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FEMA's Port Security Grant Program & Associated Initiatives

PORTCON 2019 – Long Beach, CA

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Brief FEMA Overview: Our Mission

To help people before, during, and after disasters

FEMA's Goals & Budget Themes:

1. **Build a Culture of Preparedness**

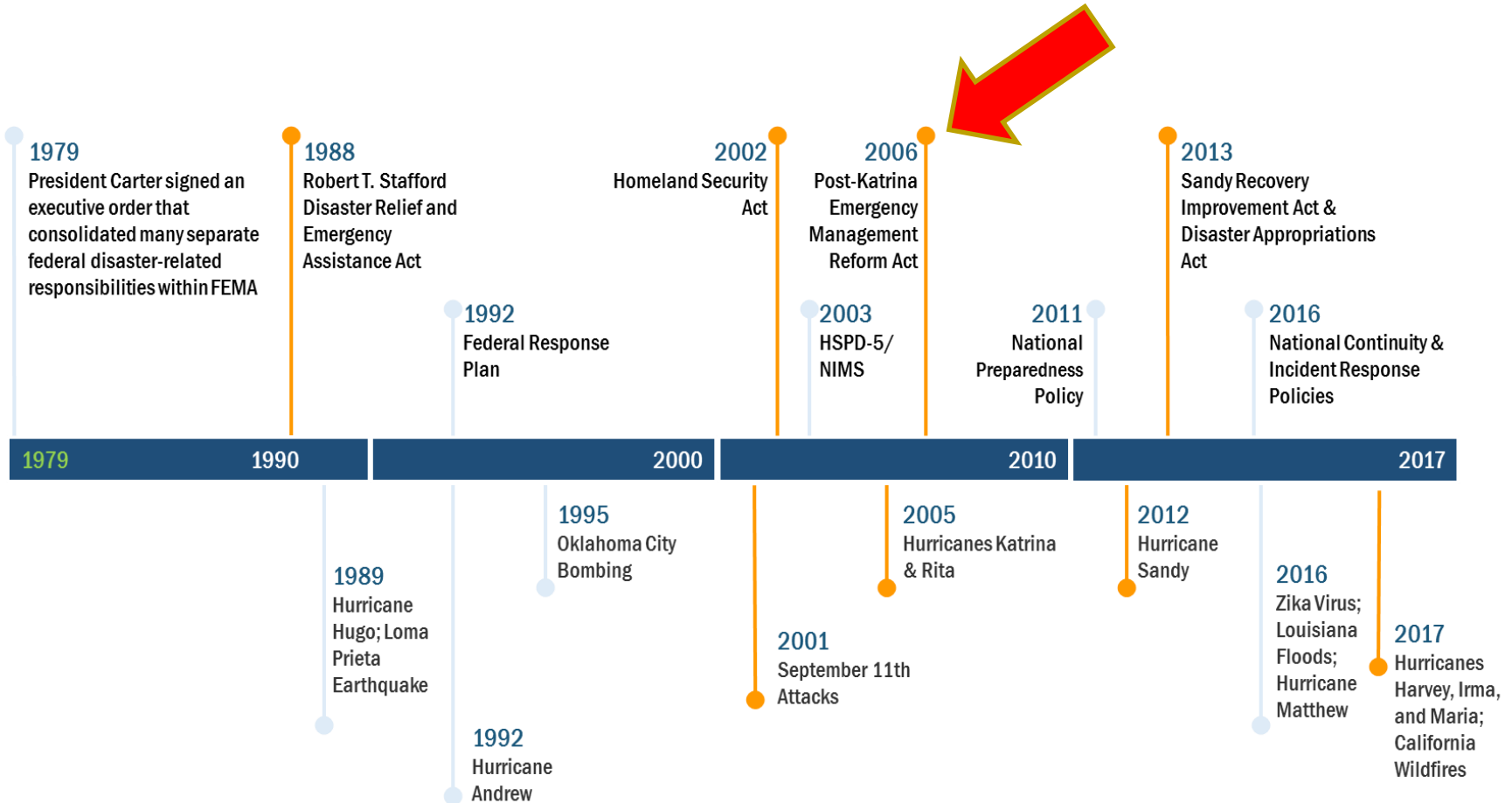2. **Ready the Nation for Catastrophic Disasters**

3. **Reduce the Complexity of FEMA**

63.3%
2017 FEMA satisfaction score

+7.8%
Higher than DHS

< 1%
Lower than U.S. Government average

Our History

1979
President Carter signed an executive order that consolidated many separate federal disaster-related responsibilities within FEMA

1988
Robert T. Stafford Disaster Relief and Emergency Assistance Act

1992
Federal Response Plan

2002
Homeland Security Act

2006
Post-Katrina Emergency Management Reform Act

2003
HSPD-5/ NIMS

2011
National Preparedness Policy

2013
Sandy Recovery Improvement Act & Disaster Appropriations Act

2016
National Continuity & Incident Response Policies

1979	1990	2000	2010	2017

1989
Hurricane Hugo; Loma Prieta Earthquake

1995
Oklahoma City Bombing

1992
Hurricane Andrew

2001
September 11th Attacks

2005
Hurricanes Katrina & Rita

2012
Hurricane Sandy

2016
Zika Virus; Louisiana Floods; Hurricane Matthew

2017
Hurricanes Harvey, Irma, and Maria; California Wildfires

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Our Organization
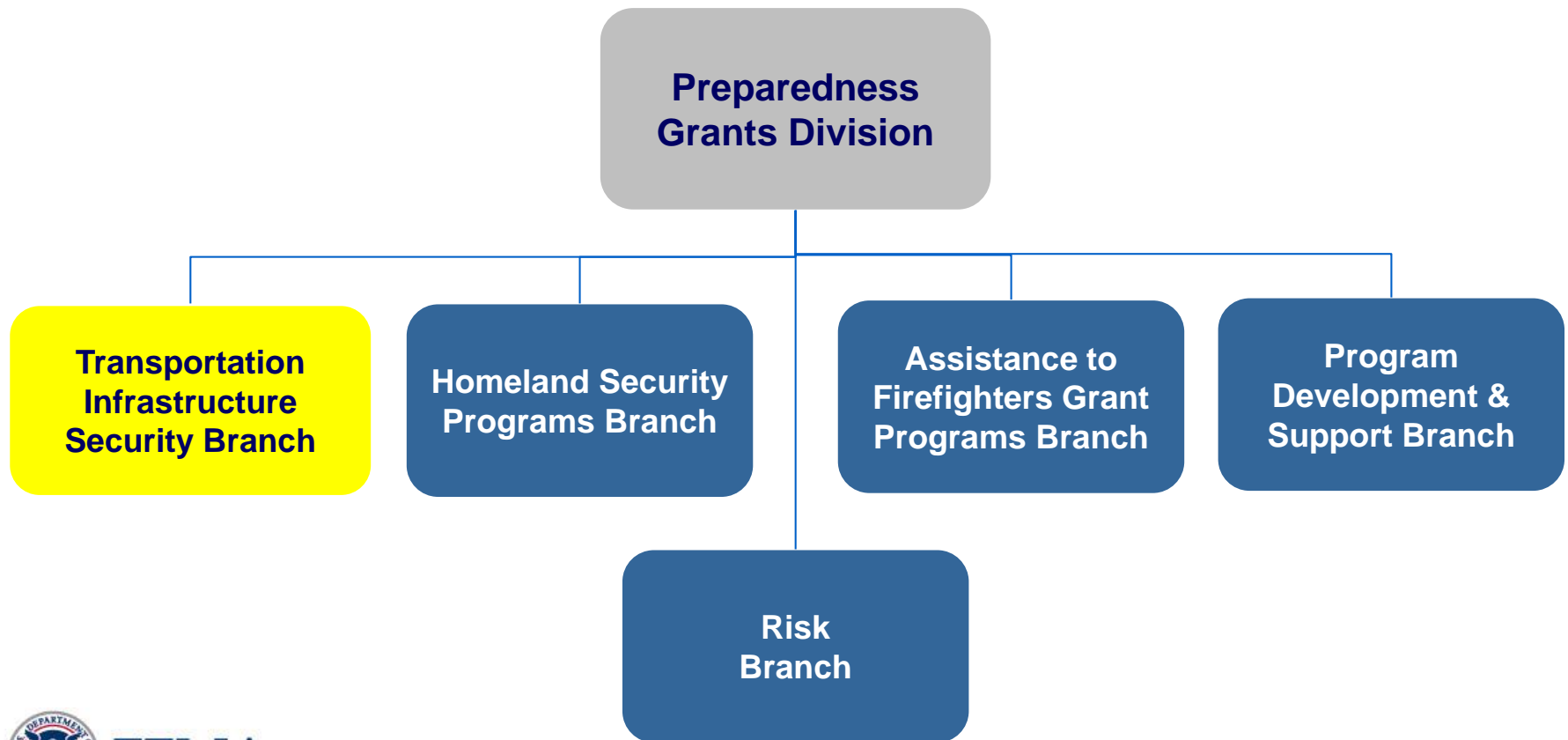

U.S. Department of Homeland Security / FEMA — June 11, 2019

Preparedness Grants Division

- The Preparedness Grants Division (PGD) oversees a $2.4 billion portfolio of grants that assist with community and infrastructure security; fire and life safety; emergency management; and other pre-disaster activities.

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                    Preparedness
                   Grants Division

  Transportation    Homeland Security    Assistance to      Program
  Infrastructure    Programs Branch      Firefighters Grant Development &
  Security Branch                        Programs Branch    Support Branch

                       Risk
                      Branch
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Transportation Infrastructure Security Branch

- The Port Security Grant Program (PSGP) is one of four funded grant infrastructure security programs within the Transportation Infrastructure Security Branch (TISB):
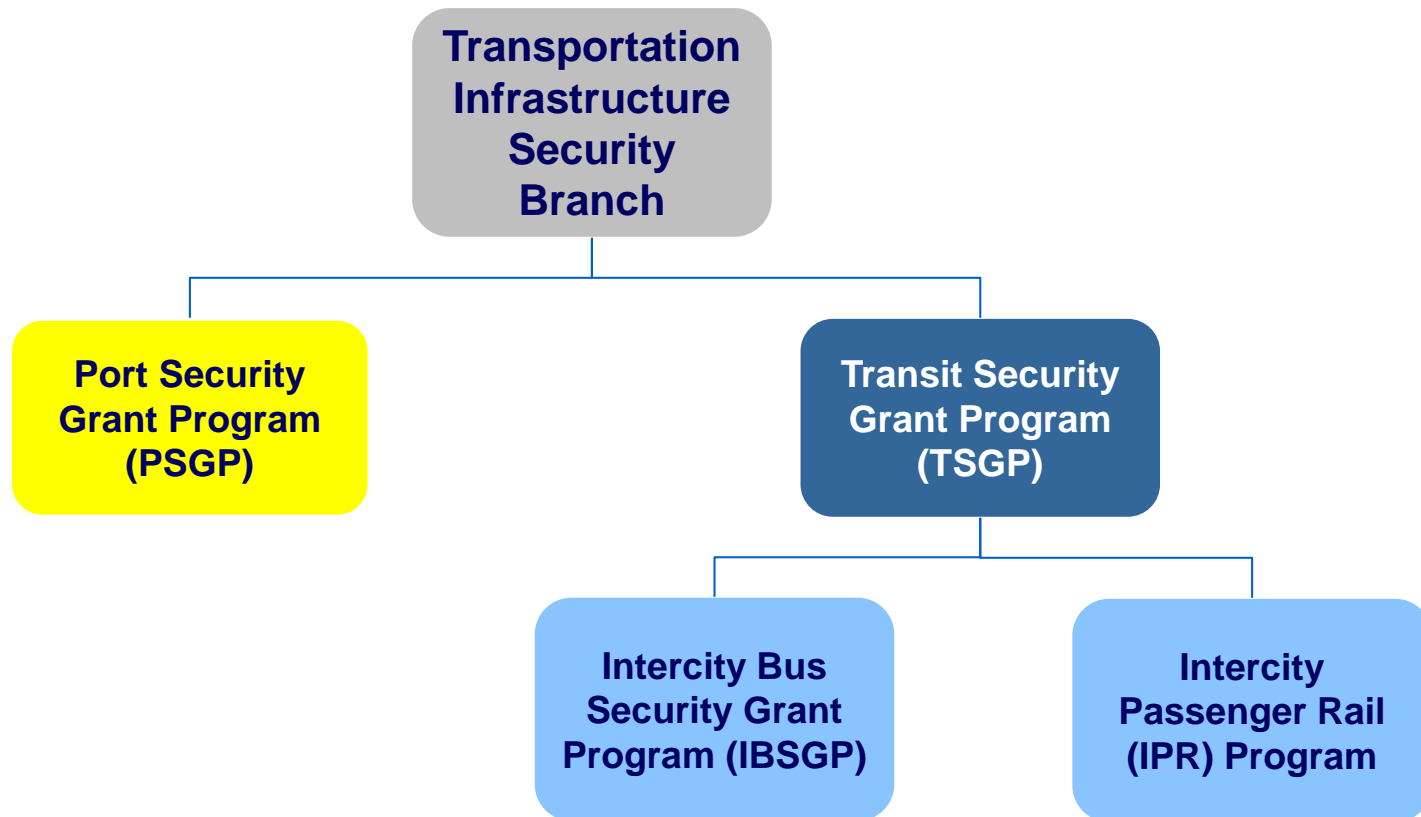
PSGP Historical Overview

Fiscal Year Program	Amount
FY 2002 Port Security Grant Program	$74,090,202
FY 2003 Port Security Grant Program	$143,339,138
FY 2003 Urban Areas Security Initiative (Port)	$68,791,664
FY 2004 Port Security Grant Program	$182,640,806
FY 2005 Port Security Grant Program	$141,969,968
FY 2006 Port Security Grant Program	$168,052,500
FY 2007 Port Security Grant Program	$202,269,793
FY 2007 Port Security Grant Program (Supp)	$110,000,000
FY 2008 Port Security Grant Program	$388,600,000
FY 2009 Port Security Grant Program	$388,600,000
FY 2009 Port Security Grant Program (ARRA)	$150,000,000
FY 2010 Port Security Grant Program	$288,000,000
FY 2011 Port Security Grant Program	$235,029,000
FY 2012 Port Security Grant Program	$97,500,000
FY 2013 Port Security Grant Program	$93,207,313
FY 2014 Port Security Grant Program	$100,000,000
FY 2015 Port Security Grant Program	$100,000,000
FY 2016 Port Security Grant Program	$100,000,000
FY 2017 Port Security Grant Program	$100,000,000
FY 2018 Port Security Grant Program	$100,000,000
Total	**$3,232,090,384**

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FY 2019 PSGP Highlights

- FY 2019 PSGP funds provided to:
  - 36 States & Territories
  - 47 Port Areas

- A total of 427 projects funded

- 298 of the projects funded were identified as having a port-wide benefit by the local USCG COTP

State	FY 2019 Allocation
Alabama	$ 1,632,733
Alaska	$ 508,592
California	$ 18,224,194
Connecticut	$ 1,268,082
Delaware	$ 1,157,040
Florida	$ 8,737,053
Georgia	$ 1,104,963
Guam	$ 226,484
Hawaii	$ 1,000,000
Illinois	$ 2,714,643
Indiana	$ 220,262
Kentucky	$ 1,730,815
Louisiana	$ 3,184,562
Maryland	$ 1,924,903
Massachusetts	$ 1,605,650
Michigan	$ 24,872
Minnesota	$ 325,956
Mississippi	$ 1,030,843
Missouri	$ 196,470
New Hampshire	$ 105,035
New Jersey	$ 5,570,213
New York	$ 17,343,426
North Carolina	$ 1,616,908
Ohio	$ 2,088,605
Oregon	$ 266,169
Pennsylvania	$ 399,841
Puerto Rico	$ 750,000
South Carolina	$ 2,147,282
Tennessee	$ 799,048
Texas	$ 13,977,122
U.S. Virgin Islands	$ 487,500
Virginia	$ 3,093,110
Washington	$ 3,828,275
Washington D.C.	$ 681,849
West Virginia	$ 25,000
Wisconsin	$ 2,500
Total	**$ 100,000,000**

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Key Changes

- ***Program priorities better aligned with DHS priorities** –*
    - Project types funded in past rounds are still eligible for funding in 2019, however

- Grant guidance is now split into 2 parts:
    - The **Notice of Funding Opportunity (NOFO)** indicates administrative requirements for submitting an application
    - The **Preparedness Grant Manual (PGM)** provides program specific guidance, such as limitations of CBRNE and UAS capabilities, etc.

Eligible Applicants

- **All entities subject to an Area Maritime Security Plan (AMSP)**, as defined by 46 U.S.C. § 70103(b), may apply for PSGP funding. Eligible applicants include but are not limited to:
  - Port authorities
  - Facility operators
  - State and local government agencies

- A **facility operator** owns, leases, or operates a structure or facility of any kind located in, on, under, or adjacent to any waters subject to the jurisdiction of the United States
  - Examples of facility operators include, but are not limited to terminal operators, ferry systems, bar/harbor pilots, and merchant's exchanges

- Ferry systems are eligible to participate and receive funds. However, **any ferry system that participates and accepts awards under the PSGP is not eligible for Transit Security Grant Program (TSGP) funding**

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Application Review Process

- The PSGP is a competitive program. PSGP applications are evaluated through *a three-part review and selection process* that encompasses: 1) an Initial Screening; 2) a Field Review; and 3) a National Review

- During the *Initial Screening* and *Field Review*, applications are evaluated for eligibility, completeness, adherence to programmatic guidelines, and the anticipated effectiveness of investments being proposed. The *National Review* will then identify a ranked list of eligible projects from across all eligible Port Areas

- Independent of the Field and National Reviews, a *risk score* will also be calculated for each Port Area

- A *risk and effectiveness prioritization* will then be applied to the recommended list of projects for each Port Area

- All final funding determinations are made by the *Secretary of Homeland Security*

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Examples of Funded Projects

- ***Port-wide Risk Management Plans:***
  - Plans that identify steps for addressing the highest risks to the port area
- ***Expansion and hardening of access control points:***
  - Reinforced gates used to prevent un-authorized vehicles from accessing the perimeter of the port area
  - Water-side barriers to prevent un-authorized vessels from approaching sensitive berthing areas
  - Screening equipment and camera systems
- ***Rapid Response Boats:***
  - High speed, quick response boats critical for preventing or responding to security incidents on waterways, especially in and around airports, cruise terminals, etc.
- ***Training and Exercises:***
  - Training designed to maximize the ability of port area personnel to effectively employ the equipment obtained with grant funding
  - Exercises involving realistic scenarios, after action reports, and corrective action plans designed to test capabilities associated with the equipment and training obtained with grant funding and ensure continuous improvement

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Examples of Projects <u>NOT</u> Funded

- 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 program 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&rgn=div8
- Projects *lacking a corresponding budget*

FY 2020 PSGP Discussion

- Currently funded under a continuing resolution through *November 21, 2019*
  - FEMA cannot issue new PSGP grants without a full year appropriation
  - FEMA must issue the FY20 PSGP NOFO within 60 days of the full-year appropriation becoming law
  - FEMA must make FY20 PSGP award announcements within 65 days of the application period closing
  - FEMA must make all FY20 PSGP awards by September 30, 2020
- Unknowns
  - *What happens on November 22, 2019?*

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Measuring Programmatic Impact

- ***Measuring programmatic impact*** is an enduring challenge
  - How do you measure something that hasn't happened?
  - How are we reducing risk to the nation's ports, transit systems, etc.?
- To address this challenge, FEMA is implementing the ***Anecdotes to Analytics (A2A) Initiative***
- A2A has four major activity areas:
  - Developing refined anecdotes
  - Establishing a risk baseline and identifying capability gaps
  - Establishing performance metrics to measure the effectiveness of investments
  - Tailoring our communications to tell the story

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A2A Area 1: Refined Anecdotes

- In the ***Refined Anecdotes*** activity area, FEMA is currently developing Impact Reports (IRs) to clearly communicate how grant dollars have impacted security in specific regions of the country.

  - To date, FEMA has finalized ***22 IRs*** covering 25 high-risk transit agencies and Amtrak, as well as the ports of New York - New Jersey, San Diego, Los Angeles, Long Beach, the San Francisco Bay Area, and Puget Sound.

  - An additional ***7 IRs*** are currently under development.

  - ***Over the next year, this effort will be expanded to include all major TSGP and PSGP grantees, and the IRs will be updated annually thereafter.***
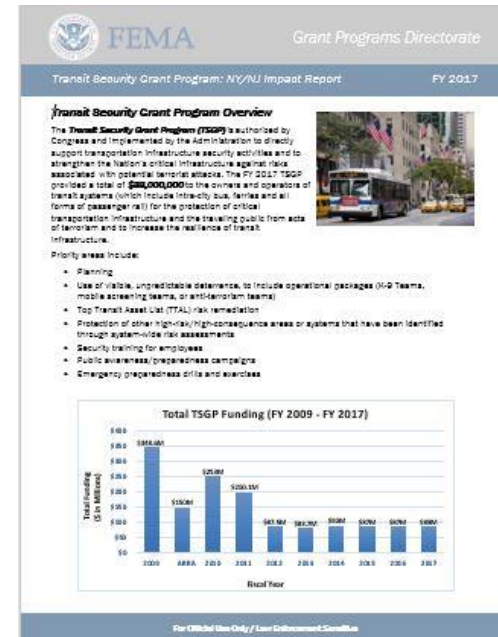
NY/NJ TSGP Impact Report

A2A Activity Area 2: Risk Baseline

- In the **Risk Baseline** activity area, FEMA is establishing a process for measuring the levels of risk faced by TSGP, PSGP and Intercity Bus Security Grant Program (IBSGP) grant recipients against a standardized suite of threats and hazards.

    o FEMA is developing risk assessment models tailored for use by port areas, transit systems, and over the road bus (OTRB) stakeholders that will facilitate establishing a consistent risk baseline for each.

    o Port areas, transit systems and OTRB stakeholders will use the results of their risk assessments to identify capability gaps and establish a plan for addressing them using standardized templates.

    o Grantees will then refresh their risk assessments regularly, providing consistent and measurable data relative to the impact TSGP, PSGP, and IBSGP funds are having on the reducing the risks they face.

A2A Activity Area 2: Risk Baseline (cont.)

- In partnership with the United States Coast Guard (USCG), *FEMA is developing a Maritime Transportation – Risk Assessment Methodology (MT-RAM).*

    o FEMA and the USCG are currently working to explore ways to gain maximum leverage from existing risk data collected at the Sector level.

    o Based on preliminary analysis of input provided by the USCG, FEMA believes that *more than 90%* of the necessary data is already available via this existing mechanism.

    o USCG is currently working on a data extract that will automate the transfer of required information from MSRAM into the FEMA tool.

Questions?

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