

U.S. Department of Homeland Security
Washington, D.C. 20472



Lucy Angelis
City of Saint Paul
15 W. Kellogg
Saint Paul, MN 55102 - 1635

Re: Grant No.EMW-2018-PU-00383

Dear Lucy Angelis:

Congratulations, on behalf of the Department of Homeland Security, your application for financial assistance submitted under the Fiscal Year (FY) 2018 Port Security Grant Program has been approved in the amount of \$949,399.00. As a condition of this award, you are required to contribute a cost match in the amount of \$316,466.00 of non-Federal funds, or 25 percent of the total approved project costs of \$1,265,865.00.

Before you request and receive any of the Federal funds awarded to you, you must establish acceptance of the award. By accepting this award, you acknowledge that the terms of the following documents are incorporated into the terms of your award:

- Agreement Articles (attached to this Award Letter)
- Obligating Document (attached to this Award Letter)
- FY 2018 Port Security Grant Program Notice of Funding Opportunity.

Please make sure you read, understand, and maintain a copy of these documents in your official file for this award.

In order to establish acceptance of the award and its terms, please follow these instructions:

Step 1: Please log in to the ND Grants system at <https://portal.fema.gov>.

Step 2: After logging in, you will see the Home page with a Pending Tasks menu. Click on the Pending Tasks menu, select the Application sub-menu, and then click the link for "Award Offer Review" tasks. This link will navigate you to Award Packages that are pending review.

Step 3: Click the Review Award Package icon (wrench) to review the Award Package and accept or decline the award. Please save or print the Award Package for your records.

System for Award Management (SAM): Grant recipients are to keep all of their information up to date in SAM, in particular, your organization's name, address, DUNS number, EIN and banking information. Please ensure that the DUNS number used in SAM is the same one used to apply for all FEMA awards. Future payments will be contingent on the information provided in the SAM; therefore, it is imperative that the information is correct. The System for Award Management is located at <http://www.sam.gov>.

If you have any questions or have updated your information in SAM, please let your Grants Management Specialist (GMS) know as soon as possible. This will help use to make the necessary updates and avoid any interruptions in the payment process.

A handwritten signature in cursive script, reading "Thomas Dinanno". The signature is written in black ink on a white background.

THOMAS GEORGE DINANNO GPD Assistant Administrator



U.S. Department of Homeland Security
Washington, D.C. 20472

AGREEMENT ARTICLES
Port Security Grant Program

GRANTEE: City of Saint Paul
PROGRAM: Port Security Grant Program
AGREEMENT NUMBER: EMW-2018-PU-00383-S01

TABLE OF CONTENTS

Article I	Summary Description of Projects
Article II	EHP
Article III	Disposition of Equipment Acquired Under the Federal Award
Article IV	Acceptance of Post Award Changes
Article V	Procurement of Recovered Materials
Article VI	Whistleblower Protection Act
Article VII	Use of DHS Seal, Logo and Flags
Article VIII	USA Patriot Act of 2001
Article IX	Universal Identifier and System of Award Management (SAM)
Article X	Reporting of Matters Related to Recipient Integrity and Performance
Article XI	Rehabilitation Act of 1973
Article XII	Trafficking Victims Protection Act of 2000
Article XIII	Terrorist Financing

Article XIV	SAFECOM
Article XV	Reporting Subawards and Executive Compensation
Article XVI	Debarment and Suspension
Article XVII	Copyright
Article XVIII	Civil Rights Act of 1964 - Title VI
Article XIX	Best Practices for Collection and Use of Personally Identifiable Information (PII)
Article XX	Americans with Disabilities Act of 1990
Article XXI	Age Discrimination Act of 1975
Article XXII	Activities Conducted Abroad
Article XXIII	Acknowledgment of Federal Funding from DHS
Article XXIV	DHS Specific Acknowledgements and Assurances
Article XXV	Assurances, Administrative Requirements, Cost Principles, and Audit Requirements
Article XXVI	Patents and Intellectual Property Rights
Article XXVII	Notice of Funding Opportunity Requirements
Article XXVIII	Non-supplanting Requirement
Article XXIX	Nondiscrimination in Matters Pertaining to Faith-Based Organizations
Article XXX	National Environmental Policy Act
Article XXXI	Lobbying Prohibitions
Article XXXII	Limited English Proficiency (Civil Rights Act of 1964, Title VI)
Article XXXIII	Hotel and Motel Fire Safety Act of 1990
Article XXXIV	Fly America Act of 1974
Article XXXV	Federal Leadership on Reducing Text Messaging while Driving
Article XXXVI	Federal Debt Status

Article XXXVII	False Claims Act and Program Fraud Civil Remedies
Article XXXVIII	Energy Policy and Conservation Act
Article XXXIX	Education Amendments of 1972 (Equal Opportunity in Education Act) - Title IX
Article XL	Duplication of Benefits
Article XLI	Drug-Free Workplace Regulations
Article XLII	Civil Rights Act of 1968
Article XLIII	Prior Approval for Modification of Approved Budget

Article I - Summary Description of Projects

Project 1: Sustainment of MDA CCTV Enterprise System is fully funded for \$798,399.

Project 2: Port-wide Exercise & Training w/MDA Software Upgrades is fully funded for \$151,000.

Article II - EHP

A programmatic hold is placed on EMW-2018-PU-00383 and the amount of \$798,399 is on hold in FEMA's financial systems. The recipient is prohibited from obligating, expending, or drawing down PSGP funds in support of EMW-2018-PU-00383: St. Paul EMA-PD- \$949,399; i.e. Investment 1: Sustainment of MDA CCTV Enterprise System for \$ 798,399, with a limited exception for any approved costs associated with the preparation, conduct, and completion of required environmental planning and historic preservation (EHP) reviews, as discussed in FEMA Information Bulletin No. 404. To release this hold, the recipient is required to obtain the required DHS/FEMA EHP compliance approval for this project pursuant to the FY 2018 PSGP Notice of Funding Opportunity. Please contact your DHS/FEMA GPD Headquarters Program Analyst to receive specific guidance regarding EHP compliance.

Article III - Disposition of Equipment Acquired Under the Federal Award

When original or replacement equipment acquired under this award by the recipient or its sub-recipients is no longer needed for the original project or program or for other activities currently or previously supported by DHS/FEMA, you must request instructions from DHS/FEMA to make proper disposition of the equipment pursuant to 2 C.F.R. Section 200.313.

Article IV - Acceptance of Post Award Changes

In the event FEMA determines that changes are necessary to the award document after an award has been made, including changes to period of performance or terms and conditions, recipients will be notified of the changes in writing. Once notification has been made, any subsequent request for funds will indicate recipient acceptance of the changes to the award. Please call the FEMA/GMD Call Center at (866) 927-5646 or via e-mail to ASK-GMD@dhs.gov if you have any questions.

Article V - Procurement of Recovered Materials

Recipients must comply with Section 6002 of the *Solid Waste Disposal Act*, as amended by the *Resource Conservation and Recovery Act*. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 C.F.R. Part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition.

Article VI - Whistleblower Protection Act

Recipients must comply with the statutory requirements for whistleblower protections (if applicable) at 10 U.S.C Section 2409, 41 U.S.C. 4712, and 10 U.S.C. Section 2324, 41 U.S.C. Sections 4304 and 4310.

Article VII - Use of DHS Seal, Logo and Flags

Recipients must obtain permission from their DHS FAO, prior to using the DHS seal(s), logos, crests or reproductions of flags or likenesses of DHS agency officials, including use of the United States Coast Guard seal, logo, crests or reproductions of flags or likenesses of Coast Guard officials.

Article VIII - USA Patriot Act of 2001

Recipients must comply with requirements of the *Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT Act)*, which amends 18 U.S.C. Sections 175-175c.

Article IX - Universal Identifier and System of Award Management (SAM)

Recipients are required to comply with the requirements set forth in the government-wide financial assistance award term regarding the System for Award Management and Universal Identifier Requirements located at 2 C.F.R. Part 25, Appendix A.

Article X - Reporting of Matters Related to Recipient Integrity and Performance

If the total value of the recipient's currently active grants, cooperative agreements, and procurement contracts from all federal assistance offices exceeds \$10,000,000 for any period of time during the period of performance of this federal financial assistance award, the recipient must comply with the requirements set forth in the government-wide Award Term and Condition for Recipient Integrity and Performance Matters located at 2 C.F.R. Part 200, Appendix XII, the full text of which is incorporated here by reference in the award terms and conditions.

Article XI - Rehabilitation Act of 1973

Recipients must comply with the requirements of Section 504 of the *Rehabilitation Act of 1973*, (29 U.S.C. Section 794), as amended, which provides that no otherwise qualified handicapped individuals in the United States will, solely by reason of the handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

Article XII - Trafficking Victims Protection Act of 2000

Recipients must comply with the requirements of the government-wide award term which implements Section 106(g) of the *Trafficking Victims Protection Act of 2000*, (TVPA) as amended by 22 U.S.C. Section 7104. The award term is located at 2 C.F.R. Section 175.15, the full text of which is incorporated here by reference.

Article XIII - Terrorist Financing

Recipients must comply with E.O. 13224 and U.S. law that prohibit transactions with, and the provisions of resources and support to, individuals and organizations associated with terrorism. Recipients are legally responsible to ensure compliance with the Order and laws.

Article XIV - SAFECOM

Recipients receiving federal financial assistance awards made under programs that provide emergency communication equipment and its related activities must comply with the SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications.

Article XV - Reporting Subawards and Executive Compensation

Recipients are required to comply with the requirements set forth in the government-wide Award Term on Reporting Subawards and Executive Compensation located at 2 C.F.R. Part 170, Appendix A, the full text of which is incorporated here by reference in the award terms and conditions.

Article XVI - Debarment and Suspension

Recipients are subject to the non-procurement debarment and suspension regulations implementing Executive Orders (E.O.) 12549 and 12689, and 2 C.F.R. Part 180. These regulations restrict federal financial assistance awards, subawards, and contracts with certain parties that are debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs or activities.

Article XVII - Copyright

Recipients must affix the applicable copyright notices of 17 U.S.C. Sections 401 or 402 and an acknowledgement of U.S. Government sponsorship (including the award number) to any work first produced under federal financial assistance awards.

Article XVIII - Civil Rights Act of 1964 - Title VI

Recipients must comply with the requirements of Title VI of the *Civil Rights Act of 1964* (42 U.S.C. Section 2000d et seq.), which provides that no person in the United States will, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. DHS implementing regulations for the Act are found at 6 C.F.R. Part 21 and 44 C.F.R. Part 7.

Article XIX - Best Practices for Collection and Use of Personally Identifiable Information (PII)

Recipients who collect PII are required to have a publically-available privacy policy that describes standards on the usage and maintenance of PII they collect. DHS defines personally identifiable information (PII) as any information that permits the identity of an individual to be directly or indirectly inferred, including any information that is linked or linkable to that individual. Recipients may also find the DHS Privacy Impact Assessments: Privacy Guidance and Privacy template as useful resources respectively.

Article XX - Americans with Disabilities Act of 1990

Recipients must comply with the requirements of Titles I, II, and III of the *Americans with Disabilities Act*, which prohibits recipients from discriminating on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities. (42 U.S.C. Sections 12101- 12213).

Article XXI - Age Discrimination Act of 1975

Recipients must comply with the requirements of the *Age Discrimination Act of 1975* (Title 42 U.S. Code, Section 6101 et seq.), which prohibits discrimination on the basis of age in any program or activity receiving federal financial assistance.

Article XXII - Activities Conducted Abroad

Recipients must ensure that project activities carried on outside the United States are coordinated as necessary with appropriate government authorities and that appropriate licenses, permits, or approvals are obtained.

Article XXIII - Acknowledgment of Federal Funding from DHS

Recipients must acknowledge their use of federal funding when issuing statements, press releases, requests for proposals, bid invitations, and other documents describing projects or programs funded in whole or in part with federal funds.

Article XXIV - DHS Specific Acknowledgements and Assurances

All recipients, subrecipients, successors, transferees, and assignees must acknowledge and agree to comply with applicable provisions governing DHS access to records, accounts, documents, information, facilities, and staff.

1. Recipients must cooperate with any compliance reviews or compliance investigations conducted by DHS.
2. Recipients must give DHS access to, and the right to examine and copy, records, accounts, and other documents and sources of information related to the federal financial assistance award and permit access to facilities, personnel, and other individuals and information as may be necessary, as required by DHS regulations and other applicable laws or program guidance.
3. Recipients must submit timely, complete, and accurate reports to the appropriate DHS officials and maintain appropriate backup documentation to support the reports.
4. Recipients must comply with all other special reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

5. If, during the past three years, recipients have been accused of discrimination on the grounds of race, color, national origin (including limited English proficiency (LEP)), sex, age, disability, religion, or familial status, recipients must provide a list of all such proceedings, pending or completed, including outcome and copies of settlement agreements to the DHS FAO and the DHS Office of Civil Rights and Civil Liberties (CRCL) by e-mail at crcl@hq.dhs.gov or by mail at U.S. Department of Homeland Security Office for Civil Rights and Civil Liberties Building 410, Mail Stop #0190 Washington, D.C. 20528.

6. In the event courts or administrative agencies make a finding of discrimination on grounds of race, color, national origin (including LEP), sex, age, disability, religion, or familial status against the recipient, or recipients settle a case or matter alleging such discrimination, recipients must forward a copy of the complaint and findings to the DHS FAO and the CRCL office by e-mail or mail at the addresses listed above.

The United States has the right to seek judicial enforcement of these obligations.

Article XXV - Assurances, Administrative Requirements, Cost Principles, and Audit Requirements

DHS financial assistance recipients must complete either the OMB Standard Form) Standard Form 424B Assurances - Non-Construction Programs, or OMB Standard Form 424D Assurances - Construction Programs as applicable. Certain assurances in these documents may not be applicable to your program, and the DHS financial assistance office (DHS FAO) may require applicants to certify additional assurances. Applicants are required to fill out the assurances applicable to their program as instructed by the awarding agency. Please contact the DHS FAO if you have any questions.

DHS financial assistance recipients are required to follow the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards located at Title 2, Code of Federal Regulations, Part 200, and adopted by DHS at 2 C.F.R. Part 3002.

Article XXVI - Patents and Intellectual Property Rights

Unless otherwise provided by law, recipients are subject to the Bayh-Dole Act, Pub. L. No. 96-517, as amended, and codified in 35 U.S.C. Section 200 et seq. All recipients are subject to the specific requirements governing the development, reporting, and disposition of rights to inventions and patents resulting from federal financial assistance awards located at 37 C.F.R. Part 401 and the standard patent rights clause located at 37 C.F.R. Section 401.14.

Article XXVII - Notice of Funding Opportunity Requirements

All of the instructions, guidance, limitations, and other conditions set forth in the Notice of Funding Opportunity (NOFO) for this program are incorporated here by reference in the award terms and conditions. Recipients must comply with any such requirements set forth in the program NOFO.

Article XXVIII - Non-supplanting Requirement

Recipients receiving federal financial assistance awards made under programs that prohibit supplanting by law must ensure that federal funds do not replace (supplant) funds that have been budgeted for the same purpose through non-federal sources.

Article XXIX - Nondiscrimination in Matters Pertaining to Faith-Based Organizations

It is DHS policy to ensure the equal treatment of faith-based organizations in social service programs administered or supported by DHS or its component agencies, enabling those organizations to participate in providing important social services to beneficiaries. Recipients must comply with the equal treatment policies and requirements contained in 6 C.F.R. Part 19 and other applicable statutes, regulations, and guidance governing the participations of faith-based organizations in individual DHS programs.

Article XXX - National Environmental Policy Act

Recipients must comply with the requirements of the National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, which requires recipients to use all practicable means within their authority, and consistent with other essential considerations of national policy, to create and maintain conditions under which people and nature can exist in productive harmony and fulfill the social, economic, and other needs of present and future generations of Americans.

Article XXXI - Lobbying Prohibitions

Recipients must comply with 31 U.S.C. Section 1352, which provides that none of the funds provided under an federal financial assistance award may be expended by the recipient to pay any person to influence, or attempt to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any federal action related to a federal award or contract, including any extension, continuation, renewal, amendment, or modification.

Article XXXII - Limited English Proficiency (Civil Rights Act of 1964, Title VI)

Recipients must comply with the *Title VI of the Civil Rights Act of 1964* (42 U.S.C. Section 2000d et seq.) prohibition against discrimination on the basis of national origin, which requires that recipients of federal financial assistance take reasonable steps to provide meaningful access to persons with limited English proficiency (LEP) to their programs and services. For additional assistance and information regarding language access obligations, please refer to the DHS Recipient Guidance <https://www.dhs.gov/guidance-published-help-department-supported-organizations-provide-meaningful-access-people-limited> and additional resources on <http://www.lep.gov>.

Article XXXIII - Hotel and Motel Fire Safety Act of 1990

In accordance with Section 6 of the *Hotel and Motel Fire Safety Act of 1990*, (15 U.S.C. Section 2225a), recipients must ensure that all conference, meeting, convention, or training space funded in whole or in part with federal funds complies with the fire prevention and control guidelines of the *Federal Fire Prevention and Control Act of 1974*, as amended, (15 U.S.C. Section 2225).

Article XXXIV - Fly America Act of 1974

Recipients must comply with Preference for U.S. Flag Air Carriers (air carriers holding certificates under 49 U.S.C. Section 41102) for international air transportation of people and property to the extent that such service is available, in accordance with the *International Air Transportation Fair Competitive Practices Act of 1974* (49 U.S.C. Section 40118) and the interpretative guidelines issued by the Comptroller General of the United States in the March 31, 1981 amendment to Comptroller General Decision B-138942.

Article XXXV - Federal Leadership on Reducing Text Messaging while Driving

Recipients are encouraged to adopt and enforce policies that ban text messaging while driving as described in E.O. 13513, including conducting initiatives described in Section 3(a) of the Order when on official government business or when performing any work for or on behalf of the federal government.

Article XXXVI - Federal Debt Status

Recipients are required to be non-delinquent in their repayment of any federal debt. Examples of relevant debt include delinquent payroll and other taxes, audit disallowances, and benefit overpayments. (See OMB Circular A-129.)

Article XXXVII - False Claims Act and Program Fraud Civil Remedies

Recipients must comply with the requirements of The False Claims Act (31 U.S.C. Section 3729-3733) which prohibits the submission of false or fraudulent claims for payment to the federal government. (See 31 U.S.C. Section 3801-3812 which details the administrative remedies for false claims and statements made.)

Article XXXVIII - Energy Policy and Conservation Act

Recipients must comply with the requirements of The Energy Policy and Conservation Act (42 U.S.C. Section 6201) which contain policies relating to energy efficiency that are defined in the state energy conservation plan issued in compliance with this Act.

Article XXXIX - Education Amendments of 1972 (Equal Opportunity in Education Act) - Title IX

Recipients must comply with the requirements of Title IX of the Education Amendments of 1972 (20 U.S.C. Section 1681 et seq.), which provide that no person in the United States will, on the basis of sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any educational program or activity receiving federal financial assistance. DHS implementing regulations are codified at 6 C.F.R. Part 17 and 44 C.F.R. Part 19

Article XL - Duplication of Benefits

Any cost allocable to a particular federal financial assistance award provided for in 2 C.F.R. Part 200, Subpart E may not be charged to other federal financial assistance awards to overcome fund deficiencies, to avoid restrictions imposed by federal statutes, regulations, or federal financial assistance award terms and conditions, or for other reasons. However, these prohibitions would not preclude recipients from shifting costs that are allowable under two or more awards in accordance with existing federal statutes, regulations, or the federal financial assistance award terms and conditions.

Article XLI - Drug-Free Workplace Regulations

Recipients must comply with drug-free workplace requirements in Subpart B (or Subpart C, if the recipient is an individual) of 2 CFR part 3001, which adopts the Government-wide implementation (2 CFR part 182) of sec. 5152-5158 of the Drug-Free Workplace Act of 1988 (Pub. L. 100-690, Title V, Subtitle D; 41 U.S.C. 8101).

Article XLII - Civil Rights Act of 1968

Recipients must comply with Title VIII of the Civil Rights Act of 1968, which prohibits recipients from discriminating in the sale, rental, financing, and advertising of dwellings, or in the provision of services in connection therewith, on the basis of race, color, national origin, religion, disability, familial status, and sex (See 42 U.S.C. Section 3601 et seq.), as implemented by the Department of Housing and Urban Development at 24 C.F.R. Part 100. The prohibition on disability discrimination includes the requirement that new multifamily housing with four or more dwelling units-i.e., the public and common use areas and individual apartment units (all units in buildings with elevators and ground-floor units in buildings without elevators)-be designed and constructed with certain accessible features. (See 24 C.F.R. Section 100.201.)

Article XLIII - Prior Approval for Modification of Approved Budget

Before making any change to the DHS/FEMA approved budget for this award, you must request prior written approval from DHS/FEMA where required by 2 C.F.R. Section 200.308. For awards with an approved budget greater than the simplified acquisition threshold as defined at 2 C.F.R Section 200.88 (currently \$250,000), you may not transfer funds among direct cost categories, programs, functions, or activities without prior written approval from DHS/FEMA where the cumulative amount of such transfers exceeds or is expected to exceed ten percent (10%) of the total budget DHS/FEMA last approved. You must report any deviations from your DHS/FEMA approved budget in the first Federal Financial Report (SF-425) you submit following any budget deviation, regardless of whether the budget deviation requires prior written approval.

BUDGET COST CATEGORIES

Personnel	\$250,433.00
Fringe Benefits	\$66,033.00
Travel	\$37,400.00
Equipment	\$491,000.00
Supplies	\$0.00
Contractual	\$420,999.00
Construction	\$0.00
Indirect Charges	\$0.00
Other	\$0.00

Obligating Document for Award/Amendment

1a. AGREEMENT NO. EMW-2018-PU-00383-S01	2. AMENDMENT NO. ***	3. RECIPIENT NO. V00050733	4. TYPE OF ACTION AWARD	5. CONTROL NO. WX03517N2018T
6. RECIPIENT NAME AND ADDRESS City of Saint Paul 15 W. Kellogg Saint Paul, MN, 55102 - 1635	7. ISSUING FEMA OFFICE AND ADDRESS FEMA-GPD 400 C Street, SW, 3rd floor Washington, DC 20472-3645 POC: 866-927-5646	8. PAYMENT OFFICE AND ADDRESS FEMA Finance Center 430 Market Street Winchester, VA 22603		
9. NAME OF RECIPIENT PROJECT OFFICER Tim Butler	PHONE NO. 651-266-5504	10. NAME OF FEMA PROJECT COORDINATOR Central Scheduling and Information Desk Phone: 800-368-6498 Email: Askcsid@dhs.gov		
11. EFFECTIVE DATE OF THIS ACTION 09/01/2018	12. METHOD OF PAYMENT PARS	13. ASSISTANCE ARRANGEMENT Cost Reimbursement	14. PERFORMANCE PERIOD From: 09/01/2018 To: 08/31/2021 Budget Period 09/01/2018 08/31/2021	

1 5. DESCRIPTION OF ACTION

a. (Indicate funding data for awards or financial changes)

PROGRAM NAME ACRONYM	CFDA NO.	ACCOUNTING DATA (ACCS CODE) XXXX-XXX-XXXXXX- XXXXX-XXXX-XXXX-X	PRIOR TOTAL AWARD	AMOUNT AWARDED THIS ACTION + OR (-)	CURRENT TOTAL AWARD	CUMULATIVE NON- FEDERAL COMMITMENT
Port Security Grant Program	97.056	2018-FA-GC01-P410- -4101-D	\$0.00	\$949,399.00	\$949,399.00	See Totals
			\$0.00	\$949,399.00	\$949,399.00	\$316,466.00

b. To describe changes other than funding data or financial changes, attach schedule and check here.

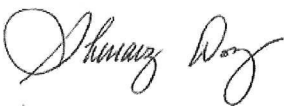
N/A

16 a. FOR NON-DISASTER PROGRAMS: RECIPIENT IS REQUIRED TO SIGN AND RETURN THREE (3) COPIES OF THIS DOCUMENT TO FEMA (See Block 7 for address)

Port Security Grant Program recipients are not required to sign and return copies of this document. However, recipients should print and keep a copy of this document for their records.

16b. FOR DISASTER PROGRAMS: RECIPIENT IS NOT REQUIRED TO SIGN

This assistance is subject to terms and conditions attached to this award notice or by incorporated reference in program legislation cited above.

17. RECIPIENT SIGNATORY OFFICIAL (Name and Title) Lucy Angelis, Ms	DATE Wed Sep 26 19:17:36 GMT 2018
18. FEMA SIGNATORY OFFICIAL (Name and Title)  SHENAUZ SUBRINA WONG , Assistance Officer	DATE Sun Sep 16 22:50:34 GMT 2018

FY 2018 PSGP Sample Budget Detail Worksheet

Purpose: The budget detail worksheet may be used as a guide to assist applicants in the preparation of the budget and budget narrative. Applicants may submit the budget and budget narrative using this form or in the format of their choice (plain sheets, the applicant's own form, or a variation of this form). However, all required information (including the budget narrative) must be provided. Any category of expense not applicable to the project budget may be deleted. Below is an example for reference purposes.

A. Personnel. List each position by title and name of employee, if available. Show the annual salary rate and the percentage of time to be devoted to the project. Compensation paid for employees engaged in grant activities must be consistent with that paid for similar work within the applicant organization.

Name/Position	Computation	Cost
Sgt. In Charge	Base Salary per year at \$89,000.00 at .3 FTE, 3 years	\$80,100.00
CCTV Officer, Systems Monitoring	Base Salary per year at \$76,000.00 at .3 FTE, 3 years	\$68,400.00
Program Coordinator	Base Salary per year at \$86,000.00 at .2 FTE, 3 years	\$51,600.00
CCTV Operations Center is managed by the supervising Sergeant and dedicated Officer personnel. The integration and support for a Real Time GIS equipment design and implementation and contractors is managed by a civilian Program Coordinator. Sworn staff will be working 30% of time on this project, with civilian program coordinator working 20% of time on the program.		
Total Personnel		\$200,100.00

B. Fringe Benefits. Fringe benefits should be based on actual known costs or an established formula. Fringe benefits are for the personnel listed in budget category (A) and only for the percentage of time devoted to the project.

Name/Position	Computation	Cost
Sgt. In Charge	.33 x \$80,100.00 of salary	\$26,433.00
CCTV Officer, Systems Monitoring	.33 x \$68,400.00 of salary	\$22,572.00
Program Coordinator	.33 x \$51,600.00 of salary	\$17,028.00
It is standard calculation to apply a 33% fringe benefit to all City of Saint Paul employees, and this calculation is for only the personnel FTE hours indicated in the salary section.		
Total Fringe Benefits		\$66,033.00

C. Travel. Itemize travel expenses of project personnel by purpose (e.g., staff to training, field interviews, advisory group meeting, etc.). Show the basis of computation (e.g., six people to three-day training at \$X airfare, \$X lodging, \$X subsistence). In training projects, travel and meals for trainees should be listed separately. Show the number of trainees and unit costs involved. Identify the location of travel, if known. Indicate source of Travel Policies applied, Applicant or Federal Travel Regulations.

Purpose of Travel	Location	Item	Computation	Cost
Real-Time GIS Training- This training, offered at ESRI HQ in Redlands, CA will allow the City of Saint Paul to manage a secure enterprise GIS that allows Public Safety responders to respond to threats in real time and create a Common Operating Picture.	ESRI HQ, Redlands, CA	Airfare, Lodging, Subsistence, Ground Transit	\$900 Airfare + \$750 lodging + \$550 Subsistence + \$100 Ground Transit = \$2,300 per person X 2 people	\$4,600.00
Real-Time GIS Training- This training, offered at ESRI HQ in Redlands, CA will allow the City of Saint Paul to manage a secure enterprise GIS that allows Public Safety responders to respond to threats in real time and create a Common Operating Picture.	ESRI HQ, Redlands, CA	Class Fees	\$4,400.00 X 2 People	\$8,800.00
Total Travel				\$13,400.00

D. Equipment. List non-expendable items that are to be purchased. Non-expendable equipment is tangible property having a useful life of more than one year. (Note: Organization's own capitalization policy and threshold amount for classification of equipment may be used). Identify the Authorized Equipment List number (AEL #) for items requested. Expendable items should be included either in the "Supplies" category or in the "Other" category. Applicants should analyze the cost benefits of purchasing versus leasing equipment, especially high cost items and those subject to rapid technical advances. Rented or leased equipment costs should be listed in the "Contractual" category. Explain how the equipment is necessary for the success of the project. Attach a narrative describing the procurement method to be used. For CBRNE Vessels or Vehicles, list the specific CBRNE equipment that will be installed on the vessel or vehicle, including equipment already owned by the applicant.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Computation	Cost
Soft Target Building Monitoring Equipment to enhance Maritime Domain Awareness at Mass Causality locations near Oil-Train corridors. This equipment may include gateway server technology that allows the City to observe CCTV services outside of our secure network, without compromising system integrity and security.	Up to 3 locations, @ \$4000 per site	\$12,000.00
CCTV Control Room enhancements including 4K compliant monitors and video processors and security to ensure functional viewing of enhanced CCTV Camera technologies.	Enhance CCTV monitors and video processing units, 3 @ \$5,000.00	\$15,000.00
Real Time GIS System Enhancements components including ESRI GIS enterprise software licensing, servers, integration, and post implementation software and server maintenance (included) up to 3 years. These GIS system enhancements will allow tracking of incidents and provide Common Operating Picture for responding agencies.	Combined package total: 1 @ \$210,000.00	\$210,000.00
Hitachi Systems compliant CCTV cameras, network, and mesh support devices to increase coverage of Railroad, River and Harbor, and Commerce Corridor monitoring and awareness. This equipment will be compatible with current system network architecture and will expand the system footprint using wireless mesh where applicable for expanded Port-wide Domain Awareness and protection of Critical Infrastructure.	Expand Maritime awareness at up to 10 CCTV locations within the Port at an average of \$17,500 per site. (Remote Railroad site telemetry costs vary per site).	\$175,000.00
Total Equipment		\$412,000.00

E. Supplies. List items by type (office supplies, postage, training materials, copying paper, and other expendable items such as books, hand held tape recorders) and show the basis for computation. (Note: Organization's own capitalization policy and threshold amount for classification of supplies may be used). Generally, supplies include any materials that are expendable or consumed during the course of the project.

Supply Items	Computation	Cost
	Total Supplies	

F. Consultants/Contracts. Indicate whether applicant's procurement policy follows standards found in 2 C.F.R. § 200.318(a).

Consultant Fees: For each consultant enter the name, if known, service to be provided, reasonable daily or hourly (8-hour day), and estimated time on the project to include M&A.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Name of Consultant	Service Provided	Computation	Cost
Hitachi Data Systems – This vendor has security access, systems architecture knowledge, and product integration expertise necessary to keep the CCTV system and CCTV control room functional.	CCTV Maintenance, installation, server support, network enhancements	1 year @ \$252,999.00	\$252,999.00
ESRI Geographic Information Systems, Port of Saint Paul local office. This vendor is the world leader in creation of GIS software and has the experience to ensure products purchased to Enhance Maritime Domain Awareness are properly licensed, configured, balanced, tested, and maintained.	Real Time GIS System Enhancement Implementation to include system design, testing, integration, and post implementation support	3 years @ \$40,000.00 per year	\$120,000.00
Subtotal – Consultant Fees			\$372,999.00

Consultant Expenses: List all expenses to be paid from the grant to the individual consultant in addition to their fees (i.e., travel, meals, lodging, etc.)

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Location	Computation	Cost
Subtotal – Consultant Expenses			

Contracts: Provide a description of the product or services to be procured by contract and an estimate of the cost. Applicants are encouraged to promote free and open competition in awarding contracts. Any sole source contracts must follow the requirements set forth in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Cost
Subtotal – Contracts	\$
Total Consultants/Contracts	\$

G. Other Costs. List items (e.g., reproduction, janitorial or security services, and investigative or confidential funds) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent, and provide a monthly rental cost and how many months to rent.

Budget Narrative: Provide a narrative budget justification for each of the budget items identified.

Important Note: If applicable to the project, construction costs should be included in this section of the budget detail worksheet.

Description	Computation	Cost
		\$
	Total Other	\$

H. Indirect Costs. Indirect costs are allowable only as described in 2 C.F.R. § 200.414. With the exception of recipients who have never received a negotiated indirect cost rate as described in 2 C.F.R. § 200.414(f), recipients must have an approved indirect cost rate agreement with their cognizant Federal agency to charge indirect costs to this award. A copy of the approved rate (a fully executed, agreement negotiated with the applicant's cognizant Federal agency) must be attached.

Description	Computation	Cost
		\$
	Total Indirect Costs	\$

Budget Summary - When the budget detail worksheet has been completed, applicants should transfer the total for each category to the spaces below. Compute the total direct costs and the total project costs. Indicate the amount of Federal funds requested and the amount of non-Federal funds that will support the project.

Budget Category	Federal Amount	Non-Federal Amount
A. Personnel		\$200,100.00
B. Fringe Benefits		\$66,033.00
C. Travel	\$13,400.00	
D. Equipment	\$412,000.00	
E. Supplies		
F. Consultants/Contracts	\$372,999.00	
G. Other		
H. Indirect Costs		

Total Requested Federal Amount	Total Non-Federal Amount
\$798,399.00	\$266,133.00
Combined Total Project Costs	
\$1,064,532.00	

FY 2018 PSGP Sample Budget Detail Worksheet

Purpose: The budget detail worksheet may be used as a guide to assist applicants in the preparation of the budget and budget narrative. Applicants may submit the budget and budget narrative using this form or in the format of their choice (plain sheets, the applicant's own form, or a variation of this form). However, all required information (including the budget narrative) must be provided. Any category of expense not applicable to the project budget may be deleted. Below is an example for reference purposes.

A. Personnel. List each position by title and name of employee, if available. Show the annual salary rate and the percentage of time to be devoted to the project. Compensation paid for employees engaged in grant activities must be consistent with that paid for similar work within the applicant organization.

Name/Position	Computation	Cost
Jerod Anderson, Emergency Management Coordinator	0.2 FTE @ \$88,860 annually x 3 years	\$53,316
Narrative Budget Justification: The personnel listed above will provide project leadership and critical administrative support for the training and exercise portion of the project. Mr. Jerod Anderson is the Port's CI/KR Planning official with oversight responsibilities for MDA Risk Assessment software and integration of various system into the Common Operating Picture for the MDA. He is also the co-chair of the local AMSC (Area Maritime Security Committee) with responsibilities to oversee the local implementation of the COTP's training and exercise program.		
Total Personnel		\$53,316

B. Fringe Benefits. Fringe benefits should be based on actual known costs or an established formula. Fringe benefits are for the personnel listed in budget category (A) and only for the percentage of time devoted to the project.

Name/Position	Computation	Cost
Jerod Anderson, Emergency Management Coordinator	0.2 FTE @ \$88,860 annually x 3 years @ 33.15% fringe rate	\$5,891
Narrative Budget Justification: Employee contract fringe benefit rate for the above civilian employee is 33.15%.		
Total Fringe Benefits		\$5,891

C. Travel. Itemize travel expenses of project personnel by purpose (e.g., staff to training, field interviews, advisory group meeting, etc.). Show the basis of computation (e.g., six people to three-day training at \$X airfare, \$X lodging, \$X subsistence). In training projects, travel and meals for trainees should be listed separately. Show the number of trainees and unit costs involved. Identify the location of travel, if known. Indicate source of Travel Policies applied, Applicant or Federal Travel Regulations.

Purpose of Travel	Location	Item	Computation	Cost
MTOTP Course	Various	Travel, meals and lodging for 6 ODU/Police personnel	6 X \$1,500/each	\$9,000
AWR-144	Various	Travel, meals and lodging for 6 ODU/EM personnel	6 X \$700/each	\$4,200
ICS/PIO training courses	Various	Travel, meals, and lodging for 10 personnel	10 X \$1,080/each	\$10,800

Narrative Budget Justification: Travel to various Federal Law Enforcement Training sessions for our Police responders, Emergency Management maritime planning group, and Ordinance Disposal Unit personnel. This training would include courses like the Maritime Tactical Operations Training Program, Port and Vessel Security for Public Safety and Maritime Personnel, ICS training, and Basic/Intermediate/Advanced PIO training courses. The foundational training courses will allow port planners and responders to improve our ability to detect/disrupt/respond to incidents in the MDA and strengthen overall planning efforts and integrate our efforts with other public and private organizations active in port security efforts. These personnel and the associated training skills are deployable and shareable to other agencies in this MDA and in other port areas around the nation. This training provides pre-requisite skills and an expanded knowledge base for personnel in preparation of port security exercises and real-world events.

ICS/PIO training requested here would cover a variety of courses necessary to prepare responders for integration into an ICS structure in preparation for the exercise series. This would include personnel associated with the JIC.

Exact computations of travel needs are not possible at this point, because classes have not been scheduled yet for the 2019-2021 performance period of this grant. Travel costs not covered by this grant application would be supplied by response organizations within the MDA.

Total Travel \$24,200

D. Equipment. List non-expendable items that are to be purchased. Non-expendable equipment is tangible property having a useful life of more than one year. (Note: Organization's own capitalization policy and threshold amount for classification of equipment may be used). Identify the Authorized Equipment List number (AEL #) for items requested. Expendable items should be included either in the "Supplies" category or in the "Other" category. Applicants should analyze the cost benefits of purchasing versus leasing equipment, especially high cost items and those subject to rapid technical advances. Rented or leased equipment costs should be listed in the "Contractual" category. Explain how the equipment is necessary for the success of the project. Attach a narrative describing the procurement method to be used. For CBRNE Vessels or Vehicles, list the specific CBRNE equipment that will be installed on the vessel or vehicle, including equipment already owned by the applicant.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Computation	Cost
Tactical PFDs for SWAT/ODU boarding team members	20 Tactical Personal Flotation Devices x \$400/each. AEL #01SW-04-SPFD	\$8,000
Improved signage for the Public Access Facility	Signage	\$1,000
MDA Risk Assessment software package	2-year subscription to risk assessment software	\$70,000
Narrative Budget Justification: These PFDs would outfit our tactical Law Enforcement and ODU personnel in the port area and enable them to safely conduct maritime boardings for the purpose of detection, interdiction, and response. These inflatable versions are compatible with MOLLE web-gear currently in use by our SWAT/ODU personnel, and offer significantly enhanced mobility and safety for our personnel compared to the typical, bulky PFDs available. These PFDs would be used in the training and preparation process as a prelude to maritime exercises, in the exercises themselves, and in responses to real-world incidents. These PFDs would be deployable and sharable with other response agencies within the port area and in port areas in other parts of the nation. Signage upgrades are needed at Lambert's Landing – the Public Access Facility in the Port of Saint Paul – to reflect new points of contact information for port authorities and security personnel. Outdated signs will be replaced with new signage. The requested software is currently used by the Port of Saint Paul response and planning officials to provide multi-source information integration, data analytics, and threat and risk analysis on CI/KR assets within the port area. This software allows us to quantify and monitor risks from natural and man-made threats, and to direct resources based on threat and risk priorities. This budget item would fund the software package for the next two fiscal years.		
Total Equipment		\$79,000

E. Supplies. List items by type (office supplies, postage, training materials, copying paper, and other expendable items such as books, hand held tape recorders) and show the basis for

computation. (Note: Organization's own capitalization policy and threshold amount for classification of supplies may be used). Generally, supplies include any materials that are expendable or consumed during the course of the project.

Supply Items	Computation	Cost
	Total Supplies	

F. Consultants/Contracts. Indicate whether applicant's procurement policy follows standards found in 2 C.F.R. § 200.318(a).

Consultant Fees: For each consultant enter the name, if known, service to be provided, reasonable daily or hourly (8-hour day), and estimated time on the project to include M&A.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Name of Consultant	Service Provided	Computation	Cost
Wiland Associates	Training and Exercise Support	\$200/hour for 240 hours of training and exercise planning time	\$48,000
Narrative Budget Justification: Wiland Associates is a reputable consulting firm used by response and planning organizations within the port area for basic ICS/EOC/exercise planning activities, including a significant multi-agency tabletop related to our JIC activities in port security exercise planning. This budget item supports their involvement both in delivering ICS/EOC/PIO training classes in preparation for our port security exercise series, as well as support in planning and facilitating our port security exercise series. This series would be a continuation of the 2017 tabletop exercise and 2018 full scale exercise. The series would include a tabletop exercise in 2019, and functional exercise in 2020, and a full-scale exercise in 2021. Training and exercise costs in excess of this grant request would be borne by various response agencies within the Port of Saint Paul area.			
Subtotal – Consultant Fees			\$48,000

Consultant Expenses: List all expenses to be paid from the grant to the individual consultant in addition to their fees (i.e., travel, meals, lodging, etc.)

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Location	Computation	Cost
Argon National Laboratory			
Subtotal – Consultant Expenses			

Contracts: Provide a description of the product or services to be procured by contract and an estimate of the cost. Applicants are encouraged to promote free and open competition in awarding contracts. Any sole source contracts must follow the requirements set forth in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Budget Narrative: A narrative budget justification must be provided for each of the budget items identified.

Item	Cost

Subtotal – Contracts \$

Total Consultants/Contracts \$

G. Other Costs. List items (e.g., reproduction, janitorial or security services, and investigative or confidential funds) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent, and provide a monthly rental cost and how many months to rent.

Budget Narrative: Provide a narrative budget justification for each of the budget items identified.

Important Note: If applicable to the project, construction costs should be included in this section of the budget detail worksheet.

Description	Computation	Cost
		\$
Total Other Costs		\$

H. Indirect Costs. Indirect costs are allowable only as described in 2 C.F.R. § 200.414. With the exception of recipients who have never received a negotiated indirect cost rate as described in 2 C.F.R. § 200.414(f), recipients must have an approved indirect cost rate agreement with their cognizant Federal agency to charge indirect costs to this award. A copy of the approved rate (a fully executed, agreement negotiated with the applicant's cognizant Federal agency) must be attached.

Description	Computation	Cost
		\$
Total Indirect Costs		\$

Budget Summary - When the budget detail worksheet has been completed, applicants should transfer the total for each category to the spaces below. Compute the total direct costs and the total project costs. Indicate the amount of Federal funds requested and the amount of non-Federal funds that will support the project.

Budget Category	Federal Amount	Non-Federal Amount
A. Personnel		\$53,316
B. Fringe Benefits		\$ 5,891
C. Travel	\$ 24,000	
D. Equipment	\$ 79,000	
E. Supplies		
F. Consultants/Contracts	\$ 48,000	
G. Other		
H. Indirect Costs		

Total Requested Federal Amount	Total Non-Federal Amount
\$151,000	\$59,207
Combined Total Project Costs	
\$210,207	

DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency

SENSITIVE
SECURITY
INFORMATION

OMB Control Number: 1660-0114
Expiration: 05/31/2020

PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

Warning: Please follow the Notice of Funding Opportunity Guidance while completing this form.

PART I - INVESTMENT HEADING

ORGANIZATION NAME (Legal Name Listed On The SF-424): City of Saint Paul		STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED: Minnesota	
TYPE OF ORGANIZATION: Local Agency	STATE OR LOCAL AGENCY: First Responder – Law Enforcement	OTHER:	
PROJECT'S CAPTAIN OF THE PORT ZONE: Upper Mississippi River	INVESTMENT JUSTIFICATIONS (Ex. 1 of 1): 1 of 1		

PART II - BASIC PROJECT INFORMATION

PROJECT TITLE: Securing the Nation's Food and Energy Supply in the Port of Saint Paul, MN		
PROJECT SERVICE(S)/EQUIPMENT SUMMARY: Purchase of equipment and contracted services to maintain and sustain the MDA of the Port of Saint Paul.		
IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107? No		
IF YES, IDENTIFY THE COST SHARE EXEMPTION :		
FEDERAL SHARE: 798,399	COST SHARE: 266,133	TOTAL PROJECT COST: 1,064,532
(Total Project Cost x 0.75)	(Total Project Cost x 0.25)	(Fed Share/0.75; or Cost Share/0.25)
PROJECT CATEGORY: Equipment	NEW CAPABILITY OR MANAGEMENT/SUSTAINMENT: Maintenance/Sustainment	

PART III - ELIGIBILITY INFORMATION

PLEASE REVIEW THE NOTICE OF FUNDING OPPORTUNITY AND 46 U.S.C. 70107

WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?:	AREA MARITIME SECURITY PLAN: ☒	FACILITY SECURITY PLAN: ☐
	PORT-WIDE RISK MANAGEMENT PLAN: ☐	VESSEL SECURITY PLAN: ☐
IF NONE OF THE ABOVE ARE APPLICABLE, PLEASE LIST OTHER PORT RELATED SECURITY PLANS OR CIRCUMSTANCES THAT APPLY TO THIS PROJECT AND YOUR ORGANIZATION:		☒ N/A
ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE? Yes	IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM? No	
IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION? Yes	IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATION, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:	☐ N/A
IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION? Yes		
IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT (MTSA) OF 2002, AS AMENDED?		Yes
STATE AND LOCAL AGENCIES ONLY - IS YOUR AGENCY REQUIRED TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?		Yes
STATE AND LOCAL AGENCIES ONLY - ARE YOU THE PRIMARY RESPONDING AGENCY TO MTSA REGULATED FACILITY?		Yes

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART IV - POINT(S) OF CONTACT FOR ORGANIZATION					
SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AWARD AGREEMENT		AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT			
NAME:	Lucy Angelis	NAME:	Shari Gray		
ORGANIZATION:	Saint Paul Emergency Management	ORGANIZATION:	Saint Paul Police Department		
ADDRESS:	367 Grove Street Saint Paul, MN 55101	ADDRESS:	367 Grove Street Saint Paul, MN 55101		
PHONE:	651-266-5548	PHONE:	651-266-5514		
E-MAIL:	Lucy.Angelis@ci.stpaul.mn.us	E-MAIL:	shari.gray@ci.stpaul.mn.us		
PART V - PHYSICAL LOCATION OF PROJECT					
The intent of this section is to verify the primary location the project is being implemented to address the PSGP and port area priorities. The applicant's primary area of responsibility for utilizing the project should be identified. This includes training, exercises, interoperable systems, vessel equipment and regionally beneficial projects. Secondary areas of responsibility are not considered the project location. Please identify the location from which the project will be implemented/deployed (the applicant facility address), such as fire or police departments or MTSA regulated facility.					
PHYSICAL ADDRESS OF THE PROJECT LOCATION:		BRIEF DESCRIPTION OF THE PROJECT LOCATION:			
Street Address:	367 Grove Street	The Port of Saint Paul is located in the City of Saint Paul, Ramsey County, MN, Congressional District 4. The Port-wide area encompasses from Mississippi River mile marker 860 to 815			
City:	Saint Paul				
State:	MN			Zip Code:	55101
LATITUDE & LONGITUDE:				44.955900, -93.087000	
STATE AND LOCAL AGENCIES ONLY - ROLE IN PROVIDING LAYERED PROTECTION OF REGULATED ENTITIES					
DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION. The Saint Paul Police Department (SPPD), in conjunction with Saint Paul Emergency Management and the Saint Paul Fire Department are the primary safety and security first responders to all incidents within the Port of Saint Paul. The SPPD also has shared responsibility to ensure that agency specific responsibilities and partner agencies have safety and protection in the event there is a catastrophic natural or human caused event that disrupts the continuity of Port operations. As an example, if a CBRNE attack on a rail asset within the Port-wide area creates imminent danger to life and property or has the potential to stop commerce, the SPPD would also create a secure perimeter and staging areas in support of Federal Agents, Transportation and Port officials, private Rail Safety personnel, and ensure evacuation and recovery plans are executed safely. In this region, the SPPD is involved in both the direct incident management and the coordination of secondary and adjacent jurisdictions that also provide mutual aid and support in the event of a catastrophic event. The SPPD also provides detailed intelligence, situational awareness, and information sharing with partner agencies including, including Maritime Domain Awareness (MDA). At the outermost layer of Port protection are passive security and monitoring coordinated by the SPPD. As intelligence and threat levels are increased, the SPPD, in cooperation with the Saint Paul Fire Department can increase physical presence and deploy modern equipment, waterborne specialized craft, and personnel with inter-operable communications systems. At the innermost level of protection, the SPPD deploys specialized equipment and personnel to secure a specific location. These locations may include a Port terminal, Maritime Transportation Security Act (MTSA) Regulated Facility, or assets listed in the Ports' Maritime Security Risk Assessment (MSRA) model catalog. The SPPD is authorized to deploy specialized units to include bomb sniffing K-9 units, Ordinance Disposal Units, and Special Weapons and Tactics units.					
WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.					

SENSITIVE SECURITY INFORMATION

PART VI - ALL AGENCIES/ORGANIZATION - IMPORTANT FEATURES

DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION (e.g., interrelationship of your operations with other eligible high-risk ports, Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA), Etc.). **PLEASE LIST ALL AGENCIES WITH WHOM YOU HAVE A MARITIME SECURITY MOU OR MOA.**

Saint Paul is the capitol city of Minnesota, and is at a heightened threat risk due to its position as a seat of State Government. In addition, the Twin Cities area has been a recruiting area for individuals that join international terror groups, and for those who are inspired by terrorists abroad. The NCAA Final Four Basketball tournament will be hosted in our region during this Port Security grant cycle, putting our Port at a heightened risk for international and domestic terror attacks due to increased media coverage. Of particular threat risk are MTSA Regulated Facilities, Nationally Significant Critical Infrastructure and Key Resources (CIKR) and high scoring MSRA targets within the Port area where there is high potential for mass casualties and maximum port disruption.

The Mississippi River serves the Upper Midwest and our Nation as a key component of the region's transportation system and for commercial navigation, as well as land transport (bridges), power plants, water treatment facilities, power utilities, chemical facilities and much other critical infrastructure which are all clustered along the river corridor. The Mississippi River acts as a conduit for commerce, trade, and commodities including but not limited to: agricultural products, aggregate, coal, fertilizer, petroleum, chemicals, and other hazardous materials. The St. Paul port-wide area extends 44.5 miles through the heart of the Twin Cities. Commodities are shipped south on the Mississippi River where they are consumed domestically. Additionally, the Mississippi River National Scenic Byway and the Mississippi National River and Recreation Area (MNRRA) of the National Parks Service traverse through, and overlap with, these high scoring MSRA targets and Nationally Significant Critical Infrastructure and Key Resources.

The Port of Saint Paul has over 490 miles of rail road freight lines, and carries over 40 Bakken Oil Field trains per week. The Port of Saint Paul is a critical node within the Nation's Oil-Rail network, and disruptions to this network would create a nationally significant economic crisis. This is highly significant, since the status of oil pipelines from the Bakken region are still undetermined and the Nation depends on having Oil-Train functionality. This network also includes yarding areas for Oil-Trains (and other commercial freight) in the Port of Saint Paul which are proximal to nearly 300,000 residents. According to the MN Department of Transportation, the intersection of the BNSF rail line and Como Ave in the Port of Saint Paul is listed as a top location in need of risk mitigation along the entire Oil-Train network in the State of MN. Furthermore, these highly significant railroad commerce corridors have minimal protections, and present a significant gap in the Maritime Domain Awareness of the Port.

Additionally, the Port of St. Paul shipped 6.8 million tons of total River Port tonnage (as of 2015) with chemicals being the primary commodity shipped by barge into the Port, and grain being the primary commodity shipped out. A disaster or terrorism attack in the Port-wide area would devastate the Twin Cities, State, and National economy and our food supply. Due to the proximity of soft targets, mass transit, and community gathering spaces to our high scoring MSRA targets, there is an increased possibility of a mass casualty incident that could disrupt the Port's functionality. The Port of St. Paul is a critical node along the larger, inland waterway system and this grant project will positively impact both the interoperability and whole community efforts of our stakeholders to ensure a secure, resilient and well-prepared Port.

The proposed project will enhance our Maritime Domain Awareness capabilities and communication with a system that was implemented using previous grant funds combined with city funds to expand our video surveillance platform (CCTV). This proposal enhances our Geographic Information System to facilitate access to critical port information. This proposal also expands and enhances our awareness and protection of the railroad commerce corridors within our Port. We have an MOU providing for Law Enforcement protection at Lamberts Landing, Harriet Island. We also enjoy a relationship with commercial and regulated passenger vessel service in the Port. Each year the American Queen comes and docks in the Port at Lamperts Landing, carrying over 400 passengers on the waterway. The U.S. Coast Guard and private agency stakeholders have a vested security interest in these operations.

This system has the ability to monitor movement and locations of assets which include vehicles in the water, on rails, or on land. Within the CCTV network, the SPPD maintains a high level of digital cyber security on all network connections. Currently we can view video streams from any approved stakeholder and will also allow multiple stakeholders to view interior and exterior MTSA Regulated Facilities, Nationally Significant CIKR and high scoring MSRA targets within the Port. This system can monitor the Port Area, detecting potential criminal and homeland security threats. It directly supports detection, prevention, and protection of the port area through a dynamic monitoring program. This monitoring facilitates response and recovery actions in the event of a mass casualty incident or a CBRNE attack in or near MTSA Regulated Facilities, Nationally Significant CIKR and high scoring MSRA targets within the Port area. Coordinating stakeholders rescued a suicidal man from the Mississippi River in May of 2018 by leveraging coordinated communications and CCTV equipment, thus maintaining Port Operations with minimal disruptions to commerce. This project sustains and improves the ability to monitor the Port of Saint Paul and surrounding areas and supports a critical priority for the Port Security Grant Program, Enhancing Maritime Domain Awareness and security.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART VII - INVESTMENT JUSTIFICATION ABSTRACT

WHAT WILL THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, contracts, fencing, etc.)?

This project funds equipment, software, maintenance and support for an inter-operable video monitoring and Geographic Information System.

ARE ANY PROJECT ITEMS ON THE CONTROLLED EQUIPMENT LIST

(please reference **FEMA Information Bulletin 407**):

No

IF YES, PLEASE PROVIDE THE AUTHORIZED EQUIPMENT LIST (AEL) NUMBER(S) FOR CONTROLLED EQUIPMENT:

SUMMARIZE THE PROPOSED INVESTMENT JUSTIFICATION.

THE FOLLOWING MUST BE INCLUDED:

- DESCRIBE HOW THIS INVESTMENT ADDRESSES THE CAPTAIN OF THE PORT'S PRIORITIES
- EXPLAIN HOW THIS INVESTMENT WILL ACHIEVE A MORE SECURE AND RESILIENT PORT AREA
- IDENTIFY ASSETS BEING REQUESTED
- IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST

This project funds equipment, software, maintenance and support for an interoperable video monitoring (CCTV) and Geographic Information System.

Within the St. Paul Port area, CCTV combined with Geographic Information System (GIS) purchased with Port grant funding provides significant surveillance protection, detection, monitoring, response and recovery capabilities. This investment ensures the continued operation of the Port and maintaining the integrity, security and support of the Port area wireless mesh network. This investment will provide for continuing support, network connectivity and maintenance costs for over 200 cameras, back hauls, and other equipment, and the sustainability of the wireless network. This investment also allows for real time video and data sharing with all stakeholders. This information sharing can allow all partners the ability to track assets and view images from shared video streams by establishing a Common Operating Picture (COP) for the port. The system is a critical component of supporting our Maritime Domain Awareness and allows for rapid and effective deployment of resources in and around an affected incident area.

The system securely allows information access to multiple jurisdictions with Homeland Security and Port responsibilities. It allows local, regional and Federal public safety agencies to coordinate operations interoperability and whole community expectations. Additionally, the Data Management portion of the system allows for a high level of after action assessment of incidents through the ability to search and retrieve stored digital data and the use of analytics. It supports future threat assessment awareness and plays a major role in identifying and assessing additional advanced training and equipment needs. With the support of the Port grant, the City of Saint Paul will also be able to purchase equipment, software, maintenance, and support that enhances our GIS and leverages industry standard technology that can be shared with Federal, State, and local approved Port partners. By enhancing the capacity to view, monitor, store, and share video and geographic information data, responsible responding agencies will have increased Maritime Domain Awareness leading to increased security, risk mitigation and maximization of limited resources. With this grant, the Port can more quickly respond and recover from terrorism or other catastrophic events that would disrupt the Port's economic viability and infringe on the Nation's security. Coordinating and integrating multiple video systems with a wireless mesh operational footprint into a GIS also provides resiliency in the event any one (or multiple) MTSA Regulated Facilities, Nationally Significant CIKR and high scoring MSRA targets are attacked or individual or multiple video nodes are attacked. This coordination can limit the impacts on, and improve resumption of, commerce activities should there be a mass casualty or Oil-Train related incident. As proposed, this grant application will support maintaining continuity of operations, regional collaboration, Cyber security, Maritime Domain Awareness and security of the Port - all of which are high priorities for the Nation and the Captain of the Port.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART VIII - NATIONAL PRIORITIES

IDENTIFY ONE NATIONAL PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Enhancing Maritime Domain Awareness

DESCRIBE HOW, AND THE EXTENT THIS INVESTMENT JUSTIFICATION MEETS ONE OR MORE OF THE NATIONAL PRIORITIES.

THE FOLLOWING MUST BE INCLUDED:

- HOW THIS INVESTMENT ADDRESSES VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S).

This investment will greatly enhance Maritime Domain Awareness by enabling regional Port stakeholders to share video and data streams and address vulnerabilities in the Lambert's Landing Public Access Safety and Security (PASS) plan. This project will fill significant gaps in the video camera network footprint and will allow Port partners to view select MTSA Regulated Facilities, Nationally Significant CIKR and high scoring MSRA targets and high value Oil-Train corridors. This project will also improve threat detection along our railroad corridors and at high-risk locations in proximity to those corridors within the Port-wide area. This project provides multiple video feeds supporting enhanced surveillance within the Port area. Due to the proximity of soft targets and high scoring MSRA targets, terrorism attacks or mass casualty events (including CBRNE) improves deterrence, mitigation, response, and recovery from potential disruptions to our National Food Supply and Economic continuity. This project also addresses the need to plan for emerging threats such as domestic violent extremists, international terrorism groups, and those inspired by terrorists abroad.

Maritime Domain Awareness includes the mutual dependencies of rail and maritime infrastructure and commerce that present significant vulnerabilities to the Port and the Nation. Multiple agencies sharing information in real time improves interoperability which in turn supports the National Preparedness Goal to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk in the area of the port and Nationally Significant CIKR in the area in a fiscally responsible manner. Enhancing our technology increases our surveillance of the Port and leverages industry standard technology to maximize communications which ensure ongoing interoperability. As proposed, this project supports MDA during times of electrical outage, flooding, inclement weather, catastrophic events, and CBRNE by monitoring critical railroad corridors, MTSA Regulated Facilities, Nationally Significant CIKR and high scoring MSRA targets which are identified as priority investments in both the Port-wide Risk Management & Mitigation Plan and the Trade Resumption & Resiliency Plan.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART IX - NATIONAL PREPAREDNESS GOAL

IDENTIFY ONE CORE CAPABILITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Intelligence and Information Sharing

PART X - IMPLEMENTATION PLAN

PROVIDE A HIGH-LEVEL TIMELINE OF MILESTONES FOR THE IMPLEMENTATION OF THIS INVESTMENT, SUCH AS PLANNING, TRAINING, EXERCISES, AND MAJOR ACQUISITIONS OR PURCHASES. UP TO 10 MILESTONES MAY BE SUBMITTED.

THE FOLLOWING MUST BE INCLUDED:

- MAJOR MILESTONES OR RELEVANT INFORMATION THAT IS CRITICAL TO THE SUCCESS OF THE INVESTMENT
- MAJOR TASKS THAT WILL NEED TO OCCUR (E.G. DESIGN AND DEVELOPMENT, CONTRACTUAL AGREEMENTS, PROCUREMENT, DELIVERY, INSTALLATION AND PROJECT COMPLETION)

Milestone 1: Port Security Group Initial Meeting.

Upon grant award notification, the PSGP group will convene and meet to provide project oversight and management.

Timeline: Within 30 days of the grant award notice.

Milestone 2: Port Security group and advisors develop detailed project implementation timeline. Quarterly meetings throughout the grant period.

Timeline: Initiate within one month of the grant award.

Milestone 3: Prepare/issue software and hardware upgrades to wireless network and video camera systems (CCTV) and all computer viewing/work stations at all deployed locations.

Timeline: within six months of award.

Milestone 4: Evaluate soft target mass casualty sites for appropriate gateway technology for monitoring and inclusion into secure CCTV environment.

Timeline: within 9 months of grant award.

Milestone 5: Receive, test and approve all CCTV updates.

Timeline: within 12 months of grant award.

Milestone 6: Purchase necessary CCTV cameras and wireless mesh enhancement equipment to address gaps in Port-wide area coverage near Oil Train and Commercial corridors.

Timeline: within 18 months of grant award

Milestone 7: Purchase necessary computers, software, maintenance, equipment, servers, licensing and integration support for design of Real-time GIS System. Select implementation contractor for a Real-Time Geographic Information System.

Timeline: within 27 months of grant award.

Milestone 8: Conduct functional tests of each new CCTV location and Real-Time GIS System design functionality. Secure contract with CCTV systems maintenance provider.

Timeline: 24-27 months after grant award.

Milestone 9: Complete enhancements to secure location CCTV control center within SPPD. Attend Real-time GIS specific training for ongoing support of system post-implementation.

Timeline: within 32 months after grant award.

Milestone 11: Activate and test full CCTV and Real Time GIS functionality and assess needs for ongoing sustainment.

Timeline: 34-35 months from grant award.

Milestone 12: Conduct after action review and strategic planning sessions to determine future refinements and improvements.

Timeline: 34-35 months from grant award.

Milestone 11: Final grant drawdown. 35-36 months after grant award.

Milestone 10: PSGP closeout. Timeline: 36 months from award.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

DEPARTMENT OF HOMELAND SECURITY
Federal Emergency Management Agency

SENSITIVE
SECURITY
INFORMATION

PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

OMB Control Number: 1660-0114
Expiration: 05/31/2020

Warning: Please follow the Notice of Funding Opportunity Guidance while completing this form.

PART I - INVESTMENT HEADING

ORGANIZATION NAME (Legal Name Listed On The SF-424): City of Saint Paul		STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED: Minnesota	
TYPE OF ORGANIZATION: Local Agency	STATE OR LOCAL AGENCY: Other	OTHER: Emergency Management	
PROJECT'S CAPTAIN OF THE PORT ZONE: Upper Mississippi River		INVESTMENT JUSTIFICATIONS (Ex. 1 of 1): 2 of 2	

PART II - BASIC PROJECT INFORMATION

PROJECT TITLE: Multi-Discipline Port of Minneapolis and Saint Paul Training and Exercise Enhancements & Maritime Domain Awareness		
PROJECT SERVICE(S)/EQUIPMENT SUMMARY: The St Paul DEM will increase prevention and response capacity within the port area by; 1) Conducting regionally scoped, multi discipline and jurisdiction exercise/workshop that is a continuation of 2017 & 2018 port wide exercises. 2) Support trainings for specialized response, integrating explosive remediation and SWAT into Port operations, response and interdiction. 3) Enhance MDA with situational awareness software platform		
IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107? No		
IF YES, IDENTIFY THE COST SHARE EXEMPTION :		
FEDERAL SHARE: 151,000	COST SHARE: \$59207.00	TOTAL PROJECT COST: 210,207
(Total Project Cost x 0.75)	(Total Project Cost x 0.25)	(Fed Share/0.75; or Cost Share/0.25)
PROJECT CATEGORY: Training	NEW CAPABILITY OR MANAGEMENT/SUSTAINMENT: New Capability	

PART III - ELIGIBILITY INFORMATION

PLEASE REVIEW THE NOTICE OF FUNDING OPPORTUNITY AND 46 U.S.C. 70107

WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?:	AREA MARITIME SECURITY PLAN: ☒	FACILITY SECURITY PLAN: ☒
	PORT-WIDE RISK MANAGEMENT PLAN: ☒	VESSEL SECURITY PLAN: ☒
IF NONE OF THE ABOVE ARE APPLICABLE, PLEASE LIST OTHER PORT RELATED SECURITY PLANS OR CIRCUMSTANCES THAT APPLY TO THIS PROJECT AND YOUR ORGANIZATION:		☐ N/A
ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE? Yes	IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM? No	
IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION? Yes	IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATION, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:	☐ N/A
IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION? Yes		
IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT (MTSA) OF 2002, AS AMENDED?		Yes
STATE AND LOCAL AGENCIES ONLY - IS YOUR AGENCY REQUIRED TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?		Yes
STATE AND LOCAL AGENCIES ONLY - ARE YOU THE PRIMARY RESPONDING AGENCY TO MTSA REGULATED FACILITY?		Yes

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART IV - POINT(S) OF CONTACT FOR ORGANIZATION

SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AWARD AGREEMENT		AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	Lucy Angelis	NAME:	Jerod Anderson
ORGANIZATION:	Saint Paul Emergency Management	ORGANIZATION:	Saint Paul Emergency Management
ADDRESS:	367 Grove Street Saint Paul MN, 55101	ADDRESS:	367 Grove Street Saint Paul MN, 55101
PHONE:	651-266-5548	PHONE:	612-235-1953
E-MAIL:	Lucy.Angelis@ci.stpaul.mn.us	E-MAIL:	Jerod.Anderson@ci.stpaul.mn.us

PART V - PHYSICAL LOCATION OF PROJECT

The intent of this section is to verify the primary location the project is being implemented to address the PSGP and port area priorities. The applicant's primary area of responsibility for utilizing the project should be identified. This includes training, exercises, interoperable systems, vessel equipment and regionally beneficial projects. Secondary areas of responsibility are not considered the project location. Please identify the location from which the project will be implemented/deployed (the applicant facility address), such as fire or police departments or MTSA regulated facility.

PHYSICAL ADDRESS OF THE PROJECT LOCATION:		BRIEF DESCRIPTION OF THE PROJECT LOCATION:			
Street Address:	367 Grove Street	Port of Minneapolis and St Paul as defined by the Upper Mississippi Area Maritime Security Committee (UMAMSC)			
City:	Saint Paul				
State:	MN			Zip Code:	55101
LATITUDE & LONGITUDE:				44.957/-93.087	

STATE AND LOCAL AGENCIES ONLY - ROLE IN PROVIDING LAYERED PROTECTION OF REGULATED ENTITIES

DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION.

Layered protection involves prevention, detection, response and recovery. The role of the city in providing layered protection is that Saint Paul Emergency responders are the primary response entities for emergencies within the Port of Saint Paul. Additionally, Saint Paul responders provide response to the immediate surrounding area. This port security grant Investment will address current gaps in the prevent/detect/respond continuum, and represents an important inter-jurisdictional partnerships and also will enhance local first responder's ability to respond to emergency incidents within the port area.

Essentially, this Investment enhances port-wide entities ability to prevent and detect, as well as local law enforcement and fire service capability to respond to an incident within the port that does not exist now.

Important Features: St. Paul emergency responders are responsible for responding to all fire, medical, haz-mat, and specialized rescue calls in the city and has mutual aid agreements to respond to the immediate surrounding areas as well. This includes approximately 17.5 miles of the Mississippi River, and .5 miles of the Minnesota River, all of which are Federally Regulated Navigable Waters, and includes Lock & Dam #1. Responses in the port area include a wide variety of calls on the river: fires on boats and along the shoreline, medical calls, assisting other agencies with search, rescue, and recovery operations of all types, special events and CBRNE responses. An incident in the Port of Saint Paul area would have implications for operations upstream which include:

- Barges/Tow boats
- Tour boats
- Recreational watercraft
- Riverfront areas of mass public gathering for events
- Docking facilities adjacent for receipt, transfer and storage of petroleum based products
- Docking facilities for receipt, transfer and storage of hazardous chemicals
- Major bridges all along the river
- A major international airport perimeters and runways are along the river
- Several major league sports venues directly adjacent (within one mile) to the Port
- Downtown Minneapolis and Saint Paul and several high density urban residential neighborhoods.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART VI - ALL AGENCIES/ORGANIZATION - IMPORTANT FEATURES

DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION (e.g., interrelationship of your operations with other eligible high-risk ports, Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA), Etc.). **PLEASE LIST ALL AGENCIES WITH WHOM YOU HAVE A MARITIME SECURITY MOU OR MOA.**

This is a critically important investment in response and prevention capabilities in the Minneapolis – Saint Paul Port area response. ODU and SWAT responses are currently inadequate for the amount of risk and vulnerability within in the port-wide area. The lack of specialized training and exercise of these capabilities prohibits effective response to IED or other CBRNE incident in or on the corridor. Through previous PSGP iterations the City of St. Paul has been able to secure vessels and other equipment when combined with appropriate Knowledge Skills and Ability, builds great capacity within response and prevention mission modes. Specifically, additional local first responder Investments will include IED/IRD training, vessel interdiction training, first responder safety equipment, enhancing port-wide Maritime Domain Awareness through common operations software application, and regional exercise that integrates all components of capacity built with PSGP funds .

The availability of Port Security Grant Program funds and the need to provide adequate resources to the investment are critical to building response and prevention capacity within the Port area.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART VII - INVESTMENT JUSTIFICATION ABSTRACT

WHAT WILL THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, contracts, fencing, etc.)?

Safety equipment, updated PAF Signs, Maritime Domain Awareness (MDA) software, regionally scoped exercises, and first responder training

ARE ANY PROJECT ITEMS ON THE CONTROLLED EQUIPMENT LIST

(please reference **FEMA Information Bulletin 407**):

No

IF YES, PLEASE PROVIDE THE AUTHORIZED EQUIPMENT LIST

(AEL) NUMBER(S) FOR

CONTROLLED EQUIPMENT:

SUMMARIZE THE PROPOSED INVESTMENT JUSTIFICATION.

THE FOLLOWING MUST BE INCLUDED:

- DESCRIBE HOW THIS INVESTMENT ADDRESSES THE CAPTAIN OF THE PORT'S PRIORITIES
- EXPLAIN HOW THIS INVESTMENT WILL ACHIEVE A MORE SECURE AND RESILIENT PORT AREA
- IDENTIFY ASSETS BEING REQUESTED
- IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST

The Port of Minneapolis and Saint Paul Area Maritime Security Committee has identified seven priorities in the Risk Plan. Of those priorities "Response and Prevention have been both identified — Capability to effectively lead, manage and coordinate the response to acts of terrorism, natural disasters, or other emergencies on our navigable waters requires additional responder training and exercise." This investment will assist in overcoming a recognized gap in capabilities for response and prevention in the port area. Response will be improved through the rapid and accurate location of incidents with software application, and through the identification and deployment of first responders with appropriate skills and capabilities. This will allow for enhanced response and prevention activities. Rapid response reduces consequences, and diminishes recovery times.

Specialized responder KSA's are currently inadequate for the amount of risk and vulnerability represented within this port-wide area. The lack of sufficient rescue/response training and exercise prohibits effective response to IED or other CBRNE incident in or on the corridor

An additional primary goal of this Investment is to support the national port security goal of prevention and detection of IED attacks. The common operations / situational assessment software will improve the Port's ability to collect, fuse, analyze, display and disseminate actionable information to both public safety officials, private sector port entities, emergency managers and responders located in a maritime command and control environment. As such, this investment enhances all capabilities related to Port-Wide IED prevention, detection, response and recovery.

Maritime Critical Infrastructure/Key Resource Protection and Strategic Information Technology are identified as priority investments in both the Port-wide Risk Management & Mitigation Plan and the Trade Resumption & Resiliency Plan. This investment is consistent with the update of the AMSC Plan and reflects the priorities of the COTP.

Assets being requested include: 1) Travel to various Federal Law Enforcement Training sessions for our Police responders, Emergency Management maritime planning group, and Ordinance Disposal Unit personnel; 2) Tactical PFDs for our tactical Law Enforcement and ODU personnel that would enable them to safely conduct maritime boardings for the purpose of detection, interdiction, and response, and 3) Updated signage for the Public Assess Facility in the Port.

Currently, we have an insufficient number of responders trained in maritime boarding, interdiction, and detection operations. In the event of an incident, we would have to locate other response personnel for assistance, thereby slowing our response actions. We also do not have suitable PFDs to train or respond in a safe manner; the tactical PFDs would provide far less bulky and heavy flotation for training and response operations. Current signage at the Public Access Facility is outdated and needs to be refreshed with current contact information and emergency instructions.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART VIII - NATIONAL PRIORITIES

IDENTIFY ONE NATIONAL PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Enhancing Maritime Domain Awareness

DESCRIBE HOW, AND THE EXTENT THIS INVESTMENT JUSTIFICATION MEETS ONE OR MORE OF THE NATIONAL PRIORITIES.

THE FOLLOWING MUST BE INCLUDED:

- HOW THIS INVESTMENT ADDRESSES VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S).

Early identification and rapid deployment are critical response and prevention functions.

The Minneapolis & Saint Paul Port Area faces significant and credible risks, vulnerabilities and consequences from foreign and domestic terrorist threats, natural disasters and the consequences of technological accidents.

The Minneapolis & Saint Paul area is the sixteenth largest in population in the Nation, with the Port bisecting the densely populated core.

The Minneapolis FBI Office has completed multiple Domestic Terrorism Threat Assessments and identified special interest, left and right wing groups, and lone wolf actors. Zacharius Moussaoui, and other high profile international terrorists, have been arrested within the Twin Cities metro area. The local FBI JTTF is among the most active in the Nation, addressing the issue of overseas financial transfers and groups such as Al Qaeda, Hizballah, Al-Shabob, Al-Ittihad al-Islami and ISIS/ISIL. The Minnesota Patriots, a right wing militia group, had planned to use CBRNE weapons they had manufactured to attack local law enforcement officers. Recent attention has focused on the return of Somali residents who left the country to fight on the side of the insurrection in the civil war there.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.

SENSITIVE SECURITY INFORMATION

PART IX - NATIONAL PREPAREDNESS GOAL

IDENTIFY ONE CORE CAPABILITY THIS INVESTMENT MOST CLOSELY SUPPORTS:

Intelligence and Information Sharing

PART X - IMPLEMENTATION PLAN

PROVIDE A HIGH-LEVEL TIMELINE OF MILESTONES FOR THE IMPLEMENTATION OF THIS INVESTMENT, SUCH AS PLANNING, TRAINING, EXERCISES, AND MAJOR ACQUISITIONS OR PURCHASES. UP TO 10 MILESTONES MAY BE SUBMITTED.

THE FOLLOWING MUST BE INCLUDED:

- MAJOR MILESTONES OR RELEVANT INFORMATION THAT IS CRITICAL TO THE SUCCESS OF THE INVESTMENT
- MAJOR TASKS THAT WILL NEED TO OCCUR (E.G. DESIGN AND DEVELOPMENT, CONTRACTUAL AGREEMENTS, PROCUREMENT, DELIVERY, INSTALLATION AND PROJECT COMPLETION)

Milestone 1: Award accepted and formally recognized.

Upon grant award notification, EM will convene and meet to provide project oversight and management. Timeline: Within one week of the grant award notice.

Milestone 2: EM and advisors develop detailed project implementation timeline. Quarterly meetings throughout the grant period. Timeline: Initiate within one month of the grant award.

Milestone 3: Deploy software application, execute regional table top exercise and execute training schedule. Timeline: within one year of award (2019).

Milestone 4: Evaluate software effectiveness identify exercise technical and logistical support contracts. Continue training execution Timeline: within four months of grant award.

Milestone 5: Execute regional functional exercise. Timeline: within 2 years of award (2020).

Milestone 6: Implement required software changes based on Milestone 4 and continue training execution. Timeline: 2 Years from grant award.

Milestone 7: Conduct full-scale functional test of each software application and operation to assure proper function of software. Timeline: 24 months after grant award.

Milestone 8: Conduct strategic planning/lessons learned session, to map path of future software use and identify areas of future improvements, conduct regional full scale exercise. Timeline: 30 months from grant award.

Milestone 9: Final grant draw-down. Execute Exercise 20-34 months after grant award.

Milestone 10: PSGP closeout. Timeline: 36 months from award.

WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.



Homeland Security

Fiscal Year 2018 Port Security Grant Program

Overview

As appropriated by the *Department of Homeland Security Appropriations Act, 2018* (Pub. L. No. 115-141) and as authorized by Section 102 of the *Maritime Transportation Security Act of 2002*, as amended (Pub. L. No. 107-295) (46 U.S.C. § 70107), the Port Security Grant Program (PSGP) is one of the Department of Homeland Security's (DHS) grant programs that directly support maritime 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 2018 PSGP provides funds for transportation infrastructure security activities to implement Area Maritime Security Plans and facility security plans among port authorities, facility operators, and state and local government agencies required to provide port security services.

In FY 2018, DHS is providing \$100,000,000 to promote sustainable, risk-based efforts to protect critical port infrastructure from terrorism.

The FY 2018 PSGP plays an important role in the implementation of the National Preparedness System by supporting the building, sustainment, and delivery of core capabilities essential to achieving the National Preparedness Goal of a secure and resilient Nation. The FY 2018 PSGP's allowable costs support efforts to build and sustain core capabilities across the prevention, protection, mitigation, response, and recovery mission areas.

Funding

In FY 2018, the total amount of funds under this grant program is \$100,000,000. The FY 2018 PSGP is focused on supporting increased port-wide maritime security risk management; enhancing maritime domain awareness; supporting maritime security training and exercises; and maintaining or reestablishing maritime security mitigation protocols that support port recovery and resiliency capabilities. PSGP investments must address U.S. Coast Guard (USCG) and Area Maritime Security Committee (AMSC) identified vulnerabilities in port security.

Eligibility

The following entities are encouraged to participate in the FY 2018 PSGP:

- 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 (C.F.R.) Parts 101, 104, 105, and 106.

CSID hours of operation are from 9:00 a.m. to 5:00 p.m. Eastern Time, Monday through Friday.

- For support regarding financial grant management and budgetary technical assistance, applicants may contact the DHS/FEMA Grant Operations Help Desk via e-mail to ASK-GMD@fema.gov.