



U.S. DEPARTMENT OF HOMELAND SECURITY

**Overview:
FY 2007 Supplemental Funds for
Transit and Port Security Grants and
Emergency Management
Performance Grants**

August 16, 2007



Homeland Security

Infrastructure Protection Program Overview

The DHS Infrastructure Protection Program (IPP) is designed to strengthen the Nation’s ability to protect critical infrastructure facilities and systems. IPP is comprised of five separate grant programs:

- Transit Security Grant Program (TSGP)
- Port Security Grant Program (PSGP)
- Intercity Bus Security Grant Program (IBSGP)
- Trucking Security Program (TSP)
- Buffer Zone Protection Program (BZPP)

Together, these grants fund a range of preparedness activities, including strengthening infrastructure against explosive attacks, preparedness, planning, equipment purchase, training, exercises, and security management and administration costs. IPP programs support objectives outlined in the interim National Preparedness Goal and related national preparedness doctrine, such as the National Incident Management System, National Response Plan, and the National Infrastructure Protection Plan.

DHS announced FY 2007 awards under the IPP grant programs on May 10, 2007. The U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (P.L. 110-28), enacted on May 25, 2007, provided \$100,000,000 in funds for the TSGP and \$110,000,000 for the PSGP. This Overview explains the purpose of the TSGP and PSGP and the eligibility criteria for applying for the FY 2007 supplemental funds available for these programs.

IPP Funding Distribution -- FY 2006, FY 2007 and FY 2007 Supplemental

IPP Program	FY 2006	FY 2007	FY 2007 Supplemental
Transit Security Grant Program	\$143,240,948*	\$171,180,207	\$100,000,000
Port Security Grant Program	\$168,052,500	\$202,269,793	\$110,000,000
Intercity Bus Security Grant Program	\$9,503,000	\$11,640,000	---
Trucking Security Program	\$4,801,500	\$11,640,000	---
Buffer Zone Protection Program	\$72,965,000**	\$48,500,000	---
Total	\$398,562,948	\$445,230,000	\$210,000,000

*This included the FY06 Intercity Passenger Rail Security Grant Program (\$7,242,855) that was awarded as a separate grant program.

** FY06 included a one-time Chemical Sector Buffer Zone Protection Program (\$25,000,000).

TSGP Supplemental Program Detail

Total Funding Available in FY 2007 Supplemental: \$100,000,000

Purpose: The TSGP provides grant funding to the nation's key high-threat urban areas to enhance security measures for their critical transit infrastructure including bus and rail systems. This year, the TSGP will also provide funding to Amtrak for continued security enhancements for their intercity rail operations between key, high-risk urban areas throughout the United States.

Eligible Applicants and Tiers: Eight of the highest risk metropolitan area intracity bus and rail systems have been identified as Tier I (highest risk) agencies and allocated a fixed amount of funding based on the level of risk to their transportation systems. In each of these areas, DHS identifies specific target funding levels. Each Tier I transit agency must submit a fully compliant application which will undergo a preliminary review prior to final submission and award. Additionally, certain law enforcement agencies that are principal providers of transit security to a Tier I system, and maintain dedicated transit units, are eligible. In response to requests from our transit system partners, this program gives the Tier I systems additional flexibility in using their grant funds for operational packages that complement existing security systems and provide appropriate, practical, and cost-effective means of protecting assets. In addition, identified transit systems in 29 other metropolitan areas are eligible for the FY07 TSGP Supplemental as Tier II transit agencies. The Tier II agencies will compete for a portion of the total funds set aside for their tier. Tier I and II agencies may submit proposals to the designated State Administrative Agency (SAA), and the SAA will submit a consolidated application to DHS for TSGP funds. Amtrak is the only intercity passenger rail service provider eligible to apply for and receive funding through the TSGP. All TSGP applications will be judged by an extensive review process. Funds will be awarded based on analysis of risk and the effectiveness of proposed investments by the applicants. Risk to transit systems is assessed using a methodology consisting of threat and vulnerability/consequence factors.

Program Requirements:

1. *Grant funds.* The SAA must obligate at least 97 percent of the funds awarded to designated transit systems within 60 days of the receipt of funds¹.
2. *Management and Administration limits.* A maximum of 3 percent of funds awarded may be retained by the SAA, and any funds retained are to be used solely for management and administrative purposes associated with the TSGP supplemental award. In addition, transit agencies receiving pass-through funds may use up to 2.5 percent of their sub-award for management and administration purposes².
3. *Minimum project amounts.* There is no minimum amount for training projects that are submitted using the Training Cost Matrix in the grant guidance. For Tier I, the minimum amount that may be requested for other projects focused on training and/or exercises is \$50,000. The minimum amount that may be requested for all other projects is \$250,000.
4. *Match requirement.* There is no match requirement for the FY07 supplemental funding to the TSGP, however, there is a 50% match required for the operational packages. The

¹ For purposes of the FY07 TSGP supplemental, receipt of funds means the date on which funds are available for expenditure (e.g., all special conditions prohibiting obligation, expenditure and draw down have been removed).

² Amtrak may retain a maximum of 3 percent of the funds awarded for management and administrative purposes associated with their TSGP supplemental award.

Department is considering up to a 20 percent match requirement for the FY08 TSGP, and transit agencies are encouraged to factor this into their planning for the next Federal fiscal year.

PSGP Supplemental Program Detail

Total Funding Available in FY 2007 Supplemental: \$110,000,000

Purpose: The PSGP Supplemental provides grant funding to port areas for the protection of critical port infrastructure from terrorism. PSGP Supplemental funds are primarily intended to assist ports in enhancing risk management capabilities, enhanced domain awareness, capabilities to prevent, detect, respond to and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons, as well as training and exercises.

Eligible Applicants: Applicants must meet one or more of the following criteria: (1) Owner or operator of federally regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) 33 Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106. (2) Port authority or other State and local agency that provides layered security³ protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan; or (3) Consortium composed of local stakeholder groups (e.g., river groups, ports and terminal associations) representing federally regulated ports, terminals, U.S. inspected passenger vessels or ferries that provide layered security protection to federally regulated facilities in accordance with an Area Maritime Security Plan (AMSP) or a facility or vessel security plan.

Tiers: In many cases, multiple port areas were grouped together to reflect geographic proximity, shared risk, and a common waterway. Eight of the highest risk port regions were grouped in Tier I and were eligible to apply for a fixed amount of funding. Port areas not in Tier I were eligible to compete for FY07 PSGP Supplemental funding within their risk groupings of Tier II, III, and IV.

Tier I ports are eligible to receive a combined total of \$66 million, or roughly 60 percent of total PSGP funding this year. The first three tiers were comprised of 102 specifically identified critical ports, representing approximately 95 percent of the foreign waterborne commerce of the United States. All remaining ports that comprised Tier IV were mandated by the SAFE Port Act for consideration of funding.

Program Requirements:

1. *Management and Administration limits.* A maximum of 3 percent may be retained by the applicant, and any funds retained are to be used solely for management and administrative purposes associated with the PSGP award.
2. *Match requirement.* The following match requirements apply for the FY07 PSGP Supplemental:
 - a. **Public Sector.** Public sector applicants must provide matching funds supporting at least **25 percent of the total project cost** for each proposed project.⁴

³ For purposes of the FY07 PSGP, layered security means an approach that utilizes prevention and detection capabilities of organizations within a port-wide area to provide complete security solutions to regulated entities. There are three kinds of organizations that provide port-wide layered security: a port authority, state and local governments, and consortia or associations that represent MTSA regulated entities as defined in 33 CFR Parts 101, 104, 105 and 106.

⁴ Applications for consortia projects submitted by public entities (where the consortia include both public and private entities) must demonstrate a 25 percent cash match.

b. **Private Sector.** Private sector applicants must provide matching funds supporting at least **50 percent of the total project cost** for each proposed project.

c. **Exceptions.**

- i. There is no matching requirement for projects with a total cost less than \$25,000.
- ii. If the Secretary of Homeland Security determines that a proposed project merits support and cannot be undertaken without a higher rate of Federal support, the Secretary may approve grants with a matching requirement other than that specified in accordance with 46 USC Sec. 70107(c)(2)(B).
- iii. There is no matching requirement for costs associated with the development of Port-Wide Risk Management/Mitigation and Business Continuity Plan for Tier I and II port areas under the FY 2007 PSGP Supplemental. Such costs are limited to 20 percent of the award amount for these port areas. Follow on projects in support of the plans will be required to comply with the matching requirements.

3. *Port-Wide Risk Management/Mitigation and Business Continuity Plan.* This requirement applies **only to Tiers I and II**. A portion of the FY 2007 Supplemental Port Security Grant Program (PSGP) money is designed to facilitate the development of a Port-Wide Risk Management/Mitigation and Business Continuity Plan within the Tier I and Tier II port areas. These plans are to be in alignment with and supportive of each port areas' Area Maritime Security Plan (AMSP) and the National Preparedness Guidelines.

The Port-Wide Risk Management/Mitigation and Business Continuity Plan's development is to be accomplished through the active engagement of all port partners and Area Maritime Security Committee (AMSC) representatives, along with key federal, state, local, and nongovernmental entities. The plan should lay out a strategy and series of concrete actions which must be undertaken to address the prevention of, protection against, response to, and recovery from major security incidents (to include all hazard compatibility) within the port area in order to minimize the impact upon lives, property, and the economy (local, regional, national).

The primary goal of the port-wide risk management/mitigation and business continuity planning process is to consider the entire port system strategically as a whole, and to identify and execute a series of actions designed to effectively mitigate risks to the system's maritime critical infrastructure. The Port-Wide Risk Management/Mitigation and Business Continuity Plan should:

- Expand the emphasis on port-wide partnerships, regional management of risk, and business continuity;
- Prioritize port-wide security strategies and actions that address surface water, underwater, and land-based threats;
- Target best risk-mitigation strategies achieving sustainable port-wide security and business continuity planning;
- Provide the basis for aligning specific grant-funded security projects under this and future year PSGP awards with the broader requirements of the AMSP.

Tier I and II port stakeholders are asked to identify a single entity that will apply for funding and act as the responsible fiduciary agent for the port area. The Fiduciary Agent will act as

the principal point of contact with FEMA for application, management, and administration of the FY 2007 Supplemental PSGP grant award. The Fiduciary Agent will not be the sole decision maker on the use of these funds; the awards will be structured so that a regional consensus, in conjunction with the Port-Wide Risk Management/Mitigation and Business Continuity Plan, must be reached on how the funding is to be used. No more than 20 percent of the award amount may be used in the development of the Port Area-Wide Risk Management/Mitigation and Business Continuity Plans. Remaining funds will then be used to support prioritized projects that provide the greatest risk reduction benefit for the port area as a whole, and which support the developed plan.

Emergency Management Performance Grants

The events surrounding Hurricanes Katrina and Rita highlighted the critical importance of effective catastrophic all-hazards planning. As part of this effort, State and local jurisdictions must engage in comprehensive national and regional planning processes that seek to enhance emergency management and catastrophic capabilities through strengthened national and regional relationships and the allocation of resources toward all-hazards planning.

As authorized by the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (P.L. 110-28), the FY 2007 Emergency Management Performance Grants (EMPG) supplemental provides an additional \$50 million to assist State and local governments to sustain and enhance all-hazards emergency management capabilities. Emergency management must be able to coordinate in the context of natural and man-made hazards, as well as technological events, that threaten the security of the homeland and the safety and well-being of citizens. An all-hazards approach to preparedness, including the development of a comprehensive program of planning, training, and exercises, sets the stage for an effective and consistent response to any threatened or actual disaster or emergency, regardless of the cause.

The principal priority for the FY 2007 EMPG supplemental funds is addressing the findings of FEMA's pilot gap analysis program with 20 States and territories in hurricane-prone regions. The specific focus of that effort is on debris removal, interim housing, sheltering, evacuation, commodity distribution, medical needs, fuel, and communications. State and local jurisdictions should also continue to focus on addressing state-specific planning issues identified through the 2006 Nationwide Plan Review. In FY 2007, specific planning focus areas of evacuation planning, logistics and resource management, continuity of operations (COOP) / continuity of government (COG) planning, and recovery planning have been identified as national planning focus areas.

EMPG Funding— FY 2005* through FY 2007

FY 2005	\$173,828,342
FY 2006	\$177,655,500
FY 2007**	\$244,000,000

* Prior to FY 2005, EMPG grants were not managed by the National Preparedness Directorate.
 ** The FY 2007 total includes \$194 million for FY 2007 EMPG funds announced in November 2006, as well as \$50 million in FY 2007 EMPG Supplemental funds.

Emergency Management Performance Grant: Supplemental Program Detail

Emergency Management Performance Grants: Supplemental

Total Funding Awarded in FY 2007 supplemental: \$50,000,000.

Purpose: The EMPG program provides resources to assist State and local governments to sustain and enhance all-hazards emergency management capabilities. States have the opportunity to use EMPG funds to further strengthen their ability to support emergency management activities while simultaneously addressing issues of national concern as identified in the National Priorities of the National Preparedness Guidelines. EMPG has a 50 percent Federal and 50 percent State cost-share cash or in-kind match requirement.

Eligibility: FY 2007 EMPG supplemental funds have been allocated to 58 States and Territories consistent with previous EMPG fiscal years. This includes funds to the Federated States of Micronesia and the Republic of the Marshall Islands pursuant to the Compact of Free Association.

Awards: Funds were allocated to eligible applicants in a manner consistent with previous fiscal years.

FY 2007 Supplemental Funding Eligibility/Allocation Lists

Transit Security Grant Program — FY07 Supplemental Funding

Tier	State	Urban Area/Grantee	FY 2007 Supplemental
		Amtrak	\$5,100,000
I	CA	Bay Area	\$8,400,000
	CA	Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	\$4,300,000
	DC/MD/VA	Greater National Capital Region (National Capital Region and Baltimore UASI Area)	\$11,100,000
	GA	Atlanta Area	\$2,100,000
	IL/IN	Chicago Area	\$7,800,000
	MA	Boston Area	\$9,400,000
	NY/NJ/CT	New York City/Northern New Jersey Area (New York City and Jersey City/Newark UASI Areas)	\$37,200,000
	PA/NJ	Philadelphia Area	\$5,900,000
II	AZ	Phoenix Area	\$8,700,000
	AZ	Tucson Area	
	CA	Sacramento Area	
	CA	San Diego Area	
	CO	Denver Area	
	FL	Jacksonville Area	
	FL	Miami/Fort Lauderdale (Miami and Fort Lauderdale UASI Areas)	
	FL	Orlando Area	
	FL	Tampa Area	
	HI	Honolulu Area	
	LA	New Orleans Area	
	MI	Detroit Area	
	MN	Twin Cities Area	
	MO	St. Louis Area	
	NC	Charlotte Area	
	NV	Las Vegas Area	
	NY	Buffalo Area	
	OH	Cincinnati Area	
	OH	Cleveland Area	
	OR	Portland Area	
	PA	Pittsburgh Area	
	RI	Providence Area	
	TN	Memphis Area	
	TX	Dallas/Fort Worth/Arlington Area	
TX	Houston Area		
TX	San Antonio Area		
VA	Norfolk Area		
WA	Seattle Area		
WI	Milwaukee Area		
Total			\$100,000,000

Port Security Grant Program — FY07 Supplemental Funding

U.S. Department of Homeland Security FY 2007 Emergency Supplemental Allocations Port Security Grant Program				
Tier	Region/Port Area	Port Area	Port Entity Name	Total
I	Bay Area			\$6,126,549
	Delaware Bay			\$6,197,461
	Houston-Galveston			\$8,598,726
	Los Angeles-Long Beach, CA			\$8,053,509
	New Orleans LA			\$9,474,789
	New York/New Jersey			\$14,858,804
	Puget Sound			\$6,699,253
	Sabine-Neches River			\$5,990,909
II	Baltimore, MD			\$1,751,425
	Boston, MA			\$1,004,523
	Charleston, SC			\$1,500,909
	Cincinnati, OH			\$1,058,824
	Columbia-Willamette River System			\$1,175,779
	Corpus Christi, TX			\$1,509,305
	Hampton Roads, VA			\$1,486,249
	Huntington, WV			\$1,334,048
	Jacksonville, FL			\$1,499,082
	Lake Charles, LA			\$1,192,789
	Louisville, KY			\$1,060,468
	Memphis, TN			\$961,553
	Mobile, AL			\$1,102,208
	Pittsburgh, PA			\$1,208,099
	Savannah, GA			\$1,558,550
	Southern Tip of Lake Michigan			\$1,290,305
St. Louis, MO			\$1,305,884	
III	Albany, NY		New York State Department of Environmental Conservation	\$18,000
			Sprague Energy Corporation	\$9,998
	Apra Harbor, GU		Port Authority of Guam	\$1,374,016
	Buffalo, NY		Niagara County	\$311,113
	Chattanooga, TN		Ergon Terminalling, Inc. (Chattanooga)	\$24,975
	Detroit, MI		Detroit/Wayne County Port Authority	\$1,446,534
			U.S. Steel	\$265,981
	Duluth-Superior		City of Duluth	\$750,000
			St. Louis County Sheriff's Office	\$119,280
Freeport, TX		Freeport LNG Development, LP	\$610,492	
Port Security Grant Program — FY07 Supplemental Funding (Continued)				
	Greenville, MS		Greenville Port Commission	\$64,716

Gulfport, MS		Mississippi State Port Authority	\$995,250
Guntersville, AL		City of Guntersville, Guntersville Fire/Rescue	\$262,500
		Warren Distribution, Inc. (Guntersville)	\$23,500
Honolulu, HI		Hawaii Department of Transportation	\$764,625
		Shell Oil Products, US (Honolulu)	\$23,172
Long Island Sound	Bridgeport, CT	Bridgeport Port Authority	\$108,750
		County of Nassau, NY	\$25,000
		County of Suffolk, Suffolk County Police Department	\$27,623
		Logistec USA Inc.	\$49,463
		Motiva Enterprises, LLC	\$74,500
	New Haven, CT	Magellan Midstream Partners, LP	\$31,500
		Motiva Enterprises, LLC	\$17,000
	New London, CT	Connecticut Department of Transportation	\$742,500
		Logistec USA Inc.	\$24,938
	Oceanside, NY	Sprague Energy Corp. (Oceanside)	\$9,344
Oyster Bay, NY	Town of Oyster Bay	\$207,750	
Matagorda, TX		Port of Port Lavaca/Point Comfort	\$189,248

Tier	Region/Port Area	Port Area	Port Entity Name	Total
III	Miami, FL		Miami-Dade County Seaport	\$1,998,489
			Port of Miami Terminal Operating Company, LC	\$369,440
	Milwaukee, WI		Port of Milwaukee	\$630,580
	Minneapolis-St. Paul, MN		CF Industries Holdings, Inc.	\$55,000
			Washington County Sheriff's Department	\$92,273
	Morehead City, NC		North Carolina State Ports Authority - Port of Morehead City	\$66,188
	Mt. Vernon, IN		Indiana Department of Natural Resources	\$23,216
	Nashville, TN		Ergon Terminalling, Inc. (Nashville)	\$22,716
	Pascagoula, MS		Jackson County Port Authority, Port of Pascagoula	\$605,000
	Pensacola, FL		Port of Pensacola/City of Pensacola	\$170,000
	Port Everglades, FL		Broward County Board of County Commissioners	\$160,290
			Motiva Enterprises, LLC	\$19,000
	Port Fourchon/LOOP, LA		Greater Lafourche Port Commission (Port Fourchon)	\$82,464
			Lafourche Parish Sheriff's Office	\$328,125
	Port Hueneme, CA		Oxnard Harbor District	\$446,403
	Portland, ME		Sprague Energy Corp. (Portland)	\$75,585
	Portsmouth, NH		Sprague Energy Corp. (Portsmouth)	\$102,845
	Providence, RI		Capital Terminal Company	\$121,963
			City of East Providence Fire Department	\$401,250
			Motiva Enterprises, LLC	\$79,000
		Quonset Development Corporation	\$103,639	
		Sprague Energy Corp. (Providence)	\$13,627	
San Diego, CA		San Diego Unified Port District Harbor Police Department	\$93,750	
Port Security Grant Program — FY07 Supplemental Funding (Continued)				
	San Juan, PR		Crowley Liner Services	\$18,151
Tampa Bay	Port Manatee, FL		Manatee County Port Authority	\$24,740
	Tampa, FL		Motiva Enterprises, LLC	\$15,000

	Tulsa, OK	Terra Nitrogen Company, LP	\$67,500
	Vicksburg, MS	Magnolia Marine Transport Company	\$45,650
	Wilmington, NC	Brunswick County Emergency Services	\$33,375
		Bald Head Island Limited, LLC	\$24,095
		New Hanover County, Sheriff's Office	\$225,000
		North Carolina State Port Authority - Wilmington	\$1,416,018
IV	All Tier IV ports		\$5,497,860
Grand Total			\$110,000,000

EMPG FY07 Supplemental Allocations

State/Territory	Allocation	State/Territory	Allocation
Alabama	\$ 833,182	New Hampshire	\$ 504,643
Alaska	\$ 440,063	New Jersey	\$ 1,253,006
Arizona	\$ 932,370	New Mexico	\$ 563,972
Arkansas	\$ 651,444	New York	\$ 2,334,003
California	\$ 3,966,585	North Carolina	\$ 1,225,348
Colorado	\$ 835,200	North Dakota	\$ 439,068
Connecticut	\$ 728,231	Ohio	\$ 1,542,618
Delaware	\$ 456,787	Oklahoma	\$ 731,596
District of Columbia	\$ 432,564	Oregon	\$ 734,438
Florida	\$ 2,083,868	Pennsylvania	\$ 1,636,078
Georgia	\$ 1,249,888	Rhode Island	\$ 483,649
Hawaii	\$ 501,570	South Carolina	\$ 794,378
Idaho	\$ 511,394	South Dakota	\$ 452,037
Illinois	\$ 1,663,177	Tennessee	\$ 967,242
Indiana	\$ 1,004,250	Texas	\$ 2,602,195
Iowa	\$ 674,627	Utah	\$ 611,153
Kansas	\$ 652,025	Vermont	\$ 437,265
Kentucky	\$ 792,882	Virginia	\$ 1,120,326
Louisiana	\$ 832,785	Washington	\$ 995,027
Maine	\$ 506,633	West Virginia	\$ 558,507
Maryland	\$ 932,541	Wisconsin	\$ 930,817
Massachusetts	\$ 1,031,772	Wyoming	\$ 425,221
Michigan	\$ 1,402,366	Puerto Rico	\$ 768,927
Minnesota	\$ 887,696	Virgin Islands	\$ 182,293
Mississippi	\$ 667,978	American Samoa	\$ 130,598
Missouri	\$ 954,501	Guam	\$ 169,773
Montana	\$ 467,230	Northern Mariana Islands	\$ 135,778
Nebraska	\$ 551,095	Republic of the Marshall Islands	\$ 14,404
Nevada	\$ 596,532	Federated States of Micronesia	\$ 14,404
Total			\$ 50,000,000