



Homeland Security

FY 2012 Port Security Grant Program (PSGP)

Overview

As appropriated by the *Consolidated Appropriations Act, 2012, Division D* (Public Law 112-74), the Port Security Grant Program (PSGP) is one of the Department of Homeland Security's (DHS) FY 2012 grant programs which directly support transportation infrastructure security activities. The PSGP is one tool in the comprehensive set of measures authorized by Congress and implemented by the Administration to strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2012 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. The FY 2012 PSGP plays an important role in the implementation of Presidential Policy Directive 8 (PPD-8) by supporting the development and sustainment of core capabilities to fulfill the *National Preparedness Goal* (NPG).

In Fiscal Year 2012, DHS will award \$97,500,000 to promote sustainable, risk-based efforts to protect critical port infrastructure from terrorism

Funding

In FY 2012, the total amount of funds distributed under this grant program will be \$97,500,000. FY 2012 PSGP funds will be awarded to support increased port-wide risk management; enhanced domain awareness; training and exercises; expansion of port recovery and resiliency capabilities; and further capabilities to prevent, detect, respond to, and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons.

Eligibility

Seven port areas have been selected as Group I (highest risk) and 48 port areas have been selected as Group II. Ports not identified in Group I or II are eligible to apply as a Group III or "All Other Port Areas" applicant. There is no designated Ferry allocation.

The following entities are specifically encouraged to apply:

- Owners or operators of federally-regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) and Title 33 of the Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106
- Members of an Area Maritime Security Committee, per 33 CFR Part 103, who are recognized as such by the Captain of the Port (COTP) and are required to provide port security services. Specifically, eligible applicants include port authorities, port police,

local law enforcement agencies, port and local fire departments, and facility fire brigades that have jurisdictional authority to respond to incidents in the port

Funding Guidelines

The FY 2012 PSGP will focus on enhancing Maritime Domain Awareness (MDA); enhancing IED and Chemical, Biological, Radiological, Nuclear, Explosive (CBRNE) prevention, protection, response, and recovery capabilities; port resilience and recovery capabilities; training and exercises; and Transportation Worker Identification Credential (TWIC) Implementation. Grantees may use up to five percent (5%) for Management and Administration (M&A) purposes. The period of performance for the PSGP is 24 months from the date of award.

Key FY 2012 PSGP Changes

- In order to ensure standardization across all grant programs and cooperative agreements issued by DHS, PSGP's Guidance was reformatted for consistency and renamed to Funding Opportunity Announcement (FOA)
 - Priorities for PSGP support the implementation of Presidential Policy Directive - 8 (PPD-8) and the NPG. FY 2012 PSGP has been aligned to the five mission areas and supporting core capabilities within the NPG
 - Reduces the period of performance for PSGP from 36 months to 24 months
 - Removes the Semi-Annual Assistance Progress Report (SAPR) reporting requirement in lieu of the Standard Form-Performance Progress Report (SF-PPR) to report on progress towards implementing program-specific performance measures
 - Expands the scope of maintenance and sustainment by allowing the support of equipment that has previously been purchased with both federal and other sources of funding as long as direct linkage can be provided to one of the core capabilities within the NPG
 - Funding will be competitively awarded within designated Port Groupings (Groups I, II, III, and All Other Port Areas)
 - The Fiduciary Agent process will not be utilized for FY 2012. Eligible applicants will apply directly to FEMA for funding
 - As in the American Recovery and Reinvestment Act of 2009 (ARRA) PSGP, applicants will be required to provide a cost match. Private sector applicants must provide at least 50 percent (50%) of the total project cost; public sector applicants must provide at least a 25 percent (25%) match
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Application Process and Evaluation Criteria

All port areas are assigned to groups based on relative risk rankings. The highest risk ports are designated as Group I, lower risk ports are assigned to Group II, and the lowest risk ports are assigned to Group III. Those ports that are not assigned to a specific group fall into the "All Other Ports" category. To ensure the highest risk ports receive the bulk of available funds, the majority of funding will be allocated to those port areas in Group I. Port areas will compete for the funds allocated to their respective groups.

FEMA will conduct an initial review of all FY 2012 PSGP applications for completion. Field-level reviews are conducted by the applicable COTP in coordination with the Director of the U.S. Department of Transportation's Maritime Administration's Gateway Office and appropriate personnel from the Area Maritime Security Committee (AMSC), as identified by the COTP. Field review project scores and prioritized lists will be submitted to FEMA for the national review process. The National Review Panel (NRP) will convene with subject matter experts

from DHS and other federal partners to identify a final, prioritized list of eligible projects for funding. The NRP will conduct an initial review of the prioritized project listings for each port area submitted by the USCG's COTP to ensure that the proposed projects will accomplish intended risk mitigation goals. The NRP validates and normalizes the Field Review COTP Project Priority List and provides a master list of prioritized projects by port area. A risk-based algorithm will be applied to the NRP's validation and prioritized lists for each port area in all groups. The NRP will then evaluate and validate the consolidated and ranked project list resulting from application of the algorithm and submitted their determinations to FEMA and then to the Secretary of DHS for final approval.