



DHS

Port Security Grant Program

United States Coast Guard and
Office of Grants and Training
Area Maritime Security Committee Briefing



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DHS Port Security Grant Program

Overview

IPP Funding Availability

Timeline

Key Updates

Eligibility

Port Security Priorities

Application Review Process

Port Wide Risk Management Planning

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FY07 Grant Programs

Homeland Security Grant Programs (HSGP)

- State Homeland Security Program
- Urban Areas Security Initiative Program
- Law Enforcement Terrorism Prevention Program
- Metropolitan Medical Response System
- Citizen Corps Program

Infrastructure Protection Programs (IPP)

- Transit Security Grant Program (**Ferry Security**)
- **Port Security Grant Program**
- Intercity Bus Security Grant Program
- Trucking Security Program
- Buffer Zone Protection Program



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FY07 Infrastructure Protection Program

Overview

- The FY07 DHS Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen security of America's critical infrastructure through a series of laws, strategy documents, plans and Homeland Security Policy Directives including the:

- National Preparedness Goal
- National Infrastructure Protection Plan
- National Strategy for Transportation Security
- National Strategy for Maritime Security



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FY07 Infrastructure Protection Program

Overview – cont'd.

- Program Coordination
 - Preparedness Directorate/Office of Grants & Training
 - Preparedness Directorate/Office of Infrastructure Protection
 - Transportation Security Administration
 - United States Coast Guard
 - Department of Transportation (MARAD)
 - Industry



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FY07 IPP Allocations

- **Port Security Grant Program (PSGP) – \$201.17M**
- Transit Security Grant Program (TSGP) - \$171.8M
 - **Ferry Security - \$7.83M**
 - Intercity Passenger Rail Security - \$8.3M
- Intercity Bus Security Grant Program (IBSGP) - \$11.64M
- Trucking Security Program (TSP) - \$11.64M
- Buffer Zone Protection Program (BZPP) - \$48.5M



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FY07 Port Security Grant Timeline

- Application Period Opens January 9, 2007
- Application Period Closes March 6, 2007
- Awards to be Announced May 2007



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FY07 IPP General Updates

- Key DHS Priorities:
 - Focus Majority of Funding Where Analysis Indicates Risk is Greatest
 - Focus on a Regionalized Approach to Risk Management
 - Maximize Opportunities for Stakeholder Interaction During Application Period
- Period of Performance—Extended from 30 to 36 Months
- Investment Justifications—Replaces Project Plans, Achieves Consistency with HSGP Requirements



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FY07 PS GP Updates

- Revised Port Security Priorities—Revised List of Key Port Security Focus Areas
 - Enhancing Maritime Domain Awareness
 - Enhancing Prevention, Protection, **Response and Recovery** Capabilities
 - Specific focus on IEDs
 - Efforts supporting implementation of the Transportation Worker Identification Card (TWIC)
 - Training and Exercises
 - Efforts in support of the national preparedness architecture



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FY07 PSGP Updates

■ Eligibility List

- To be eligible to apply for funds, entities must be addressed in an Area Maritime Security Plan (AMSP)
 - MTSA 106 Facilities eligible for funding
- In a number of cases, critical port areas have been grouped together to reflect geographic proximity, shared risk and a common waterway
- Specifically add Port Fourchon, LA and Apra, Guam to critical port list
- Maritime Security Regulatory Compliance—Eligible Applicants Must be Fully Compliant with All Relevant Maritime Security Regulations (33 CFR Parts 101-106)
- Maximum Number of Projects per Application
 - Reduced from 5 to 3, Enhance Prioritization of Needs



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FY07 TS GP—Ferry Security

- Priorities—List of Key Ferry Security Focus Areas
 - Development and enhancement of capabilities to prevent, detect, and respond to and recover from terrorist attacks employing improvised explosive devices (IEDs) and vehicle borne improvised explosive devices (VBIEDs)
 - Mitigation of other high consequence risks identified through individual ferry system risk assessments
 - Use of K9 teams at the embarkation and exit points of a system, as well as during passage
 - Innovative utilization of mobile technology for prevention and detection of explosives or other threats and hazards
 - Development and enhancement of physical and perimeter security capabilities to deny inappropriate access around maintenance facilities, dry docks and piers



FY07 TSGP—Ferry Security

- **Priorities—List of Key Ferry Security Focus Areas (Cont'd)**
 - Development of emergency response and preparedness capabilities in the event of a ferry being used as a weapon to inflict damage on critical infrastructure (e.g., proximate LNG terminals and vital cargo shipping lanes)
 - Development and enhancement of training and awareness among ferry operators and employees
 - Public awareness training
 - Efforts in support of the national preparedness architecture
- **Maximum Number of Projects per Application**
 - Mirrors Requirements for TSGP-Rail/Intracity Bus:
 - Individual systems – 10
 - Regional Projects - 5



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FY07 Port Security Grant Eligibility

- Owners/operators of federally regulated terminals, facilities, U.S. inspected passenger vessels, or ferries, as defined in the Maritime Transportation Security Act (MTSA) 33 CFR Parts 101, 104, 105, and 106;
- Port authorities or other state and local agencies that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan; or,
- Consortia composed of local stakeholder groups (e.g., river groups, ports, and terminal associations) representing federally regulated ports, terminals, U.S. inspected passenger vessels, or ferries that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan.



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FY07 Port Security Grant Eligibility

- The recently passed SAFE Port Act states that all entities covered by an Area Maritime Security Plan (AMSP) may submit an application for consideration of funding.
- However, Congress has also specifically directed DHS to apply these funds to the highest risk ports within the United States.
- In support of this, a total of 102 critical port areas representing approximately 95 percent of the foreign waterborne commerce of the United States, have been specifically identified and ranked within 3 tiers.
 - In a number of cases, these port areas have been grouped together to reflect geographic proximity, shared risk and a common waterway.
- A fourth tier, encompassing all other entities covered by an AMSP but not located within Tiers 1-3 has been added



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FY07 Port Security Grant Eligibility

- FY 2007 Funding
 - Tier I \$120,702,000
 - Tier II \$40,234,000
 - Tier III \$30,175,500
 - Tier IV \$10,058,500
- Tier I port regions have been allocated a fixed amount of money that eligible entities within the region may compete for funding.



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FY07 Port Security Grant Eligibility

IMPORTANT

As a condition of eligibility, all PSGP applicants are required to be fully compliant with relevant Maritime Security Regulations (33 CFR parts 101-106). Any open or outstanding Notices of Violation (NOVs) that have not been resolved prior to the application submission deadline will result in the applicant being denied for consideration of FY 2007 PSGP funding.



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FY07 TS GP—Ferry Security Eligibility

- The Governor of each State and Territory is required to designate a State Administrative Agency (SAA) to apply for and administer the funds awarded under the FSGP. The SAA is the only entity eligible formally to apply for FSGP funds. DHS requires that the SAA obligate FSGP funds to the appropriate individual ferry systems within sixty (60) days of the receipt of funds.
- Nineteen (19) high capacity ferry systems in fourteen (14) regions are eligible to receive funds through the FY07 FSGP.
- In each of these fourteen regions, DHS identifies a specific target investment level, stated as a “not to exceed” dollar amount. Each applicant must submit a fully compliant application, which will undergo a preliminary review prior to final submission.



FY07 TSGBP—Ferry Security Eligibility

State	Region	Eligible System	FY07 Regional Allocation
AK/WA ¹	Juneau, Bellingham, Valdez	Alaska Marine Highway System	\$352,040
CA	Bay Area	Golden Gate Bridge, Highway and Transportation District	\$586,714
		City of Alameda Ferry Services (Blue and Gold Lines Fleet)	
		City of Vallejo Transportation Program	
		Catalina Passenger Service	
CT/NY ²	Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	Catalina Passenger Service	\$122,581
	Bridgeport, CT – Port Jefferson, NY	The Bridgeport & Port Jefferson Steamboat Company	\$414,350
	New London, CT – Orient Point, NY	Cross Sound Ferry	
DE/NJ ³	Cape May – Lewes	Cape May Ferry System	\$155,807
LA	New Orleans	Crescent City Connection Division - Louisiana Department of Transportation	\$325,000
MA	Boston	Massachusetts Bay Transportation Authority (MBTA)	\$400,960
	Woods Hole - Martha's Vineyard	Martha's Vineyard Ferry	\$274,120
NY/NJ ⁴	New York City/Jersey City/Newark	New York City Department of Transportation	\$1,532,903
		New York Waterways	
		Port Authority of New York and New Jersey (PANYNJ)	
		SeaStreak	
NC	Cape Hatteras / Cherry Branch / Cedar Island / Ocracoke	North Carolina Ferry System	\$429,685
TX	Houston	Texas DOT (Bolivar Roads Ferry)	\$599,793
VA	Jamestown – Scotland	Jamestown Ferry	\$235,444
WA	Seattle	Washington State Ferries	\$2,400,603



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- ¹ The AK SAA will administer these funds.
² The CT SAA will administer these funds.
³ The DE SAA will administer these funds.
⁴ The NY SAA will administer these funds.

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FY07 Port Security Priorities

Enhancing Maritime Domain Awareness

The following are examples of improvements that address awareness within the Maritime Domain:

- Deployment of access control/standardized credentialing systems
- Deployment of detection and surveillance equipment
- Development/Enhancement of Information Sharing systems, including equipment (and software) required to receive, transmit, handle, and store classified information.
- Creation/Enhancement of maritime community watch programs
- Construction/Enhancements of Command and Control Facilities
- Enhancement of Interoperable Communications/Asset Tracking for sharing terrorism threat information (including ensuring that mechanisms are interoperable with Federal, State, and local agencies).



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FY07 Port Security Priorities

Enhancing Maritime Domain Awareness

Proposals for MDA systems should be attentive to the following:

- Ensuring that existing surveillance, other sensor, and information systems are appropriately shared and used by all port partners.
- Output of new sensors and data sources should be readily and easily available to all port partners without cost for access.
- Systems with an open architecture that can be easily expanded and that can easily interface with other systems should be given preference.
- Installation of surveillance, sensor and other information systems shall be coordinated with the FMSC and AMSC to assure complementary systems and avoid unnecessary duplication.



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FY07 Port Security Priorities

Enhancing Prevention, Protection, Response and Recovery Capabilities

- Port areas should seek to enhance their capabilities to prevent, detect, respond to and recover from terrorist attacks employing improvised explosive devices (IEDs), as well as attacks that employ other non-conventional weapons.
 - Of particular concern in the port environment are attacks that employ IEDs delivered via small craft (similar to the attack on the USS Cole);
 - By underwater swimmers (such as underwater mines); or
 - On ferries (both passenger and vehicle).



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FY07 Port Security Priorities

Efforts supporting implementation of TWIC

- The TWIC is a Congressionally-mandated security program by which DHS will conduct appropriate background investigations and issue identification cards for individuals requiring unescorted access to U.S. port facilities.
- Recipients may be expected to enter into a cooperative agreement with the Federal government with mutually agreed upon conditions to obtain data and lessons learned from the application of card readers and associated systems.
- Results would inform a TWIC rulemaking which would address card reader requirements applied to MTSA regulated facilities and vessels. Systems implemented with grant funding may be used by recipients to comply with the all TWIC rulemaking requirements.



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FY07 Port Security Priorities

Training and Exercises

- Employee training focuses on individual responsibilities and provides basic security awareness to front line employees
- Emergency drills and exercises test operational protocols that would be implemented in the event of a terrorist attack, and consist of live situational exercises involving various threat and disaster scenarios, table top exercises, and methods for implementing lessons learned.
- Port areas should seek to ensure that appropriate capabilities exist among staff and managers, and regularly test these capabilities through a program of emergency drills and exercises.



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FY07 Port Security Priorities

Training and Exercises

- Funding used for Port Security Exercises will only be permitted for those exercises that are in direct support of MTSA required exercises. These exercises must be coordinated with the COTP and AMSC and adhere to the guidelines outlined in DHS Homeland Security Exercise and Evaluation Program (HSEEP).
 - Area Maritime Security Training and Exercise Program (AMStep)
 - Port Security Training and Exercise Program (PortSTEP)
 - National Preparedness for Response Exercise Program (PREP)



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FY07 Port Security Priorities

Training and Exercises

- MTSA Sec. 109 courses approved by MARAD & USCG. Further information may be found at:
 - <http://marad.dot.gov/mtsa/marad%20web%20site%20for%20mtsa%20course.html> and <http://www.uscg.mil/stcw/security.pdf>
- Training approved through the G&T course approval process. Further information can be found at:
 - <https://www.firstrespondertraining.gov/odp%5Fwebforms/>
- Behavioral Screening Training for Frontline Employees
- Anti-Terrorism Training
- Anti-Hijacking Training
- Public and Employee Awareness Programs
- NIMS Training
- Multi-disciplinary, Multi-jurisdictional Terrorism Exercises



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FY07 Port Security Priorities

Supporting the National Preparedness Architecture

- Port areas are encouraged to take steps to embrace any of the national preparedness architecture priorities:
 - Expanding regional collaboration;
 - Implementing as appropriate elements of the National Strategy for Maritime Security, the National Incident Management System, the National Response Plan and the National Infrastructure Protection Plan;
 - Strengthening information sharing and collaboration capabilities;
 - Enhancing interoperable communications capabilities;
 - Strengthening CBRNE detection and response capabilities; and
 - Improving planning and citizen preparedness capabilities.



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Application Review Process

Initial Review

- G&T staff will conduct an initial review of all applications
- Ineligible, incomplete and duplicate applications will be eliminated from further consideration
- Applications passing this review will be grouped by port area and provided to the applicable USCG COTP for further review

Field Review

- USCG COTP will review applications in coordination with MARAD Region Director and applicable State Administrative Agencies and Homeland Security Advisors
- USCG COTP will prioritize eligible applications from their respective ports based on:
 - Correlation to the national port security priorities
 - Correlation to local port security priorities
- The USCG COTP will submit a prioritized listing of projects for each port area to G&T for the national review process



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Application Review Process

National Review

- A national review panel will be convened. Members will include representatives of G&T, USCG, TSA, CBP, OIP and MARAD
- Following the initial meeting, G&T will evaluate the top projects from each COTP list for each port area against a formula considering:
 - COTP ranking
 - Location of project (based on port area's risk-based ranking)
 - Relationship of project to national port security priorities
 - Cost benefit analysis
- The national review panel will then evaluate and validate the consolidated and ranked project list
- Awards will be made based on the final ranked list of projects identified by the national review panel



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FY07 TSGP—Ferry Security

Application Review Process

- DHS will evaluate and act on applications within 60 days of the end of the application period
- G&T, in conjunction with the USCG, will verify compliance with each of the administrative and eligibility criteria identified in the application kit
- Eligible applications will be reviewed and scored by an Executive Steering Committee of Maritime Security Grant Programs consisting of USCG, TSA, the Department of Transportation's Maritime Administration (MARAD), and G&T
- The Executive Steering Committee will then make recommendations for funding to G&T and the Secretary
- DHS will brief all appropriate agencies on the final selections to ensure consensus and address any remaining issues



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Port Wide Risk Management

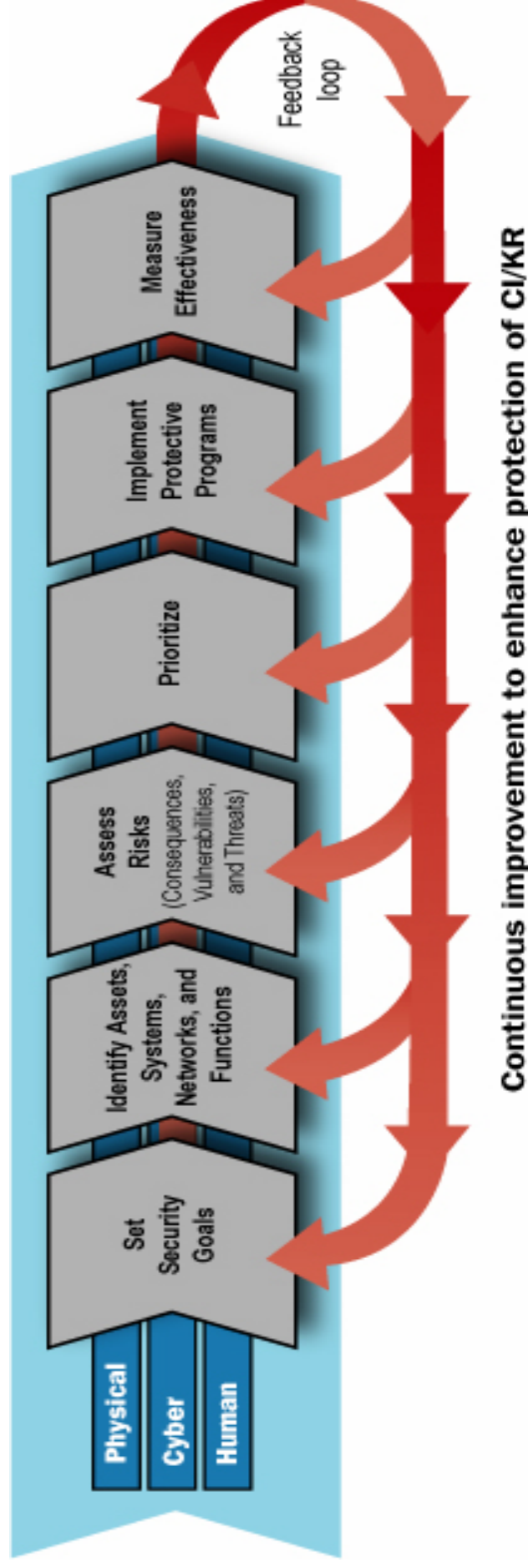
- The implementation of the NIPP Risk Management Strategy is the beginning of a fundamental shift in the focus of DHS' Port Security Grant Program (PSGP) from primarily a facility security focused grant program to a Port-Wide Risk Management program that complements urban area and state efforts.



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Port Wide Risk Management

- Based on the National Infrastructure Protection Plan (NIPP) Risk Management Framework



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Port Wide Risk Management

- Adoption of a deliberate and uniform risk management planning process will enable DHS to make security enhancement and funding decisions in the context of strategic goals, supported by clear, measurable objectives in alignment with the National Preparedness Goal and the National Homeland Security Priorities.
- Development of a port-wide risk management strategy will further focus the security needs of port stakeholders and will provide ports with investment justifications for Federal dollars.
- This process will allow port-wide security needs to be integrated into the broader national risk management framework of the NIPP and the regional planning construct that forms the core of other security initiatives, both at the local and state levels.



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Port Wide Risk Management

Expectations

- In the following year, Port areas may be expected to develop Port Wide Risk Management Strategies
- Creation of these Strategies would be supported through various means:
 - Results of the Maritime Security and Risk Analysis Model (MSRAM)
 - Utilization of G&T Technical Assistance programs
 - Feedback and review by pertinent Federal Agencies
 - USCG, G&T, TSA, MARAD



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- Grants.gov provides a single, secure and reliable source for applying for Federal grants online, simplifying the grant application process and reducing paperwork.
- All applicants must complete the Grants.gov registration process before any grant application package can be submitted.
- After reading the appropriate guidance, the application process requires four steps:
 - Step 1: Download a Grant Application Package and Application Instructions
 - Step 2: Complete the Selected Grant Application Package
 - Step 3: Submit a Completed Grant Application Package
 - Step 4: Track the Status of a Completed Grant Application Package
- Help screens are available throughout the grant application process
- In addition, a user guide is provided online at Grants.Gov:
 - http://www.grants.gov/help/user_guides.jsp



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Application Period

- The grants guidance was announced and released Jan 9, 2007
 - Applicants MUST apply via Grants.gov at www.Grants.gov
 - Application Period Jan 9, 2007 – March 6, 2007.
 - Applications must be received by 11:59 PM Eastern time on 6 MAR 2007
 - It is recommended that applicants register with Grants.gov no less than FIVE DAYS prior to the close of the application period
 - Awards will be made by May 2007



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Requesting a DUNS number

- A D&B® D-U-N-S® Number is a unique nine-digit sequence recognized as the universal standard for identifying and keeping track of more than 92 million businesses worldwide;
- G&T requires that applicants obtain a DUNS number before applying for a grant;
- Go to <http://www.grants.gov/RequestaDUNS> to request a D-U-N-S® Number.



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Touch Points and Other Valuable Resources

Resource	Description
Web resources	The PSGP Application Kit and Information Bulletins are posted to the G&T website: http://www.ojp.usdoj.gov/odp/grants_ipp2007.htm
Grants.gov Help desk	1-800-518-4726
PSGP Program Manager	Please send programmatic inquiries to the following email address: portsecuritygrants@dhs.gov Additional documents relating to the program will also be accessible on the following G&T website: http://www.ojp.usdoj.gov/odp/welcome.html
CSID	General questions related to this grant program may be directed to the G&T Centralized Scheduling and Information Desk (CSID) 800-368-6498 or askcsid@dhs.gov



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Questions?



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