



FEMA

GRANT PROGRAMS DIRECTORATE

The Port Security Grant Program & Associated Initiatives

AAPA Security Committee Seminar & Exhibition

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Security Branch (TISB)***



Brief FEMA Overview: 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



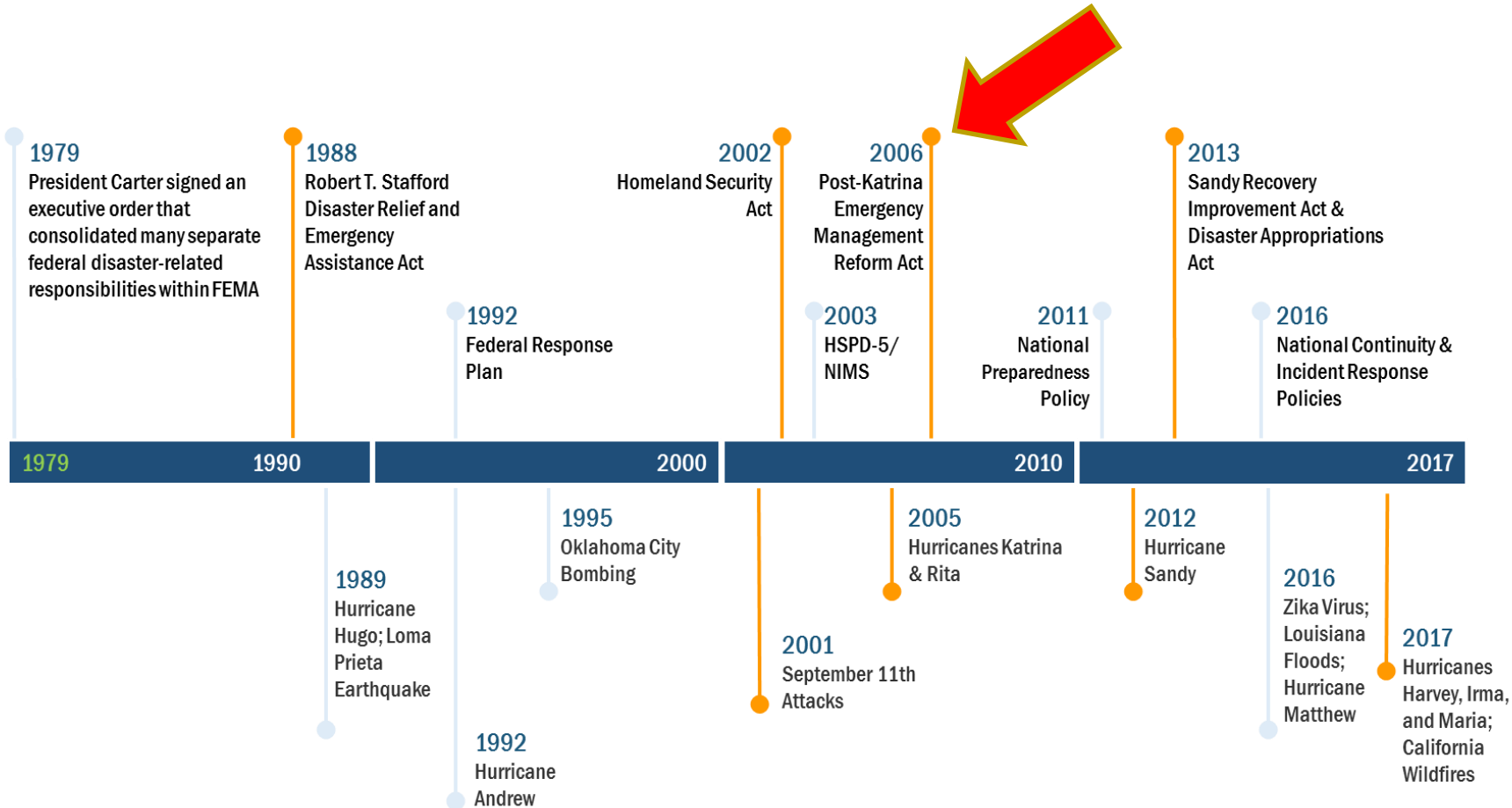
63.3%
2017 FEMA
satisfaction
score

+7.8%
Higher than
DHS

< 1%
Lower than U.S.
Government
average

Our History

KEY DISASTERS & AUTHORITIES



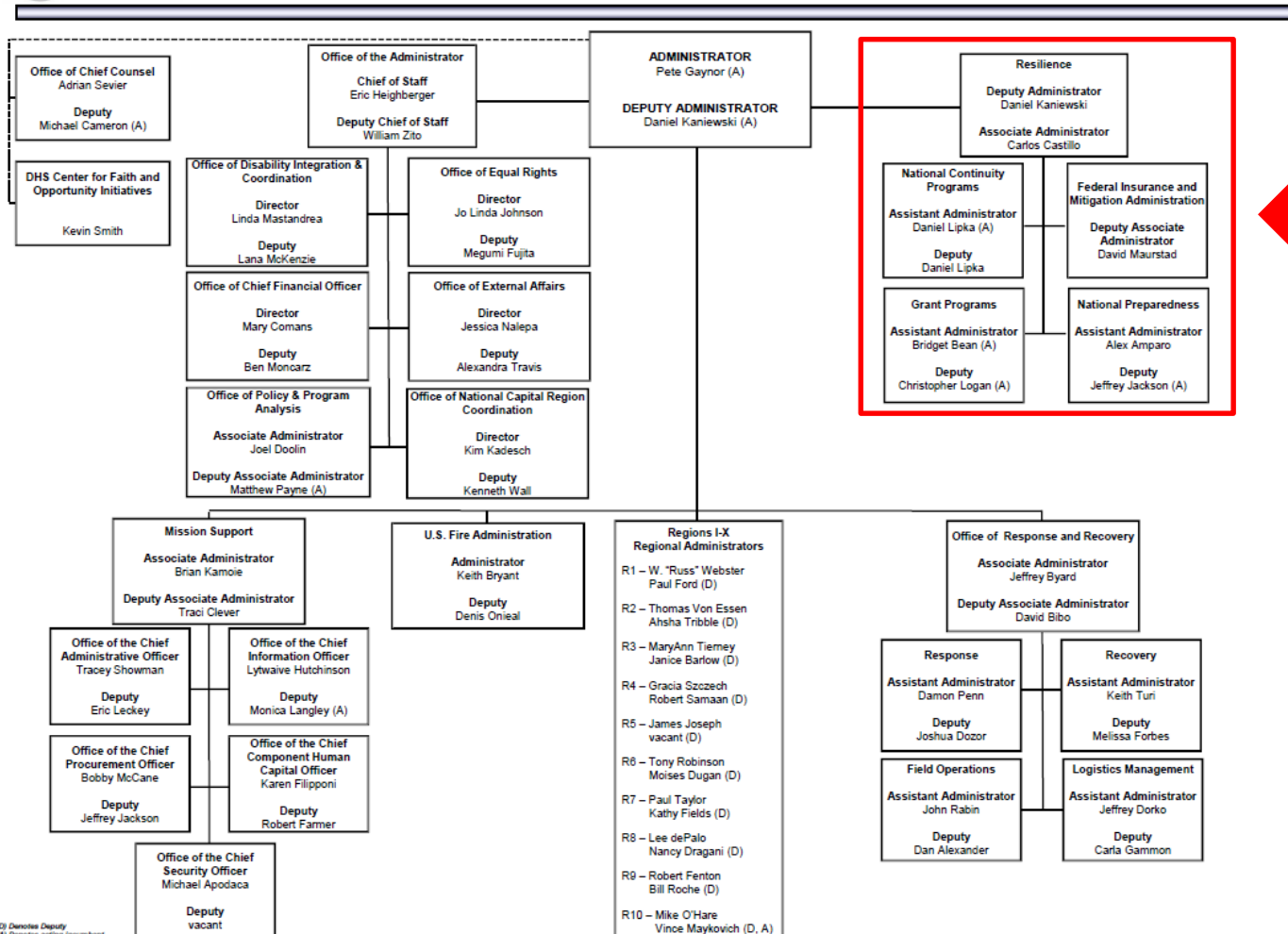
Our Organization



FEMA

U.S. Department of Homeland Security / FEMA

June 11, 2019

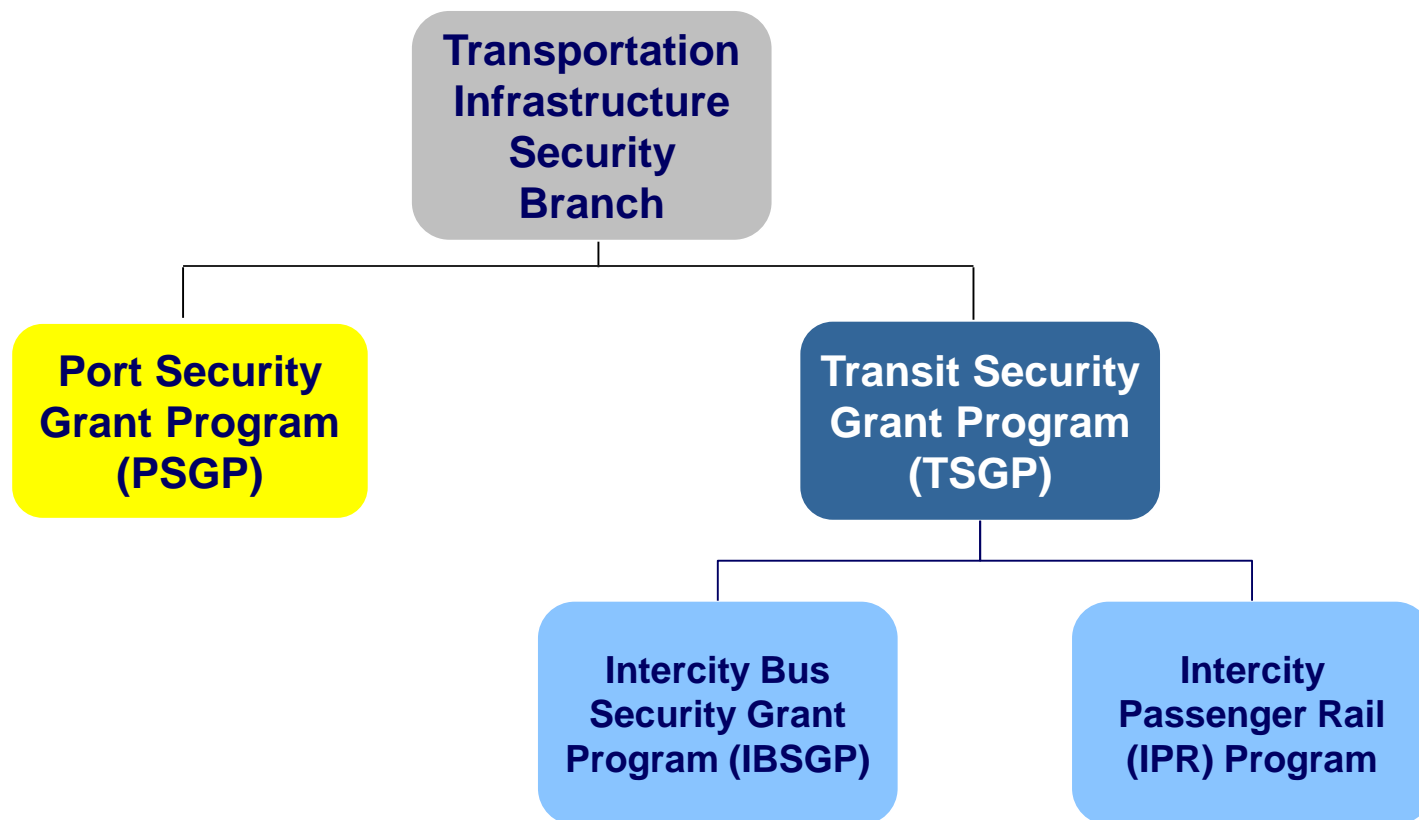


FEMA

(D) Denotes Deputy
(A) Denotes acting incumbent

Transportation Infrastructure Security Branch

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



PSGP Historical Overview

Fiscal Year Program	Amount
FY 2002 Port Security Grant Program	\$74,090,202
FY 2003 Port Security Grant Program	\$143,339,138
FY 2003 Urban Areas Security Initiative (Port)	\$68,791,664
FY 2004 Port Security Grant Program	\$182,640,806
FY 2005 Port Security Grant Program	\$141,969,968
FY 2006 Port Security Grant Program	\$168,052,500
FY 2007 Port Security Grant Program	\$202,269,793
FY 2007 Port Security Grant Program (Supp)	\$110,000,000
FY 2008 Port Security Grant Program	\$388,600,000
FY 2009 Port Security Grant Program	\$388,600,000
FY 2009 Port Security Grant Program (ARRA)	\$150,000,000
FY 2010 Port Security Grant Program	\$288,000,000
FY 2011 Port Security Grant Program	\$235,029,000
FY 2012 Port Security Grant Program	\$97,500,000
FY 2013 Port Security Grant Program	\$93,207,313
FY 2014 Port Security Grant Program	\$100,000,000
FY 2015 Port Security Grant Program	\$100,000,000
FY 2016 Port Security Grant Program	\$100,000,000
FY 2017 Port Security Grant Program	\$100,000,000
FY 2018 Port Security Grant Program	\$100,000,000
Total	\$3,232,090,384



FY2019 Port Security Grant Program (PSGP)

Program Overview	FY 2018	FY 2019
<ul style="list-style-type: none"> ▪ Purpose: The purpose of the FY 2019 PSGP is to provide funding to port authorities, facility operators, and state and local agencies for activities associated with implementing AMSPs, facility security plans, and other port-wide risk management efforts. ▪ Eligibility: Eligible applicants include but are not limited to port authorities, facility operators, and state and local government agencies. A facility operator owns, leases, or operates any structure or facility of any kind located in, on, under, or adjacent to any waters subject to the jurisdiction of the United States. 	\$100,000,000	\$100,000,000

Program Highlights

- PSGP program priorities were fully updated in FY 2019:
 - National Priorities**
 - Enhancing the protection of soft targets/crowded places
 - Enhancing weapons of mass destruction and improvised explosive device prevention, detection, response, and recovery capabilities
 - Enhancing cybersecurity
 - Addressing emergent threats, such as unmanned arial systems
 - Enduring Needs**
 - Effective planning
 - Training and awareness campaigns
 - Equipment and capital projects
 - Exercises

Key Changes

- Implemented in 2018, continued in 2019: **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
- **Program priorities aligned with DHS priorities** – project types funded in past rounds are still eligible for funding in 2019, however
- Grant guidance is now split into 2 parts:
 - The **Notice of Funding Opportunity (NOFO)** indicates administrative requirements for submitting an application
 - The **Preparedness Grant Manual (PGM)** provides program specific guidance, such as limitations of CBRNE and UAS capabilities, etc.

Eligible Applicants

- **All entities subject to an Area Maritime Security Plan (AMSP)**, as defined by 46 U.S.C. § 70103(b), may apply for PSGP funding. Eligible applicants include but are not limited to:
 - Port authorities
 - Facility operators
 - State and local government agencies
- A **facility operator** owns, leases, or operates a structure or facility of any kind located in, on, under, or adjacent to any waters subject to the jurisdiction of the United States
 - Examples of facility operators include, but are not limited to terminal operators, ferry systems, bar/harbor pilots, and merchant's exchanges
- 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**

Application Review Process

- The PSGP is a competitive program. PSGP applications are evaluated through **a three-part review and selection process** that encompasses: 1) an Initial Screening; 2) a Field Review; and 3) a National Review
- During the **Initial Screening** and **Field Review**, applications are evaluated for eligibility, completeness, adherence to programmatic guidelines, and the anticipated effectiveness of investments being proposed. The **National Review** will then identify a ranked list of eligible projects from across all eligible Port Areas
- Independent of the Field and National Reviews, a **risk score** will also be calculated for each Port Area
- A **risk and effectiveness prioritization** will then be applied to the recommended list of projects for each Port Area
- All final funding determinations are made by the **Secretary of Homeland Security**

Examples of Previously Funded Projects

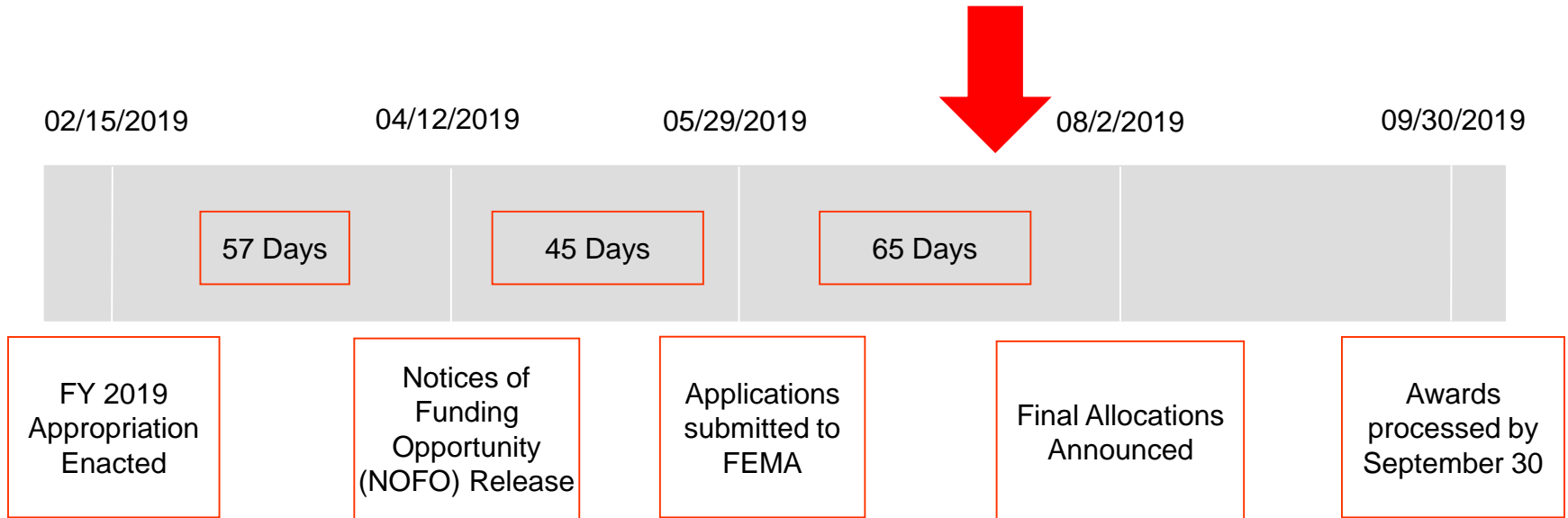
- ***Port-wide Risk Management Plans:***
 - Plans that identify steps for addressing the highest risks to the port area
- ***Expansion and hardening of access control points:***
 - Reinforced gates used to prevent un-authorized vehicles from accessing the perimeter of the port area
 - Water-side barriers 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 program 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***

FY 2019 Award Timeline



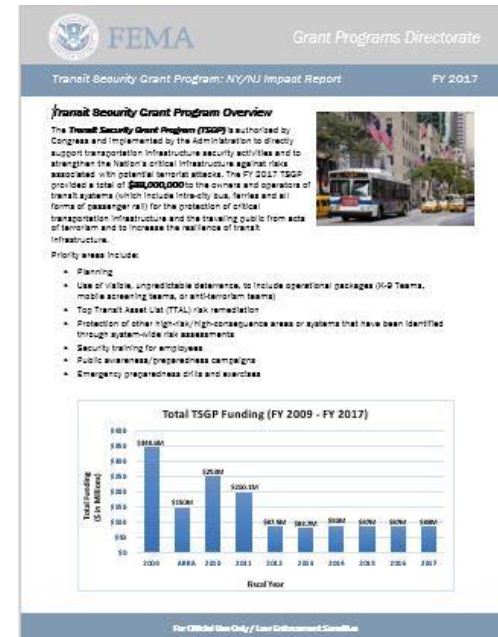
*Note: NOFO release and award announcement timelines are Congressionally mandated.

Measuring Programmatic Impact

- ***Measuring programmatic impact*** is an enduring challenge
 - How do you measure something that hasn't happened?
 - How are we reducing risk to the nation's ports, transit systems, etc.?
- To address this challenge, FEMA is implementing the ***Anecdotes to Analytics (A2A) Initiative***
- A2A has four major activity areas:
 - Developing refined anecdotes
 - Establishing a risk baseline and identifying capability gaps
 - Establishing performance metrics to measure the effectiveness of investments
 - Tailoring our communications to tell the story

A2A Area 1: Refined Anecdotes

- In the **Refined Anecdotes** activity area, FEMA is currently developing Impact Reports (IRs) to clearly communicate how grant dollars have impacted security in specific regions of the country.
 - To date, FEMA has finalized **18 IRs** covering 25 high-risk transit agencies and Amtrak, as well as the ports of New York - New Jersey, Los Angeles, Long Beach, Oakland, Redwood City, San Francisco, Richmond, Stockton, West Sacramento, Seattle, Tacoma, Olympia, and Everett.
 - An additional **9 IRs** are currently under development.
 - **Over the next year, this effort will be expanded to include all major TSGP and PSGP grantees, and the IRs will be updated annually thereafter.**



NY/NJ TSGP Impact Report

A2A Activity Area 2: Risk Baseline

- In the ***Risk Baseline*** activity area, FEMA is establishing a process for measuring the levels of risk faced by TSGP, PSGP and Intercity Bus Security Grant Program (IBSGP) grant recipients against a standardized suite of threats and hazards.
 - FEMA is developing risk assessment models tailored for use by port areas, transit systems, and over the road bus (OTRB) stakeholders that will facilitate establishing a consistent risk baseline for each.
 - Port areas, transit systems and OTRB stakeholders will use the results of their risk assessments to identify capability gaps and establish a plan for addressing them using standardized templates.
 - Grantees will then refresh their risk assessments regularly, providing consistent and measurable data relative to the impact TSGP, PSGP, and IBSGP funds are having on the reducing the risks they face.

A2A Activity Area 2: Risk Baseline (cont.)

- In partnership with the United States Coast Guard (USCG), **FEMA will conduct beta tests with the Maritime Transportation – Risk Assessment Methodology (MT-RAM) in the Summer/Fall of 2019.**
 - FEMA and the USCG are currently working to explore ways to gain maximum leverage from existing risk data collected at the Sector level.
 - Based on preliminary analysis of input provided by the USCG, FEMA believes that **more than 90%** of the necessary data is already available via this existing mechanism.
 - USCG is currently working on a data extract that will automate the transfer of required information from MSRAM into the FEMA tool.

Questions?

Grant Programs Directorate State Assignments

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