



# FEMA

**GRANT PROGRAMS DIRECTORATE**

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

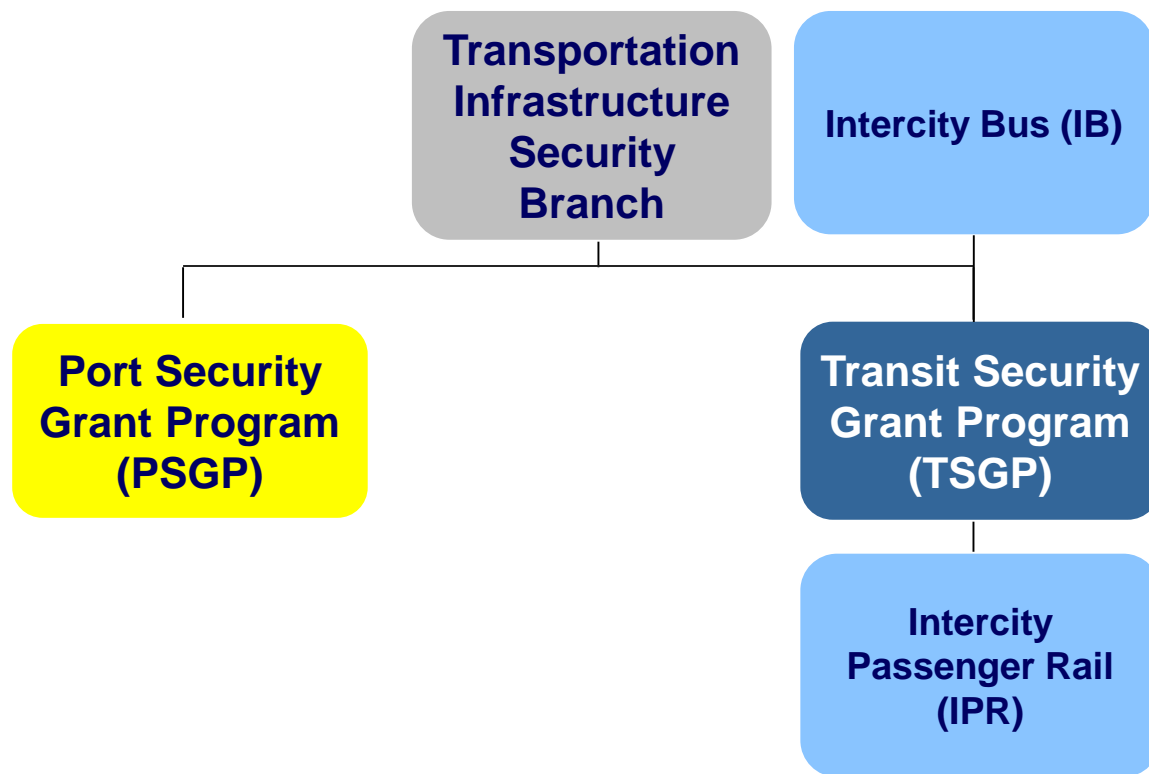
**Fiscal Year 2017**

**May 2017**



# Transportation Infrastructure Security Branch

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



# FY2017 Port Security Grant Program (PSGP)

| Program Overview  | FY 2016       | 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> 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

- Program funding is fully competitive
- Eligible applicants apply directly to FEMA for funding within their local Port Area
- A non-federal cost share match (cash or in-kind) of no less than 25% of the **total project cost** is required

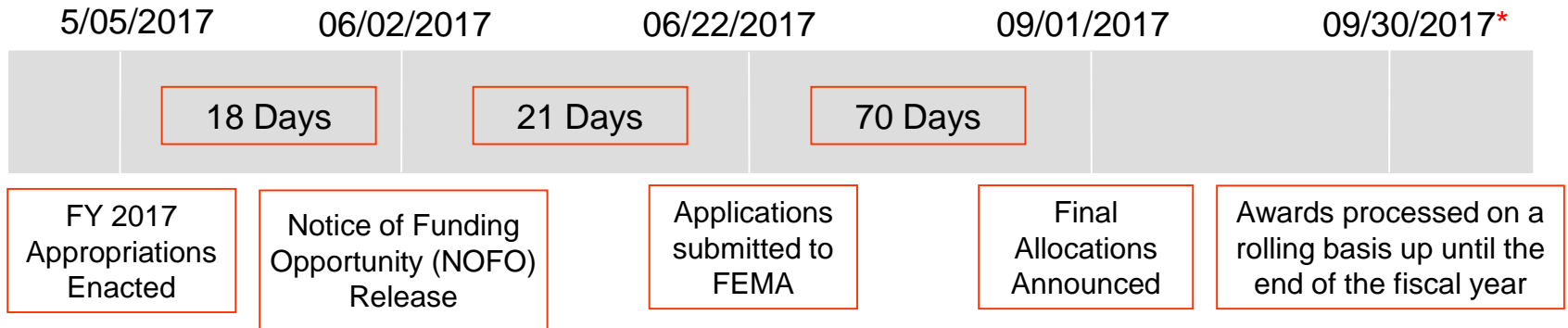
### Proposed FY 2017 Funding Priorities

- 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



**FEMA**

# FY17 PSGP Grant Timeline (Anticipated)



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

# Application Requirements (Read the NOFO)

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- Failing to complete the below steps will likely result in an invalid application!
- Applying for, update or verify DUNS:  
<https://www.grants.gov/web/grants/applicants/organization-registration/step-1-obtain-duns-number.html>
- Updating or verifying SAM: <https://www.grants.gov/web/grants/applicants/organization-registration/step-2-register-with-sam.html>
- Register, establish AOR, and apply in Grants.gov:  
<https://www.grants.gov/web/grants/applicants/organization-registration/step-3-username-password.html>
- Applying for, updating or verifying their EIN (*applying for an EIN can take 2 weeks!*):  
<https://www.irs.gov/businesses/small-businesses-self-employed/apply-for-an-employer-identification-number-ein-online>
- Submitting the final application NDGrants: <https://portal.fema.gov/famsVuWeb/home>

# Examples of Funded Projects

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- Rapid Response Boats:
  - High speed, 24/7 patrol boats critical for quick response to waterways or other maritime infrastructure
- Equipment:
  - 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



# Examples of Projects Not Funded

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- 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 COTP priorities or PSGP 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&rqn=div8](https://www.ecfr.gov/cgi-bin/text-idx?SID=d50592213cb54dbc70c644e53bc1e316&mc=true&node=se2.1.200_1306&rqn=div8)
- Projects lacking a corresponding budget
- Applications submitted on behalf of other entities (consortiums)

# Quick Points

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- Ensure that
  - Your agency is eligible for this program
  - Your project addresses PSGP priorities FY17 NOFO
  - Your project is not an unallowable cost under PSGP

*(TIP: keep the FY17 NOFO as a reference guide throughout the entire application process and life of the award)*
- Reimbursements
  - are allowable for all eligible costs associated with the project and are identified on the Authorized Equipment List (AEL) and not prohibited by the program or federal legislation <http://beta.fema.gov/authorized-equipment-list>
- Projects that are partial funded awards will be clearly identified within the award documents (partial funding of projects will require a revised detailed budget, and consultation with your program analyst is recommended prior to resubmitting)
- The project Scope of Work (SOW) approved for funding at the time of application may not be modified. If a scope of work change is needed post award, a program analyst must be contacted, and approval required prior to making any changes or work is performed



## Quick Points (Continued)

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- Portions of the Port-wide Risk Management Plan (PRMP) that are still valid, and confirmed by the COTP/AMSC as necessary, they may be eligible for funding. Typically, planning is an allowable expense and PRMP updates may be considered for funding with PSGP grants.
- Knowing the local COTP priorities within your port area will assist you in identifying projects that are recommended for funding, and ranked in priority by the COTP.
- Make sure you have complied with all EHP requirements prior to initiating your project. If you are unsure of whether your project would require an EHP review, contact your program analyst.

# Best Practices & Common Mistakes

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## Best Practices

- Answer the following questions:
  - **Who** will benefit from the project
  - **What** is the project
  - **Where/When** will the project be implemented and milestones demonstrating how long
  - **Why** does it support PSGP local port area (maritime) priorities
- Use an electronic copy of the NOFO throughout the application process, and conduct word searches for elements pertinent to your project to ensure compliance with program requirements.
  - i.e. Personnel costs have limited allowability, and general operational costs are not funded

## Common Mistakes

- Applicants fail to:
  - provide a required completed/clear detailed budget worksheet identifying a cost-share match
  - demonstrate a clear and concise investment justification for the project
- Applicants attempt to apply on behalf of another agency, or as a consortia, which are prohibited
- Projects appear to primarily support regions/inland projects and do not focus on Maritime Security Nexus



# Highlighted Key Areas to Know

## Investment Justifications (IJs)

- Be concise, but descriptive
  - Address specific PSGP funding priorities
  - Identify existing or 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. for a fence project, a gate project, and lighting project would all be considered one "Facility Security" project)
  - Explain where/ 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 funding
  - Detailed Budget Worksheets are **required**. Component breakdown of costs are specific (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, over time, backfill, and etc.)
  - Cost-share, even if it's in-kind, **must be** demonstrated as part of the detailed budget worksheet
  - Budgets must be approved by FEMA before project work can begin. Some budgets may be approved pre-award, others may require revisions to reflect final funding amounts and approved costs.



# Highlighted Key Areas to Know (Cont'd)

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## Cost-Share or In-Kind Match Requirement

- A non-federal cost-share (cash or in-kind) match of no ***less than 25% of the total project cost*** for each proposed project is required.
- 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 Investment Justification (IJ) and detailed budget worksheet.

# Grant Programs Directorate State Assignments

## Port Security Grant Program

**Kevin Groves**  
[Kevin.Groves@fema.dhs.gov](mailto:Kevin.Groves@fema.dhs.gov)

**Mel Vanterpool**  
[Melvin.Vanterpool@fema.dhs.gov](mailto:Melvin.Vanterpool@fema.dhs.gov)

**Matthew Patterson**  
[Matthew.Patterson@fema.dhs.gov](mailto:Matthew.Patterson@fema.dhs.gov)

**Rene Phillips**  
[Lurranda.Phillips@fema.dhs.gov](mailto:Lurranda.Phillips@fema.dhs.gov)

**Cynthia Simmons-Steele**  
*West Section Chief*  
[Cynthia.Simmons-Steele@fema.dhs.gov](mailto:Cynthia.Simmons-Steele@fema.dhs.gov)

**Duane Davis**  
*East Section Chief*  
[Duane.Davis@fema.dhs.gov](mailto:Duane.Davis@fema.dhs.gov)

**Khori Torrence**  
[Khori.Torrence@fema.dhs.gov](mailto:Khori.Torrence@fema.dhs.gov)

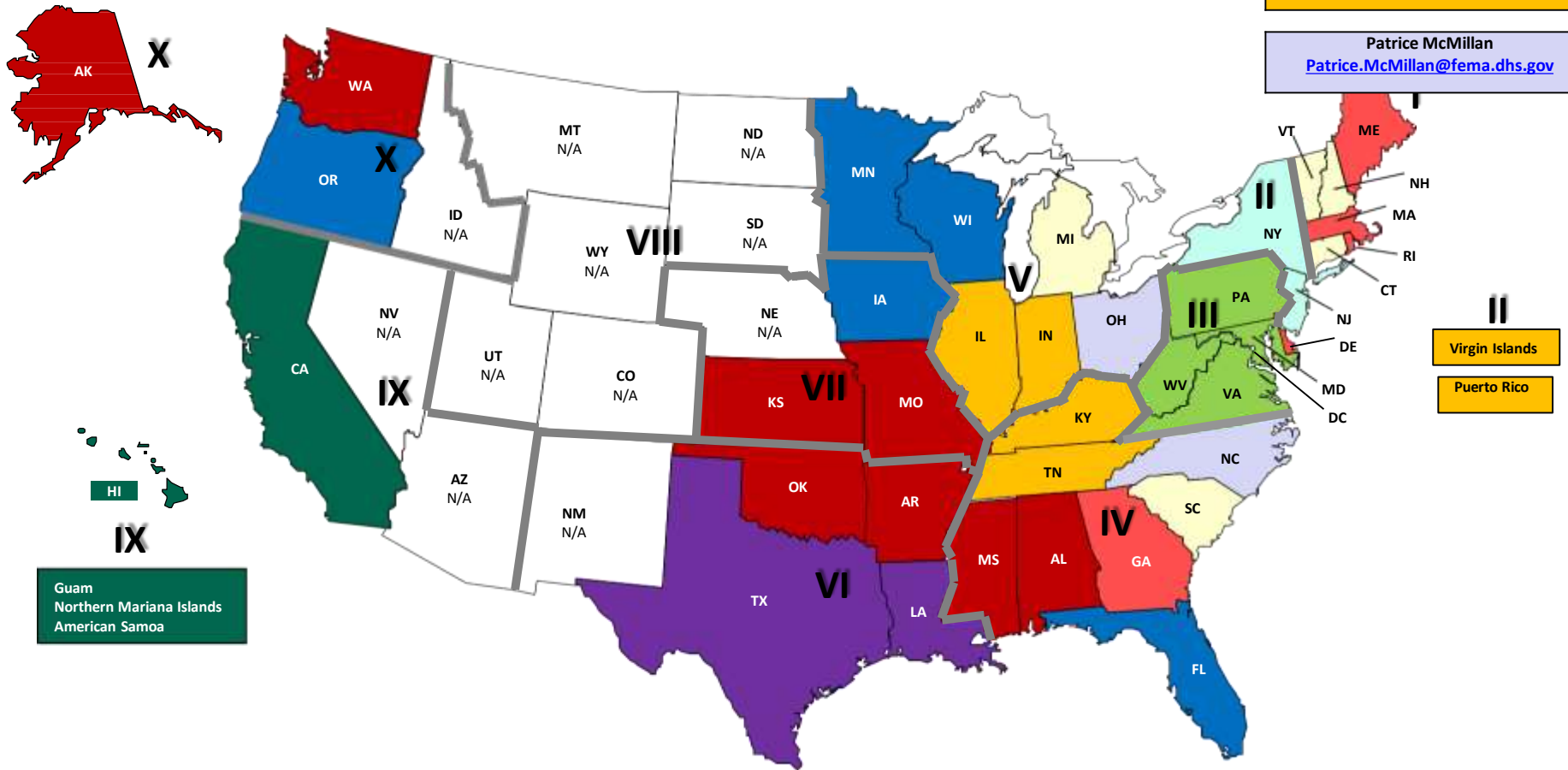
**Kim Chatman**  
[Kimberly.Chatman@fema.dhs.gov](mailto:Kimberly.Chatman@fema.dhs.gov)

**Cara Blair**  
[Cara.Blair@fema.dhs.gov](mailto:Cara.Blair@fema.dhs.gov)

**Omid Amiri**  
[Omid.Amiri@fema.dhs.gov](mailto:Omid.Amiri@fema.dhs.gov)

**Jackie Jackson**  
[Jacqueline.Jackson2@fema.dhs.gov](mailto:Jacqueline.Jackson2@fema.dhs.gov)

**Patrice McMillan**  
[Patrice.McMillan@fema.dhs.gov](mailto:Patrice.McMillan@fema.dhs.gov)



Guam  
 Northern Mariana Islands  
 American Samoa

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# Questions?