



FEMA

GRANT PROGRAMS DIRECTORATE

Port Security Grant Program (PSGP)

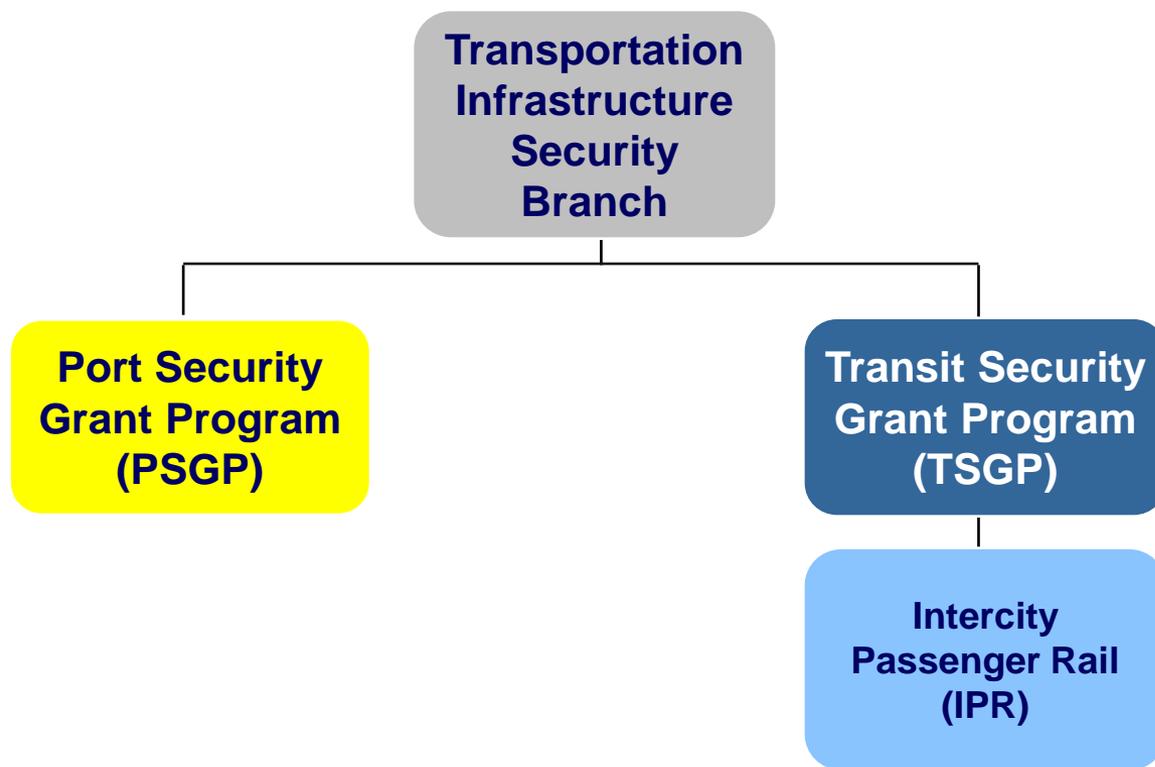
CMANC Presentation

March 31, 2014



Transportation Infrastructure Security Branch

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



FY 2014 Port Security Grant Program (PSGP)

Program Overview	FY 2013	FY 2014
<ul style="list-style-type: none"> ▪ Purpose: PSGP provides funds for transportation infrastructure security activities to implement Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators, and State and local government agencies required to provide port security services ▪ Eligibility: Consistent with FY 2013, seven (7) port areas will be designated as Group I (highest risk) ports. All other eligible ports will be placed in Group II 	\$93,207,313	\$100,000,000

Program Highlights

- There are no proposed changes to eligibility or program priorities
- The FY 2014 PSGP funding amount represents a 7% increase over FY 2013
- Eligible applicants apply directly to FEMA for funding and compete for funding within their Port Groupings
- Program is fully competitive within each group
- FY 2014 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

Projected FY 2014 Grant Timelines



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, CBP, MARAD, DND, and BZPP, 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 2014 PSGP Risk Formula

Relative Score

**Threat
(30%)**

x

**Vulnerability
(20%)**

x

**Consequence
(50%)**

Domestic & International Terrorism

Attacks, Disrupted Plots, & Threat Reporting

Known or Suspected Terrorist Presence

**Vulnerability Index
(20%)**

Ferry Passengers

Cruise Ship Passengers

Foreign Vessel Calls

HAZMAT Population

HAZMAT Volume

Population

x

**Population Index
(2%)**

Population

Census

Commuters

Visitors

**Economic Index
(18%)**

Domestic Cargo Volume

International Cargo Volume

Container Cargo Volume

International Cargo Value

Petroleum Deliveries

**National Infrastructure Index
(20%)**

Maritime Infrastructure (MSRAM) (USCG)

**National Security Index
(10%)**

Naval Presence

Naval Priority

Military Personnel

FY 2014 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 2014 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



FY 2014 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 2014 PSGP
 - **Public Sector.** Public 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.
 - **Private Sector.** Private sector applicants must provide a non-Federal match (cash or in-kind) supporting ***at least 50 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. 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.



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.



Environmental Planning and Historic Preservation (EHP) Compliance

- All projects funded with Federal grant dollars 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
- Projects must be EHP approved **before** initiation
- 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
- Grant funds may be used for preparation of EHP documentation

Extension Review Process

- The extension review process was initiated to evaluate grantee requests to extend awards beyond the initial Period of Performance (POP), in support of Information Bulletin (IB) #379.
- 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.

National Preparedness Grant Program (NPGP)

FY 2015

National Preparedness Grant Program

- DHS has been supporting state, territorial, local, and tribal efforts across the homeland security enterprise to build capabilities for the past ten years, awarding more than \$37 billion in funding.
- As we look ahead, in order to address evolving threats and optimize resources for state and local grant programs, the Administration is re-proposing a new structure for the preparedness grants portfolio to help create a robust national preparedness capacity based on cross-jurisdictional and readily deployable state, territory and local assets. The Fiscal Year (FY) 2015 proposal reflects adjustments made to respond to broad stakeholder feedback solicited and received to earlier proposals. The FY 2015 National Preparedness Grant Program (NPGP) will work to build and sustain core capabilities in the National Preparedness Goal (NPG), recognizing that a secure and resilient Nation is one with the capabilities required, across the whole community, to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk.

(Continued)

- The NPGP will emphasize building and sustaining capabilities that address high consequence events that pose the greatest risk to the security and resilience of the United States and can be utilized to address multiple threats and hazards, while utilizing a comprehensive process for assessing regional and national capability gaps through the Threat Hazard Identification and Risk Assessment (THIRA) process in order to prioritize and invest in key national capabilities.
- The NPGP draws upon and strengthens existing grants processes, procedures and structures, emphasizing the need for greater collaboration and unity among Federal, state, territory, local and tribal partners.
- The NPGP will consolidate 16 preparedness grants into one new, streamlined program designed to develop, sustain, and leverage core capabilities across the country in support of the NPG.
- The NPGP eliminates redundancies and requirements placed on grantees resulting from the current system of multiple individual and often disconnected grant programs.
- The Assistance to Firefighters Grant (AFG) and Emergency Management Performance Grant (EMPG) programs are not proposed to be part of the National Preparedness Grant Program.



Questions?

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