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Port Security Grant Program (PSGP)
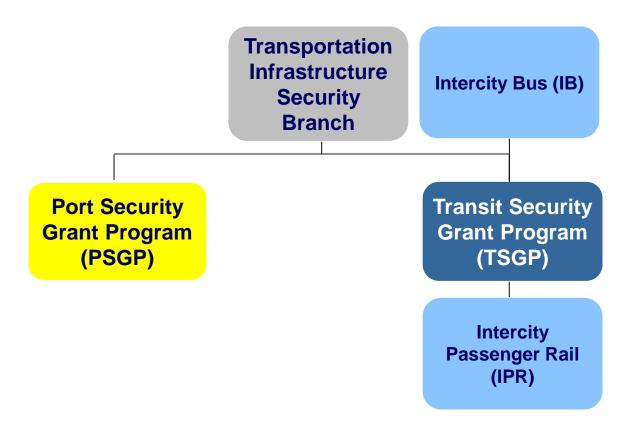
Fiscal Year 2015

July 2015

Transportation Infrastructure Security Branch

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

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Transportation Infrastructure Security Branch          Intercity Bus (IB)

Port Security Grant Program (PSGP)          Transit Security Grant Program (TSGP)

                                            Intercity Passenger Rail (IPR)
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FY 2015 Port Security Grant Program (PSGP)

Program Overview	FY 2014	FY 2015
- **Purpose:** 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 - **Eligibility:** Consistent with FY 2014 ports with Maritime Transportation Security Administration (MTSA) regulatory requirements will be funded based on risk and competitive project review	$100,000,000	$100,000,000
Program Highlights		

- There are no proposed changes to eligibility or program priorities except all applicants will be placed in one group for consideration of PSGP funding.
- The FY 2015 PSGP funding amount is the same as FY 2014 PSGP
- Eligible applicants apply directly to FEMA for funding and compete for funding within their Port area
- Program is fully competitive
- FY 2015 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
    - Training and Exercises
    - Equipment associated with Transportation Worker Identification Credential (TWIC) Implementation
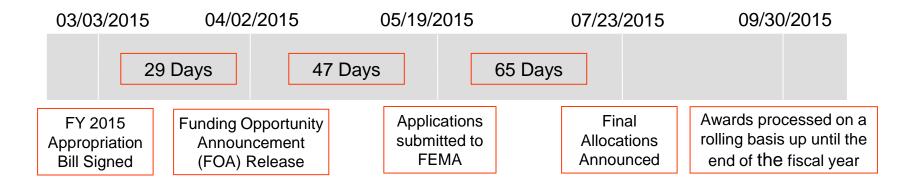   - Enhancing Cybersecurity Capabilities

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FY 2015 (PSGP) Projected

Program Highlights

- FY 2015 Funding $100,000,000
- FY 2015 Projected Funding Priorities:
  - Flat cost share rate of 25% for public and private entities
  - Less strict CBRNE requirements – may fund non-CBRNE vessels where a greater need for patrol is justified in the application and verified by COTP
  - Elimination of Port Groupings (No Group I or Group II Ports)
  - 36 Month period of performance (not retroactive to past awards)

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FY15 Grant Timeline

03/03/2015	04/02/2015	05/19/2015	07/23/2015	09/30/2015
	29 Days	47 Days	65 Days	

| FY 2015 Appropriation Bill Signed | Funding Opportunity Announcement (FOA) Release | Applications submitted to FEMA | Final Allocations Announced | Awards processed on a rolling basis up until the end of the fiscal year |

*Funding announcement of those selected applicants will occur on or before September 30, 2015.

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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
  - Cost effectiveness – value of risk reduction as it relates to the cost of the project

- 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

Award Determination

- A risk-based algorithm is applied to the National Review Panel's validated, prioritized list for each port area in all groups. 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

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FY 2015 PSGP Funding Priorities

1. **Enhancing Maritime Domain Awareness (MDA)**

   – Port areas should seek to enhance MDA through projects that address knowledge capabilities within the maritime domain

   – Projects should reflect a regionalized approach and coordinated effort among public and private sector organizations

   – MDA efforts could include access control/standardized credentialing, communications, enhanced intelligence sharing and analysis, construction and/or enhancement of Interagency Operations Centers, etc.

2. **Enhancing Improvised Explosive Device (IED) and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery capabilities**

   – Port areas should continue to enhance their capabilities to prevent, detect, respond to, and recover from attacks employing IEDs, CBRNE devices, and other non-conventional weapons

   – IEDs delivered via small craft, underwater swimmers, or on ferries are of particular concern

FY 2015 PSGP Funding Priorities (continued)

3. **Enhancing Cybersecurity Capabilities**

- Port Areas should seek to enhance their capability to strengthen the Nation's critical infrastructure including distributed networks, varied organizational structures and operating models, interdependent functions and systems in both the physical space and cyberspace, and governance constructs that involve multi-level authorities, responsibilities, and regulations

- Projects should reflect the unique position of critical infrastructure owners and operators in managing risks to their individual operations and assets, and determining effective strategies to make them more secure and resilient

- Vulnerability assessments may be funded as contracted costs

4. **Port Resilience and Recovery Capabilities**

- Ensuring resilience to disasters is one of the core DHS missions

- PSGP funds are intended to enable continuity of operations and/or rapid recovery of the port in the event of a disaster

- Ports that have not already done so are encouraged to develop a Business Continuity/Resumption of Trade Plan

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FY 2015 PSGP Funding Priorities (continued)

5. **Training and Exercises**

– Exercises must follow the Area Maritime Security Training Exercise Program (AMSTEP) or the Transportation Security Administration (TSA) Intermodal Security Training Exercise Program (I-STEP) guidelines

6. **Equipment Associated with Transportation Worker Identification Credential (TWIC) Implementation**

– Infrastructure and installation projects that support TWIC implementation will be given a higher priority than the purchase of TWIC card readers. PSGP encourages use of the Qualified Technology List (QTL) instead of the ICE list

Examples of Funded Projects

- 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

- The following match requirements apply for the FY 2015 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).

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Continued, Cost-Match Requirement

- **Exceptions to Cost-Match that may apply**
  - There is no match requirement for grant awards where the total project cost for all projects are $25,000 or less (with the exception of national and regional corporations submitting 11 or more projects throughout their system[s]).
  - There is no match requirement for grants to train law enforcement agency personnel in the enforcement of security zones as defined by 46 U.S.C. § 70132 and or in assisting in the enforcement of such security zones.
  - If the Secretary of Homeland Security determines that a proposed project merits support and cannot be undertaken without a higher rate of Federal support, the Secretary may approve grants with a match requirement other than that specified above in accordance with 46 U.S.C. § 70107(c). Cost-match waivers under 46 U.S.C. § 70107(c)(2)(B) may be granted only if the Secretary of DHS determines that (1) a proposed project merits support in light of the overall grant purpose and mission goals; and (2) the Secretary of DHS determines that the meritorious project cannot be undertaken without a higher rate of Federal support.

Investment Justifications and Detailed Budgets

- 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.

Helpful Hints

- **Read the NOFO!!!**

- Ensure your SAM and DUNS are up to date right away

- Ensure that you have NDGrants access

- Be sure to attach your IJ, Budget, and other documents when you submit back into NDGrants

- Read clarified content in the NOFO:
  - cost limitations of $1M for certain project outlined in 46 U.S.C. 70107
  - consortia are not eligible entities, sub-recipients are not eligible, you must submit your own application for your entity

- Clarification of the NOFO - Eligible entities may submit one application per port area from which they operate (i.e. facility is located there), with up to 5 investments per application

- The application process is multi-tiered and will take hours/days for new grantees to access systems – Be sure to submit ahead of the application deadline!

Environmental Planning and Historic Preservation (EHP) Compliance

- All projects funded with Federal grant dollars (including cost share) must comply with EHP laws, regulations, and Executive Orders

- An EHP review is an analysis of pertinent project information to determine whether a project may have the potential to impact environmental or historical/cultural resources
  - Complex projects will typically require more information/time to reach a determination
  - FEMA may be required to consult with the relevant State Historic Preservation Office (SHPO), the U.S. Fish and Wildlife Service (FWS), the U.S. Army Corps of Engineers (USACE), and others to determine impacts to sensitive resources

- **The EHP review must be completed by FEMA _before_ initiating any work on any FEMA funded project, even if a previous award/year/program/project has an approved EHP review.**

- EHP review is required (post award) for the entire project (including cost share items) prior to starting the project

Environmental Planning and Historic Preservation (EHP) Compliance (Continued)

- Purpose of EHP review is to ensure compliance – <u>not</u> to deny projects. Sometimes projects may be modified to minimized impacts.

- Costs of environmental review (e.g., archeological surveys, reports, etc.) are paid by the grant recipient, and can be part of grant expenditures.

- Grantees are responsible for completing the EHP Screening Form and providing all relevant EHP materials to GPD via the GPD-EHP Mailbox at *GPDEHPinfo@fema.dhs.gov*

- Many EHP reviews are conducted and completed by FEMA/GPD HQ staff. Some are sent to FEMA Regional Offices for additional review.

- Many reviews are completed within a couple weeks (or less) of receipt. Some may take several or more months, depending on the type of project and review required.

- Projects that involve more in-depth reviews: new construction, communication towers, projects on/in historical buildings/districts, projects with extensive ground disturbance, in-water projects.

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EHP Screening Form

Project review begins with completion and submission of an EHP Screening form. A completed screening form includes:

- Clear description of the project, including project location

- Labeled, ground-level photos of the project area

- Aerial photo(s)

- Includes the year built for any buildings/structures involved in the project

- Describes extent (length, width, depth) of any ground disturbance

- Includes any other pertinent EHP info (e.g., environmental studies/surveys, FCC info, permits in-hand, etc.)

- **Submitted to GPDEHPinfo@fema.dhs.gov**

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EHP Resources

- Questions about the process: ask your FEMA Program Analyst or send questions to GPDEHPinfo@fema.dhs.gov

- Link to EHP Screening Form and instructions: http://www.fema.gov/media-library/assets/documents/90195

- Link to FEMA Policy on GPD EHP Reviews – includes info on review times for different types of projects and other useful information: http://www.fema.gov/media-library/assets/documents/85376

- Remember – EHP review must be completed before a project can be started!

Extension Review Process

- The extension review process was initiated to evaluate the grantee's request to extend awards beyond the initial Period of Performance (POP), in support of Information Bulletin (IB) #379. Only those awards that are determined to have met the criteria set forth in IB 379 will be approved for an extension.

- Subject to certain exceptions, grantees are required to take steps to expend, draw down, and close out U.S. Department of Homeland Security (DHS)/Federal Emergency Management Agency (FEMA) grant funding per IB #379, "Guidance to State Administrative Agencies to Expedite the Expenditure of Certain DHS/FEMA Grant Funding," which was released in February 2012.

- Due to the complexity of the extension review process, it typically takes 70 days for the package to be reviewed and the grantee to be notified of the final extension.

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Quick Points:

- Follow the instructions in the guidance and see slide 14 – ensure that all registrations and submissions are completed on time!

- Reimbursements are allowable for all eligible costs associated with the project. Allowable costs are generally those that are typically identified on the Authorized Equipment List, specifically approved by your program analyst, and not specifically prohibited by the program or Federal legislation.

- Partially funded projects are typically outlined within the award documents identifying the portion of the project that is funded. 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.

Quick Points (Continued):

- 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 (FY15 NOFO pg. 3)

- Ensure your project addresses PSGP priorities (FY15 NOFO pg. 30); and is not an unallowable cost under PSGP (FY15 NOFO pg. 45)

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Virgin Islands

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KY

TN

NC

SC

Puerto Rico

HI

TX

VI

LA

MS   AL

GA

IV

FL

Guam
Northern Mariana Islands
American Samoa

★ Group 1 Port Areas

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Questions?

Contact:

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

A Frequently Asked Questions document will be made available following the conference calls.

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