNITY AND 46 U.S.C. 70107**

<b>WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?:</b>	AREA MARITIME SECURITY PLAN: <input type="checkbox"/>	FACILITY SECURITY PLAN: <input type="checkbox"/>
	PORT-WIDE RISK MANAGEMENT PLAN: <input checked="" type="checkbox"/>	VESSEL SECURITY PLAN: <input type="checkbox"/>
IF NONE OF THE ABOVE ARE APPLICABLE, PLEASE LIST OTHER PORT RELATED SECURITY PLANS OR CIRCUMSTANCES THAT APPLY TO THIS PROJECT AND YOUR ORGANIZATION:		<input type="checkbox"/> N/A
ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE? Yes	IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM? <input type="checkbox"/>	
IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION? Yes	IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATION, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:	<input type="checkbox"/> N/A
IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION? Yes		
IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT (MTSA) OF 2002, AS AMENDED? Yes		
STATE AND LOCAL AGENCIES ONLY - IS YOUR AGENCY REQUIRED TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES? Yes		
STATE AND LOCAL AGENCIES ONLY - ARE YOU THE PRIMARY RESPONDING AGENCY TO MTSA REGULATED FACILITY? Yes		

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PART IV - POINT(S) OF CONTACT FOR ORGANIZATION	
SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AWARD AGREEMENT	AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT
NAME: Grover C. Robinson, IV	NAME: Thomas Coggin, Facility Security Officer
ORGANIZATION: Pensacola, City of	ORGANIZATION: Pensacola, City of (Department: Port of Pensacola)
ADDRESS: 180 Government Center, Pensacola, FL 32521	ADDRESS: 700 S. Barracks St., Pensacola, FL 32502
PHONE: (850) 435-1627	PHONE: (850) 436-5070
E-MAIL: Grobinson@cityofpensacola.com	E-MAIL: tcoggin@cityofpensacola.com

PART V - PHYSICAL LOCATION OF PROJECT	
The intent of this section is to verify the primary location the project is being implemented to address the PSGP and port area priorities. The applicant's primary area of responsibility for utilizing the project should be identified. This includes training, exercises, interoperable systems, vessel equipment and regionally beneficial projects. Secondary areas of responsibility are not considered the project location. Please identify the location from which the project will be implemented/deployed (the applicant facility address), such as fire or police departments or MTSA regulated facility.	
PHYSICAL ADDRESS OF THE PROJECT LOCATION:	BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address: 1 North Q Street	City of Pensacola - Fire Station
City: Pensacola	
State: FL      Zip Code: 32505	
LATITUDE & LONGITUDE: 30.4125N 087.2445W	

STATE AND LOCAL AGENCIES ONLY - ROLE IN PROVIDING LAYERED PROTECTION OF REGULATED ENTITIES
<p><b>DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION.</b></p> <p>The Port of Pensacola is one of Florida's natural deep water ports located in Pensacola Bay within the Gulf of Mexico in northwest Florida extending west from Florida to Alabama and accessed through the Gulf Intercoastal Waterway (GIWW). The port is eleven miles from the first marine open sea buoy. The Pensacola Naval Air Station is located along the northwest edge of the turning basin within the ship channel approximately seven nautical miles away, and all vessels entering or exiting the port must pass the naval base. The Port is located at 700 South Barracks St, in Pensacola Florida; in Escambia County and is a regulated facility under COTP zone Mobile, Alabama.</p> <p>The Pensacola Fire Departments Fire Boat 1 is a regional asset that is used in conjunction with USCG Station Pensacola and our neighboring Fire Departments. We provide Firefighting and rescue capabilities that no other department in the panhandle can offer with highly trained crews that are ready for any emergency.</p> <p>Some examples of major events we assist with are the Pensacola Beach Blue Angels Air Show where we staff FB1 with Pensacola Fire and Escambia County Fire Personnel to provide fire and medical services when getting an ambulance on and off of Pensacola Beach is not logistically feasible and has limited vehicular access. Another major event is the Fourth of July when we have a large numbers of private boats crowded around the Port of Pensacola during our annual fireworks display. We also have a large amount of barge traffic moving through the Pensacola Bay shipping channel moving from the Gulf of Mexico to our Port and other surrounding areas. Having the CBRN capabilities will allow us to monitor the port and our waterfront area during these types of events for potential terrorist activity. By upgrading the Fire Boat we can provide a faster and more effective response.</p>

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**PART VI - ALL AGENCIES/ORGANIZATION - IMPORTANT FEATURES**

**DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION** (e.g., interrelationship of your operations with other eligible high-risk ports, Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA), Etc.). **PLEASE LIST ALL AGENCIES WITH WHOM YOU HAVE A MARITIME SECURITY MOU OR MOA.**

With an investment in upgrading the Pensacola Fire department's fire boat, Port first responders (Pensacola Firefighters, law enforcement, hazardous materials team, bomb squad units, command staff and others) will be better able to conducted Port wide security. The upgrades to Fire Boat 1 will not only give us updated tech but also side scan sonar and CBRNE capabilities which we currently do not have. The CBRNE capabilities and side scan sonar will allow us to better monitor the port and our waterfront area for potential terrorist activity.

Private stakeholders within the Port include: General Electric Wind Energy, Cemex Cement, Martin Aggregate, U.S. Maritime Security Services, LLC, and Pate Stevedore and Offshore Inland & Oil field support. These stakeholders fall under the ports Facility Security Plan (FSP), regulated by the COTP Mobile Alabama. The Port is a local government entity which administered as an Enterprise Department of the City of Pensacola, with governance through a strong mayor and seven city council members. The ports entire landside area is a TWIC restricted area. Security is administered by security guards supervised by the Port Facility Security Officer (FSO), a City of Pensacola employee. City of Pensacola Police and Fire Departments are the primary first responders to all these facilities which are within the city limits. Mutual Aid/ memorandum of understanding and Memorandum of Agreements (MOU/MOA) exists with Escambia County agencies to assist and supplement Escambia County emergencies services in major incidents. These agreements will be included in the port area application.

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**PART VII - INVESTMENT JUSTIFICATION ABSTRACT**

WHAT WILL THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, contracts, fencing, etc.)?

CBRNE, RADAR, SONAR, LIGHTING, RADIO EQUIPMENT FOR FIRE BOAT 1

ARE ANY PROJECT ITEMS ON THE CONTROLLED EQUIPMENT LIST (please reference **FEMA Information Bulletin 407**):

No

IF YES, PLEASE PROVIDE THE AUTHORIZED EQUIPMENT LIST (AEL) NUMBER(S) FOR CONTROLLED EQUIPMENT:

**SUMMARIZE THE PROPOSED INVESTMENT JUSTIFICATION.**

THE FOLLOWING MUST BE INCLUDED:

- DESCRIBE HOW THIS INVESTMENT ADDRESSES THE CAPTAIN OF THE PORT'S PRIORITIES
- EXPLAIN HOW THIS INVESTMENT WILL ACHIEVE A MORE SECURE AND RESILIENT PORT AREA
- IDENTIFY ASSETS BEING REQUESTED
- IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST

The Pensacola Fire Department is charged with protecting the Port of Pensacola and the surrounding waterfront areas for its safety and security. These upgrades will significantly enhance our abilities to protect the port.

The primary mission of the Pensacola Fire Departments fire boat is the protection of the Port of Pensacola and the surrounding water front. When we purchased our Fire Boat in 2013 it was outfitted with tools and equipment that was deemed to best to support this mission. In the last several years of operating the boat's primary mission of protecting the Port of Pensacola and the waterfront area has grown but the equipment has not and has reached the end of its service life. Our requirements of said equipment has also changed and an upgrade is sorely needed to provide the protection we feel our stakeholders and citizens deserve. We have been asked to provide this type of monitoring but we currently are unable to. With the addition of the side scan sonar and CBRN detection our capabilities will increase tenfold. Being able to use this equipment to protect the Port and other assets during large scale events such as the ones previously mentioned.

We have also discovered that the electronics package on the boat requires excessive maintenance, is difficult to use and is now outdated. We are looking to replace the radar with a more current system that will afford us the ability to easily and effectively maintain and use the system. The current system is not intuitive and is not easy for department personnel that cross-man the boat to operate.

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**PART VIII - NATIONAL PRIORITIES**

IDENTIFY ONE NATIONAL PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Enhancing IED and CBRNE Prevention, Protection, Response and Supporting Recovery Capabilities

**DESCRIBE HOW, AND THE EXTENT THIS INVESTMENT JUSTIFICATION MEETS ONE OR MORE OF THE NATIONAL PRIORITIES.**

THE FOLLOWING MUST BE INCLUDED:

- HOW THIS INVESTMENT ADDRESSES VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S).

The approved Port Wide Risk Management Plan (PWRMP) established a forward thinking risk management approach to the port community which identifies a desired future/end state for port area risk reduction measures. It identifies port area gaps in planning, community resilience, operational coordination, and physical protective measures; many of these projects have been accomplished. The port area considers this a living document which must be reviewed and revised routinely to reduce identified risks; below is a list of the most recently identified deficiencies in preparation.

The CBRNE Detection Systems will enhance the capabilities of detecting chemical and radiation in the Port Area. Currently, there is not a boat owned/or operated by the City of Pensacola/Port of Pensacola with this capability. The system would solve the vulnerability of not being able to detect these substances in the Port Area.

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**PART IX - NATIONAL PREPAREDNESS GOAL**

IDENTIFY ONE CORE CAPABILITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Environmental Response/Health and Safety

**PART X - IMPLEMENTATION PLAN**

**PROVIDE A HIGH-LEVEL TIMELINE OF MILESTONES FOR THE IMPLEMENTATION OF THIS INVESTMENT, SUCH AS PLANNING, TRAINING, EXERCISES, AND MAJOR ACQUISITIONS OR PURCHASES. UP TO 10 MILESTONES MAY BE SUBMITTED.**

THE FOLLOWING MUST BE INCLUDED:

- MAJOR MILESTONES OR RELEVANT INFORMATION THAT IS CRITICAL TO THE SUCCESS OF THE INVESTMENT
- MAJOR TASKS THAT WILL NEED TO OCCUR (E.G. DESIGN AND DEVELOPMENT, CONTRACTUAL AGREEMENTS, PROCUREMENT, DELIVERY, INSTALLATION AND PROJECT COMPLETION)

Cost Share: The port area has read and understands the guidelines associated with cost share.

Fire Boat 1 (equipment, freight, on-site installation and on-site inspection) \$208,650.88 – cost share \$52,162.72 Cash (Hard)

Personnel: \$4,250.88

Equipment: \$159,000

Other: \$45,400

Federal Amount

A. Personnel: \$3,188.16

D. Equipment: \$119,250

G. Other: \$34,050

Non-Federal Amount

A. Personnel: \$1,062.72 Cash (Hard)

D. Equipment: \$39,750 Cash (Hard)

G. Other: \$11,350 Cash (Hard)

Total Requested Federal Amount - \$156,488.16

Total Non-Federal Amount - \$52,162.72 Cash (Hard)

Combined Total Project Costs - \$208,650.88

The Return on Investment (ROI) and mitigation will be successful by: addressing the need to have a Fire Boat that can not only respond to a health and safety incident but also have CBRNE capabilities for the Port Area. The United States Coast Guard will have access to a true force-multiplier when incidents (man-made or natural) occur and threaten this port or others within the region.

Timeline:

- September 1, 2019 – September 30, 2019: Announcement of Award
- October 28, 2019: Design and Development: specifications to request for bids and contracts; ensure grant is approved by City of Pensacola Mayor/City Council
- Award to the Port Area + 60 days: local government approves contracts with bidders
- Award + 90 days: Sign contractual agreements with appropriate vendors
- June 29, 2020: Procurement
- December 28, 2020: Installation Complete
- March 29, 2021: Complete all inspections
- July 26, 2021: Boat delivered back to Pensacola
- August 31, 2022: Project has to be completed (by this date)

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