

URBAN AREAS SECURITY INITIATIVE UPDATE

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2016 DHS RISK ASSESSMENT SCORE

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BACKGROUND

UASI

- Homeland Security based grants were created following Sept. 11th to assist States and localities in achieving success in the National Preparedness System
- Secure and resilient nation
- Whole of Community approach to the building, delivery and sustainment of the core capabilities.

PURPOSE

Address the unique risk driven and capabilities-based planning, organization, equipment, training, and exercise needs of high-threat, high-density Urban Areas to prevent, protect against, mitigate, respond to, and recover from acts of terrorism.

ELIGIBILITY

A total of high-threat, high-density urban areas are eligible for funding under the FY 2016 UASI program. Eligible candidates for the FY 2015 UASI program were determined through an analysis of relative risk of terrorism faced by the 100 most populous metropolitan statistical areas in the United States, in accordance with the 9/11 Act.

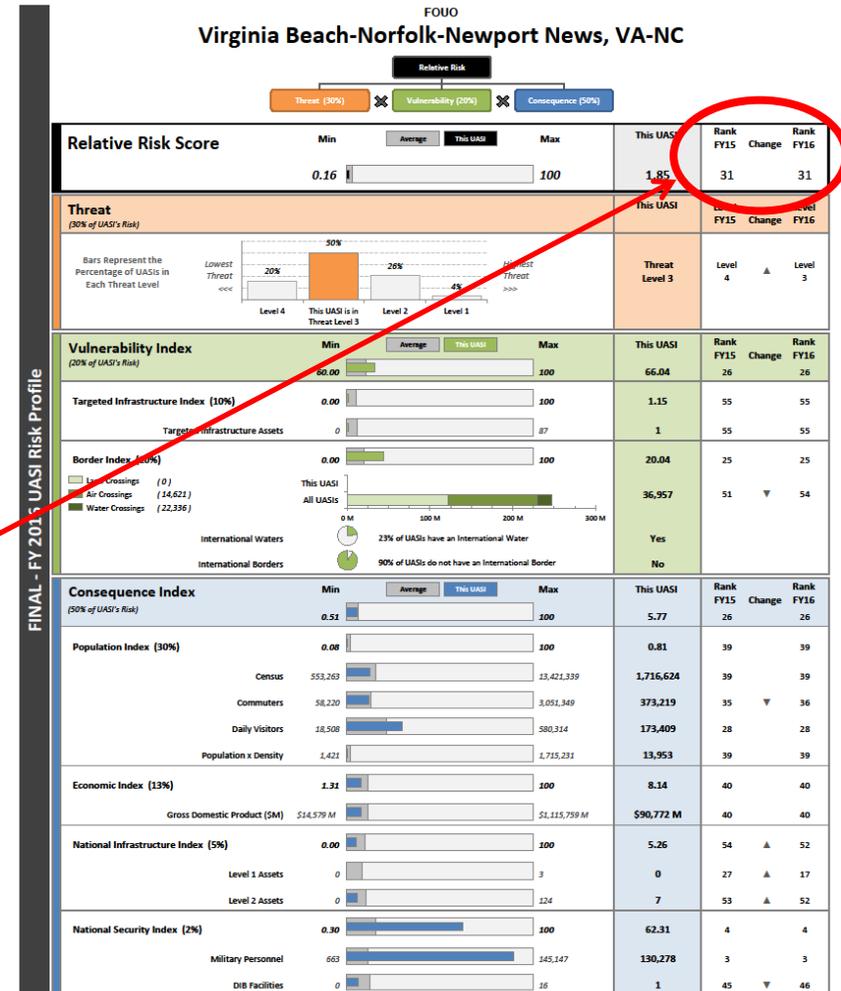


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FEMA FY16 Risk Assessment Score

- Risk Profile components mandated by U.S. Code (HS Act of 2002)
- Risk calculation
 - 30% threat, 20% vulnerability, 50% consequence
- Hampton Roads ranked 31 overall in UASIs
 - 29 UASIs are currently funded



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Commonwealth Response to FEMA 2016 Risk Profile

- CIP Program Manager collaborated with Hampton Roads and Richmond MSAs to develop Risk Profile response and developed 9 Recommendations for FEMA

II. Recommendations for Future Risk Profile Process

1. Use State SARs reporting for threat comparison rather than limiting to the FBI eGuardian system since states are not required to submit data to it.
2. Consider broadening the critical infrastructure sectors used for the vulnerability index since there are greater threats than those posed only by aviation, rail & mass transit, oil & hazardous materials, and large public venues.
3. Consider broadening the categories of CI beyond the National Level 1 & 2 asset list. This will allow prioritization of other State and CI to better inform State and MSA vulnerability and consequence metrics.
4. Consider use of Immigrations and Custom Enforcement (ICE) data on illegal immigration in ascertaining risk rather than physical international proximity (e.g. recent Paris attacks).
5. Consideration to those states and MSAs that are close to international waters and see heightened threat due to their proximity. This would include, but not be limited to, States with inland ports that travel through international waters to reach destination port.
6. Consider the terrorist threat from within, not just at the international borders.
7. Consider the use of population data for the vulnerability assessment since areas with large population concentrations are vulnerable.
8. Consider use of the State and MSA Threat Hazard Identification & Risk Assessment (THIRA) responses and IP Gateway data in the threat, vulnerability, and consequence assessment for this risk profile. Incidents start and end locally, thus the locals know their threats and vulnerabilities best.
9. Consider adding an indicator in National Security to account for the presence and types of military installations and large federal agencies/headquarters within States and MSAs. Of particular concern federal or military facilities whose mission is national security (e.g. CIA, military installations, etc).

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Commonwealth Response to FEMA

- Threat
 - Suspicious activity reports under-represented for the Commonwealth

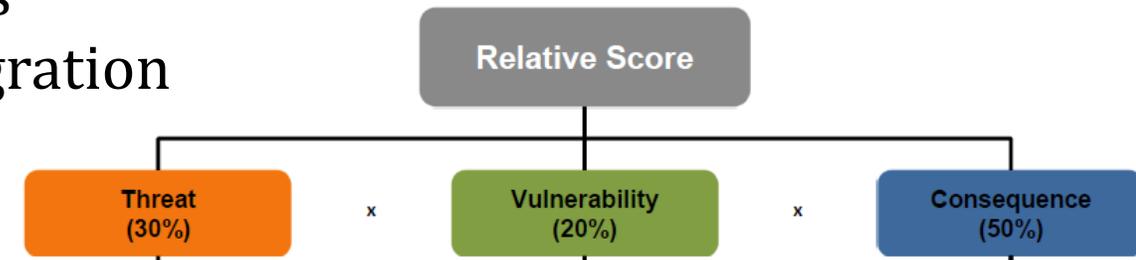
- Vulnerability

- Scope of CI limited to only a few sectors
- International borders and illegal immigration

- Consequence

- National Infrastructure Index – only considers national Level 1 & 2 CI
- National Security Index – add an indicator to include the presence of military installations in risk calculation and prioritize their missions by installation

FY 2016 SHSP and UASI Risk Formula





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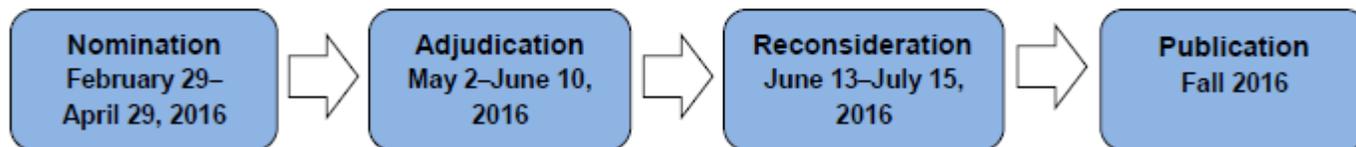
Commonwealth Actions - 2016



- Stakeholder workshop held this week to identify critical infrastructure nominations

3 NCIPP Phases

The NCIPP process consists of the following four phases: (1) nomination, (2) adjudication, (3) reconsideration, and (4) publication. Each of these phases is briefly described below.





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Commonwealth Actions - 2016

- This month, FEMA Deputy Administrator Tim Manning spent 3 days in Hampton Roads; on Wednesday, Shawn Talmadge highlighted the Norfolk Naval Station and the Craney Island Expansion with Manning while underway





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Commonwealth Actions - 2016

- Day 2, State Coordinator Stern and Port Authority officials escorted Manning on the Chesapeake Bay to demonstrate the need for Hampton Roads' SAR capabilities to support federal, state, and local area assets





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Commonwealth Actions - 2016

- Thursday afternoon, State Coordinator Stern along with local HS/EM officials escorted Manning on an aerial tour of Hampton Roads critical infrastructure





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Commonwealth Actions - 2016

- Thursday evening, Deputy Secretary Thiel spoke with Manning about critical infrastructure in Hampton Roads during SAR night evolutions





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Commonwealth Actions - 2016

- Presented concerns to the DHS Homeland Security Advisory Council Grants Review Task Force using HR as justification
- Engaged the FEMA Administrator and Deputy Administrator during the National Governors Association Winter Meeting
- Highlighted issues with methodology with FEMA and State EM Coordinators across the nation at National Emergency Managers Association
- Discussed methodology concerns with FEMA Assistant Administrator for Grant Programs and FEMA Region III Administrator

DHS Grant Review Task Force

In November 2014, Secretary of Homeland Security Jeh Johnson directed his Homeland Security Advisory Council to form the DHS Grant Review Task Force in order to assess preparedness grant program effectiveness. The Task Force will be shifting the focus from how much funding needs to be provided in different areas, to a focus on what that funding should be used for. The Task Force will consider the National Preparedness Goal to address the outcomes that the grants process is intended to achieve, the mechanisms that are best suited to achieving the desired outcomes, as well as levels of approach.



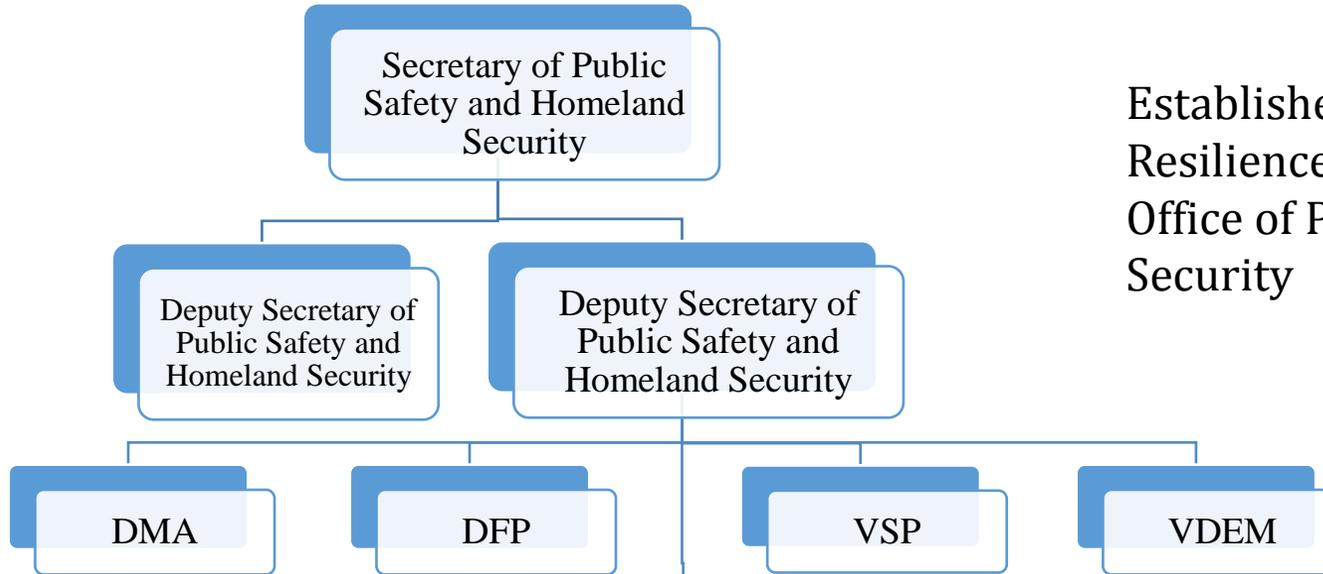


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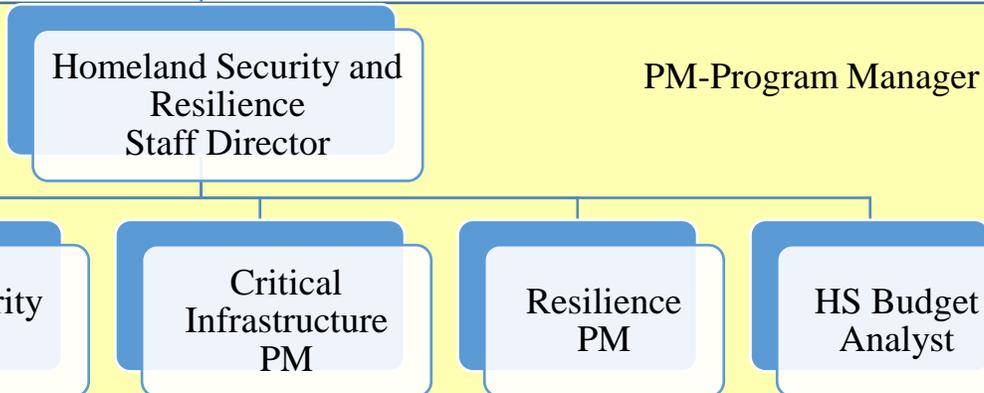


Commonwealth Actions - 2015

Established the Homeland Security & Resilience Staff Group within Secretary's Office of Public Safety & Homeland Security



Homeland Security and Resilience Staff Group



PM-Program Manager



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Take Action – U.S. Congress

Partner to continue engaging U.S. Legislators:

- Update Risk Profile methodology (components)
- Consider funding additional UASIs which include critical DoD presence
- Re-establish DHS Secretary discretion for UASI additions





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Take Action - FEMA

- Reallocate risk profile methodology percentages
- Broaden scope of critical sector representation to more accurately capture risk





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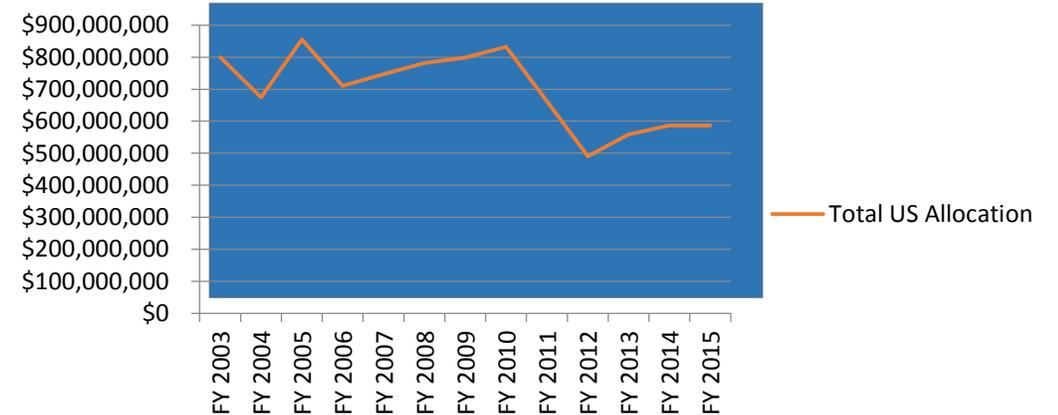
Take Action – State & Local

- Submit all suspicious activity reports in FBI eGuardian system so reporting is considered within the methodology
- Increase number of NCIPP Level 1 and 2 critical infrastructure in Hampton Roads by participating in nomination process (currently underway)
- Conduct critical infrastructure risk assessments to identify/justify additional critical infrastructure for consideration in the NCIPP data call nomination

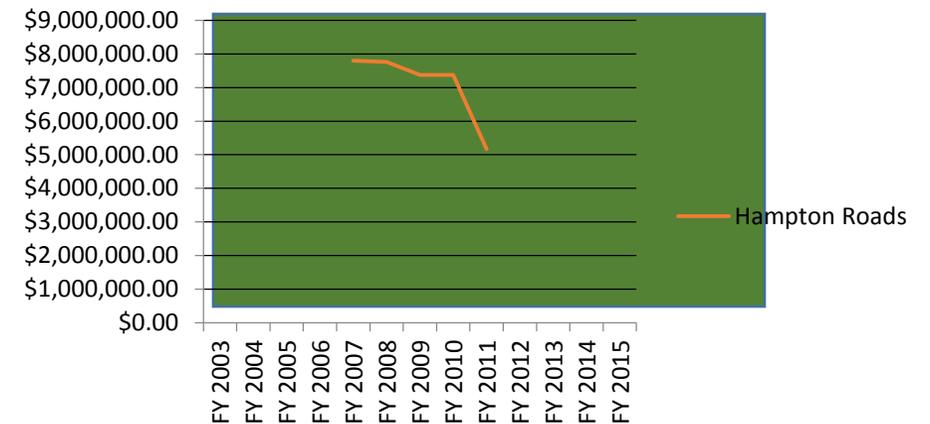
UASI IN HAMPTON ROADS – FUNDING HISTORY

UASI Funding History			
	Total US Allocation	Hampton Roads	%
FY 2003	\$800,000,000		
FY 2004	\$675,000,000		
FY 2005	\$854,656,750		
FY 2006	\$710,622,000		
FY 2007	\$747,080,000	\$7,800,000	1.04%
FY 2008	\$781,630,000	\$7,760,000	0.99%
FY 2009	\$798,631,250	\$7,372,100	0.92%
FY 2010	\$832,520,000	\$7,372,000	0.89%
FY 2011	\$662,622,100	\$5,160,470	0.78%
FY 2012	\$490,376,000		
FY 2013	\$558,745,566		
FY 2014	\$587,000,000	\$1,000,000	0.17%
FY 2015	\$587,000,000		

Total US Allocation



Hampton Roads



UASI IN HAMPTON ROADS- REGIONAL FUNDED INITIATIVES

- Interoperable Communications
- Homeland Security Planning
- Incident Management Team
- Maritime Incident Response Team
- Bomb Squad Equipment
- PPE

- Outreach and Preparedness Campaigns
- Fusion Center Liaison
- Law Enforcement Information Sharing Systems
- Mass Transit Target Hardening
- Sheltering Capabilities



UASI IN HAMPTON ROADS - SUSTAINMENT

- Sustainment Efforts Include
 - Redirecting FY 2014 UASI Funds
 - Utilizing State Homeland Security Grant Program and other grants
 - Locality Budgets
 - Prioritizing / Reducing Capabilities
- Currently, UASI funded capabilities are still “new”.
 - As times goes on, capabilities will increasingly deteriorate.

WAYS FORWARD

- Current State (No grants)
 - Reduce dependence on Federal grants and fund the risk/capabilities locally
- Future State (Maybe grants)
 - Coordinated efforts with Hampton Roads Legislative Delegation
 - More accurate depictions of risk in Hampton Roads
 - Validation of Critical Infrastructure Information regionally
 - Getting credit for the military and DIB facilities
 - Creative ideas to change the game
 - Petition lawmakers to fund more risk of Urban Areas
 - Rotation of “smaller” UASIs
 - Reduce bottom tier awards from \$3 million to \$1 million

QUESTIONS

