



# FEMA

**GRANT PROGRAMS DIRECTORATE**

## **Port Security Grant Program (PSGP)**

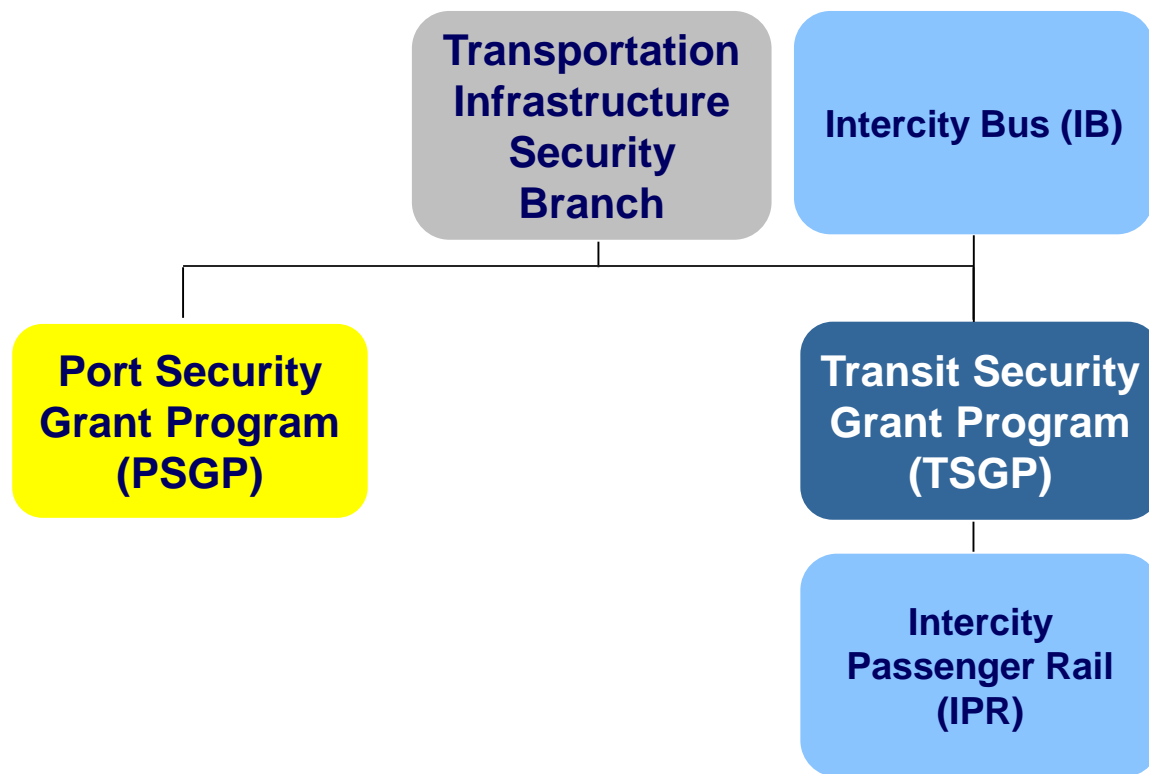
**Fiscal Year 2017**

**February 2017**



# Transportation Infrastructure Security Branch

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



# FY 2017 Port Security Grant Program (PSGP)

Program Overview	FY 2016	Anticipated FY 2017
<ul style="list-style-type: none"> <li>▪ <b>Purpose:</b> PSGP provides funds for transportation infrastructure security activities to implement Area Maritime Transportation Security Plans and public/private facility security plans among port authorities, facility operators, and State and local government agencies required to provide port security services</li> <li>▪ <b>Eligibility:</b> Consistent with FY 2016 ports with Maritime Transportation Security Administration (MTSA) regulatory requirements will be funded based on risk and competitive project review</li> </ul>	\$100,000,000	\$100,000,000

## Program Highlights

- There are no proposed changes to eligibility or program priorities
- The FY 2017 PSGP funding amount is *likely to be* the same as FY 2016 PSGP
- Eligible applicants apply directly to FEMA for funding and compete for funding within their Port area
- Program is fully competitive
- Proposed FY 2017 Funding Priorities:
  - Enhancing Maritime Domain Awareness
  - Enhancing Improvised Explosive Device (IED) and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and supporting recovery capabilities
  - Port Resilience and Recovery Capabilities
  - Enhancing Cybersecurity Capabilities
  - Training and Exercises
  - Equipment associated with Transportation Worker Identification Credential (TWIC) Implementation

# FY 2017 (PSGP) Projected

## Program Highlights

- FY 2017 Funding \$100,000,000
- FY 2017 Projected Funding Priorities:
  - Flat cost share rate of 25% for public and private entities
  - CBRNE requirements – may fund non-CBRNE vessels where a greater need for patrol is justified in the application and verified by COTP
  - Port area funding limits at Secretary discretion
  - 36 Month period of performance

# FY17 Grant Timeline



\*Funding announcement of those selected applicants will occur on or before September 30, 2017.

# PSGP Programmatic Review Process

## Initial Review

- Program Analysts review applications for initial eligibility and completeness
- Section Chiefs and Branch Chief review all “denied” applications and make final determinations
- Program Analysts sort applications by Coast Guard Sector and Group for distribution to Field Reviewers

## Field Review

- COTP/MARAD/AMSC Field Reviewers review each project in their assigned area(s) to determine the following :
  - Effectiveness in supporting PSGP priorities (which include national priorities)
  - Effectiveness in addressing COTP Area of Responsibility and port area priorities
- USCG is also responsible for verifying risk and vulnerabilities within the port area. A value of this data is provided through MSRAM and incorporated into the DHS Risk Formula

## National Review

- The National Review Panel, comprised only of Federal employees from various agencies including USCG, TSA, FEMA, and MARAD convene and review each project for effectiveness in supporting the PSGP priorities. The panel of subject matter experts weigh Field Review comments regarding port area priorities and cost effectiveness to determine if funding is merited. This step may be reframed for FY17.

## Award Determination

- A risk-based algorithm is applied to the National Review Panel’s validated, prioritized list for each port area. The algorithm considers the following factors to produce a comprehensive national priority ranking of port security proposals:
  - Relationship of the project to one or more of the PSGP priorities
  - Relationship of the project to the local port security priorities
  - COTP ranking
  - Risk level of the port area in which the project would be located
  - DHS Leadership reviews the funding options and makes a final determination on projects to be funded



# Examples of Funded Projects

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- Purchase of Rapid Response Boats:
  - High speed, quick response boats critical for responding to waterways, especially areas around airports
  - Available 24/7 patrols and response, and equipped for all life safety operations including fire suppression, evacuations, rescue of victims, dewatering, mass decontamination, swift transport of first responders to a waterborne or waterfront incident, and removal of victims from a vessel in distress
- Training and Exercises:
  - Live situational exercises involving various threat and disaster scenarios, table top exercises, and the debriefing of the exercises to continually improve utilization of plans and equipment procured with grant funding
- Expansion and hardening of TWIC compliant access control:
  - Installation of TWIC card and secure vehicle barriers, for activation during times of heightened security measures
  - Hardening of secondary access points to the Port, to include the addition of reinforced gates used to prevent un-authorized vehicles from accessing the perimeter of the Port



# Cost-Share or Match Requirement

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- The following match requirements apply for the FY 2016 PSGP
  - **Public and Private Sector.** Public and private sector applicants must provide a non-Federal match (cash or in-kind) supporting ***at least 25 percent of the total project cost*** for each proposed project.
- Cash and in-kind matches must consist of eligible costs (i.e., purchase price of allowable contracts, equipment). A cash-match includes cash spent for project-related costs while an in-kind match includes the valuation of in-kind services or equipment. Likewise, in-kind matches used to meet the match requirement for the PSGP award may not be used to meet match requirements for any other Federal grant program.
- Matching cost share is subject to the same requirements as the federal share (i.e. budget review and EHP review are required of your cost share and the cost share must be outlined in the IJ and budget).



# Investment Justifications and Detailed Budgets

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- Investment Justifications (IJs) vary in quality and style, IJs should:
  - Be concise but descriptive
  - Address specific PSGP priorities
  - Identify existing similar capabilities as well as the vulnerabilities being addressed
  - Don't try to combine all projects into a single IJ (i.e. a fencing project should be separate from a vessel project) nor separate a single project into multiple IJs (i.e. an IJ for a fence project, a gate project, and lighting would all be considered facility security)
  - Explain where and how the project will be used to enhance security in your port area.
  - Projects that fail to demonstrate the required cost-share will not be considered for PSGP funding
  
- Detailed Budget Worksheets are required. The detailed budget should include:
  - Component costs breakdown (i.e. don't just say "Camera System - \$100,000", say (5) PTZ Cameras at \$10,000 each, (1) 100 hour DVR at \$5,000, etc...)
  - Cost categories should demonstrate total costs (i.e. total equipment cost, personnel costs such as M&A, OT and Backfill, etc.)
  - Cost share, even if it's in-kind, must be demonstrated as part of the detailed budget
    - Budgets must be approved by FEMA before project work can begin. Some budgets may be approved pre-award, others may require revisions to reflect approved costs.



# Best practices and common mistakes

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## Best Practices

- Answer the basic questions
  - Who will benefit from the project;
  - What is the project;
  - How does it support port area and PSGP (maritime) priorities;
  - Where and when will the project be implemented.
- Open an electronic copy of the NOFO and conduct a word search of the elements pertinent to your project to ensure compliance with program requirements.
  - (e.g. Personnel costs have limited allowability – we don't generally fund general operational costs). Cost share items are required to comply with the same program requirements as the Federal share of the project.

## Common Mistakes

- Many applicants fail to provide a completed/clear detailed budget and/or cost share.
- Many applicants fail to demonstrate justification for the project.
- Some applicants attempt to apply on other agency's behalf, which is prohibited in PSGP.
- Many projects appeared to primarily support regions/inland projects rather than focus on Maritime security. Non-maritime focused projects are generally not recommended for funding.

## Quick Points:

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- Reimbursements are allowable for all eligible costs associated with the project. Allowable costs are typically identified on the Authorized Equipment List, specifically approved by your program analyst, and not specifically prohibited by the program or Federal legislation. <http://beta.fema.gov/authorized-equipment-list>
- Partially funded projects are typically outlined within the award documents identifying the funded portion of the project. A revised detailed budget will be required and consultation with your program analyst is recommended prior to resubmitting.
- The project funding is specific. If funding a piece of a larger project, identify the larger project and what portion of that project is being funded. The portion of the larger project being funded will be treated as an individual project for funding and progress tracking purposes. Be sure to only request the portion that will be started and completed during the POP.
- Generally projects may not be modified from the approved scope of work. If a scope of work change is needed post award, contact your program analyst for approval prior to making any changes.

## Quick Points (Continued):

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- If portions of the PRMP are still valid and confirmed by the COTP/AMSC as necessary, they are still eligible for funding. Typically, planning is an allowable expense and PRMP updates may be considered for funding with PSGP grants.
- COTP priorities help identify priorities within specific port areas and help prioritize funding of projects that are recommended for funding by the National Review Panel.
- Make sure you have complied with all EHP requirements prior to initiating your project. If you are unsure if your project would require an EHP review, contact your program analyst.
- Ensure your eligible for this program (FY17 NOFO)
- Ensure your project addresses PSGP priorities (FY17 NOFO); and is not an unallowable cost under PSGP (FY17 NOFO)



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# Questions?

**Contact:**

Cynthia Simmons-Steele, Duane Davis, or your state's assigned program analyst.