<u>**MANAGING MEMBERS**</u> **ACTION ITEM**	**Item No.**	5D
	Date of Meeting	June 5, 2018

DATE: May 22, 2018

TO: Managing Members

FROM: John Wolfe, Chief Executive Officer

Sponsor: Dustin Stoker, Chief Operations Officer

Project Manager: Sara Cederberg, Environmental Senior Project Manager

SUBJECT: Renewing Subscription with Advent Intermodal Solutions, LLC

A. ACTION REQUESTED

As referenced in NWSA Resolution No. 2016-04, Exhibit A, Delegation of Authority Master Policy, Paragraph 8.g.i., states project costs exceeding $300,000 require approval from Managing Members.

Request contract authorization not to exceed $270,000 for a total authorized amount of $570,000, for a two-year contract extension for the ongoing subscription with Advent Intermodal Solutions, LLC to support the Clean Truck Program, Master Identification No. 201050.01.

B. SYNOPSIS

Port of Seattle entered into a sole source agreement in 2010 with Advent Intermodal Solutions, LLC to operate the Port of Seattle Drayage Truck Registry and provide RFID data from trucks entering terminal gates in support their Clean Truck Program. The Clean Truck Program, and the contract to monitor trucks in the North Harbor transferred to the Northwest Seaport Alliance (NWSA). The Managing Members authorized $300,000 to accomplish this work in April 2017.

Four (4) more terminals will be added to this contract in the South Harbor upon completion of the Clean Drayage System project in fall 2018. Costs are charged on a per terminal basis so the overall monthly costs will increase, however, the 2010 rate has been preserved for the additional terminals.

C. BACKGROUND

Prior to the formation of the NWSA, the Port of Seattle and Port of Tacoma operated separate clean truck programs. Port of Seattle contracted with Advent Intermodal Solutions to operate the Port of Seattle Drayage Truck Registry and provide RFID data from trucks entering terminal gates in support their Clean Truck Program.

D. JUSTIFICATION

In order to ensure drayage truck compliance with the Clean Truck program, the Port developed and implemented a Drayage Truck Registry (DTR) with Advent Intermodal Solutions that requires all drivers to register their truck online and obtain an RFID tag.

Radio Frequency Identification (RFID) at the Port of Seattle (POS) began in 2005 as a pilot project in partnership with SSA Terminal 18. Based on this pilot, international terminals at the Port of Seattle installed RFID readers at their gates and use RFID to identify Clean Truck Program compliant trucks. Terminal 18 uses RFID for automatic out-gate processing.

Advent Intermodal Solutions proprietary RFID systems are currently installed at North Harbor international terminal gates and the Alliance relies on RFID information provided by Advent to support the Clean Truck Program. It would likely take several years for another consultant to implement an equivalent system. To support future provision of technology alternatives and competitive bidding, staff have issued a Request for Information for additional vendors and technologies in conjunction with analyzing the Clean Truck Program at NWSA domestic container terminals.

E. SCOPE OF WORK

Advent Intermodal Solutions will continue supporting the RFID Systems under the same terms and conditions as under the previous Port of Seattle Contract #C-000277522.

In addition, this contract amendment will extend those subscription services to the four South Harbor international container terminals once the hardware and infrastructure is installed.

F. FINANCIAL IMPLICATIONS

Compensation for services will be $2,777.78 monthly (not including tax) per terminal or $233,333.52 annually (not including tax) for RFID System services and support.

The initial term of this Agreement shall be one year. The Agreement may be extended up to one additional one-year term. The value of the contract is not to exceed $570,000 without written permission from the NWSA.

Source of Funds

The 2018-2022 Capital Investment Plan (CIP) allocates $1,380,000 for the Clean Truck Program.

G.   ALTERNATIVES CONSIDERED AND THEIR IMPLICATIONS

Alternative 1) Do nothing and let the contract expire. This will disrupt gate operations and prevent a unified reporting system gateway-wide.

Alternative 2) Leverage existing technology already employed in the North Harbor and used in every other major Port along the West Coast. All the current MTOs in the South Harbor are familiar with this system and have it deployed in one or more their other West Coast facilities.

Alternative 3) Employ an Open Standard passive RFID technology. NWSA Operations hired an independent consultant in 2017 to develop and provide potential solutions with recommendations for an appropriate technology to support the Clean Truck Program. An open source system would be more flexible and far less costly but would require substantial backend work on the part of the NWSA to develop its own Drayage Truck Registry and would require hands-on development and maintenance of the system thereafter, most likely as Software as a Service (SaaS). No MTOs currently have any experience with this technology, and interfaces would need to be developed with Terminal Operating Systems (TOS) and Gate Operating Systems (GOS) in order to handle gate protocols. While appealing, this alternative would require more time than permitted by the Clean Truck Program implementation policy.

Alternative 2 is the recommended course.

H.   ATTACHMENTS TO THIS REQUEST

- Presentation to Commission

I.   PREVIOUS ACTIONS OR BRIEFINGS

- 2/6/2018 – Managing Members action to revise the Clean Truck Program deadline
- 3/20/2018 – Managing Members authorized the Clean Drayage System project