MATANUSKA-SUSITNA BOROUGH INFORMATION MEMORANDUM IM No. 25-196

SUBJECT: INFORMING THE ASSEMBLY OF THE SUBMITTAL OF THE 2025 DEPARTMENT OF HOMELAND SECURITY FEDERAL EMERGENCY MANAGEMENT AGENCY PORT SECURITY GRANT APPLICATION REQUESTING $600,000.00 TO PURCHASE ENHANCED SECURITY EQUIPMENT FOR PORT MACKENZIE.

AGENDA OF: Setpember 16, 2025

ASSEMBLY ACTION: Presented to the Assembly 09/16/25 - BJH

AGENDA ACTION REQUESTED: For information only.

Route To	Signatures
Originator	Recoverable Signature X Corinne Lindfors Signed by: Corinne Lindfors
Port Department Director	9/3/2025 X David Griffin Signed by: David Griffin
Finance Director	Recoverable Signature X Liesel Zanto for CH Signed by: Liesel Weiland
Borough Attorney	9/3/2025 X John Aschenbrenner for N.S. Signed by: John Aschenbrenner
Borough Manager	9/3/2025 X Michael Brown Signed by: Mike Brown
Borough Clerk	9/5/2025 X Brenda J. Henry for Signed by: Brenda Henry

ATTACHMENT(S): 2025 Port Security Grant Application(45pgs)

SUMMARY STATEMENT: The Matanuska-Susitna Borough has submitted an application for the 2025 Department of Homeland Security, Federal Emergency Management Agency, Port Security Grant requesting $600,000.00. This grant application will require MSB match funds of 25% or $200,000.00. If awarded additional legislation will follow to accept and appropriate funds.

You have successfully submitted your application.

System for Award Management (SAM.gov) profile

Please identify your organization to be associated with this application.
All organization information in this section will come from the System for Award Management (SAM) profile for that organization.

MATANUSKA-SUSITNA BOROUGH

Information current from SAM.gov as of:	**08/08/2025**
UEI-EFT:	**QRK7LJ2Y3RJ1**
DUNS (includes DUNS+4):	**081482960**
Employer Identification Number (EIN):	**920030816**
Organization legal name:	**MATANUSKA-SUSITNA BOROUGH**
Organization (doing business as) name:	
Mailing address:	**350 E DAHLIA AVE PALMER, AK 99645-6411**
Physical address:	**350 E DAHLIA AVE PALMER, AK 99645-6411**
Is your organization delinquent on any federal debt?	**N**
SAM.gov registration status:	**Active as of 08/06/2025**

☑ We have reviewed our bank account information on our SAM.gov profile to ensure it is up to date

Applicant information

Applicant type	**County Government**
Applicant name	**Matanuska-Susitna Borough**

Main address of location impacted by this grant

Main address 1	**350 E. Dahlia Avenue**
Main address 2	

City	**Palmer**
State/territory	**AK**
Zip code	**99645**
Zip extension	**6488**

Grant request details

Grand total: $800,000.00

Program area: Investment

▸	**Activity: Investment Port MacKenzie Security Project**	**$800,000.00**

Additional comments

Cost share

This is the proposed federal vs. non-federal funding shares based for the funding opportunity. You can modify the proposed federal and non-federal share for your grant below if you qualify for a cost share that is different than the default.

Grand total: $800,000.00

Do you qualify for a cost share different than the default Fiscal Year 2025 Port Security Grant Program (PSGP) cost share?

No

Cost share for the overall project

Cost share	% Percentage	$ Dollar Amount
Proposed Federal share	75.00%	$600,000.00
Proposed Non-federal share	25.00%	$200,000.00

Cost share	% Percentage	$ Dollar Amount
Total		$800,000.00

Additional attachments

Filename	Date uploaded	Uploaded by	Label	Description	Action
Matanuska-Susitna Borough_IJ 1-5_08.15.2025_Final.xlsx	08/15/2025	kalb.stevenson@axiomak.com	Cost share attachments	FEMA Spreadsheet	

Budget summary

Construction budget summary

Cost classification	Total cost
Administrative and legal expenses	$0.00
Land, structures, rights-of-way, appraisals, etc.	$0.00
Relocation expenses and payments	$0.00
Architectural and engineering fees	$0.00
Other architectural and engineering fees	$0.00
Project inspection fees	$0.00
Site work	$0.00
Demolition and removal	$0.00
Construction	$0.00
Equipment	$0.00
Miscellaneous	$0.00

Cost classification	Total cost
SUBTOTAL	$0.00
Contingencies	$0.00
TOTAL PROJECT COSTS	$0.00

Overall budget summary

Object class categories	Total
Personnel	$0.00
Fringe benefits	$0.00
Travel	$0.00
Equipment	$205,050.22
Supplies	$120,653.50
Contractual	$452,049.94
Construction	$0.00
Other	$22,246.34
Total direct charges	$800,000.00
Indirect charges	$0.00
TOTAL	$800,000.00
Non-federal resources	
Applicant	$200,000.00
State	$0.00
Local	$
Other sources	$0.00
Remarks	
Total Federal and Non-federal resources	
Federal resources	$600,000.00

Object class categories	Total
Non-federal resources	$200,000.00
TOTAL	$800,000.00
Program income	$0.00
Total applicant management costs (optional) *(Maximum allowable management cost: $40,000.00)*	$0.00

Budget summary by solution area

Solution Area	Solution Area Total
Planning	$0.00
Organization	$310,796.94
Equipment	$489,203.06
Training	$0.00
Exercise	$0.00
Total	**$800,000.00**

Budget summary by national priority area

National Priority Area	National Priority Total
Enhancing Cybersecurity	$398,588.00
Enhancing the protection of soft targets and crowded places	$143,962.00
Effective planning	$0.00
Training and awareness campaigns	$0.00
Equipment and capital projects	$257,450.00
Exercises	$0.00
Supporting Homeland Security Task Forces and Fusion Centers	$0.00

National Priority Area	National Priority Total
Enhancing Election Security	$0.00
Border Crisis Response and Enforcement Support	$0.00
Total	**$800,000.00**

Contact information

Did any individual or organization assist with the development, preparation, or review of the application to include drafting or writing the narrative and budget, whether that person, entity, or agent is compensated or not and whether the assistance took place prior to submitting the application?
Yes

Application participants

Please add all individuals or organizations who assisted with the application.

Include all individuals or organizations who assisted with the development, preparation, or review of the application to include drafting or writing the narrative and budget, whether that person, entity, or agent is compensated or not and whether the assistance took place prior to submitting the application or not.

Kalb Stevenson kalb.stevenson@axoimA	**Primary phone** 9072979519 Work **Fax**	**Mailing address** Axiom Environmental 11154 Bayshore Dr. Anchorage AK 9951

Bradley Giroux brad.giroux@axiomak.c	**Primary phone** 9072979519 Work **Fax**	**Mailing address** Axiom Environmental 11154 Bayshore Dr. Anchorage AK 9951

Secondary point of contact

Please provide a secondary point of contact for this grant.

The Authorized Organization Representative (AOR) who submits the application will be identified as the primary point of contact for the grant. Please provide one secondary point of contact for this grant below. The secondary contact can be members of the fire department or organizations applying for the grant that will see the grant through completion, are familiar with the grant application, and have the authority to make decisions on and to act upon this grant application. The secondary point of contact can also be an individual who assisted with the development, preparation, or review of the application.

MR David Griffin Director, Port MacKenzie David.Griffin@matsugov	**Primary phone** 1907861779 Work **Fax**	**Additional phones** 1907707417 Mobile

Please attach your Investment justification or equivalent document:

Filename	Date uploaded	Uploaded by	Label	Description	Action
Matanuska-Susitna Borough_IJ 1-5_08.15.2025_Final.xlsx	08/15/2025	kalb.stevenson@axiomak.com	Investment justification	IJ 1 - IJ 5 Investment Justification	

Please attach your MOU/MOA or equivalent document (optional):

Filename	Date uploaded	Uploaded by	Label	Description	Action

Assurance and certifications

Signed by AOR:
Pamela Graham on 08/15/2025

Certifications regarding lobbying

OMB Number: 4040-0013
Expiration Date: 02/28/2025

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting 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 this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting 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 this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-

LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

OMB number: 4040-0013 Expiration date: 02/28/2025 View burden statement

SF-LLL: Disclosure of Lobbying Activities

OMB Number: 4040-0013
Expiration Date: 02/28/2025

Complete only if the applicant is required to do so by 44 C.F.R. part 18. Generally disclosure is required when applying for a grant of more than $100,000 and if any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting 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 this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. Further, the recipient shall file a disclosure form at the end of each calendar quarter in which there occurs any event described in 44 C.F.R. § 18.110(c) that requires disclosure or that materially affects the accuracy of the information contained in any disclosure form previously filed by the applicant.

The applicant is not currently required to submit the SF-LLL.

Notice of funding opportunity

I certify that the applicant organization has consulted the appropriate Notice of Funding Opportunity and that all requested activities are programmatically allowable, technically feasible, and can be completed within the award's Period of Performance (POP).

Accuracy of application

I certify that I represent the organization applying for this grant and have reviewed and confirmed the accuracy of all application information submitted. Regardless of intent, the submission of information that is false or misleading may result in actions by FEMA that include, but are not limited to: the submitted application not being considered for award, enforcement actions taken against an existing award pending investigation or review, or referral to the DHS Office of Inspector General.

Authorized Organizational Representative for the grant

By signing this application, I certify that I understand that inputting my password below signifies that I am the identified Authorized Organization Representative for this grant. Further, I understand that this electronic signature shall bind the organization as if the application were physically signed and filed.

Authorization to submit application on behalf of applicant organization

By signing this application, I certify that I am either an employee or official of the applicant organization and am authorized to submit this application on behalf of my organization; or, if I am not an employee or official of the applicant organization, I certify that the applicant organization is aware I am submitting this application on its behalf, that I have written authorization from the applicant organization to submit this application on their behalf, and that I have provided contact information for an employee or official of the applicant organization in addition to my contact information.

DEPARTMENT OF HOMELAND SECURITY
FEDERAL EMERGENCY MANAGEMENT AGENCY
PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

Sensitive Security Information
OMB Control Number 1660-0114
Expiration: 11/30/2023

Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form.

PART I - INVESTMENT HEADING

1) ORGANIZATION NAME (Legal Name Listed On The SF-424):		2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED:
Matanuska-Susitna Borough		**Alaska**
3) TYPE OF ORGANIZATION:	4) CLASSIFICATION OF ORGANIZATION:	5) CAPTAIN OF THE PORT ZONE:
Public	**Local Agency**	**Anchorage**

PART II - BASIC PROJECT INFORMATION

6) PROJECT TITLE:	**Cybersecurity - Integrated Badging System for Entry to Gates and Restricted Areas**
7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY):	**The Matanuska-Susitna Borough (MSB) is the owner and year-round operator of Port MacKenzie, the MSB's only deepwater port. The MSB will procure and install credential-controlled security gates with encrypted badge readers, known as Transportation Worker Identification Credential (TWIC) cards, at secure entry points at Checkpoint Gates and Restricted Areas at the Port and will update physical barrier infrastructure. These secure ID badging and card reader systems will be interfaced with the MSB's cybersecurity features that are based at the Control Room in the Marine Terminal Building of Port MacKenzie. The MSB will implement firewalls and intrusion detection for gate systems and will maintain secure data logs accessible to authorized law enforcement and fusion center partners. The MSB will install heavy duty security gates linked to these TWIC systems with modern electric motors for automatic operation, fencing, and call boxes. Motorized Gate and fencing installations are required for: 1.) an Upper Gate (currently manual only) and guard shack, 2.) a motorized Lower Gate with outdated electric motor and guard shack (requires new motor additional fencing), and 3.) and a new Restricted Areas for military and other users, which will be constructed under this grant (see IJ5). The electric gates and call boxes will require electric and telecommunication service from a nearby junction box and installation of a meter base. Additional needs at the gated locations include fencing, lighting, site preparation, cameras (see IJ3), and relocation of an existing guard shack.**

8) HAS THIS PROJECT BEEN FUNDED BY PSGP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS?			**No**
9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED?		10) WHICH PROGRAM FUNDED THIS CAPABILITY?	
11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN:			
12) PROJECT CATEGORY:	**Operational**	13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT:	**New Capability**
14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107?			**No**
16) FEDERAL SHARE:	**$217,312**	17) COST SHARE: **$72,438**	18) TOTAL PROJECT COST: **$289,750**

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

19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?	**AREA MARITIME SECURITY PLAN:**	**No**	**FACILITY SECURITY PLAN:**	**Yes**
20) STATE AND LOCAL AGENCIES – IS YOUR AGENCY **REQUIRED** TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?				**Yes**
21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES?				**1**

PART IV - ORGANIZATIONAL INFORMATION

22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE?	**Yes**	23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM?	**No**
24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION?	**Yes**	25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION?	**Yes**
26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATON, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:	**N/A**		
27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED?			**Yes**
28) STATE AND LOCAL AGENCIES – IS YOUR AGENCY THE **PRIMARY** RESPONDER TO MTSA REGULATED FACILITIES?			**Yes**

PART V - POINT(S) OF CONTACT FOR ORGANIZATION

29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT		30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	**Michael Brown**	NAME:	**David Griffin**
ORGANIZATION:	**Matanuska-Susitna Borough**	ORGANIZATION:	**Matanuska-Susitna Borough**
ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**	ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**
PHONE:	**(907) 861-8689**	PHONE:	**907-861-7799**
EMAIL:	mike.brown@matsugov.us	EMAIL:	david.griffin@matsugov.us

PART VI - PHYSICAL LOCATION OF PROJECT

31) PHYSICAL ADDRESS OF THE PROJECT LOCATION:				32) BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address:	**28000 S. Don Young Rd**			**The project is located at the Port MacKenzie Special Use District of the Matanuska-Susitna Borough in southcentral Alaska. Port MacKenzie serves as the fastest growing region of Alaska, including military facilities, and is located approximately 2 nautical miles from the Port of Alaska in Anchorage. Port MacKenzie is a municipally owned industrial port consisting of a 1,200' long deep-draft dock, a 500' long barge dock, a terminal office building, and a 15-acre gravel wharf/lay down area. Port MacKenzie is a sponsor of the US Marine Highway Program. The paved road to the port traverses the 9,000-acre port district zoned for industrial and commercial use.**
City:	**Wasilla**			
State:	**AK**	Zip:	**99654**	
LATITUDE & LONGITUDE:	**61.271551, -149.921861**			

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

33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES.

Roles, Responsibilities, and Activities of the Matanuska-Susitna Borough in providing layered protections at Port MacKenzie include the following:

- Staffing and training port security personnel, including a Facility Security Officer and two Alternate Facility Security Officers. Port security staff attend annual training and quarterly drills; They are responsible for the entire port facility, which includes the deep-draft dock, trestle, barge dock, terminal office building, 15-acre gravel wharf/lay down area, lower gate and guard shack.

- Adhering to a Facility Security Plan (FSP), as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to the Maritime Transportation Security Act (MTSA) or International Ship and Port Facility (ISPS) Code. The Plan outlines the security measures which will be implemented at Port MacKenzie during MTSA/ISPS-regulated operations.

- Monitoring Port entrants and uses. The Port's Upper Gate is located at a four-way intersection where the following roads meet: W. Point MacKenzie Road, S. Lu Young Lane, S. Don Young Road, and S. Grain Terminal Access Road. Access to the port is gained by entering S. Don Young Road, then traveling approximately one mile until reaching the Lower Gate and guard shack, which is the location where the FSP goes into effect.

- Monitoring high-security restricted areas that are planned to be developed for military customers receiving and temporarily storing high-security shipments of equipment, ammunition, accelerants, and other flammable/explosive devices.

- Operating the Port from the Marine Terminal Building, which contains additional restricted areas that include a control room and surveillance camera monitoring station.

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS
34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.
Port MacKenzie maintains a Facility Security Plan (FSP) as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to MTSA. The plan was developed using the "Variable Security Measure" methodology allowed for in CGD17 policy letter, dated 27 Feb. 2018, and the "Low Consequence Facility Access Control for MTSA" methodology allowed for in CGD17 Policy 01-09, dated 30 Sept. 2009. These policies recognize that not all facilities pose the same risk of a Transportation Security Incident (TSI), nor would they all result in the same consequences if a TSI were to occur, They allow for a "reasonable approach" to security measures, commensurate with the level of risk. The port also maintains a US Coast Guard Certificate of Adequacy for Reception Facility adequate to receive MARPOL I & MARPOL V. As a result of U.S. Army ammunition and explosive ordinance protocols when using the dock, the port maintains Memorandums of Agreement (MOAs) with three nearby landowners. The MOA lists terms and conditions that need to be met by the landowners, specifically the requirement that they vacate the premises, when ammunition or explosives are being moved through the port facilities.

PART VIII - ALL AGENCIES/ORGANIZATION – IMPORTANT FEATURES
35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.
Port MacKenzie is located on the west side of the Knik Arm of Cook Inlet, approximately 45 miles southwest of the City of Wasilla. While it is just 2 nautical miles from Anchorage by water it is 90 miles away by road. The area is remote with very little residential or commercial development, which is a desirable feature for the U.S. Military, who conducted a Proof of Principle shipment to Port MacKenzie in 2024 to test the viability of using it for future opertations. The port also played a role, hosting activities for Arctic Edge 2025, an annual joint and combined multi-domain Field Training Exercise (FTX). The port receives shipments year-round despite Alaska's cold, dark winters. Although the port is on a paved road system, the general area does not receive much non-port related vehicular traffic, especially during winter months. Staffing at the port is limited to three full-time employees. During the winter months, there can be long periods of time where the port facility is minimally staffed; therefore, physical security barriers such as gates and fencing are critical to ensuring no unauthorized access to the facility occurs. Signage and lighting are also key components at access points. Only one road provides access into and out of the port. Road access requires passing through two gates, one Upper Gate (manual) at higher elevation and another Lower Gate (motorized) at lower elevation near the wharf. These gates currently use key and combination padlocks on a chain, and there is constant concern over potential unauthorized access to the port facility. The Port's Upper Gate requires electrical and telecommunication service. An electric gate with a video security monitoring system that Is linked to the Control Room at the Marine Terminal, and to a mobile device, would allow port administrators to view traffic at the gate, as well as keep track of authorized users coming and going. The Lower Gate's electric motor also needs to be upgraded in order to work with a TWIC card reader and camera. Implementing these layered physical access controls and interfacing with cybersecurity systems provides multiple lines of defense, significantly enhancing our security posture.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT	
36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.	The project would protect and enhance existing secure barrier access to include site preparation, new electrical and fiber optic telecommunications service, installation of new lighting and electric gates, retrofitting existing gate at lower guard shack, secure access card readers, signage, site preparation, and new and enhanced fencing. This would result in a safer port that better ensures protection of soft targets. ID badging systems and card readers. Heavy duty security gates with modern electric motors for automatic operation, fencing, and call boxes
37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:	Manual Upper Gate, signage, Electric Lower Gate with outdated motor and keypad, two moveable guard shacks, and some chain link fencing.

38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSES/MITIGATES.
The primary vulnerabilitites identified within the Port MacKenzie Facility Security Plan pertain to secure/restricted area access control, communication and surveillance systems, and the capacity to maintain emergency response. The port has unmonitored access from shore after working hours when a regulated vessel is not moored. When a regulated vessel is in port, a person with security duties is positioned at the Port’s entrance where there is a gate to provide access control. An enclosed and secure Restricted Area is required during specific military cargo deliveries. All visiting personnel who do not hold a TWIC are monitored or escorted if they are entering a secure or restricted area.

39) 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** **• IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED.**
Cybersecurity for Secured Port Areas and Critical Infrastructure: Installation credential-controlled security gates with encrypted badge readers; installation of secure ID badging systems and card readers at secure access points and interfaced with cybersecurity features, based at the Control Room in the Marine Terminal Building; implement firewalls, and intrusion detection for gate systems; maintain secure data logs accessible to authorized law enforcement and fusion center partners. This project addresses many of the Captain of the Port's Priorities and will achieve a more secure and resilient port through improvements in: • Cybersecurity • Operational coordination • Screening, search, and detection • Access control and identity verification • Physical protective measures • Supply chain integrity and security • Risk management for protection programs and activities • Long-term vulnerability reduction

• Infrastructure systems
• Operational communications
• Threats and hazards identification

Funding under IJ 1 would fund ID Badging / card reader systems and authorized automated entry at 3 physical barriers (Upper Gate, Lower Gate, Restricted Area) and at the Marine Terminal Building (Control Room / Surveillance Room). Funding would be used to install and interface cybersecurity software and work in detecting threats to port security. Once comprehensive cybersecurity measures and layered physical access controls are implemented, we will be able to reduce the risk of unauthorized access to sensitive areas as well as creating a resilient cybersecurity infrastructure that can adapt to emerging threats. This work may require an update to the Facility Security Plan (FSP) and would to need to be submitted to the Captain of the Port. Additionally, a new Certificate of Adequacy for Reception Facility document signed by the Captain of the Port would need to be resubmitted for approval.

The investments proposed will significantly strengthen security at the port by electrifying gates and/or adding power, telecommunications, call boxes, at three secure physical barriers. Funds will be used for electrifying the Upper Gate for automated entry and interface with electronic card reader system for ID Badging and cameras / cybersecurity software. The Lower Gate is motorized but must be upgraded through funding under this IJ to accommodate interfacing with card reader / ID Badging and cybersecurity software.

The existing gates are old and easily compromised. The proposed improvements to the port area will add multiple new layers of security to the port. Interfacing card readers, cybersecurity software, and cameras (IJ3) at these checkpoint barriers will allow the port to monitor traffic and verify both authorized and unauthorized users gaining access to the port. There is a need to log metrics of visitors, terminal operators, staff, and others coming and going from the port. TWIC card readers will be helpful in tracking card holders and verifying identification. Card readers would simplify and provide metrics to the port for the terminal operator, permittees, contractors, and others gaining access to the port, and secure/restricted areas. This work may require an update to the FSP, which will require an amendment, and will need to be submitted to the Captain of the Port. Additionally, a new Certificate of Adequacy for Reception Facility document signed by the Captain of the Port would need to be resubmitted for approval.

PART X - NATIONAL PRIORITIES

40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are identified in the NOFO):	Program Priority 3

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

This project meets the National Priority of Enhancing Cybersecurity Resilience. Bolstering restrictions on access to unauthorized persons through credential-controlled gates and badge readers reduces threats and protects Borough staff, contractors, military personnel, vessel crews, and authorized members of the public from intrusions. Especially now, as military presence and shipments of sensitive cargo (ammunition, accelerants, equipment, etc.) are set to increase at the port, this is needed more than ever. The electrification and fortification of gates that are powered and wired to interface with ID badge systems, as well as call boxes will help to reduce threats to soft targets or crowded places when various shipments for different customers arise. This physical security measure significantly enhances protection against potential threats and hazards.

Port MacKenzie has been a point of export of wood products from the Matanuska-Susitna Borough, and it intends to start shipping critical minerals and precious metals within the next 5 years. This export activity, along with imports of different types of materials and cargo, will further increase the number of people in the industrial port area. By integrating automated entry systems with physical barriers, the port can streamline access control procedures. This coordination ensures that only authorized personnel can enter designated areas, enhancing overall security and reducing the risk of unauthorized access or intrusions.

Automated entry systems to be interfaced with these electrified gates will allow for quick and efficient screening and identification of personnel, ensuring that individuals entering the premises undergo proper scrutiny. This capability disrupts potential threats early in their planning stages, enhancing overall security posture and mitigating risks. This comprehensive screening and detection capability not only strengthens security protocols but also improves response times to potential threats.

PART XI - IMPLEMENTATION PLAN

42) 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)
• ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

	Milestones	Start Date (mm/yyyy)	Completion Date (mm/yyyy)	Percentage of Project
1.	Procure contractors for gate and fence construction	9/1/25	5/15/27	5%
2.	Procure gates, supplies & hardware / electric gate components	10/15/25	9/15/2027	15%
3.	Wire Upper Gate, connect power and telecom.	5/15/2026	10/15/2027	10%
4.	Install new electric Upper Gate, call boxes, & wiring	5/15/2026	10/15/2027	35%
5.	Procure Badge ID components, control panel & hardware	5/15/2026	10/15/2027	35%
6.				
7.				
8.				
9.				
10.				
			Total Percentage of Project	100%

Select here to Proceed to Budget 1

PSGP Budget Detail Worksheet			Sensitive Security Information

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	Description of Project Work Activities	Computation	Cost
Name/Position for Management and Administration	**Description of Management and Administration Activities**	**Computation**	**Cost**
		Total Personnel	$0

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	Description of Fringe Benefits	Computation	Cost
Name/Position for Management and Administration	**Description of Fringe Benefits**	**Computation**	**Cost**
		Total Fringe Benefits	$0

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	Computation	Cost
Purpose of Travel for Management and Administration	**Location**	**Computation**	**Cost**
		Total Travel	$0

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.

Equipment (Type and AEL#)	Description and Purpose of Equipment	Computation (Quantity x per unit cost)	Cost
Equipment for Management and Administration (Type and AEL#)	**Description and Purpose for Equipment**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Equipment	$0

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.

Supplies	Description and Purpose of Supplies	Computation (Quantity x per unit cost)	Cost
Gates, Electric Components, Fencing	Upgraded gates / motorization components at Upper and Lower Entry Checkpoints, fencing/gate at Restricted Area, and associated hardware	$20,000 = 1 New Upper Gate $12,500 = 1 Lower Gate Upgrade $20,000 = 1 Restricted Area Gate $4,000 - Call Boxes (2 x $2,000) $5,000 - Powerline / telecom line extensions $ 2,000 - Hardware components (various)	$63,500
New Circuit Card Readers	ID Card / badging system for entry points	Avg of $15,500 per unit x 4	$62,000
Control panel, cable and wiring, sensors enclosures	Hardware components for connecting and securing systems	Avg of $2,750 for components of card reade system and interface x 4	$11,000
Supplies for Management and Administration	**Description and Purpose for Supplies**	**Computation (Quantity x per unit cost)**	**Cost**

		Total Supplies	$136,500

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.

Name of Consultant	Description of Services Provided	Computation	Cost
TBD	Labor for installation of electric / motorized security gates / upgrades	Average of $150 per hour x estimated 426.33 total man hours	$63,950
TBD	Labor for site prep, relocation of guard shack, wiring and telecommunications	Average of $150 per hour x estimated 235.33 total man hours	$35,300
TBD	Design/planning of new cybersecurity system	Estimated $200/hr x 40 hrs	$8,000
TBD	Installation of all Badge System components for security integration, Testing	Estimated $200/hr x 180 total man horus	$36,000
Item for Management and Administration	**Description of Services for Management and Administration**	**Computation**	**Cost**
		Subtotal – Consultant Fees	$143,250

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.)

Item	Location and/or Purpose	Computation	Cost
Item for Management and Administration	**Location and/or Purpose**	**Computation**	**Cost**
		Subtotal – Consultant Expenses	$0

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 in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Item	Description of Services Provided	Computation	Cost
Item for Management and Administration	**Description of Services for Management and Administration**	**Computation**	**Cost**

		Subtotal – Contracts	
		Total Consultants/Contracts	$143,250

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.

Item	Description and Purpose	Computation	Cost
Shipping	Shipping of all supplies and components to Port MacKenzie location for installation	Estiamted shipping rate of materials to Port MacKenzie (estimated shipping costs of delivery of gates / fence / motor / hardware components)	$10,000

Item for Management and Administration	Description and Purpose	Computation	Cost
		Total Other Costs	$10,000

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.

Cognizant Federal Agency	Description and Purpose	Computation	Cost

Cognizant Federal Agency for Management and Administration	Description and Purpose	Computation	Cost
		Total Indirect Costs	$0

I. Final Budget/Cost Share (Must display Federal and Non-Federal Amount)

Budget Category	Federal Amount	Non-Federal Amount	Total
A. Personnel			**$0**
B. Fringe Benefits			**$0**
C. Travel			**$0**
D. Equipment			**$0**
E. Supplies	$102,375	$34,125	**$136,500**
F. Consultants/Contracts	$107,437	$35,813	**$143,250**
G. Other	$7,500	$2,500	**$10,000**
H. Indirect Costs			**$0**
Total	**$217,312**	**$72,438**	**$289,750**

Select here to proceed to IJ 2 | Only 1 Project? Select here to proceed to the Review Tab

DEPARTMENT OF HOMELAND SECURITY
FEDERAL EMERGENCY MANAGEMENT AGENCY
PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

Sensitive Security Information
OMB Control Number 1660-0114
Expiration: 11/30/2023

Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form.

PART I - INVESTMENT HEADING					
1) ORGANIZATION NAME (Legal Name Listed On The SF-424):				2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED:	
Matanuska-Susitna Borough				**Alaska**	
3) TYPE OF ORGANIZATION:		4) CLASSIFICATION OF ORGANIZATION:		5) CAPTAIN OF THE PORT ZONE:	
Public		**Local Agency**		**Anchorage**	
PART II - BASIC PROJECT INFORMATION					
6) PROJECT TITLE:	**Cybersecurity - Port Wide Camera Surveillance System and Cybersecurity Interface**				
7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY):	**The MSB will install and interface cybersecurity software and camera systems with port-wide security sytems for all areas, including at the upper gate, lower gate, Restricted Area, Marine Terminal Building, loading dock and catwalk.**				
8) HAS THIS PROJECT BEEN FUNDED BY PSGP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS?					**No**
9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED?		10) WHICH PROGRAM FUNDED THIS CAPABILITY?			
11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN:					
12) PROJECT CATEGORY:	**Operational**	13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT:			**New Capability**
14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107?					**No**
15) IF YES, IDENTIFY COST SHARE EXEMPTION					
16) FEDERAL SHARE:	**$81,628**	17) COST SHARE:	**$27,210**	18) TOTAL PROJECT COST:	**$108,838**
PART III - ELIGIBILITY INFORMATION					
PLEASE REVIEW THE NOTICE OF FUNDING OPPORTUNITY AND 46 U.S.C. 70107					
19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?	**AREA MARITIME SECURITY PLAN:**	**No**	**FACILITY SECURITY PLAN:**		**Yes**
20) STATE AND LOCAL AGENCIES – IS YOUR AGENCY **REQUIRED** TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?					**Yes**
21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES?					**1**
PART IV - ORGANIZATIONAL INFORMATION					
22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE?	**Yes**	23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM?			**No**
24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION?	**Yes**	25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION?			**Yes**
26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATON, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:	**N/A**				
27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED?					**Yes**
28) STATE AND LOCAL AGENCIES – IS YOUR AGENCY THE **PRIMARY** RESPONDER TO MTSA REGULATED FACILITIES?					**Yes**

PART V - POINT(S) OF CONTACT FOR ORGANIZATION			
29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT		30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	**Michael Brown**	NAME:	**David Griffin**
ORGANIZATION:	**Matanuska-Susitna Borough**	ORGANIZATION:	**Matanuska-Susitna Borough**
ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**	ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**
PHONE:	**(907) 861-8689**	PHONE:	**907-861-7799**
EMAIL:	mike.brown@matsugov.us	EMAIL:	david.griffin@matsugov.us

PART VI - PHYSICAL LOCATION OF PROJECT				
31) PHYSICAL ADDRESS OF THE PROJECT LOCATION:				32) BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address:	**28000 S. Don Young Road**			**The project is located at the Port MacKenzie Special Use District of the Matanuska-Susitna Borough in southcentral Alaska. Port MacKenzie serves the fastest growing region of Alaska, including military facilities, and is located approximately 2 nautical miles from the Port of Alaska in Anchorage and approximately 1.5 nautical miles from Joint Base Elmendorf-Richardson (JBER). Port MacKenzie is a municipally owned industrial port consisting of a 1,200-foot-long deep-draft dock, a 500-foot long barge dock, a terminal office building, and a 15-acre gravel wharf/lay down area. Port MacKenzie is a sponsor of the US Marine Highway Program. The paved road to the port traverses the 9,000-acre Port District zoned for industrial and commercial use.**
City:	**Wasilla**			
State:	**AK**	Zip:	**99654**	
LATITUDE & LONGITUDE:	**61.271551, -149.921861**			

STATE AND LOCAL AGENCIES ONLY – ROLE IN PROVIDING LAYERED PROTECTION OF MTSA REGULATED ENTITIES
33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES.
Roles, Responsibilities, and Activities of the Matanuska-Susitna Borough in providing layered protections at Port MacKenzie include the following: **- Staffing and training port security personnel, including a Facility Security Officer and two Alternate Facility Security Officers. Port security staff attend annual training and quarterly drills and are responsible for the entire port facility, which includes the deep-draft dock, trestle, barge dock, terminal office building, 15-acre gravel wharf/lay down area, and the lower gate and guard shack.** **- Adhering to a Facility Security Plan (FSP), as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to the Maritime Transportation Security Act (MTSA) or International Ship and Port Facility (ISPS) Code. The Plan outlines the security measures which will be implemented at Port MacKenzie during MTSA/ISPS-regulated operations.** **- Monitoring Port entrants and uses. The Port's Upper Gate is located at a four-way intersection where the following roads meet: W. Point MacKenzie Road, S. Lu Young Lane, S. Don Young Road, and S. Grain Terminal Access Road. Access to the port is gained by entering S. Don Young Road, then traveling approximately one mile until reaching the Lower Gate and guard shack, this is the location where the FSP goes into effect.** **- Monitoring high-security restricted areas that are planned to be developed for military customers receiving and temporarily storing high-security shipments of equipment, ammunition, accelerants, and other flammable / explosive devices.**

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS
34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.
Port MacKenzie maintains a Facility Security Plan (FSP) as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to MTSA. The plan was developed using the "Variable Security Measure" methodology allowed for in CGD17 policy letter, dated 27 Feb. 2018, and the "Low Consequence Facility Access Control for MTSA" methodology allowed for in CGD17 Policy 01-09, dated 30 Sept. 2009. These policies recognize that not all facilities pose the same risk of a Transportation Security Incident (TSI), nor would they all result in the same consequences if a TSI were to occur; They allow for a "reasonable approach" to security measures,

commensurate with the level of risk. These policies allow facilities to develop "variable" security measures which are commensurate with the level of risk. The port also maintains a US Coast Guard Certificate of Adequacy for Reception Facility adequate to receive MARPOL I & MARPOL V. As a result of U.S. Army ammunition and explosive ordinance protocols when using the dock, the port maintains Memorandums of Agreement (MOAs) with three nearby landowners. The MOA lists terms and conditions that need to be met by the landowners, specifically the requirement that they vacate the premises, when ammunition or explosives are being moved through the port facilities.

PART VIII - ALL AGENCIES/ORGANIZATION – IMPORTANT FEATURES

35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.

Cyber threats pose real and significant risks to our organization, impacting not only our data integrity but also the trust and confidence of our stakeholders. With the rapid evolution of cyber-attack methods, it is imperative to enhance our cybersecurity framework to prevent data breaches, ransomware attacks, and other malicious activities. Furthermore, single-layer physical access controls can be easily circumvented, leaving critical infrastructure vulnerable. Port MacKenzie currently has a minimal number of cameras installed and there are areas where additional cameras are necessary. The port facility does not have cybersecurity software interfaced with camera systems or the Control Room. Enhanced cybersecurity is necessary to protect the digital and physical records and assets of the port. Some areas of the port currently do not have power to run camera and lighting systmes, including the Upper Gate, the Loading Dock, and Catwalk to areas where barges moor. Power, cameras, and lighting are needed in these locations to monitor vulnerable areas to trespass or nefarious activities.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT

36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.	The MSB will install and use cybersecurity software and camera systems integrated with port-wide security, including TWIC card readers. It will electrify new areas, bringing power to operate camera and lighting systems to areas currently without electricity that are vulnerable, including the Upper Gate, the Loading Dock and Catwalk at tidewater. The MSB will install new fixed and pan-tilt-zoom camera systems for perimeter and staging yard coverage and interface camera monitoring systems with cybersecurity features, based at the Control Room in the Marine Terminal Building. The MSB will ensure that these upgrades will integrate feeds with regional emergency management systems for shared real-time situational awareness.
37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:	Control Room with telecommunications hardware; minimal cameras installed.

38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSES/MITIGATES.

Cybersecurity interfaced with camera systems and TWIC readers (IJ 1) is lacking at the port. There are insufficient/inefficient systems for vetting visitors, ship crews, and military personnel, and potential cybersecurity issues have not been addressed through integrated software/computer systems and automated ID readers for access. This project would install cybersecurity cameras to identify potential threats at the Upper Gate, Lower Gate, Restricted Area, Marine Terminal Building, Loading Dock and Catwalk. Installing software to integrate cybersecurity software with the control room. Specific cameras and software would aid in detecting unauthorized entries or in detecting threats around the premises. New electric power to run cameras and lighting in vulnberable areas is needed. There is a tall ladder attatched to a piling at the catwalk that connects the waterline to the catwalk that is currently not monitored or lighted. A barge haulout ramp is being constructed in 2026 on the north side of the facility that would create a new vulnerability for the port, as it would potentially allow vessels to come aground at any point in the tide cycle and tresspass at the port. Lighting, camera systems, and integration with system-wide monitoring are needed to oversee this area.

39) 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**
- **IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED.**

Cybersecurity for Secured Port Areas and Critical Infrastructure: Installation and use of cybersecurity software and camera systems integrated with port-wide security; deployment of fixed and pan-tilt-zoom for perimeter and staging yard coverage; interfaced with cybersecurity features, based at the Control Room in the Marine Terminal Building; Integrated feeds with regional emergency management systems for shared real-time situational awareness.
This project addresses many of the Captain of the Port's Priorities and will achieve a more secure and resilient port through improvements in:
- Cybersecurity
- Operational coordination
- Screening, search, and detection
- Access control and identity verification
- Supply chain integrity and security
- Risk management for protection programs and activities
- Long-term vulnerability reduction
- Infrastructure systems
- Operational communications

• Threats and hazards identification
Funding under IJ 2 would be used to install and interface cybersecurity software in areas with existing camera systems as a tool for detecting threats to port security. Funding would also be used to install, power, and interface new camera systems and lighting where vulnerabilities exist, including the Upper Gate, Loading Dock, and Catwalk. These areas are vulnerable to unauthorized entry and will require power, camera systems and lighting. Once comprehensive cybersecurity measures and layered physical access controls are implemented, we will be able to reduce the risk of unauthorized access to sensitive areas and create a resilient cybersecurity infrastructure that can adapt to emerging threats. There are a minimal number of cameras currently installed and many areas where additional cameras are necessary. This work may require an update to the FSP, which will require an amendment, and will need to be submitted to the Captain of the Port. Additionally, a new Certificate of Adequacy for Reception Facility document signed by the Captain of the Port would need to be resubmitted for approval.

PART X - NATIONAL PRIORITIES

40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are identified in the NOFO):	Program Priority 3

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

This project meets the National Priority of Enhancing Cybersecurity. Security cameras will be interfaced with cybersecurity software, TWIC badge readers, and Automated entry systems at the 4 entry points. The Cybersecurity upgrades will also assist in keeping sensitive material and records secure. This coordination ensures that only authorized personnel can enter designated areas, enhancing overall security and reducing the risk of unauthorized access or intrusions. This comprehensive screening and detection capability not only strengthens security protocols but also improves response times to potential threats. Security enhancements are becoming a critical need, as military presence and shipments of sensitive cargo (ammunition, accelerants, equipment, etc.) are set to increase at the port.

Integrating and powering an advanced camera systems across critical areas such as the Upper and Lower Gates, Restricted Area, the Marine Terminal Building, Loading Dock, and Catwalk, significantly fortifies cybersecurity protocols. The badging system acts as the frontline defense, ensuring that only authorized personnel with proper credentials can access sensitive areas. This not only prevents unauthorized entry but also creates an audit trail that enhances accountability and traceability in the event of security breaches or incidents. Port personnel will have the ability to swiftly analyze access logs, badge usage patterns, and camera feeds to detect anomalies or suspicious activities. This proactive approach allows security personnel to respond swiftly to potential threats, preventing cyberattacks or physical breaches before they escalate.

Camera systems that can provide high-definition video and facial recognition through special software play a pivotal role in bolstering cybersecurity by providing comprehensive surveillance coverage across critical infrastructure points access points, like loading docks and catwalks. High-definition cameras are equipped to help identify unauthorized individuals or abnormal behaviors. Incorporating these technologies into the overall security framework creates a layered defense strategy that enhances cybersecurity resilience across the entire facility. The synergy between badging systems, cybersecurity software, and advanced camera systems ensures a holistic approach to threat mitigation and incident response. By leveraging these integrated systems, organizations can proactively safeguard against cybersecurity threats, protect sensitive assets, and maintain operational security.

PART XI - IMPLEMENTATION PLAN

42) 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)
• ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

	Milestones	Start Date (mm/yyyy)	Completion Date (mm/yyyy)	Percentage of Project
1.	Procure contractor to install cameras & wiring	9/1/25	9/15/2026	5%
2.	Procure contractor for cybersecurity installation & interfacing	9/1/25	9/15/2027	5%
3.	Procure cybersecurity software, hardware, cameras, controls	10/15/25	10/15/2027	5%
4.	Install cameras at 6 secure locations.	5/16/2026	10/15/2027	45%
5.	Install cybersecurity software, hardware, controls & integrate	5/16/2026	10/15/2027	25%
6.	Cybersecurity setup, testing, initial monitoring, interfacing	6/15/26	10/15/2027	15%
7.				
8.				
9.				
10.				
			Total Percentage of Project	100%

Select here to proceed to Budget 2

PSGP Budget Detail Worksheet			Sensitive Security Information

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	Description of Project Work Activities	Computation	Cost
Name/Position for Management and Administration	**Description of Management and Administration Activities**	**Computation**	**Cost**
		Total Personnel	$0

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	Description of Fringe Benefits	Computation	Cost
Name/Position for Management and Administration	**Description of Fringe Benefits**	**Computation**	**Cost**
		Total Fringe Benefits	$0

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	Computation	Cost
Purpose of Travel for Management and Administration	**Location**	**Computation**	**Cost**
		Total Travel	$0

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.

Equipment (Type and AEL#)	Description and Purpose of Equipment	Computation (Quantity x per unit cost)	Cost
Equipment for Management and Administration (Type and AEL#)	**Description and Purpose for Equipment**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Equipment	$0

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.

Supplies	Description and Purpose of Supplies	Computation (Quantity x per unit cost)	Cost
Security cameras and mounting / wiring components	Software and high def. surveillance cameras and interface components	Avg of $500 per unit x 6	$3,000
Electrical wiring and components	Supplies for additional electrical power access points to include outlets along port area	lines, fasteners, harnesses ($10,000), additional wiring components ($2,500), outlet components ($2,000.06)	$14,500
Software, recording and control hardware		Estiamted $12,500 for initial cost	$12,500
Supplies for Management and Administration	**Description and Purpose for Supplies**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Supplies	$30,000

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.

Name of Consultant	Description of Services Provided	Computation	Cost
TBD	Design/planning of new cybersecurity system	Estimated $200/hr x 40 hrs	$8,000
TBA	Installation of all components for security integration, Testing	Estimated $200/hr x 200 total man hours	$40,000
TBA	Design / planning to Install electrical power access points along dock and pier for expanded surveillance, cybersecurity, and full facility electrical integration	$200/hr avg x 20 hours	$4,000
TBA	Contractor/Laborer for electrical upgrades, Cybersecurity Upgrades for interfacing security systems and camera systems	$201.14/hr avg x approx. 121 total man hours	$24,338
		Subtotal – Consultant Fees	$76,338

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.)

Item	Location and/or Purpose	Computation	Cost

Item for Management and Administration	Location and/or Purpose	Computation	Cost
		Subtotal – Consultant Expenses	$0

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 in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Item	Description of Services Provided	Computation	Cost

Item for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Contracts	$0
		Total Consultants/Contracts	$76,338

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.

Item	Description and Purpose	Computation	Cost
Shipping	Shipping Components and Supplies	Estimated shipping rate of materials to Port MacKenzie (card readers, hardware components, cameras)	$2,500

Item for Management and Administration	Description and Purpose	Computation	Cost
		Total Other Costs	$2,500

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.

Cognizant Federal Agency	Description and Purpose	Computation	Cost

Cognizant Federal Agency for Management and Administration	Description and Purpose	Computation	Cost
		Total Indirect Costs	$0

I. Final Budget/Cost Share (Must display Federal and Non-Federal Amount)

Budget Category	Federal Amount	Non-Federal Amount	Total
A. Personnel			**$0**
B. Fringe Benefits			**$0**
C. Travel			**$0**
D. Equipment			**$0**
E. Supplies	$22,500	$7,500	**$30,000**
F. Consultants/Contracts	$57,253	$19,085	**$76,338**
G. Other	$1,875	$625	**$2,500**
H. Indirect Costs			**$0**
Total	**$81,628**	**$27,210**	**$108,838**

Select here to proceed to IJ 3	Only 2 Projects? Select here to proceed to the Review Tab

DEPARTMENT OF HOMELAND SECURITY
FEDERAL EMERGENCY MANAGEMENT AGENCY
PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

Sensitive Security Information
OMB Control Number 1660-0114
Expiration: 11/30/2023

Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form.

PART I - INVESTMENT HEADING

1) ORGANIZATION NAME (Legal Name Listed On The SF-424):		2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED:
Matanuska-Susitna Borough		**Alaska**
3) TYPE OF ORGANIZATION:	4) CLASSIFICATION OF ORGANIZATION:	5) CAPTAIN OF THE PORT ZONE:
Public	**Local Agency**	**Anchorage**

PART II - BASIC PROJECT INFORMATION

6) PROJECT TITLE:	**High-Mast LED Lighting for Freight Staging and Public Access Zones**
7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY):	**The MSB will upgrade / retrofit its High Mast Lighting to LED and will install automated controls within its Marine Terminal Building in order to ensure a well-lit and protected area under surveillance.**

8) HAS THIS PROJECT BEEN FUNDED BY PSGP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS?			**No**
9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED?		10) WHICH PROGRAM FUNDED THIS CAPABILITY?	
11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN:			
12) PROJECT CATEGORY:	**Operational**	13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT:	**New Capability**
14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107?			**No**
15) IF YES, IDENTIFY COST SHARE EXEMPTION			
16) FEDERAL SHARE:	**$72,715**	17) COST SHARE: **$24,238**	18) TOTAL PROJECT COST: **$96,953**

PART III - ELIGIBILITY INFORMATION

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

19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?	**AREA MARITIME SECURITY PLAN:**	**No**	**FACILITY SECURITY PLAN:**	**Yes**
20) STATE AND LOCAL AGENCIES – IS YOUR AGENCY **REQUIRED** TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?				**Yes**
21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES?				**1**

PART IV - ORGANIZATIONAL INFORMATION

22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE?	**Yes**	23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM?	**No**
24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION?	**Yes**	25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION?	**Yes**
26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATON, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:			
27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED?			**Yes**
28) STATE AND LOCAL AGENCIES – IS YOUR AGENCY THE **PRIMARY** RESPONDER TO MTSA REGULATED FACILITIES?			**Yes**

PART V - POINT(S) OF CONTACT FOR ORGANIZATION

29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT		30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	**Michael Brown**	NAME:	**David Griffin**
ORGANIZATION:	**Matanuska-Susitna Borough**	ORGANIZATION:	**Matanuska-Susitna Borough**
ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**	ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**
PHONE:	**(907) 861-8689**	PHONE:	**907-861-7799**
EMAIL:	mike.brown@matsugov.us	EMAIL:	david.griffin@matsugov.us

PART VI - PHYSICAL LOCATION OF PROJECT

31) PHYSICAL ADDRESS OF THE PROJECT LOCATION:				32) BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address:	**28000 S. Don Young Rd**			**The project is located at the Port MacKenzie Special Use District of the Matanuska-Susitna Borough in southcentral Alaska. Port MacKenzie serves the fastest growing region of Alaska, military facilities, and is located approximately 2 nautical miles from the Port of Alaska in Anchorage and approximately 2 nautical miles from Joint Base Elmendorf-Richardson (JBER). Port MacKenzie is a municipally owned industrial port consisting of a 1,200-foot-long deep-draft dock, a 500-foot long barge dock, a terminal office building, and a 15-acre gravel wharf/lay down area. Port MacKenzie is a sponsor of the US Marine Highway Program. The paved road to the port traverses the 9,000-acre Port District zoned for industrial and commercial use.**
City:	**Wasilla**			
State:	**AK**	Zip:	**99654**	
LATITUDE & LONGITUDE:	**61.271551, -149.921861**			

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

33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES.

Roles, Responsibilities, and Activities of the Matanuska-Susitna Borough in providing layered protections at Port MacKenzie include the following:

- Staffing and training port security personnel, including a Facility Security Officer and two Alternate Facility Security Officers. Port security staff attend annual training and quarterly drills and are responsible for the entire port facility, which includes the deep-draft dock, trestle, barge dock, terminal office building, 15-acre gravel wharf/lay down area, and the lower gate and guard shack.

- Adhering to a Facility Security Plan (FSP), as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to the Maritime Transportation Security Act (MTSA) or International Ship and Port Facility (ISPS) Code. The Plan outlines the security measures which will be implemented at Port MacKenzie during MTSA/ISPS-regulated operations.

- Monitoring Port entrants and uses. The Port's Upper Gate is located at a four-way intersection where the following roads meet: W. Point MacKenzie Road, S. Lu Young Lane, S. Don Young Road, and S. Grain Terminal Access Road. Access to the port is gained by entering S. Don Young Road, then traveling approximately one mile to reach the Lower Gate and guard shack, which is the location that the FSP goes into effect.

- Monitoring high-security restricted areas that are planned to be developed for military customers receving and temporarily storing high-security shipments of equipment, ammunition, accelerants, and other flammable / explosive devices.

- Operating the Port from the Marine Terminal Building, which contains additional restricted areas that include a control room and surveillance camera monitoring station.

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS

34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.

Port MacKenzie maintains a Facility Security Plan (FSP) as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to MTSA. The plan was developed using the "Variable Security Measure" methodology allowed for in CGD17 policy letter, dated 27 Feb. 2018, and the "Low Consequence Facility Access Control for MTSA" methodology allowed for in CGD17 Policy 01-09, dated 30 Sept. 2009. These policies recognize that not all facilities pose the same risk of a Transportation Security Incident (TSI), nor would they all result in the same consequences if a TSI were to occur; The policies allow for a "reasonable approach" to security

measures that are commensurate with the level of risk. These policies allow facilities to develop "variable" security measures which are commensurate with the level of risk. The port also maintains a US Coast Guard Certificate of Adequacy for Reception Facility adequate to receive MARPOL I & MARPOL V. As a result of U.S. Army ammunition and explosive ordinance protocols when using the dock, the port maintains Memorandums of Agreement (MOAs) with three nearby landowners. The MOA lists terms and conditions that need to be met by the landowners, specifically the requirement that they vacate the premises, when ammunition or explosives are being moved through the port facilities.

PART VIII - ALL AGENCIES/ORGANIZATION – IMPORTANT FEATURES

35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.

There is limited lighting at key access points throughout the port, including the wharf/loading docks and catwalk. The port area does have eight high mast lights that stand 150 feet tall, each with 12 high pressure sodium bulbs mounted at top in a circular frame for even light distribution. Over time, however, the high-pressure sodium bulbs begin to fail, and their illumination strength does not stand up to the quality or efficiency of newer LED bulb technology. By replacing high-pressure sodium bulbs and ballasts with LED bulbs the port will have greater illumination and more efficient and reliable lighting at the wharf area. Lighting dark areas helps to detect potential security threats, both the land and in the water. This is especially true during Alaska's cold, dark winter months. Port MacKenzie receives less than six hours of daylight at the winter solstice (Dec. 21), and slightly more than 12 hours of daylight during the equinoxes (Sept 21 and Mar 21). Thus, the need for adequate lighting is needed to detect threats visually, as well as through cameras, many of which require adequate lighting to capture events clearly. Current lighting controls are all manual and cannot be turned on from the Control Room in the Marine Terminal Building or through remote operation. During inclement weather, such as deep snow, blizzard / whiteout conditions, high wind, or torrential rains, the controls can be challenging to access. Remotely operated lights, or lights accessed from the Control Room in the Marine Terminal Building are necessary to make the port a secure, modern, well-functioning facility.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT

36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.	**High Mast Lighting Retrofitting, Upgrade lighting to LED and automation of lighting controls around the Port Area. This will improve detection of threats to soft targets visually, both by the naked eye and with cameras at night. Automating lighting or moving controls to the Control Room would give staff greater control and provide efficiency for operating high mast lighting.**
37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:	**Eight high masts, each with 12 high-pressure sodium bulbs and ballasts; manual light controls at outdoor space adjacent to wharf.**

38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSES/MITIGATES.

Lighting provided by the light towers will be used during hours of darkness to aid deterrence and detection of a Transportation Security Incident.

39) 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**
- **IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED.**

Enhanced Lighting and Controls: High Mast Lighting Retrofitting and Upgrade to LED; Upgrade and Automate Lighting Controls with access in Control Room of Marine Terminal Building.

Funding will also be used to bring controls to the central Control Room and automate lighting. Funding will be used to upgrade high mast lighting at eight locations around the port including vulnerable vehicle queuing and staging areas. Funds will be used to pay a contractor to remove older high-pressure sodium bulbs from these 150-foot-tall towers and replace them with higher efficiency and brighter LED bulb technology. This will improve illumination for year-round activities (especially winter) to deter intrusion and improve situational awareness of suspicious behavior by unauthorized individuals. The upgraded lighting will illuminate key areas effectively, enhancing visibility for security personnel and surveillance systems.

The existing lighting on the dock utilizes inefficient bulbs and ballasts that are expensive to operate and repair. Upgrading the existing lighting to LED around the port area will improve threat detection of soft target areas. Automating the lighting by moving the controls to the Control Room will give staff greater control and provide efficiency for operating high mast lighting.

This project addresses many of the Captain of the Port's Priorities and will achieve a more secure and resilient port through improvements in:
- **Risk and disaster resilience assessment**
- **Long-term vulnerability reduction**
- **Operational coordination**
- **Infrastructure systems**
- **Threats and hazards identification**
- **Physical protective measures**
- **Screening, search, and detection**

This work may require an update to the FSP, which will require an amendment, and will need to be submitted to the Captain of the Port. Additionally, a new Certificate of Adequacy for Reception Facility document signed by the Captain of the Port would need to be resubmitted for approval.

PART X - NATIONAL PRIORITIES

40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are identified in the NOFO):	**Program Priority 1**

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

This project meets the National Priority of Enhancing the Protection of Soft Targets and Crowded Places. Installing high mast lighting with automated controls around a port area significantly enhances the protection of soft targets and crowded places through a range of core capabilities. With the high mast lighting strategically placed the port can mitigate these risks by illuminating key areas effectively, enhancing visibility for security personnel and surveillance systems, and deterring potential threats.

The new LED retrofit will provide several advantages: Energy efficiency, long life span and durability. Important to port protection will be the instant illumination without warm-up where traditional lamps need several minutes to reach full brightness. LEDs offer superior color rendering compared to traditional lighting sources, providing better visibility and enhancing safety and security in areas illuminated by high mast lights.

Alaska is known for its long dark winters. October to March is mostly dark even during the daytime hours. The high mast lighting retrofit will be a key asset for port business, especially for the military deliveries.Well-lit areas discourage individuals from engaging in suspicious behavior, thereby enhancing overall security and safety within the port environment over the long term. This proactive approach not only mitigates immediate risks but also establishes a robust foundation for sustained security measures.

Automated controls allow for centralized monitoring and adjustment of lighting levels based on real-time conditions, facilitating swift responses to changing security needs. This coordination enhances the port's ability to maintain a secure environment among stakeholders—including port authorities, security, and military personnel. The integration of technology not only improves the port's ability to identify and respond to threats but also strengthens its overall resilience against potential hazards. Therefore, the project meets the National Priority for Enhancing Protection of Soft Targets and Crowded Places.

PART XI - IMPLEMENTATION PLAN

42) 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)
• ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

	Milestones	Start Date (mm/yyyy)	Completion Date (mm/yyyy)	Percentage of Project
1.	Procure contractors for high mast light retrofitting & controls	9/1/2025	9/15/2026	5%
2.	Procure new lighting components and controls / electronics	10/15/2025	9/15/2027	5%
3.	Retrofit lights - remove old lighting components; install LEDs	2/16/2025	10/15/2027	65%
4.	Install controls, lines, switches for use from terminal building	2/16/2025	10/15/2027	25%
5.				
6.				
7.				
8.				
9.				
10.				
			Total Percentage of Project	100%

Select here to proceed to Budget 3

PSGP Budget Detail Worksheet			Sensitive Security Information

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	Description of Project Work Activities	Computation	Cost
Name/Position for Management and Administration	**Description of Management and Administration Activities**	**Computation**	**Cost**
		Total Personnel	

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	Description of Fringe Benefits	Computation	Cost
Name/Position for Management and Administration	**Description of Fringe Benefits**	**Computation**	**Cost**
		Total Fringe Benefits	

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	Computation	Cost
Purpose of Travel for Management and Administration	**Location**	**Computation**	**Cost**
		Total Travel	

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.

Equipment (Type and AEL#)	Description and Purpose of Equipment	Computation (Quantity x per unit cost)	Cost
Equipment for Management and Administration (Type and AEL#)	**Description and Purpose for Equipment**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Equipment	

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.

Supplies	Description and Purpose of Supplies	Computation (Quantity x per unit cost)	Cost
LED High Mast Fixtures, LED Lamps	Replacing current High Mast Lighting with more efficient LED Lamps	High pressure sodium bulbs and ballasts and replacing w/ LED + retrofit components. 12 lights on 8 masts x 96 total units to be changed / retrofitted + disposal @ $308.89 per unit for all supply needs = $29,653	$29,653
Supplies for Management and Administration	**Description and Purpose for Supplies**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Supplies	$29,653

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.

Name of Consultant	Description of Services Provided	Computation	Cost
TBD	• Upgrade high mast fixtures to LED • Remove Lamps and Ballasts from existing 1000w HPS and dispose of off site • Supply and install lamps direct wired to line voltage • Make all electrical connections and test for functionality • Upgrade high mast lighting controls	Contractor charge rates have equipment fees included and total approximately $756.71/hr on avg (w/ equipment fees) x 82 total man hours on all 10 masts = $62,050.22	$62,050

Name of Consultant for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Consultant Fees	$62,050

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.)

Item	Location and/or Purpose	Computation	Cost

Item for Management and Administration	Location and/or Purpose	Computation	Cost
		Subtotal – Consultant Expenses	$0

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 in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Item	Description of Services Provided	Computation	Cost

Item for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Contracts	$0
		Total Consultants/Contracts	$62,050

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.

Item	Description and Purpose	Computation	Cost
Shipping	Shipping of all lighting components	cost of shipping bulbs and retrofit components	$5,249

Item for Management and Administration	Description and Purpose	Computation	Cost
		Total Other Costs	$5,249

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.

Cognizant Federal Agency	Description and Purpose	Computation	Cost

Cognizant Federal Agency for Management and Administration	Description and Purpose	Computation	Cost
		Total Indirect Costs	$0

I. Final Budget/Cost Share (Must display Federal and Non-Federal Amount)

Budget Category	Federal Amount	Non-Federal Amount	Total
A. Personnel			**$0**
B. Fringe Benefits			**$0**
C. Travel			**$0**
D. Equipment			**$0**
E. Supplies	$22,240	$7,413	**$29,653**
F. Consultants/Contracts	$46,538	$15,513	**$62,050**
G. Other	$3,938	$1,313	**$5,249**
H. Indirect Costs			**$0**
Total	**$72,715**	**$24,238**	**$96,953**

Select here to proceed to IJ 4 | Only 3 Projects? Select here proceed to the Review Tab

DEPARTMENT OF HOMELAND SECURITY
FEDERAL EMERGENCY MANAGEMENT AGENCY
PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION

Sensitive Security Information
OMB Control Number 1660-0114
Expiration: 11/30/2023

Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form.

PART I - INVESTMENT HEADING

1) ORGANIZATION NAME (Legal Name Listed On The SF-424):		2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED:
Matanuska-Susitna Borough		**Alaska**
3) TYPE OF ORGANIZATION:	4) CLASSIFICATION OF ORGANIZATION:	5) CAPTAIN OF THE PORT ZONE:
Public	**Local Agency**	**Anchorage**

PART II - BASIC PROJECT INFORMATION

6) PROJECT TITLE:	**Enhanced Fire Suppression**
7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY):	**The MSB will install fire suppression water lines and access points to protect soft targets and infrastructure from fires that may result from electrical malfunctions or fuel ignition on ships or the dock, vandalism, or terrorism.**

8) HAS THIS PROJECT BEEN FUNDED BY PSGP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS?			**No**
9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED?		10) WHICH PROGRAM FUNDED THIS CAPABILITY?	
11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN:			
12) PROJECT CATEGORY:	**Operational**	13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT:	**New Capability**
14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107?			**No**
15) IF YES, IDENTIFY COST SHARE EXEMPTION			
16) FEDERAL SHARE:	**$107,971**	17) COST SHARE: **$35,991**	18) TOTAL PROJECT COST: **$143,962**

PART III - ELIGIBILITY INFORMATION

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

19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?	**AREA MARITIME SECURITY PLAN:**	**No**	**FACILITY SECURITY PLAN:**	**Yes**
20) STATE AND LOCAL AGENCIES – IS YOUR AGENCY **REQUIRED** TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?				**Yes**
21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES?				**1**

PART IV - ORGANIZATIONAL INFORMATION

22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE?	**Yes**	23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM?	**No**
24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION?	**Yes**	25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION?	**Yes**
26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATON, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:			
27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED?			**Yes**
28) STATE AND LOCAL AGENCIES – IS YOUR AGENCY THE **PRIMARY** RESPONDER TO MTSA REGULATED FACILITIES?			**Yes**

PART V - POINT(S) OF CONTACT FOR ORGANIZATION

29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT		30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	**Michael Brown**	NAME:	**David Griffin**
ORGANIZATION:	**Matanuska-Susitna Borough**	ORGANIZATION:	**Matanuska-Susitna Borough**
ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**	ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**
PHONE:	**(907) 861-8689**	PHONE:	**907-861-7799**
EMAIL:	mike.brown@matsugov.us	EMAIL:	david.griffin@matsugov.us

PART VI - PHYSICAL LOCATION OF PROJECT

31) PHYSICAL ADDRESS OF THE PROJECT LOCATION:				32) BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address:	**28000 S. Don Young Road**			**The project is located at the Port MacKenzie Special Use District of the Matanuska-Susitna Borough in southcentral Alaska. Port MacKenzie serves the fastest growing region of Alaska, military facilities, and is located approximately 2 nautical miles from the Port of Alaska in Anchorage and approximately 1.5 nautical miles from Joint Base Elmendorf-Richardson (JBER). Port MacKenzie is a municipally owned industrial port consisting of a 1,200-foot-long deep-draft dock, a 500-foot long barge dock, a terminal office building, and a 15-acre gravel wharf/lay down area. Port MacKenzie is a sponsor of the US Marine Highway Program. The paved road to the port traverses the 9,000-acre Port District zoned for industrial and commercial use.**
City:	**Wasilla**			
State:	**AK**	Zip:	**99654**	
LATITUDE & LONGITUDE:	**61.271551, -149.921861**			

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

33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES.

Roles, Responsibilities, and Activities of the Matanuska-Susitna Borough in providing layered protections at Port MacKenzie include the following:

- Staffing and training port security personnel, including a Facility Security Officer and two Alternate Facility Security Officers. Port security staff attend annual training and quarterly drills and are responsible for the entire port facility, which includes the deep-draft dock, trestle, barge dock, terminal office building, 15-acre gravel wharf/lay down area, and the lower gate and guard shack.

- Adhering to a Facility Security Plan (FSP), as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to the Maritime Transportation Security Act (MTSA) or International Ship and Port Facility (ISPS) Code. The Plan outlines the security measures which will be implemented at Port MacKenzie dur ng MTSA/ISPS-regulated operations.

- Monitoring Port entrants and uses. The Port's Upper Gate is located at a four-way intersection where the following roads meet: W. Point MacKenzie Road, S. Lu Young Lane, S. Don Young Road, and S. Grain Terminal Access Road. Access to the port is gained by entering S. Don Young Road, then traveling approximately one mile until reaching the Lower Gate and guard shack, which is the location that the FSP goes into effect.

- Monitoring high-security restricted areas that are planned to be developed for military customers receiving and temporarily storing high-security shipments of equipment, ammunition, accelerants, and other flammable/explosive devices.

- Operating the Port from the Marine Terminal Building, which contains additional restricted areas that include a control room and surveillance camera monitoring station.

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS

34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.

Port MacKenzie maintains a Facility Security Plan (FSP) as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to MTSA. The plan was developed using the "Variable Security Measure" methodology allowed for in CGD17 policy letter, dated 27 Feb. 2018, and the "Low Consequence Facility Access Control for MTSA" methodology allowed for in CGD17 Policy 01-09, dated 30 Sept. 2009. These policies recognize that not all facilities pose the same risk of a Transportation Security Incident (TSI), nor would they all result in the same consequences if a TSI were to occur; The policies allow for a "reasonable approach" to security measures, commensurate with the level of risk. These policies allow facilities to develop "variable" security measures that commensurate with the level of risk. The port also maintains a US

Coast Guard Certificate of Adequacy for Reception Facility adequate to recieve MARPOL I & MARPOL V. As a result of U.S. Army ammunition and explosive ordinance protocols when using the dock, the port maintains Memorandums of Agreement (MOAs) with three nearby landowners. The MOA list terms and conditions that need to be met by the landowners, specifically the requirement that they vacate the premises, when ammunition or explosives are being moved through the port facilities.

PART VIII - ALL AGENCIES/ORGANIZATION – IMPORTANT FEATURES

35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.

Port MacKenzie is vulnerable to fires, including those resulting from ship, electrical system, or machinery malfunctions; vandalism; and terrorism. The deep-draft dock and Catwalk where ships moor and unload does not have a fire hydrant or fire suppression system, nor does the dock have water lines for other uses. By having a fire suppression system, the loading dock and catwalk would be more capable of handling emergency response actions, namely fires and explosions. Many ports have fire suppression systems at their loading facilities to mitigate fires, and several of these are tied into security systems and alarms. Currently, a fire on Port MacKenzie's Load ing Dock or Catwalk could result in a total loss of that infrastructure. This could be mitigated through a fire suppression and alarm system, integrated with the port-wide security monitoring systems.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT

36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.	**The MSB would install additional water lines from the existing water source. Fire suppression system on the deep draft loading dock and along the catwalk are needed to extinguish fires that could result from electrical or fuel malfunctions on ships, loading equipment or machinery, from vandalism, or from explosive devices used in terrorism. Integrating this expanded fire suppression system with the broader port security monitoring system and an alarm would help to protect soft targets.**
37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:	**Two 20,000 gallon water tanks drawn from a well. Two unused fire hydrants on the barge dock**

38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSES/MITIGATES.

The loading dock at the wharf, the catwalk, and select areas of the port (adjacent to the Marine Terminal Building) are vulnerable to fire and explosion. Furthermore the port area is surrounded by vegetation which also has burn potential or risk of fire. Existing hydrants do not have waterlines connecting them, and there are insufficient access points. In the event of a fire or security incident, Port MacKenzie employees will notify police (approximately 38 miles away in Wasilla) and the fire department (approximately 18 miles away). The fire suppression system proposed by this project will help port staff to extinguish fires immediately. The fire suppression system would further be interfaced with the port's security system and alarm. This would protect the infrastructure and existing systems and keep fire from resulting in a total loss of infrastructure at the waterline.

39) 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**
- **IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED.**

Enhanced Fire Suppression: Install Fire Suppression Water Lines and Access Points, connect existing hydrants at wharf area, bring water out to catwalk/loading dock and integrate with security system/alarm system for fire protection.

This project addresses many of the Captain of the Port's Priorities and will achieve a more secure and resilient port through improvements in:
- **Risk and disaster resilience assessment**
- **Infrastructure systems**
- **Physical protective measures**
- **Community resilience**

Funding under IJ 4 will be used to install new water lines and access points to provide a more resilient port area. Integrating the fire suppression system with the broader security system and adding an alarm would help the overall success of the fire suppression system. Having the updated system on the deep draft loading dock will aid in extinguishing fires that may result from faulty electrical or fuel systems on ships, port equipment, vandalism, or terrorism; it will reduce the dangers stemming from explosive cargo and will protect against loss of life (protecting soft targets) and infrastructure.

Curren+A102tly there are two 20,000 gallon water tanks drawn from a well. The only fire suppression currently available are two fire hydrants on the barge dock which do not have water lines connecting them. The loading dock at the wharf, the catwalk, and select areas of the port (adjacent to the Marine Terminal Building) are vulnerable to fire and explosion. In addition, the port is surrounded by vegetation which is at risk of catching on fire.

Integrating a fire suppression system with the broader security system and an alarm would also help to protect soft targets. The loading dock at the wharf, the catwalk, and select areas of the port (adjacent to the Marine Terminal Building) are vulnerable to fire and explosion. In addition, the port is surrounded by vegetation which is at risk of catching on fire. Installing fire suppression water lines and access points and Infrastructure systems constitute increased critical capability. By integrating these systems into the broader infrastructure of facilities we are supporting seamless operations and maintenance. Automated monitoring and remote activation of fire suppression systems enhance responsiveness and reliability in these vulnerable environments. This work may require an update to the FSP, which will require an amendment, and will need to be submitted to the Captain of the Port. Additionally, a new Certificate of Adequacy for Reception Facility document signed by the Captain of the Port would need to be resubmitted for approval.

PART X - NATIONAL PRIORITIES

40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are identified in the NOFO):	**Program Priority 1**

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

This project meets the National Priority of Enhancing the Protection of Soft Targets and Crowded Places. Installing fire suppression water lines and access points significantly enhances the protection of soft targets and crowded places by leveraging several core capabilities. By strategically placing fire suppression systems in high-risk areas, fire-related risks can be mitigated preemptively to effectively protect against potential hazards.

Infrastructure systems constitute another critical capability enhanced by installing fire suppression water lines and access points. These systems are integrated into the broader infrastructure of facilities, supporting seamless operations and maintenance. Automated monitoring and remote activation of fire suppression systems enhance responsiveness and reliability in these vulnerable environments.

Physical protective measures are bolstered by the presence of fire suppression infrastructure, complementing existing security measures to fortify defenses against potential threats. This proactive approach not only protects property and infrastructure but also prioritizes the safety and well-being of individuals. Therefore, the project certainly meets the National Priority for Enhancing Protection of Soft Targets and Crowded Places

PART XI - IMPLEMENTATION PLAN

42) 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)
• ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

	Milestones	Start Date (mm/yyyy)	Completion Date (mm/yyyy)	Percentage of Project
1.	Procure contractor for fire suppression / security syst. install	9/1/2025	9/15/2027	5%
2.	Procure materials for fire suppression /security syst. / alarm	10/15/2025	9/15/2027	5%
3.	Install fire suppression / security syst. components at port	5/15/2026	10/15/2027	70%
4.	Test fire suppression syst., interface w/ security syst./ alarm	6/15/2027	10/31/2027	20%
5.				
6.				
7.				
8.				
9.				
10.				
			Total Percentage of Project	100%

Select here to proceed to Budget 4

PSGP Budget Detail Worksheet			Sensitive Security Information

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	Description of Project Work Activities	Computation	Cost
Name/Position for Management and Administration	**Description of Management and Administration Activities**	**Computation**	**Cost**
		Total Personnel	$0

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	Description of Fringe Benefits	Computation	Cost
Name/Position for Management and Administration	**Description of Fringe Benefits**	**Computation**	**Cost**
		Total Fringe Benefits	$0

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	Computation	Cost
Purpose of Travel for Management and Administration	**Location**	**Computation**	**Cost**
		Total Travel	$0

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.

Equipment (Type and AEL#)	Description and Purpose of Equipment	Computation (Quantity x per unit cost)	Cost
Equipment Rental	All equipment to dig trench for water lines	$325/hr x 20hrs for all equipment needed	$6,500
Equipment for Management and Administration (Type and AEL#)	**Description and Purpose for Equipment**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Equipment	$6,500

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.

Supplies	Description and Purpose of Supplies	Computation (Quantity x per unit cost)	Cost
Pipes, fittings for new water line, fire suppression equipment	Piping and components to route water line from well to locations on the gravel pad and dock, and fire suppression equipment	Estimated costs of all new lines ($7,250), fittings ($3,750) and access valves and additional materials and components ($8,000)	$19,000
Supplies for Management and Administration	**Description and Purpose for Supplies**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Supplies	$19,000

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.

Name of Consultant	Description of Services Provided	Computation	Cost
TBD	Design / planning for water accessibility from tanks to lower gate area	Average of $200/hr x 30 hours = $6,000	$6,000

TBD	Contractor/Laborer to install fresh water lines from well to various fire suppression access points around gravel pad, dock and pier; install valves, fittings, connect lines to hydrants	Average of $180/hr x approx. 610.90 man hours	$109,962

Name of Consultant for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Consultant Fees	$115,962

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.)

Item	Location and/or Purpose	Computation	Cost

Item for Management and Administration	Location and/or Purpose	Computation	Cost
		Subtotal – Consultant Expenses	$0

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 in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Item	Description of Services Provided	Computation	Cost

Item for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Contracts	$0
		Total Consultants/Contracts	$115,962

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.

Item	Description and Purpose	Computation	Cost
Shipping	Piping and Components	approximate cost of ground shipping plus minor air shipping to Port MacKenzie = $2,500 for all components	$2,500

Item for Management and Administration	**Description and Purpose**	**Computation**	**Cost**
		Total Other Costs	$2,500

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.

Cognizant Federal Agency	**Description and Purpose**	**Computation**	**Cost**
Cognizant Federal Agency for Management and Administration	**Description and Purpose**	**Computation**	**Cost**
		Total Indirect Costs	$0

I. Final Budget/Cost Share (Must display Federal and Non-Federal Amount)

Budget Category	Federal Amount	Non-Federal Amount	Total
A. Personnel			**$0**
B. Fringe Benefits			**$0**
C. Travel			**$0**
D. Equipment	$4,875	$1,625	**$6,500**
E. Supplies	$14,250	$4,750	**$19,000**
F. Consultants/Contracts	$86,971	$28,991	**$115,962**
G. Other	$1,875	$625	**$2,500**
H. Indirect Costs			**$0**
Total	**$107,971**	**$35,991**	**$143,962**

Select here to proceed to IJ 5	Only 4 Projects? Select here to proceed to the Review Tab

DEPARTMENT OF HOMELAND SECURITY FEDERAL EMERGENCY MANAGEMENT AGENCY PORT SECURITY GRANT PROGRAM INVESTMENT JUSTIFICATION	Sensitive Security Information OMB Control Number 1660-0114 Expiration: 11/30/2023

Warning: Please follow the Notice of Funding Opportunity Guidance and Preparedness Grants Manual while completing this form.

PART I - INVESTMENT HEADING

1) ORGANIZATION NAME (Legal Name Listed On The SF-424):		2) STATE OR TERRITORY IN WHICH THE PROJECT WILL BE IMPLEMENTED:
Matanuska-Susitna Borough		**Alaska**
3) TYPE OF ORGANIZATION:	4) CLASSIFICATION OF ORGANIZATION:	5) CAPTAIN OF THE PORT ZONE:
Public	**Local Agency**	**Anchorage**

PART II - BASIC PROJECT INFORMATION

6) PROJECT TITLE:	**Establishing an Ultra-Secure Restricted Area for High-Security Shipments and Materials**
7) PROJECT DESCRIPTION (SERVICE(S)/EQUIPMENT SUMMARY):	**An ultra-secure Restricted Area will be constructed within the Port District with fencing, automated gate, guard shack (moved from a different location and upgraded with advanced features), a TWIC reader (IJ 1), cameras (IJ 2) and barbed wire. The new Restricted area will be used by different military customers or other customers for storing high-security shipments of ammunition, accelerants, and other flammable/explosive devices, as well as equipment or vehicles that require a higher level of secure storage than general areas within the Port. The mechanized gates and call boxes will require electric and telecommunication service from a nearby junction box and the installation of a meter base. Needs at the location include fencing, lighting, and site preparation.**

8) HAS THIS PROJECT BEEN FUNDED BY PSGP OR ANOTHER FEDERAL ASSISTANCE PROGRAM IN THE LAST 3 YEARS?			**No**
9) IF SO, WHEN WAS THE LAST TIME IT WAS FUNDED?		10) WHICH PROGRAM FUNDED THIS CAPABILITY?	
11) PROVIDE JUSTIFICATION THAT SUPPORTS FUNDING THIS PROJECT AGAIN:			
12) PROJECT CATEGORY:	**Operational**	13) NEW CAPABILITY OR MAINTENANCE/SUSTAINMENT:	**New Capability**
14) IS THIS PROJECT EXEMPT FROM THE REQUIRED COST SHARE OUTLINED IN 46 U.S.C. 70107?			**No**
15) IF YES, IDENTIFY COST SHARE EXEMPTION			
16) FEDERAL SHARE:	**$120,372**	17) COST SHARE: **$40,125**	18) TOTAL PROJECT COST: **$160,497**

PART III - ELIGIBILITY INFORMATION

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

19) WHICH PLAN(S) APPLIES TO YOUR ORGANIZATION?	**AREA MARITIME SECURITY PLAN:**	**No**	**FACILITY SECURITY PLAN:**	**Yes**
20) STATE AND LOCAL AGENCIES – IS YOUR AGENCY **REQUIRED** TO PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES?				**Yes**
21) IF YES, HOW MANY MTSA REGULATED FACILITIES IS YOUR ORGANIZATION REQUIRED TO PROVIDE SERVICES?				**1**

PART IV - ORGANIZATIONAL INFORMATION

22) IS YOUR ORGANIZATION AN ACTIVE PARTICIPANT OF AN AREA MARITIME SECURITY COMMITTEE?	**Yes**	23) IS THIS APPLICATION ON BEHALF OF ANOTHER ENTITY OR SUBMITTED AS A CONSORTIUM?	**No**
24) IS THE PROJECT SITE OWNED BY YOUR ORGANIZATION?	**Yes**	25) IS THE PROJECT SITE OPERATED BY YOUR ORGANIZATION?	**Yes**
26) IF THE PROJECT SITE IS NOT OWNED OR OPERATED BY YOUR ORGANIZATON, PLEASE EXPLAIN YOUR ORGANIZATION'S RELATION TO THE PROJECT SITE:			
27) IS THE PROJECT SITE A FACILITY OR VESSEL THAT IS REGULATED UNDER THE MARITIME TRANSPORTATION SECURITY ACT OF 2002, AS AMENDED?			**Yes**
28) STATE AND LOCAL AGENCIES – IS YOUR AGENCY THE **PRIMARY** RESPONDER TO MTSA REGULATED FACILITIES?			**Yes**

PART V - POINT(S) OF CONTACT FOR ORGANIZATION

29) SIGNATORY AUTHORITY FOR ENTERING INTO A GRANT AGREEMENT		30) AUTHORIZED REPRESENTATIVE FOR THE MANAGEMENT OF THE PROJECT	
NAME:	**Michael Brown**	NAME:	**David Griffin**
ORGANIZATION:	**Matanuska-Susitna Borough**	ORGANIZATION:	**Matanuska-Susitna Borough**
ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**	ADDRESS:	**350 E. Dahlia Avenue, Palmer, AK 99645**
PHONE:	**(907) 861-8689**	PHONE:	**907-861-7799**
EMAIL:	mike.brown@matsugov.us	EMAIL:	david.griffin@matsugov.us

PART VI - PHYSICAL LOCATION OF PROJECT

31) PHYSICAL ADDRESS OF THE PROJECT LOCATION:				32) BRIEF DESCRIPTION OF THE PROJECT LOCATION:
Street Address:	**28000 S. Don Young Road**			**The project is located at the Port MacKenzie Special Use District of the Matanuska-Susitna Borough in southcentral Alaska. Port MacKenzie serves the fastest growing region of Alaska, military facilities, and is located approximately 2 nautical miles from the Port of Alaska in Anchorage and approximately 1.5 nautical miles from Joint Base Elmendorf-Richardson (JBER). Port MacKenzie is a municipally owned industrial port consisting of a 1,200-foot-long deep-draft dock, a 500-foot long barge dock, a terminal office building, and a 15-acre gravel wharf/lay down area. Port MacKenzie is a sponsor of the US Marine Highway Program. The paved road to the port traverses the 9,000-acre Port District zoned for industrial and commercial use.**
City:	**Wasilla**			
State:	**AK**	Zip:	**99654**	
LATITUDE & LONGITUDE:	**61.271551, -149.921861**			

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

33) DESCRIBE YOUR ORGANIZATION'S SPECIFIC ROLES, RESPONSIBILITIES AND ACTIVITIES IN DELIVERING LAYERED PROTECTION, AND IDENTIFY THE FACILITIES TO WHICH YOUR AGENCY IS REQUIRED TO PROVIDE SECURITY SERVICES.

Roles, Responsibilities, and Activities of the Matanuska-Susitna Borough in providing layered protections at Port MacKenzie include the following:

- Staffing and training port security personnel, including a Facility Security Officer and two Alternate Facility Security Officers. Port security staff attend annual training and quarterly drills and are responsible for the entire port facility, which includes the deep-draft dock, trestle, barge dock, terminal office building, 15-acre gravel wharf/lay down area, and the lower gate and guard shack.

- Adhering to a Facility Security Plan (FSP), as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels subject to the Maritime Transportation Security Act (MTSA) or International Ship and Port Facility (ISPS) Code. The Plan outlines the security measures which will be implemented at Port MacKenzie during MTSA/ISPS-regulated operations.

- Monitoring Port entrants and uses. The Port's Upper Gate is located at a four-way intersection where the following roads meet: W. Point MacKenzie Road, S. Lu Young Lane, S. Don Young Road, and S. Grain Terminal Access Road. Access to the port is gained by entering S. Don Young Road, then traveling approximately one-mile until reaching the Lower Gate and guard shack, which is the location where the FSP goes into effect.

- Monitoring high-security restricted areas that are planned to be developed for military customers receving and temporarily storing high-security shipments of equipment, ammunition, accelerants, and other flammable/explosive devices.

- Operating the Port from the Marine Terminal Building, which contains additional restricted areas that include a control room and surveillance camera monitoring station.

PART VII MARITIME SECURITY MOU, MOA AND/OR MUTUAL AID AGREEMENTS

34) IF YOUR AGENCY PROVIDES SECURITY SERVICES TO MTSA REGULATED FACILITIES, IDENTIFY AND DESCRIBE THE TYPE(S) OF AGREEMENT(S) THAT REQUIRES YOUR AGENCY TO DIRECTLY PROVIDE PORT SECURITY SERVICES TO MTSA REGULATED FACILITIES.

Port MacKenzie maintains a Facility Security Plan (FSP) as required by Federal Regulation 33 CFR 105 for waterfront facilities engaged in operations, and/or receiving vessels

subject to MTSA. The plan was developed using the "Variable Security Measure" methodology allowed for in CGD17 policy letter, dated 27 Feb. 2018, and the "Low Consequence Facility Access Control for MTSA" methodology allowed for in CGD17 Policy 01-09, dated 30 Sept. 2009. These policies recognize that not all facilities pose the same risk of a Transportation Security Incident (TSI), nor would they all result in the same consequences if a TSI were to occur; The policies allow for a "reasonable approach" to security measures, commensurate with the level of risk. These policies allow facilities to develop "variable" security measures that commensurate with the level of risk. The port also maintains a US Coast Guard Certificate of Adequacy for Reception Facility adequate to recieve MARPOL I & MARPOL V. As a result of U.S. Army ammunition and explosive ordinance protocols when using the dock, the port maintains Memorandums of Agreement (MOAs) with three nearby landowners. The MOA list terms and conditions that need to be met by the landowners, specifically the requirement that they vacate the premises, when ammunition or explosives are being moved through the port facilities.

PART VIII - ALL AGENCIES/ORGANIZATION – IMPORTANT FEATURES
35) DESCRIBE ANY OPERATIONAL ISSUES YOU DEEM IMPORTANT TO THE CONSIDERATION OF YOUR APPLICATION, SUCH AS LACKING OR INADEQUATE CAPABILITIES OR ASSETS WITHIN THE PORT AREA TO MITIGATE MARITIME SECURITY VULNERABILITIES BEING ADDRESSED BY THIS PROJECT.
Port MacKenzie is located on the west side of the Knik Arm of Cook Inlet, approximately 45 miles southwest of the City of Wasilla. While it is just 2 nautical miles from Anchorage by water it is 90 miles away by road. The area is remote with very little residential or commercial development, which is a desirable feature for the U.S. Military. The Port receives shipments year-round despite Alaska's cold, dark winters. The Port is on a paved road system, but staffing at the port is limited to three full-time employees. During the winter months, there can be long periods where the port facility does not have sufficient staff on site; therefore, physical security barriers such as gates and fencing are very important to ensure no unauthorized entry to the facility. Secured, restricted areas and monitoring of vulnerable points of access will also be important for ensuring Port users with high-security needs can leave items unattended for longer periods of time. Signage and lighting are key components at access points, especially in winter when light is low. Only one road provides access into and out of the Port. Fencing and lighting around existing areas also require upgrades and enhancments. In some areas the fencing could be extended further away from the access points in order to discourage potential trespass from pedestrians, ATV's, bicycles, etc. This is especially crucial at the Lower Gate, which is the final control point before entering upon the wharf and dock facility. Finally, the Borough construct a new barge haulout ramp at the Port during summer 2026 to allow for winter retreival of barges and year-round maintenance of large vessels. However, this ramp will create a new security vulnerability with tresspassing likely to increase, primarily by vessels from Cook Inelt or float planes that will be able to come aground at any point during the tide cycle.

PART IX - INVESTMENT JUSTIFICATION ABSTRACT	
36) WHAT ASSET(S) OR SERVICE(S) WOULD THIS PROJECT INVESTMENT FUND (i.e. vessels, radios, cameras, construction, service contracts, fencing etc.)? * For training requests, a course number and title are required.	The funds would establish an ultra-secure Restricted Area for military and other customers that require high security above general security throughout the port. The project would require new fencing, relocation and upgrades of an existing guard shack (physical and electronic upgrades), cybersecurity upgrades, new electrical and fiber optic telecommunications service, installation of new lighting and and electric gate with TWIC card reader (IJ 1) and interface with port-wide cybersecurity (IJ 1 and IJ 2).
37) IDENTIFY SIMILAR ASSETS THAT ALREADY EXIST:	Limited perimiter fencing to the lower gate, existing guard shack to be relocated

38) SPECIFY VULNERABILITIES IDENTIFIED WITHIN AN AREA MARITIME SECURITY PLAN, FACILITY SECURITY PLAN, VESSEL SECURITY PLAN, OR OTHER IDENTIFIED PLAN(S) THAT THIS PROJECT CLOSES/MITIGATES.
The primary vulnerabililites identified within the Port MacKenzie Facility Security Plan pertains to secure/restricted area access control, communication and surveillance systems, and the capacity to maintain emergency response. The Port has unmonitored access from shore after working hours when a regulated vessel is not moored. All visiting personnel who do not hold a TWIC are monitored or escorted. When a regulated vessel is in port, a person with security duties is positioned at the Port entrance where there is a gate to provide access control when a vessel subject to the security regulations is on berth. A securely enclosed Restricted Area is required during specific military cargo deliveries.

39) 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 • IF SIMILAR CAPABILITIES ALREADY EXIST, EXPLAIN WHY ADDITIONAL ASSETS/SERVICES ARE NEEDED.
Funds for the construction of a Restricted Area without automated gate, fencing with barbed wire, TWIC reader, cybersecurity upgrades, camera systems, and port-wide cyebersecurity interface is needed. Funds are required to ship materials/supplies and pay contractors to install the fencing component, integrate gate access control and camera coverage (IJ2) for all entry points. The existing fencing is either weakened or easily compromised and has no automated entry through TWICs. The proposed improvements will add multiple new layers of security, such as Restricted Areas needed for safe, temporary storage of DoD military cargo, thereby providing layered protection and a deterrent from attacks, sabotage, or acts of theft and terrorism that could put soft targets in danger. This project addresses many of the Captain of the Port's Priorities and will achieve a more secure and resilient Port MacKenzie through improvements in: • Risk and disaster resilience assessment • Infrastructure systems • Threats and hazards identification • Screening, search, and detection • Operational communications Funding under IJ 5 will be used to expand existing fencing, create new secure fencing with barbed wire, relocate the existing guard shack to the upper gate and electrify the new fencing locations. Communication will be significantly strengthened between various points within the Port by expanding electrical power. This allows security teams to maintain constant contact and coordinate their responses effectively.

PART X - NATIONAL PRIORITIES	
40) IDENTIFY ONE PROGRAM PRIORITY THIS INVESTMENT MOST CLOSELY SUPPORTS (Program Priorities are identified in the NOFO):	Program Priority 1
41) DESCRIBE HOW, AND THE EXTENT THIS INVESTMENT JUSTIFICATION MEETS ONE OR MORE OF THE NATIONAL PRIORITIES.	

This project meets the National Priority of Enhancing the Protection of Soft Targets and Crowded Places. Physical barriers like fencing reduce unauthorized access to critical port areas and deter theft, tampering, or sabotage. A secure perimeter directly supports port access control requirements under the Maritime Transportation Security Act (MTSA).

Operational coordination among security personnel and emergency responders also benefits immensely from having a multi-layered approach. Each additional layer increases the time and effort for an intruder to gain access, giving port security more time to detect and respond. Gates and fencing control the access points and in case of a breach an intruder has limited additional site access. Interfacing existing and new electronic systems with cybersecurity protections will further increase port security. Operational communications also are significantly strengthened by expanded electrical power to the new secured areas. Guard shack window upgrade increases the guard's view to 360 degrees.

PART XI - IMPLEMENTATION PLAN

42) 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)
• ESTIMATED PERCENTAGE FOR EACH MILESTONE BASED ON COMPLEXITY AND SIGNIFICANCE (MILESTONES MUST COLLECTIVELY EQUAL 100%)

	Milestones	Start Date (mm/yyyy)	Completion Date (mm/yyyy)	Percentage of Project
1.	Procure contractors, electrical upgrades, move shack.	9/1/2025	9/15/2027	5%
2.	Procure materials for fencing and gate.	10/15/2025	9/15/2027	5%
3.	Install fencing, electricity, gate; TWIC/ cybersecurity interface.	5/15/2026	10/15/2027	55%
4.	Guard Shack relocation and site prep.	5/15/2026	10/15/2027	35%
5.				
6.				
7.				
8.				
9.				
10.				
			Total Percentage of Project	100%

Select here to proceed to Budget 5

PSGP Budget Detail Worksheet			Sensitive Security Information

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	Description of Project Work Activities	Computation	Cost
Name/Position for Management and Administration	**Description of Management and Administration Activities**	**Computation**	**Cost**
		Total Personnel	$0

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	Description of Fringe Benefits	Computation	Cost
Name/Position for Management and Administration	**Description of Fringe Benefits**	**Computation**	**Cost**
		Total Fringe Benefits	$0

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	Computation	Cost
Purpose of Travel for Management and Administration	**Location**	**Computation**	**Cost**
		Total Travel	$0

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.

Equipment (Type and AEL#)	Description and Purpose of Equipment	Computation (Quantity x per unit cost)	Cost
Equipment for Management and Administration (Type and AEL#)	**Description and Purpose for Equipment**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Equipment	$0

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.

Supplies	Description and Purpose of Supplies	Computation (Quantity x per unit cost)	Cost
Fencing, Gate, Electric Components	Supplies for additional electrical power access points to include outlets along port area	$20,000 = 1 Restricted Area Gate $10,000 = 1 acre perimeter of Chain Link Fencing and barbed wire for Restricted Area $2,000 - Call Box $5,000 - Powerline / telecom line extensions $ 2,000 - Hardware components (various)	$39,000
Guard shack windows and electrical hardware	Increase view for guard to 360 degrees, electrify shack	Windows $500 x 3, electrical hardware	$3,000
Supplies for Management and Administration	**Description and Purpose for Supplies**	**Computation (Quantity x per unit cost)**	**Cost**
		Total Supplies	$42,000

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.

Name of Consultant	Description of Services Provided	Computation	Cost
TBD	Labor for installation of Fencing, electric / motorized security gates / upgrades	Average of $150 per hour x estimated 501.33 total man hours	$75,200
TBD	Labor for site prep, relocation of guard shack, wiring and telecommunications	Average of $150 per hour x estimated 275.33 total man hours	$41,300

Name of Consultant for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Consultant Fees	$116,500

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.)

Item	Location and/or Purpose	Computation	Cost

Item for Management and Administration	Location and/or Purpose	Computation	Cost
		Subtotal – Consultant Expenses	$0

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 in applicable state and local laws and regulations, as well as applicable Federal regulations at 2 CFR Part 200.

Item	Description of Services Provided	Computation	Cost

Item for Management and Administration	Description of Services for Management and Administration	Computation	Cost
		Subtotal – Contracts	$0
		Total Consultants/Contracts	$116,500

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.

Item	Description and Purpose	Computation	Cost
Shipping	All components to site	estimated cost to ship required supplies and items to Port MacKenzie = $1,997	$1,997

Item for Management and Administration	Description and Purpose	Computation	Cost
		Total Other Costs	$1,997

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.

Cognizant Federal Agency	Description and Purpose	Computation	Cost

Cognizant Federal Agency for Management and Administration	Description and Purpose	Computation	Cost
		Total Indirect Costs	$0

I. Final Budget/Cost Share (Must display Federal and Non-Federal Amount)

Budget Category	Federal Amount	Non-Federal Amount	Total
A. Personnel			**$0**
B. Fringe Benefits			**$0**
C. Travel			**$0**
D. Equipment			**$0**
E. Supplies	$31,500	$10,500	**$42,000**
F. Consultants/Contracts	$87,375	$29,125	**$116,500**
G. Other	$1,497	$500	**$1,997**
H. Indirect Costs			**$0**
Total	**$120,372**	**$40,125**	**$160,497**

Only 5 Projects are allowed. Select here to proceed to the Review Tab