



FEMA

GRANT PROGRAMS DIRECTORATE

AAPA Security Committee Meeting

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**Chief, Transportation Infrastructure
Security Branch**

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Our Mission

To help people before, during, and after disasters

FEMA's Goals & Budget Themes:

1. Build a Culture of Preparedness

2. Ready the Nation for Catastrophic Disasters

3. Reduce the Complexity of FEMA



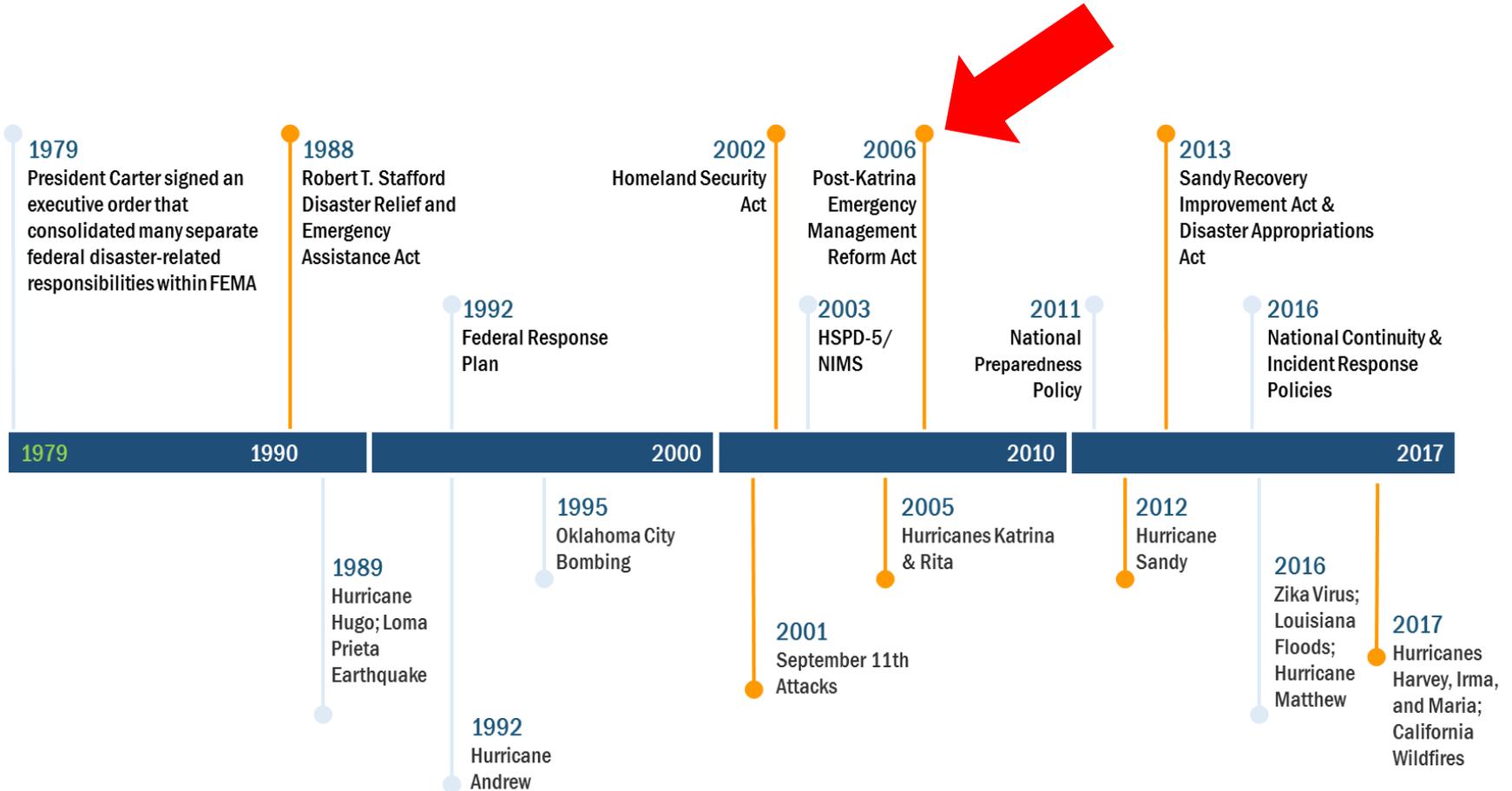
63.3%
2017 FEMA
satisfaction
score

+7.8%
Higher than
DHS

< 1%
Lower than U.S.
Government
average

Our History

KEY DISASTERS & AUTHORITIES

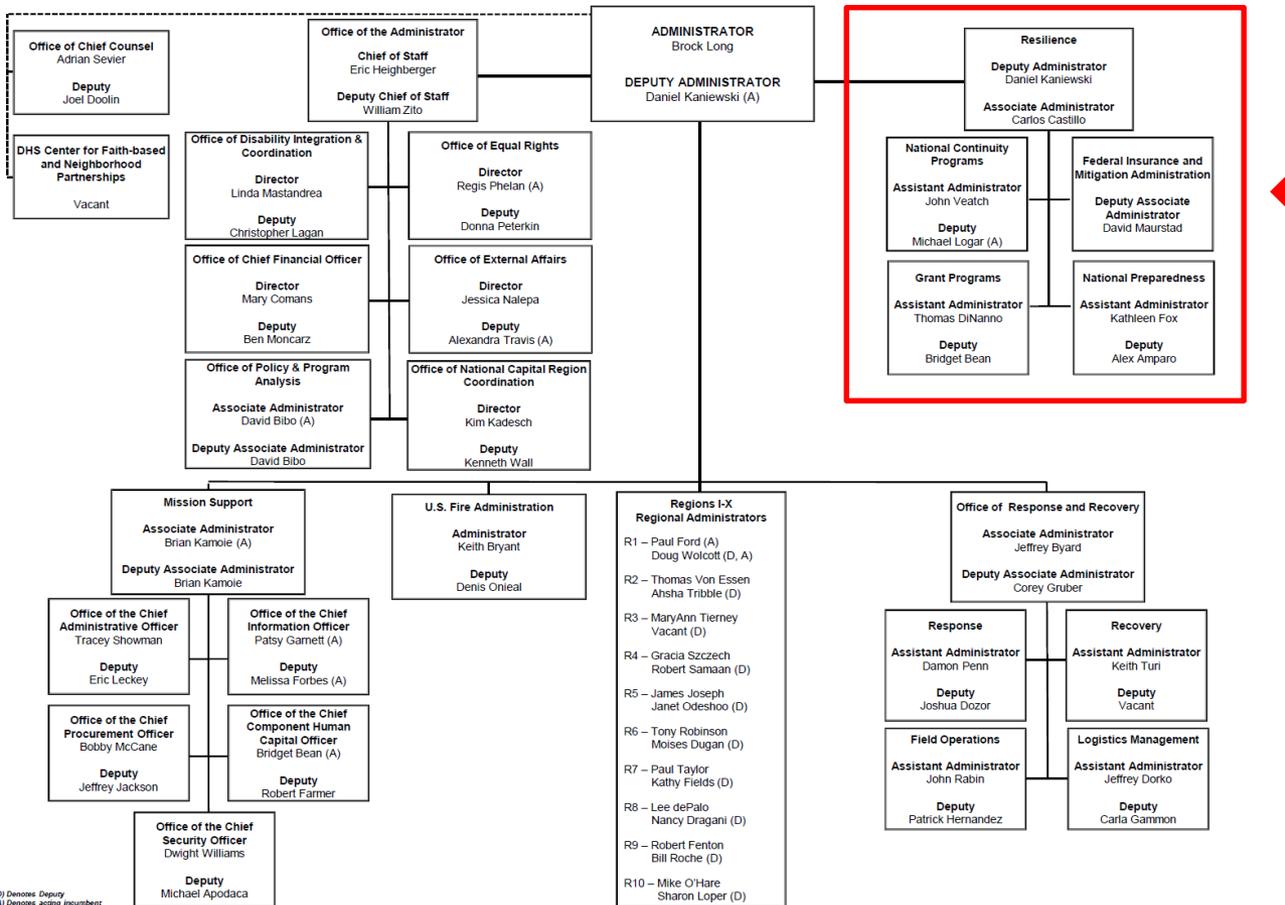


Our Organization



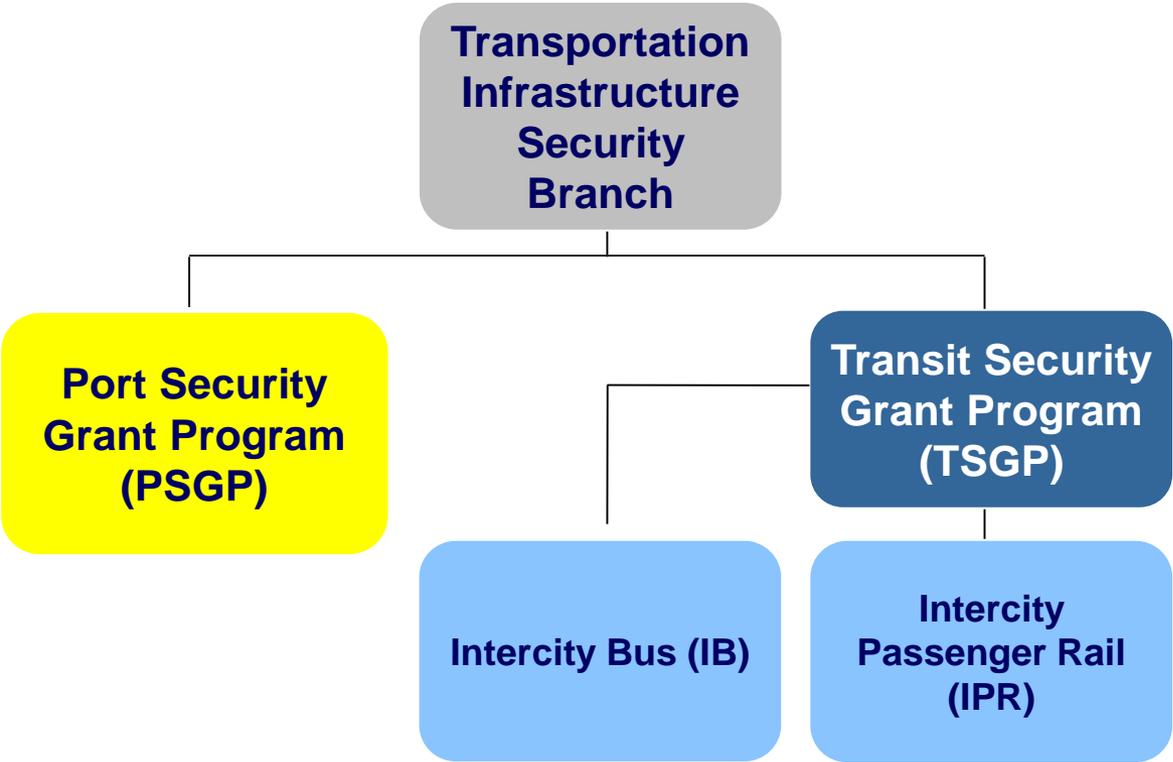
U.S. Department of Homeland Security / FEMA

June 25, 2018



Transportation Infrastructure Security Branch

- The Port Security Grant Program (PSGP) is one of four funded grant programs managed by the Transportation Infrastructure Security Branch



PSGP Purpose

- The PSGP is one element of a comprehensive suite of measures authorized by Congress and implemented by DHS to strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks.
- PSGP priorities include:
 - Enhancing Maritime Domain Awareness (MDA)
 - Enhancing Improvised Explosive Device (IED) and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery capabilities
 - Enhancing cybersecurity capabilities
 - Completing maritime security risk mitigation projects that support port resilience and recovery
 - Conducting training and exercises
 - Implementing physical security, to include Transportation Worker Identification Credential (TWIC) projects

PSGP Historical Overview

Fiscal Year Program	Amount
FY 2005 Port Security Grant Program	\$141,969,968.00
FY 2006 Port Security Grant Program	\$168,052,500.00
FY 2007 Port Security Grant Program	\$202,269,793.00
FY 2007 Port Security Grant Program (Supplemental)	\$110,000,000.00
FY 2008 Port Security Grant Program	\$388,600,000.00
FY 2009 Port Security Grant Program	\$388,600,000.00
FY 2009 Port Security Grant Program (ARRA)	\$150,000,000.00
FY 2010 Port Security Grant Program	\$288,000,000.00
FY 2011 Port Security Grant Program	\$235,029,000.00
FY 2012 Port Security Grant Program	\$97,500,000.00
FY 2013 Port Security Grant Program	\$93,207,313.00
FY 2014 Port Security Grant Program	\$100,000,000.00
FY 2015 Port Security Grant Program	\$100,000,000.00
FY 2016 Port Security Grant Program	\$100,000,000.00
FY 2017 Port Security Grant Program	\$100,000,000.00
Total	\$2,663,228,574.00



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FY 2018 PSGP

Program Highlights

- FY 2018 PSGP funding = \$100,000,000
- All grantees are selected for funding through a competitive review process
 - Field Review
 - National/Administrative Review
- Grants will have a 36 month period of performance

Eligible Applicants

- Pursuant to the Maritime Transportation Security Act of 2002 (MTSA), DHS established a risk-based grant program to support maritime security risk management.
- Funding is directed toward the implementation of Area Maritime Security Plans (AMSP), Facility Security Plans (FSP) and Vessel Security Plans (VSP) among port authorities, facility operators, and state and local government agencies that are required to provide port security services.
- Eligible entities within port areas covered by an AMSP are able to apply for competitively awarded PSGP funding.
- Ferry systems are eligible to participate and receive funds. However, any ferry system that participates and accepts awards under the PSGP is not eligible for Transit Security Grant Program (TSGP) funding.

Key Changes for FY 2018

- 50% Cost share required of private entities
 - Exception for projects that provide port-wide benefit, such as: port-wide planning, security camera systems with shared access, response vessels and other maritime domain awareness systems.
- Appendix A (program priorities) updated – added examples and explanations
 - TWIC not a stand-alone priority, replaced with Physical Security as the priority which includes TWIC
- Increased focus on projects specific to maritime security incidents involving Weapons of Mass Destruction (WMDs), cybersecurity, and attacks on soft targets.

Examples of Previously Funded Projects

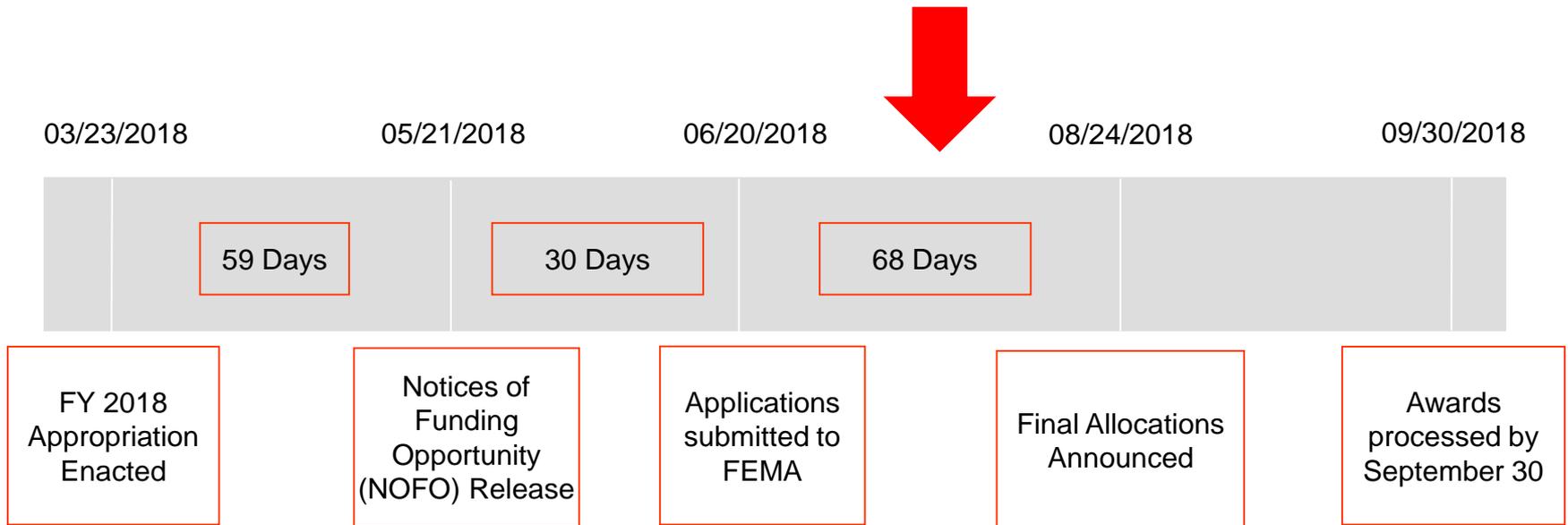
- **Port-wide Risk Management Plans:**
 - Plans that identify steps for addressing the highest risks to the port area
- **Expansion and hardening of access control points:**
 - Reinforced gates used to prevent un-authorized vehicles from accessing the perimeter of the port area
 - Water-side barriers to prevent un-authorized vessels from approaching sensitive berthing areas
 - Screening equipment and camera systems
- **Rapid Response Boats:**
 - High speed, quick response boats critical for preventing or responding to security incidents on waterways, especially in and around airports, cruise terminals, etc.
- **Training and Exercises:**
 - Training designed to maximize the ability of port area personnel to effectively employ the equipment obtained with grant funding
 - Exercises involving realistic scenarios, after action reports, and corrective action plans designed to test capabilities associated with the equipment and training obtained with grant funding and ensure continuous improvement



Examples of Projects NOT Funded

- Equipment or services not listed on the Authorized Equipment List as eligible under PSGP
- Equipment or services listed as unallowable costs identified by the NOFO
 - Commonly include tow vehicles, weapon related equipment, proof of concept projects, hospitality projects (chairs, couches), etc.
- Equipment or services that do not support COTP priorities or PSGP priorities
- Equipment or services with no clear maritime security nexus
- Projects that do not include an eligible cost share (see 2 CFR 200.306)
 - Particularly section (3) Are necessary and reasonable for accomplishment of project or program objectives)
 - https://www.ecfr.gov/cgi-bin/text-idx?SID=d50592213cb54dbc70c644e53bc1e316&mc=true&node=se2.1.200_1306&rgn=div8
- Projects lacking a corresponding budget
- Applications submitted on behalf of other entities (consortiums)

FY 2018 PSGP Timeline



Looking Ahead

- FY 2019 Appropriations
 - Senate mark = \$100M
 - House mark = \$100M
 - On-time appropriation?
- On-going challenge: lack of performance metrics
 - Anecdotes to Analytics Initiative

Questions?

Grant Programs Directorate State Assignments

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