

Hampton Roads Urban Areas Security Initiative (UASI)

Background Information



What is UASI?

The Urban Areas Security Initiative is a Department of Homeland Security grant program that assists high-threat, high-density Urban Areas in efforts to prevent, protect against, mitigate, respond to, and recover from acts of terrorism.

What has Hampton Roads done with UASI funding?

Hampton Roads became eligible to receive UASI funding in FY 2007. Local homeland security and emergency management professionals have invested these funds in the safety and security of the region:

- Interoperable Communications
- Incident Management
- Personal Protective Equipment for First Responders
- Citizen Preparedness
- Critical Infrastructure Protection
- Law Enforcement
- Planning

Why is Hampton Roads no longer receiving UASI Funding?

There have been two changes to the UASI program that resulted in Hampton Roads no longer being eligible to receive funding. Both of these changes follow a trend within the program to fund fewer UASI regions with more money:

1. Changes to the UASI formula

While authorizing legislation specifies the components of risk to be included in the UASI formula, the weighting of these components are determined by DHS. Various changes in weights assigned to the components by DHS have resulted in Hampton Roads decreasing in rank. These changes are exacerbated by the introduction of limiting language.

2. Introduction of limiting language

Beginning in FY2015, Congress inserted language into DHS appropriations bills that limited UASI funding to the urban areas representing 85% of the nation's risk. This has resulted in the defunding of over half of previously funded urban areas, including Hampton Roads.

Hampton Roads UASI Funding

FY 2007	\$7,800,000
FY 2008	\$7,760,000
FY 2009	\$7,372,100
FY 2010	\$7,372,000
FY 2011	\$5,160,470
FY 2012	\$0
FY 2013	\$0
FY 2014	\$1,000,000
FY 2015	\$0
FY 2016	\$0
Total	\$36,464,570

What are the consequences of Hampton Roads not receiving UASI funding?

Without continued UASI funding, Hampton Roads is at risk of losing previously built capabilities totaling over \$36 million. While local governments are attempting to sustain these capabilities, they have very limited resources to do so.

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Strategy



Why is Hampton Roads at risk?

The DHS/FEMA risk formula does not adequately capture the unique terrorism risk Hampton Roads faces. For example:

- Hampton Roads has the **largest naval base in the world**. However, the UASI formula does not take into account this facility **or the other 23 Department of Defense facilities within the region**.
- While the UASI formula accounts for Defense Industrial Bases, they are all treated equally despite their importance to national security. As a result, regional assets such as the **Huntington-Ingalls shipbuilding facility that is the sole designer, builder and refueler of U.S. Navy aircraft carriers and one of two providers of U.S. Navy submarines**, are undervalued.
- The **ports in Hampton Roads handle 16% of all east coast foreign trade by weight**, and it is expected to increase with the widening of the Panama Canal. The current UASI formula does not adequately consider the potential economic loss if these assets were impacted.
- The region contains **many bridges and tunnels** that, if attacked, would cause a **substantial impediment to the flow of goods and services** on the east coast, and **impact the mobility of the naval fleet** in the area.

How do we return the UASI designation to Hampton Roads?

Advocate for a higher percentage of the risk formula to be weighted for the National Security Index.

Currently, this percentage is at 2% of the total risk formula. This is the component that considers military personnel numbers. Raising the National Security Index to 5 - 10% of the risk formula would better account for the military risks associated with the region.

Support S1619 that returns discretionary funding ability to the DHS Secretary.

Give the Secretary the ability to fund UASIs that face risks that the formula does not adequately capture.

Advocate for changes to the targeted infrastructure index to include more critical infrastructure sectors, such as military bases, than the limited subset it currently considers.

This index is currently 10% of the total. Including maritime transportation assets could help increase the region's vulnerability score.

Raise the congressionally prescribed funding limit of UASI regions composing 85% of the nation's risk to 90%.

The introduction of the 85% limiting language resulted in Hampton Roads being excluded from receiving funding (with the exception of FY 2014 in which the DHS Secretary had funding discretion). However, the region has traditionally been ranked very close to the cut-off line.

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