



# FEMA

**GRANT PROGRAMS DIRECTORATE**

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

**Fiscal Year 2016**

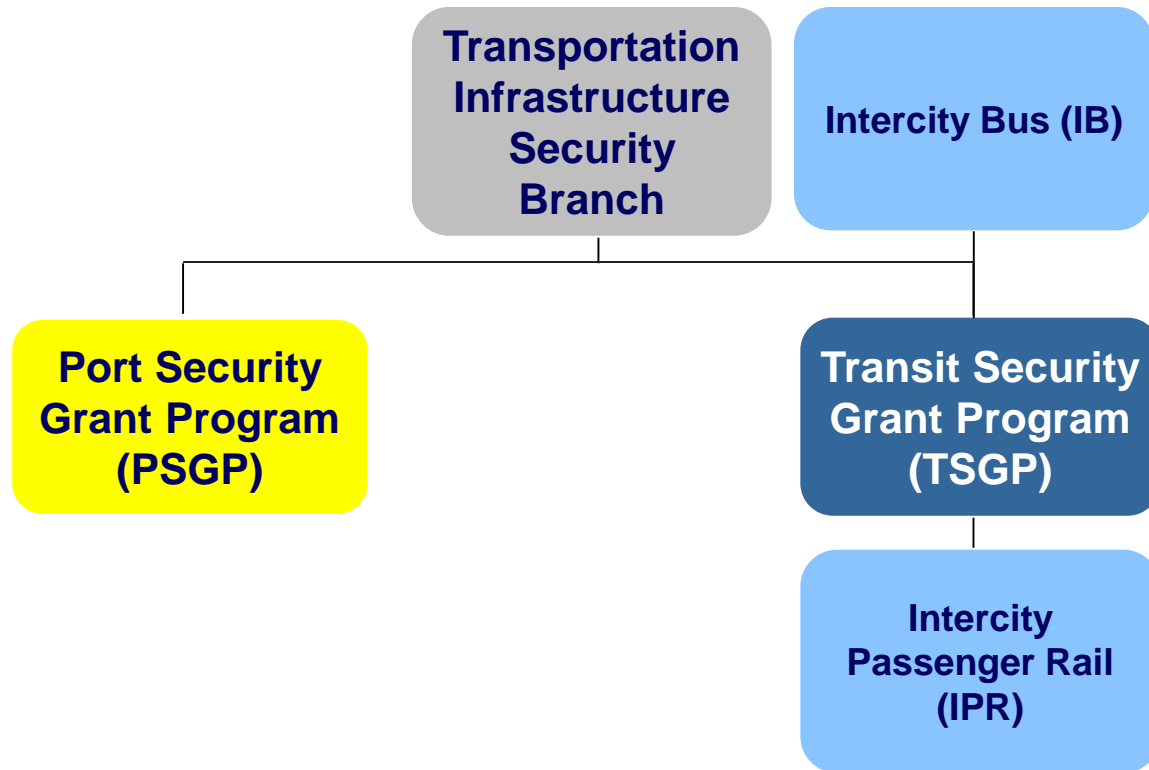
**July 2016**



# Transportation Infrastructure Security Branch

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



# FY 2016 Port Security Grant Program (PSGP)

Program Overview	FY 2015	Anticipated FY 2016
<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 2014 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 2016 PSGP funding amount is the same as FY 2015 PSGP
- Eligible applicants apply directly to FEMA for funding and compete for funding within their Port area
- Program is fully competitive
- Proposed FY 2016 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

# FY 2016 (PSGP) Recap

## Program Highlights

- FY 2016 Funding \$100,000,000
- FY 2016 Projected Funding Priorities:
  - 721 Applications submitted; 297 applications awarded funds
  - 1066 projects reviews; 471 projects funded
  - Port area funding limited to 150% of nationwide risk w/in the port area per S1
  - 36 Month period of performance (not retroactive to past awards)

# Cybersecurity

## Program Highlights

- Cyber projects remain a program priority
- 33 of 42 requested cyber projects were funded
- USCG Cyber Command assisted with review of cyber projects
- Preference was given to projects that provided operational port security (e.g. shipping manifests, cranes, etc.). Administrative enhancements were not recommended for funding (e.g. network software for payroll and other non-critical business related expenses).

# 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



# FY 2016 PSGP Funding Priorities

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## 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 2016 PSGP Funding Priorities (continued)

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## 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



# FY 2016 PSGP Funding Priorities (continued)

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## 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 Denied Projects

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- Projects not recommended by the COTP.
- Applications submitted on behalf of entities other than the applicant.
- Projects lacking a detailed budget worksheet.
- Projects lacking an identified, eligible cost share.
- Projects lacking detail budgeted items (e.g. cost per item).
- Projects lacking port security nexus (e.g. city-wide in nature).
- Laundry list projects (e.g. not a clearly identified project aligned with PSGP priorities).
- Projects lacking justification.

# 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).

# Helpful Hints

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- **Read the NOFO!!!** Most questions can be answered with an electronic copy of the NOFO and a word search.
- Ensure that you have NDGrants and PARS access
- Read the terms and conditions on your award letter, the signatory authority must sign/return w/in 90 days of awards being made.
- Be sure to complete your EHP requirements **prior** to starting your project. If there is any ground disturbance or modification to a structure, EHP is required – this includes adding a single hole to install a single bolt.
- When in doubt, ask your program analyst!

# 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 cultural resources
  - Complex projects will typically require more information 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
- Grantees are responsible for completing the EHP Screening Form and providing all relevant EHP materials to GPD via the GPD-EHP Mailbox at [GPDEHPinfo@dhs.gov](mailto:GPDEHPinfo@dhs.gov)
- Grant funds may be used for preparation of EHP documentation (e.g. environmental assessments)

# Extension Review Process

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- 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.

## Quick Points:

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- Reimbursements are allowable for all eligible costs associated with the project identified in the IJ and budget. 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.



## Quick Points (Continued):

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- 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.

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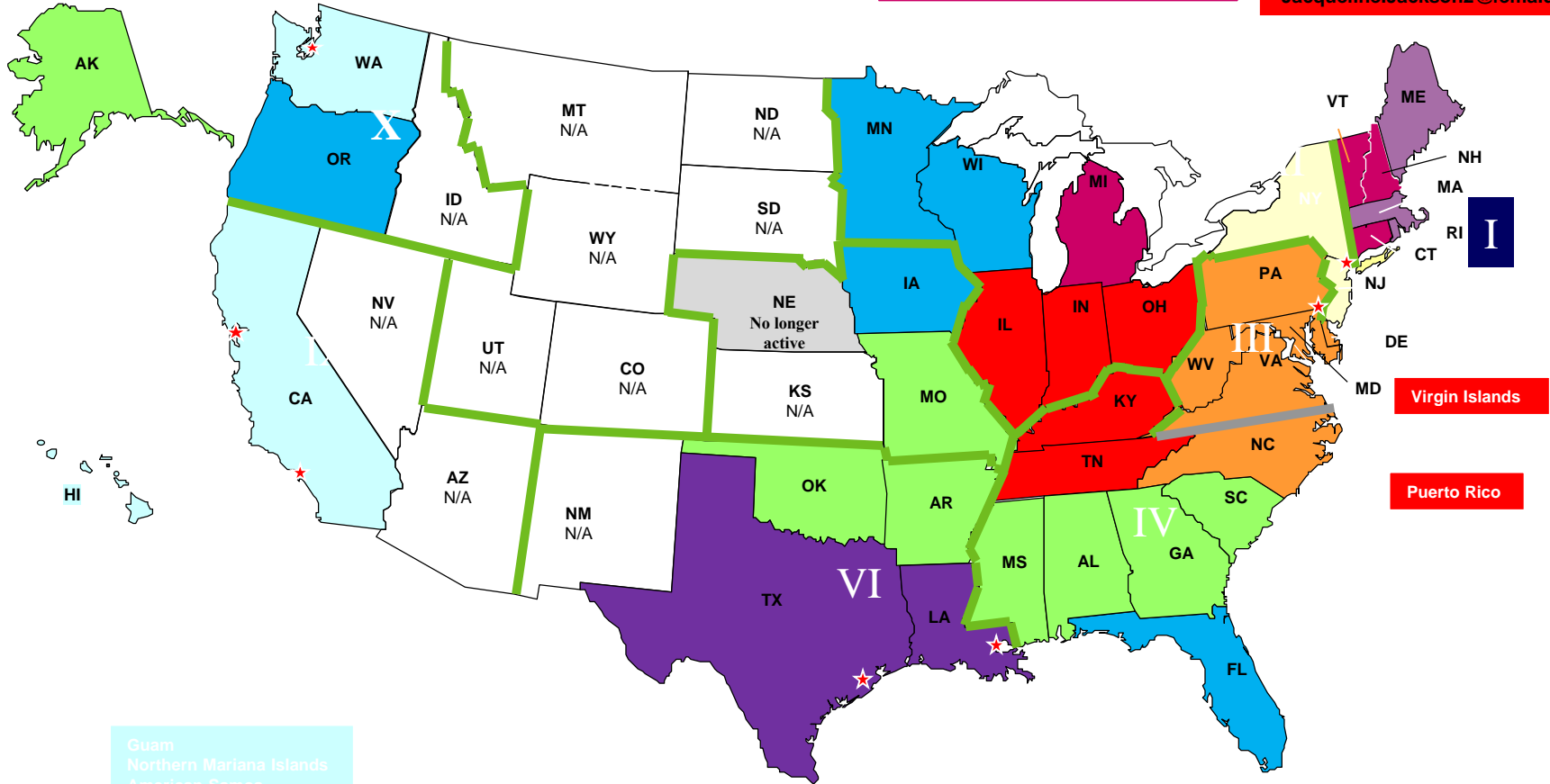
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# Questions?

**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.