



U.S. DEPARTMENT OF HOMELAND SECURITY

# Overview: FY 2007 Infrastructure Protection Program

January 9, 2007



Office of Grants and Training

## 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.

The FY07 IPP contains significant improvements based upon extensive outreach to stakeholders. In addition, the risk assessments that form the basis for eligibility under the IPP have been simplified, refined and considerably strengthened.

This year's IPP grants affirm our commitment to risk-based funding and deepen our commitment to assisting with regional planning and security coordination. Transit agencies will be provided greater flexibility to address high-risk threats by combining all intracity rail and bus funding so local authorities can more effectively implement local security initiatives.

Transit funding also extends eligibility to 19 ferry systems in 14 regions. In addition, this year Intercity Passenger Rail Security has been incorporated into the Transit Security Grant Program to directly support security enhancements through Amtrak.

All applicants will have more time this year to complete the application process. Additionally, Some IPP grants will be executed as cooperative agreements which allows for more collaboration between DHS and the applicants in refining funding proposals. DHS has also created multiple opportunities for applicants to consult with the Department's grant program and subject matter experts during the review process and prior to the announcement of awards.

This year's IPP grants strengthen DHS's ability to protect security and business-sensitive information that will be provided with grant applications from inappropriate public release. To increase program flexibility, the period for performance under IPP grants has also been extended to 36 months.

**IPP Funding Distribution -- FY 2006 and FY 2007**

<b>IPP Program</b>	<b>FY 2006</b>	<b>FY 2007</b>
Transit Security Grant Program	\$143,240,948*	\$171,780,000
Port Security Grant Program	\$168,052,500	\$201,170,000
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
<b>Total</b>	<b>\$398,562,948</b>	<b>\$444,730,000</b>

\*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 Buffer Zone Protection Program (\$25,000,000).

# Infrastructure Protection Program Detail

## Transit Security Grant Program (TSGP)

**Total Funding Available in FY 2007:** \$171,780,000

**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, rail and ferry 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.

In addition, the TSGP ferry grant program extends funding eligibility to help increase the security of 19 ferry systems in 14 regions.

**Eligible Applicants:** 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 applicant must submit a fully compliant application which will undergo a preliminary review prior to final submission and award. In addition, 29 other metropolitan areas are eligible for the FY07 TSGP as Tier II applicants. The Tier II agencies will compete for a portion of the total funds set aside for their tier. Nineteen ferry systems in 14 regions have also been designated to apply for funding. Amtrak is the only intercity passenger rail service provider eligible to apply for and receive funding through the Transit Security Grant Program. All TSGP applications will be judged by an extensive peer 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, vulnerability, and consequence factors.

## Port Security Grant Program (PSGP)

**Total Funding Available in FY 2007:** \$201,170,000

**Purpose:** The PSGP provides grant funding to port areas for the protection of critical port infrastructure from terrorism. PSGP 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:** Within Tier I, eight of the highest risk port regions have been identified and are eligible to apply for a fixed amount of funding based on risk. In many cases, multiple port areas have been grouped together to reflect geographic proximity, shared risk, and a common waterway. Port areas not in Tier I are eligible to compete for FY07 PSGP funding within their designated categories as Tier II, III, or IV applicants. Those ports will compete for a portion of the total funds set aside for their respective tier. Funds will be awarded based on analysis of risk and the effectiveness of proposed investments by the applicants. Risk to port

areas is assessed using a methodology consisting of threat, vulnerability, and consequence factors.

## **Intercity Bus Security Grant Program (IBSGP)**

**Total Funding Available in FY 2007:** \$11,640,000

**Purpose:** The IBSGP provides funding to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism. The FY07 IBSGP seeks to assist owners and operators of fixed-route intercity and charter bus services in obtaining the resources required to support security measures such as enhanced planning, facility security upgrades, and vehicle and driver protection.

**Eligible Applicants:** As part of the FY07 IBSGP, applicants will be divided into two tiers based on risk. Applicants with the largest fleets of over-the-road buses have been placed in Tier 1. All other applicants will be placed in Tier II. Funds will be awarded based on analysis of risk and the effectiveness of proposed investments by the applicants. Risk to intercity bus services is assessed using a consistent methodology of threat, vulnerability, and consequence factors.

## **Trucking Security Program (TSP)**

**Total Funding Available in FY 2007:** \$11,640,000

**Purpose:** The TSP provides funding for the Highway Watch® Program in order to continue a sustainable national program to enhance security and overall preparedness on our Nation's highways.

**Eligible Applicants:** The FY 2007 TSP will provide funding in the form of a cooperative agreement directly to the American Trucking Associations for the continued modernization and management of this program.

## **Buffer Zone Protection Program (BZPP)**

**Total Funding Available in FY 2007:** \$48,500,000

**Purpose:** BZPP provides grant funding to build security and risk-management capabilities at the State and local level to secure pre-designated Tier I and Tier II critical infrastructure sites, including chemical facilities, financial institutions, nuclear and electric power plants, dams, stadiums, and other high-risk/high-consequence facilities.

**Eligible Applicants:** Specific BZPP sites within forty-six States have been selected based on their level of risk and criticality. Each State with a BZPP site is eligible to submit applications for its local communities to participate in and receive funding under the FY07 BZPP. Therefore, BZPP funding allocated to any given State or territory is a function of the number, type, and character of the pre-identified sites within that State or territory.

# FY 2007 Eligibility Lists

## Transit Security Grant Program — Funding History/Eligibility

Tier	Urban Area/Grantee	TOTAL FY03-06	FY06	FY07*
	Amtrak	\$13,616,585	\$7,242,855	\$8,309,537
	Ferry Systems**			\$7,830,000
I	Atlanta Area	\$8,722,408	\$2,158,000	\$3,440,060
	Bay Area	\$27,333,337	\$11,200,000	\$13,820,695
	Boston Area	\$29,087,968	\$11,000,000	\$15,324,394
	Chicago Area	\$36,348,767	\$12,500,000	\$12,837,834
	Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	\$20,518,991	\$6,200,000	\$7,059,035
	Greater National Capital Region (National Capital Region and Baltimore UASI Area)	\$38,250,719	\$14,300,000	\$18,255,505
	New York City/Northern New Jersey Area (New York City and Jersey City/Newark UASI Areas)	\$149,962,894	\$53,800,000	\$61,000,000
	Philadelphia Area	\$25,841,449	\$9,400,000	\$9,702,940
II	Buffalo Area	\$699,305	\$174,305	Available Tier II Funding in FY 2007: \$14,200,000
	Charlotte Area			
	Cincinnati Area	\$491,500	\$491,500	
	Cleveland Area	\$2,863,880	\$893,600	
	Dallas/Fort Worth/Arlington Area	\$2,645,280	\$0	
	Denver Area	\$3,200,119	\$1,150,000	
	Detroit Area	\$1,275,829	\$875,829	
	Honolulu Area	\$725,250	\$50,250	
	Houston Area	\$4,833,422	\$800,000	
	Jacksonville Area	\$300,000	\$0	
	Las Vegas Area	\$600,000	\$100,000	
	Memphis Area	\$300,000	\$0	
	Miami/Fort Lauderdale (Miami and Fort Lauderdale UASI Areas)	\$6,663,244	\$1,776,140	
	Milwaukee Area	\$600,000	\$0	
	New Orleans Area	\$1,954,157	\$656,426	
	Norfolk Area			
	Orlando Area			
	Phoenix Area	\$300,000	\$300,000	
	Pittsburgh Area	\$3,396,517	\$898,530	
	Portland Area	\$3,876,394	\$950,000	
	Providence Area	\$0	\$0	
	Sacramento Area	\$1,101,897	\$476,897	
	San Antonio Area	\$0	\$0	
	San Diego Area	\$4,690,780	\$1,245,500	
	Seattle Area	\$7,528,716	\$2,931,196	
	St. Louis Area	\$1,854,920	\$1,154,920	
Tampa Area				
Tucson Area				
Twin Cities Area	\$1,690,000	\$515,000		
<b>Total</b>		<b>\$401,274,328</b>	<b>\$143,240,948</b>	<b>\$171,780,000</b>

\*Tier I eligible applicants can compete for these funds within their region.

\*\*Ferry funding is already included in each urban area's FY 03-06 historical funding amounts.

Indicates New Urban Area Eligible in FY 2007 for TSGP

## FY 2007 Transit Security Grant Program (Ferry) - Funding History/Eligibility

State	Region	Eligible System	FY06	FY07*
AK/WA <sup>1</sup>	Juneau, Bellingham, Valdez	Alaska Marine Highway System	N/A	\$352,040
CA	Bay Area	Golden Gate Bridge, Highway and Transportation District	\$700,000	\$586,714
		City of Alameda Ferry Services (Blue and Gold Lines Fleet)		
		City of Vallejo Transportation Program		
	Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	Catalina Passenger Service	N/A	\$122,581
CT/NY <sup>2</sup>	Bridgeport, CT – Port Jefferson, NY	The Bridgeport & Port Jefferson Steamboat Company	N/A	\$414,350
	New London, CT – Orient Point, NY	Cross Sound Ferry		
DE/NJ <sup>3</sup>	Cape May – Lewes	Cape May Ferry System	N/A	\$155,807
LA	New Orleans Area	Crescent City Connection Division - Louisiana Department of Transportation	\$300,000	\$325,000
MA	Boston Area	Massachusetts Bay Transportation Authority (MBTA)	\$400,000	\$400,960
	Woods Hole - Martha's Vineyard	Martha's Vineyard Ferry	N/A	\$274,120
NC	Cape Hatteras / Cherry Branch / Cedar Island / Ocracoke	North Carolina Ferry System	N/A	\$429,685
NY/NJ <sup>4</sup>	New York City/Jersey City/Newark	New York City Department of Transportation (Staten Island Ferry)	\$1,300,000	\$1,532,903
		New York Waterways		
		Port Authority of New York and New Jersey (PANYNJ)		
		SeaStreak		
TX	Houston Area	Texas DOT (Bolivar Roads Ferry)	\$300,000	\$599,793
VA	Jamestown – Scotland	Jamestown Ferry	N/A	\$235,444
WA	Seattle Area	Washington State Ferries	\$2,000,000	\$2,400,603
<b>Total</b>			<b>\$5,000,000</b>	<b>\$7,830,000</b>

\*Eligible applicants can compete for these funds within their region.

<sup>1</sup>The AK SAA will administer these funds.

<sup>2</sup>The CT SAA will administer these funds.

<sup>3</sup>The DE SAA will administer these funds.

<sup>4</sup>The NY SAA will administer these funds.

## Port Security Grant Program — Funding History/Eligibility

Tier	Port Area	TOTAL FY02-06	FY06	FY07*
I	<b>Bay Area</b>			\$11,201,793
	Oakland, CA	\$14,377,349	\$0	
	Richmond, CA	\$4,792,116	\$1,185,716	
	San Francisco, CA	\$9,717,897	\$0	
	Stockton, CA	\$1,942,704	\$0	
	<b>Delaware Bay</b>			\$11,331,328
	Camden, NJ	\$3,432,000	\$2,500,000	
	Chester, PA	\$0	\$0	
	Marcus Hook, NJ	\$0	\$0	
	Paulsboro, NJ	\$2,950,000	\$2,500,000	
	Penn Manor, PA	\$0	\$0	
	Philadelphia, PA	\$23,067,251	\$5,099,375	
	Wilmington, DE	\$500,000	\$0	
	<b>Houston-Galveston</b>			\$15,720,981
	Galveston, TX	\$7,527,328	\$664,922	
	Houston, TX	\$76,005,929	\$11,605,716	
	Texas City, TX	\$10,551,633	\$0	
	<b>Los Angeles-Long Beach</b>			\$14,723,942
	Long Beach, CA	\$91,802,917	\$12,002,769	
	Los Angeles, CA			
	<b>New Orleans</b>			\$17,330,180
	Baton Rouge, LA	\$15,871,297	\$11,555,230	
	New Orleans, LA	\$22,644,709	\$737,125	
	Plaquemines, LA	\$0	\$0	
	South Louisiana, LA	\$14,366,967	\$11,435,475	
	<b>New York/New Jersey</b>			\$27,178,581
	<b>Puget Sound</b>			
Anacortes, WA	\$262,000	\$0	\$12,254,160	
Everett, WA	\$2,966,000	\$0		
Seattle, WA	\$39,831,762	\$7,416,539		
Tacoma, WA	\$4,226,748	\$2,500,000		
<b>Sabine-Neches River</b>			\$10,961,035	
Beaumont, TX	\$23,101,175	\$7,842,211		
Port Arthur, TX	\$11,942,499	\$3,062,942		
II	<b>Baltimore, MD</b>	\$16,614,208	\$4,809,848	Available Tier II Funding in FY 2007: \$40,234,000
	<b>Boston, MA</b>	\$8,501,223	\$147,750	
	<b>Charleston, SC</b>	\$29,114,612	\$9,021,591	
	<b>Cincinnati, OH</b>	\$0	\$0	
	<b>Columbia-Willamette River System</b>			
	Kalama, WA	\$935,400	\$0	
	Longview, WA	\$96,000	\$0	
	Portland, OR	\$5,920,485	\$0	
	Vancouver, WA	\$606,369	\$0	
	<b>Corpus Christi, TX</b>	\$27,186,123	\$8,807,225	
	<b>Hampton Roads</b>			
	Newport News, VA	\$22,324,063	\$3,549,712	
	Norfolk Harbor, VA			
	<b>Huntington, WV</b>	\$2,467,500	\$0	
	<b>Jacksonville, FL</b>	\$10,811,550	\$3,739,084	
	<b>Lake Charles, LA</b>	\$25,962,320	\$2,716,908	
	<b>Louisville, KY</b>	\$937,076	\$334,737	
	<b>Memphis, TN</b>	\$8,203,413	\$0	
	<b>Mobile, AL</b>	\$2,946,538	\$260,217	
	<b>Pittsburgh, PA</b>	\$650,940	\$111,379	
	<b>Savannah, GA</b>	\$9,559,404	\$17,550	
	<b>Southern Tip of Lake Michigan</b>			
	Burns Harbor, IN	\$418,286	\$284,526	
	Chicago, IL	\$13,445,906	\$11,496,456	
	Gary, IN	\$0	\$0	
	Indiana Harbor, IN	\$220,000	\$0	
	<b>St. Louis, MO</b>	\$222,313	\$150,000	



Tier	Port Area	TOTAL FY02-06	FY06	FY07*	
III	Albany, NY	\$624,750	\$624,750	Available Tier III Funding in FY 2007: \$30,175,500	
	Anchorage, AK	\$816,119	\$0		
	Apra Harbor**, GU	\$799,100	\$0		
	Brownsville, TX	\$490,900	\$0		
	Buffalo, NY	\$65,000	\$0		
	Chattanooga, TN	\$112,945	\$0		
	Cleveland, OH	\$1,465,825	\$0		
	Detroit, MI	\$2,559,833	\$1,024,815		
	Duluth-Superior, MN/WI	\$425,600	\$25,000		
	Freeport, TX	\$7,031,898	\$1,200,098		
	Green Bay, WI	\$274,105	\$222,380		
	Greenville, MS	\$0	\$0		
	Gulfport, MS	\$3,515,934	\$2,500,000		
	Guntersville, AL	\$10,913	\$0		
	Helena, AR	\$0	\$0		
	Honolulu, HI	\$11,394,575	\$1,070,290		
	Kansas City, MO	\$221,540	\$0		
	Long Island Sound				
	Bridgeport, CT	\$4,876,794	\$24,968		
	New Haven, CT	\$2,297,764	\$0		
	New London, CT	\$951,636	\$637,500		
	Matagorda, TX	\$0	\$0		
	Miami, FL	\$29,187,767	\$2,250,000		
	Milwaukee, WI	\$397,422	\$0		
	Minneapolis-St. Paul				
	Minneapolis, MN	\$412,500	\$0		
	St. Paul, MN	\$2,631,150	\$2,218,650		
	Morehead City, NC	\$125,000	\$0		
	Mount Vernon, IN	\$948,318	\$931,518		
	Nashville, TN	\$169,108	\$0		
	Palm Beach, FL	\$816,072	\$0		
	Panama City, FL	\$46,847	\$0		
	Pascagoula, MS	\$1,387,250	\$0		
	Pensacola, FL	\$527,107	\$0		
	Ponce, PR	\$125,000	\$0		
	Port Canaveral, FL	\$3,650,284	\$0		
	Port Everglades, FL	\$3,119,500	\$1,455,125		
	Port Fourchon/LOOP**, LA	\$1,773,934	\$0		
	Port Hueneme, CA	\$77,400	\$0		
	Portland, ME	\$4,390,950	\$768,750		
	Portsmouth, NH	\$2,829,536	\$1,180,536		
	Providence, RI	\$4,503,712	\$0		
	San Diego, CA	\$14,071,052	\$139,837		
	San Juan, PR	\$7,210,032	\$0		
	Tampa Bay				
	Port Manatee, FL	\$2,851,510	\$37,890		
	Tampa, FL	\$11,599,706	\$0		
Toledo, OH	\$1,521,527	\$0			
Tulsa, OK	\$725,000	\$0			
Two Harbors, MN	\$366,026	\$248,538			
Valdez, AK	\$2,583,310	\$209,540			
Vicksburg, MS	\$550,000	\$0			
Victoria, TX	\$344,080	\$0			
Wilmington, NC	\$9,057,471	\$0			
IV	Entities not located within one of the port areas identified above, but operating under an Area Maritime Security Plan are eligible to compete for funding within Tier IV.	\$0	\$0	Available Tier IV Funding in FY 2007: \$10,058,500	
<b>Total</b>		<b>\$792,137,259</b>	<b>\$168,052,500</b>	<b>\$201,170,000</b>	

\*Tier I eligible applicants can compete for these funds within their region.

\*\*New port area eligible for FY 2007

## Buffer Zone Protection Program — Funding History/Eligibility

State	TOTAL FY05-06	FY06	FY07
Alabama	\$ 1,778,000	\$ 378,000	\$ 770,000
Alaska	\$ 1,739,000	\$ 1,189,000	\$ -
American Samoa	\$ -	\$ -	\$ -
Arizona	\$ 2,167,000	\$ 567,000	\$ 2,077,500
Arkansas	\$ 1,078,000	\$ 378,000	\$ 577,500
California	\$ 18,785,000	\$ 5,835,000	\$ 4,695,000
Colorado	\$ 1,639,000	\$ 189,000	\$ -
Connecticut	\$ 1,039,000	\$ 189,000	\$ 192,500
Delaware	\$ 589,000	\$ 189,000	\$ 192,500
District of Columbia	\$ 1,767,000	\$ 567,000	\$ 1,500,000
Federated States of Mirconesia	\$ -	\$ -	\$ -
Florida	\$ 6,551,000	\$ 1,701,000	\$ 2,310,000
Georgia	\$ 2,889,633	\$ 567,000	\$ 962,500
Guam	\$ -	\$ -	\$ -
Hawaii	\$ 439,000	\$ 189,000	\$ 385,000
Idaho	\$ 489,000	\$ 189,000	\$ 385,000
Illinois	\$ 6,427,120	\$ 2,079,000	\$ 1,540,000
Indiana	\$ 2,017,000	\$ 567,000	\$ 1,347,500
Iowa	\$ 709,612	\$ 189,000	\$ 192,500
Kansas	\$ 1,378,000	\$ 378,000	\$ 385,000
Kentucky	\$ 2,397,109	\$ 567,000	\$ 962,500
Louisiana	\$ 4,778,779	\$ 2,268,000	\$ 3,080,000
Maine	\$ 393,111	\$ 189,000	\$ 192,500
Marshall Islands	\$ -	\$ -	\$ -
Maryland	\$ 3,956,000	\$ 756,000	\$ 770,000
Massachusetts	\$ 3,184,000	\$ 2,134,000	\$ 577,500
Michigan	\$ 3,689,636	\$ 1,945,000	\$ 1,155,000
Minnesota	\$ 1,966,085	\$ 567,000	\$ 962,500
Mississippi	\$ 789,000	\$ 189,000	\$ 192,500
Missouri	\$ 3,203,211	\$ 756,000	\$ 1,155,000
Montana	\$ 489,000	\$ 189,000	\$ 192,500
Nebraska	\$ 789,000	\$ 189,000	\$ 385,000
Nevada	\$ 2,139,000	\$ 1,189,000	\$ 385,000
New Hampshire	\$ 689,000	\$ 189,000	\$ 385,000
New Jersey	\$ 4,243,219	\$ 1,512,000	\$ 1,540,000
New Mexico	\$ 589,000	\$ 189,000	\$ -
New York	\$ 12,371,775	\$ 6,591,000	\$ 4,425,000
North Carolina	\$ 2,528,000	\$ 378,000	\$ 770,000
North Dakota	\$ 800,000	\$ 500,000	\$ -
Northern Mariana Islands	\$ 50,000	\$ -	\$ -
Ohio	\$ 4,574,609	\$ 1,323,000	\$ 2,310,000
Oklahoma	\$ 1,289,000	\$ 189,000	\$ 385,000
Oregon	\$ 840,981	\$ 189,000	\$ 192,500
Pennsylvania	\$ 4,656,000	\$ 1,756,000	\$ 1,655,000
Puerto Rico	\$ 439,000	\$ 189,000	\$ 192,500
Rhode Island	\$ 639,000	\$ 189,000	\$ 692,500
South Carolina	\$ 1,856,000	\$ 756,000	\$ 770,000
South Dakota	\$ 650,000	\$ 500,000	\$ -
Tennessee	\$ 3,645,000	\$ 945,000	\$ 1,847,500
Texas	\$ 8,818,000	\$ 2,268,000	\$ 2,810,000
Utah	\$ 1,409,659	\$ 378,000	\$ 577,500
Vermont	\$ 539,000	\$ 189,000	\$ -
Virginia	\$ 3,033,648	\$ 945,000	\$ 770,000
Virgin Islands	\$ 389,000	\$ 189,000	\$ -
Washington	\$ 4,106,000	\$ 1,756,000	\$ 577,500
West Virginia	\$ 389,000	\$ 189,000	\$ 500,000
Wisconsin	\$ 1,241,606	\$ 189,000	\$ 385,000
Wyoming	\$ 239,000	\$ 189,000	\$ 192,500
<b>Total</b>	<b>\$ 139,280,793</b>	<b>\$ 47,965,000</b>	<b>\$ 48,500,000</b>