

**BOARD OF COUNTY COMMISSIONERS  
AGENDA ITEM SUMMARY**

MEETING DATE: 4/16/08

DIVISION: COUNTY ADMINISTRATOR

BULK ITEM: YES

DEPARTMENT: AIRPORTS

STAFF CONTACT PERSON: Peter Horton  
Phone: 292-3518

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AGENDA ITEM WORDING: Approval of agreement with Department of Homeland Security, Transportation Security Administration, for installation of two (2) Reveal Imaging Technologies CT-80 Explosive Detection Systems (EDS), in the new Terminal Building at the Key West International Airport.

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ITEM BACKGROUND: DHS will install the CT-80 equipment in the new Terminal Building. DHS wishes to have a contract with the County, for the installation of the EDS.

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PREVIOUS RELEVANT BOCC ACTION: None

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CONTRACT/AGREEMENT CHANGES: New agreement

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STAFF RECOMMENDATION: Approval

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TOTAL COST: No monetary value  
COST TO AIRPORT: None  
COST TO PFC: None  
COST TO COUNTY: None

BUDGETED: N/A  
SOURCE OF FUNDS: N/A

REVENUE PRODUCING: No

AMOUNT PER MONTH /YEAR: N/A

APPROVED BY: County Attorney X

OMB/Purchasing n/a

Risk Management X

DOCUMENTATION: Included X

Not Required

AGENDA ITEM # \_\_\_\_\_

DISPOSITION: \_\_\_\_\_

/bev  
AO  
11/06

**MONROE COUNTY BOARD OF COUNTY COMMISSIONERS**

**CONTRACT SUMMARY**

Contract #

Contract with: Department of Homeland Security  
(TSA)

Effective Date: Execution  
Expiration Date: Open

Contract Purpose/Description: Agreement for installation of two (2) Reveal Imaging Technologies CT-80 Explosives Detection Systems (EDS) in the new Terminal Building at the Key West International Airport.

Contract Manager: Bevette Moore  
(name)

# 5195  
(Ext.)

Airports - Stop # 5  
(Department/ Stop)

for BOCC meeting on: 4/16/08

Agenda Deadline: 4/1/08

**CONTRACT COSTS**

Total Dollar Value of Contract: No funds required  
Budgeted? n/a  
Grant: n/a  
County Match: None

Current Year Portion: n/a  
Account Codes: n/a

**ADDITIONAL COSTS**

Estimated Ongoing Costs: unknown  
(not included in dollar value above)

For: .  
(eg. maintenance, utilities, janitorial, salaries, etc.)

**CONTRACT REVIEW**

	Date In	Changes Needed		Reviewer	Date Out
		Yes	No		
Airports Director	<u>3/31/08</u>	( )	(X)	<u>[Signature]</u> Peter Horton	<u>3/31/08</u>
Risk Management	<u>3/31/08</u>	( )	(X)	<u>[Signature]</u> for Risk Management	<u>3/31/08</u>
O.M.B./Purchasing	<u>1/1</u>	( )	( )	<u>N/A - No funds required</u> for OMB	<u>1/1</u>
County Attorney	<u>4/1/08</u>	( )	(X)	<u>[Signature]</u> County Attorney	<u>4/1/08</u>

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF HOMELAND SECURITY**  
**TRANSPORTATION SECURITY ADMINISTRATION**  
**AND**  
**MONROE COUNTY BOARD OF COMMISSIONERS**  
**RELATING TO**  
**KEY WEST INTERNATIONAL AIRPORT (EYW)**

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Negotiated by the TSA pursuant to  
49 U.S.C. §114(m)(1) and 106(l)(6), 114(m), and Homeland Security Act of 2002

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HSTS04-08-A-ST3069

## **ARTICLE I - PARTIES**

This Memorandum of Agreement (Agreement) is entered into by the United States Department of Homeland Security, Transportation Security Administration (TSA) and the Monroe County Board of Commissioners (COUNTY) relating to airport checked baggage screening improvements. This Agreement is authorized pursuant to the Aviation and Transportation Security Act (ATSA) Public Law 107-71 and the Homeland Security Act of 2002. TSA and the COUNTY agree to cooperate in good faith to perform their respective obligations in executing the purpose of this Agreement.

## **ARTICLE II - PURPOSE AND SCOPE**

The subject of this Agreement is the installation of two (2) Reveal Imaging Technologies CT-80 Explosives Detection Systems (EDS) units for installation in the terminal of the Key West International Airport (EYW).

## **ARTICLE III – RESPONSIBILITIES**

In furtherance of this Agreement, the parties shall have the following respective duties, responsibilities and obligations:

### **A. TSA will:**

1. Review and approve the Project design and deployment plan.
2. Make available and deliver the two CT-80 units to the Airport.
3. Provide services for rigging, uncrating and placement of the CT-80 units into their operational location and configuration.
4. Provide and pay for the support services to commission and support Site Acceptance Testing (SAT) from the CT-80 Original Equipment Manufacturer (OEM), Reveal Imaging Technologies (Reveal).
5. Identify the TSA approved testing entity and arrange for testing support through its contractual arrangement with Battelle Memorial Institute.
6. Establish, conduct, and pay for the testing criteria for the SAT test for EDS machine screening capabilities. Readiness for SAT can only be declared by Reveal. TSA's testing entity, Battelle, requires seven (7) days notice of machine readiness for testing.
7. Upon completion of the SAT testing, TSA will continue to maintain, repair, and operated the EDS units throughout their life cycle at no cost to the Airport.

### **B. The COUNTY shall:**

1. Ensure the Project site will be ready to accommodate the installation of the EDS units.
2. Should the site not be ready for installation of the EDS units upon their arrival, the County shall safeguard the CT-80 EDS units at the Airport until the units have been installed for operational use by TSA. Responsibilities to safeguard the units include protection from weather or damage.
3. Prior to the commencement of any work to be performed under this Agreement, the COUNTY shall have in place, and shall require of its contractors participating

- in the work under this Agreement, to have in place, no less than the minimum amounts of worker's compensation insurance required under applicable law.
4. Bear all site preparation costs associated with Airport facility modifications required for the installation of the EDS equipment in accordance with the Appendix A design layout. The design layout is to be provided by the COUNTY. Site preparation costs may include, but are not limited to environmental controls, electrical, or mechanical modifications required to place the EDS units into operation. The EDS units should not be placed at risk in proximity to ducts, drains, sprinklers, or utility/water pipes or other sources of leakage.
  5. Provide terminations to the EDS units for electrical power and all infrastructure power requirements. If applicable, the Airport will provide cabling from terminations to the EDS location. The Airport shall attest to the availability of power supply to adequately support the EDS and associated equipment in accordance with OEM specifications and be liable for damage to the EDS equipment resulting from intentional deviations to accepted power supply conditions.
  6. Confirm the necessary power and site modifications are completed at least two weeks prior to the agreed upon delivery date of the CT-80 units. The Airport Project Point of Contact will provide in written communication to the TSA Site Lead and the TSA Deployment Lead, confirmation that the necessary power and site modifications are completed. The delivery date will be delayed two weeks should no confirmation be provided in order to reschedule TSA resources.
  7. Facilitate installation of the EDS units by providing a clear path during rigging and installation, and provide sufficient space to allow for initial deployment activities such as uncrating the unit. If required, the Airport shall remove and replace any walls, windows, doors, or other physical barriers related to the rigging movement of the EDS units.
  8. Adhere in good faith to all reasonable to OSHA standards and OEM installation guide requirements for the operational environment of the CT-80 EDS units.
  9. Provide reasonable measures to protect the EDS equipment from harm once installed in the screening area.
  10. In the event of damage caused by the Airport, its contractors and/or Airport personnel or business, the Airport shall reimburse TSA for the cost of shipping, repairing or replacing the unit. The Airport will be responsible for supplying the rigging required to load the EDS units onto the TSA transport vehicle and the rigging required to place the repaired/replacement unit into its operational location.

C. It is understood and recognized that the CT-80 EDS Security Screening Equipment is and will at all times remain, the property of the U.S. Government. TSA will maintain, repair and refurbish the Security Screening Equipment at no cost to the COUNTY or Airport. It will remain the responsibility of the COUNTY or the Airport, as appropriate, to maintain, repair and or replace airport facility mechanical and electrical infrastructure such as heating, air conditioning, power and lighting needed to maintain the operational capabilities of the EDS Security Screening Equipment.

**ARTICLE IV - EFFECTIVE DATE AND TERM**

The effective date of this Agreement is the date on which both parties have signed the Agreement. This Agreement shall continue in effect for as long as the EDS equipment remains in place at the Airport. The projected installation effort is scheduled for one week from EDS delivery. Delivery is expected the month of May, 2008.

**ARTICLE V – POINTS OF CONTACT**

Points of Contact for this action are:

<b>Title</b>	<b>Name</b>	<b>Contact Information</b>
TSA Office of Security Technology Deployment Lead	Greg Cypher	Greg.cypher@dhs.gov 571-227-2320
TSA Office of Security Technology Testing Lead	Amy Becke	Amy.becke@dhs.gov 571-227-1261
TSA Contracting Officer	Connie Thornton	Connie.thornton@dhs.gov 605-393-8191
Local TSA Point of Contact	Tim Lewis	Tim.lewis@dhs.gov 954-308-5525
Local TSA Point of Contact	Christine Huczko	Christine.huczko@dhs.gov 305-296-1092
TSA Contractor Site Lead	Nate Brown	Nate.brown@jacobs.com 817-735-6145 (o) 817-980-8276 (m)
Airport Point of Contact	Bruce Harkness	bharkness@morganti.com 305-292-5969 813-927-2676
Airport Director	Peter Horton	Horton-peter@monroecounty- fl.com 305-292-3518

**ARTICLE VI – EXAMINATION OF RECORDS**

The Comptroller General of the United States, or authorized representative, shall, upon reasonable notice and during regular business hours, be allowed by the COUNTY and/or the Airport access to and the right to examine any directly pertinent records involving transactions related to this Agreement.

**ARTICLE VI - LIMITATIONS ON LIABILITY**

Each party expressly agrees, without exception or reservation, that it shall be solely and exclusively liable for the negligence of its own agents and/or employees in connection with its performance hereunder.

## **ARTICLE VII - CHANGES AND/OR MODIFICATIONS**

No change or modification to this Agreement shall be effective unless it is in writing and signed by the parties' authorized representatives. No oral statement by any person shall be interpreted as modifying or otherwise affecting the terms of this Agreement. The properly signed modification shall be attached to this Agreement and thereby become a part of this Agreement.

## **ARTICLE VIII - CONSTRUCTION OF THE AGREEMENT**

1.0 This Agreement is an "other transaction" issued under 49 U.S.C. § 114(m)(1) and 106(l)(6) and is not a procurement contract, grant or cooperative agreement. Nothing in this Agreement shall be construed as incorporating by reference or implication any provision of Federal acquisition law or regulation.

2.0 Each party represents that it participated equally in the negotiation and drafting of this Agreement and any amendments thereto, and agrees that this Agreement shall not be construed more stringently against one party than against the other. Each party represents that it makes no exceptions and holds no reservations, and agrees to construe this Agreement without recourse to any contemporaneous writing, correspondence or conversation.

3.0 This Agreement constitutes the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior agreements, understandings, negotiations and discussions, whether oral or written, of the parties.

4.0 This Agreement is not intended to be, nor shall it be construed as creation of a partnership, corporation, or other business entity between the parties. Unless otherwise expressly provided herein, nothing in this Agreement shall be construed to create, enhance, or diminish any substantive right, duty or obligation owed to each party by the other, or by either party to any third party.

## **ARTICLE IX – FUNDING ANY PAYMENT**

No funds are required to be obligated under the terms of this Agreement. Each party shall bear the cost of its own performance under the Agreement.

## **ARTICLE X - PROTECTION OF INFORMATION**

The parties agree that they shall take appropriate measures to protect proprietary, privileged, confidential, or otherwise Security Sensitive Information (SSI) that may come into its possession as a result of this Agreement.

### **A. RELEASE OF TECHNICAL INFORMATION**

No Sensitive Security Information, oral or written, concerning the scope of this Agreement, shall be published or released to the public, without prior written approval of the TSA Contracting Officer.

**B. RECORDS AND RELEASE OF INFORMATION**

All Sensitive Security Information (SSI), as defined in 49 CFR Part 1520, shall be handled in accordance with TSA policies and regulations. All members assigned to work under this Agreement are subject to the provisions of 49 CFR Part 1520, Protection of Sensitive Security Information, because they act for, or carry out duties for, or on behalf of the TSA. SSI may not be disclosed except in accordance with the provisions of that rule or where TSA otherwise approves.

**C. MEDIA**

All publicity or public affairs activities related to the subject matter of this Agreement must be coordinated with the TSA Office of Strategic Communication and Public Affairs.

**ARTICLE XI – SURVIVAL OF PROVISIONS**

The following provisions of this Agreement shall survive termination of this Agreement: Articles III paragraphs B.11 and C, VI, XI, and XI.

**IN WITNESS WHEREOF**, the Parties have entered into this Agreement by their duly authorized officers this \_\_\_\_ day of \_\_\_\_\_, 2008.

**Department of Homeland Security  
Transportation Security Administration**

\_\_\_\_\_  
**Connie Thornton  
TSA Contracting Officer**

\_\_\_\_\_  
**Date**

**Monroe County Board of Commissioners**

\_\_\_\_\_  
**Name  
Title**

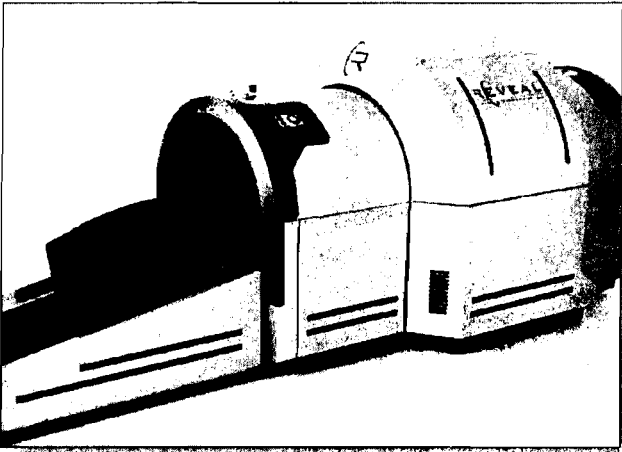
\_\_\_\_\_  
**Date**

**Copy to:  
Federal Security Director, EYW  
TSA Office of Security Technology**

**APPENDIX A**  
**Key West International Airport CT-80 Design Layout**  
**(to be provided)**

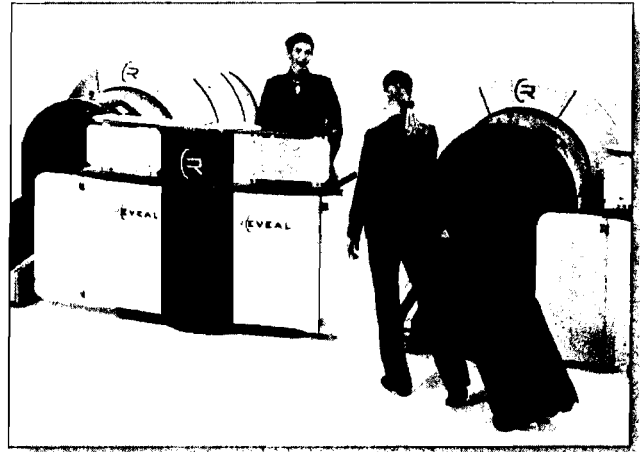
## MEDIUM AND LARGE AIRPORTS

The Reveal integration team will work with you to plan and determine configurations that work best with your airport and that minimize infrastructure changes and costs.



### SIMPLE INLINE

- Install 1-3 CT-80 units into each airline's outbound baggage conveyor belt
- Eliminates the complexities associated with a common inline system
- Allows airlines to retain a dedicated baggage line
- Level 3 screening is conducted in the bag room
- Alarmed bags may be pulled manually by TSA or automatically diverted based on airport size
- Minimal infrastructure cost
- Eliminates high operational and maintenance costs associated with a common in-line system



### INTEGRATED INLINE

- Simplest in-line configuration for larger airports
- Removes screening process from passenger lobby area
- Distributed architecture handles any level of throughput
- Minimal infrastructure cost
- Fully multiplexed, allowing threat resolution with passenger or in baggage makeup area
- Minimal space required in baggage makeup area
- Expanded infeed queue serves as new takeaway belt for agents

**REVEAL**  
100% Check-In Protection

*To see how these solutions can benefit your airport and screening process, call 781-276-8400, press option 1.*

## PHYSICAL SPECIFICATIONS

**Dimensions:** Length: 244cm (95.5in)  
 Width: 140cm (55.3in)  
 Height: 148cm (58.3in)  
 Weight: 1678kg (3700lbs)  
 1769kg (3900lbs) w/crate

**Tunnel Size:** 800mm (31.5in) tunnel diameter  
 635mm (24.5in) conveyor belt width

**Conveyor Height:** 460mm (18in)

**Conveyor Load:** 50kgs (110lbs)

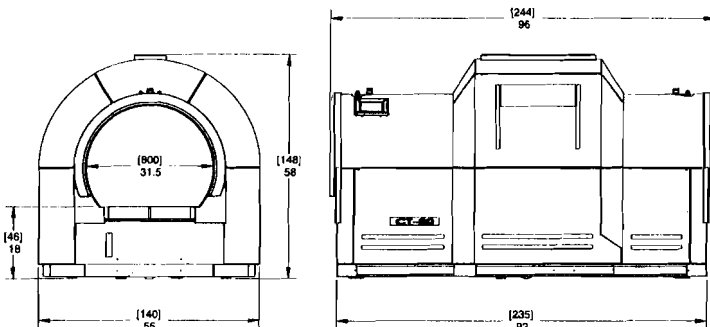
### Max. Bag

**Dimensions:** Length: 1200mm (47.2in)  
 Width: 800mm (31.5in)  
 Height: 630mm (25in)

**Throughput:** 127 bags per hour (initial)

**Power:** Single phase, 200-240VAC  
 50/60Hz, 15Amps max

Unit is mounted on heavy-duty wheels and leveling feet for ease of installation



## HEALTH AND SAFETY COMPLIANCE

FAA 14 CFR 108.17 Use of X-ray systems  
 FAA 14 CFR 108.20 Use of explosives detection systems  
 FAA 14 CFR 129.26 Use of X-ray systems  
 CDRH 21 CFR 1020.40 Cabinet X-ray systems  
 CE, UL, CSA approved  
 Maximum X-ray leakage less than 0.1mR/Hr (1µS/Hr)

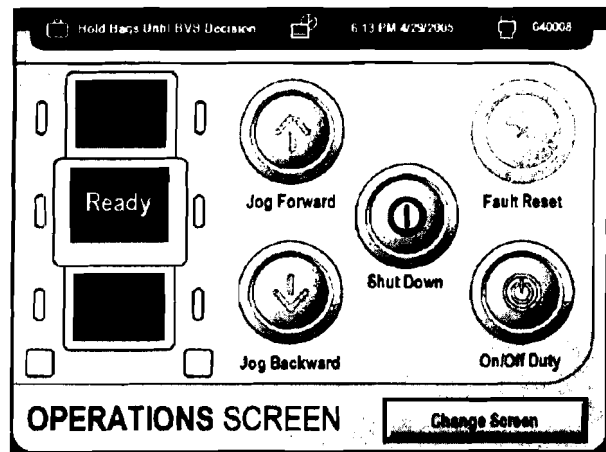
## ENVIRONMENTAL REQUIREMENTS

### Operating

**Temperature:** 5°C to 32°C (41°F to 90°F)  
 without optional A/C unit  
 5°C to 40°C (41°F to 104°F)  
 with optional A/C unit

**Relative Humidity:** 5% to 85% non-condensing

**Reveal Imaging Technologies, Inc.**  
 201 Burlington Road Bedford, MA 01730  
 Tel: 781-276-8400 Fax: 781-276-8410  
 Email: sales@revealimaging.com  
 www.revealimaging.com



## IMAGING PERFORMANCE

X-ray resolution: 38 AWG tinned copper wire  
 X-ray penetration: 30mm steel  
 CT pixel resolution: 0.80mm  
 21" high resolution flat panel display monitor  
 1600 x 1200 video resolution

## IMAGING FUNCTIONS

Gray scale, color (organic/inorganic/metallic),  
 reverse video, multi-level contrast, edge enhancement,  
 interpolated zoom, contrast adjustment, others



## MACHINE CONTROL INTERFACE

LCD touch screen Machine Control Interface (MCI)

## AVAILABLE ACCESSORIES

Full multiplexing utilizing Gigabit Ethernet  
 Threat image projection (TIP)  
 Field data reporting system (FDRS)  
 On-the-job training (OJT)  
 Operator qualification test function (OQT)  
 Fully-integrated check-in stations  
 1m infeed and outfeed conveyors  
 1.3m infeed and outfeed conveyors with optional tunnel shrouds  
 1m and 1.3m roller tables  
 1m and 1.3m friction slides  
 External air conditioning unit  
 Large transport wheel set for ease of movement  
 Operator mat