Lehigh-Northampton Airport Authority, Lehigh/Northampton County Annex

Hazard Mitigation Plan Points-of-Contact

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Participant Profile

The Lehigh-Northampton Airport Authority (LNAA) owns and operates the Lehigh Valley International Airport (ABE), Queen City Municipal Airport (XLL), and Braden Airpark (N43).

The 2,067 acres of Lehigh Valley International Airport (ABE) located in Hanover Township, Lehigh County, has scheduled air service aboard four (4) commercial carriers (Allegiant, American, Delta, and United), air cargo operators (Amazon Air and FedEx), eight (8) bulk hangars for approximately 136 based general aviation aircraft, and accommodates ground transportation services including car rental agencies, bus service (LANta, Trans-Bridge Bus Lines), Uber/Lyft, and other permitted car services such as taxis, limousines, and hotel lodging transportation services. It is the fourth largest airport in the Commonwealth of Pennsylvania.

Queen City Municipal Airport (XLL) property is 201 acres located in the City of Allentown, Lehigh County. This is a general aviation facility for corporate twin-engine and single-engine piston powered aircraft. It is home to flyAdvanced Aviation Group which provides aircraft maintenance, air charter, and flyGateway Flight School, among other services. Queen City is often used as an aeromedical transfer location for critical patients to/from local hospitals.

Braden Airpark (N43) is an 80-acre property in Forks Township, Northampton County, and is a general service airport serving approximately 35 based single-engine aircraft.

Municipal Participation

1. Identify stakeholders to be involved in the planning process such as floodplain administrators, public works, emergency management, engineers, planners, etc., and include their specific role in the process.

   Thomas Stoudt, Executive Director

   Role: Overall responsibility of the LNAA and its organizational priorities. Ensures coordination among all departments. Reports to the LNAA Board of Governors.

   Steven Connors, Director of Operations & Safety

   Role: Oversees Airport Authority Police Department, Aircraft Rescue and Fire Fighting, Emergency Management, Training & Compliance, and Airport Operations. Chairs the organization's Safety Committee.

   Colin Riccobon, Director of Public & Government Relations

Municipal Participation - *continued*

Role: Serves as the Public Information Officer (PIO) on behalf of the LNAA. Directs activities for customer experience and is the liaison between governmental agencies and personnel.

Ryan Meyer, Director of Planning & Programming

Role: Ensures the integrity of critical infrastructure, environmental compliance,
coordinates resources and activities with contractors, consultants,
and local planners.

2. Identify community stakeholders such as neighborhood groups, religious groups, major employers / businesses, etc., that will be informed and / or involved in the planning process and describe how they will be involved.
Airport Authority stakeholders and tenants will be informed of the Authority's inclusion in the plan. Their operational needs and priorities will be considered when developing mitigation planning and strategies.

3. Describe how the public **will be engaged** in the current planning process (examples, newsletters, social media, etc.), **and how they were engaged** since the 2018 Hazard Mitigation Plan.

Current: There is no residential population to be considered 'public.' Therefore, the Authority's employees, stakeholders and tenants will be engaged in the current plan by posting the plan and allowing comment for considerations.

Past: In previous plans, the Airport Authority was included as a stakeholder of the plan. The 2024 plan will be the first in which the Authority will be engaged as a participant and adopt the organization's plan.

Compliance with the National Flood Insurance Program (NFIP)

Topic	Identify source of information, if different from the one listed.	Additional Comments
1. Staff Resources		
Is the Community Floodplain Administrator (FPA) or NFIP Coordinator certified?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Is floodplain management an auxiliary function?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Provide an explanation of NFIP administration services (e.g., permit review, GGIS, education or outreach, inspections, engineering capability)	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
What are the barriers to running an effective NFIP program in the community, if any?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP

Compliance with the National Flood Insurance Program (NFIP) - *continued*

Topic	Identify source of information, if different from the one listed.	Additional Comments
2. Compliance History		
Is the community in good standing with the NFIP?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Are there any outstanding compliance issues (i.e., current violations)?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
When was the most recent Community Assistance Visits (CAV) or Community Assistance Contact (CAC)?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Is a CAV or CAC scheduled or needed?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
3. Regulation		
When did the community enter the NFIP?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Are the Flood Insurance Rate Maps (FIRMs) digital or paper? How are residents assisted with mapping?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Do floodplain regulations meet or exceed FEMA or State minimum requirements? If so, in what ways?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Describe the permitting process	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
4. Insurance Summary		
How many NFIP policies are in the community? What is the total premium and coverage?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
How many claims have been paid in the community? What is the total amount of paid claims? How many substantial damage claims have there been?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
How many structures are exposed to flood risk within the community?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP
Describe any areas of flood risk with limited NFIP policy coverage	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP

Compliance with the National Flood Insurance Program (NFIP) - *continued*

5. Community Rating System (CRS)		
Does the community participate in CRS?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP or CRS
If so, what is the community's CRS Class Ranking?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP or CRS
What categories and activities provide CRS points and how can the Class be improved?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP or CRS
Does the plan include CRS planning requirements?	N/A	N/A – The Lehigh-Northampton Airport Authority is not a municipality or county eligible to participate in the NFIP or CRS

Community Assets

Community assets are defined to include anything that is important to the character as well as the function of a community, and can be described in four categories, they are; people, economy, natural environment and built environment. Please identify the community assets and locations under each category.

1. **People**

   - Concentrations of vulnerable populations such as the elderly, physically or mentally disabled, non-English speaking, and the medically or chemically dependent.

     Although the LNAA does not have a residential community, the transportation systems operated throughout the owned properties accommodate all ages and populations including those with vulnerabilities and access and functional needs.

   - Types of visiting populations where large numbers of people are concentrated such as visitors for special events and students.

     The LNAA has active credentials for approximately 1,900 individuals who work within the secure areas of Lehigh Valley International Airport (ABE). Air carrier traffic exceeds 900,000 passengers annually with an average daily throughput of approximately 2,500 people.

Community Assets - *continued*

2. **Economy**

- Major employers, and primary economic sectors such as agriculture and commercial centers where losses would have a severe impact on the community.

  The LNAA airport system is responsible for approximately $619 million in total economic output.

  The LNAA airports are collectively responsible for nearly 5,000 airport-related jobs in the region. This includes approximately 300 Airport Authority employees, and employees of airport stakeholders which include federal government agencies, passenger air carrier operators, air cargo operators, and fixed-based operations for general aviation.

  ABE's multimodal transportation area accommodates regularly scheduled regional and intercity bus transportation for commuters for work and leisure travelers.

  As a critical infrastructure transportation system, ABE is a designated site to provide logistical support in others' emergency plans, such as the FEMA Region 3 Disaster Operations Plan. Significant impact on airport operations could have potential cascading impacts throughout the region for the movement of people and commodities.

3. **Natural Environment**

- Those areas/features that can provide protective functions that reduce the magnitude of hazard events such as wetlands or riparian areas, and other environmental features important to protect.
  The LNAA owned property includes 818 acres of farmland purposed for agricultural production of corn and soy.

4. **Built Environment**

- Existing structures such as concentrations of buildings that may be more vulnerable to hazards based on location, age, construction type and/or condition of use.

  N/A

- Infrastructure systems such as water and wastewater facilities, power utilities, transportation systems, communication systems, energy pipelines and storage.

  There is a 30-inch diameter high-pressure Bethlehem Water Authority water main which bisects the ABE property.

  An 8-inch liquid petroleum pipeline (Buckeye) is located on the western portion of the ABE property.

  There is a 12-inch natural gas pipeline (UGI) on the northwest portion of ABE along the property line.

Community Assets - *continued*

There is a liquid petroleum pipeline (Sunoco) that runs along the South and East portions of the airport property at Queen City Airport.

There are two (2) natural gas pipelines, one 20-inch (Columbia) and one 12-inch (UGI) that both run through the southern portion of the property at Braden Airpark.

- High potential loss facilities such as dams, locations that house hazardous materials, and military and/or civilian defense installations.

N/A

- Critical facilities such as hospitals, medical facilities, police and fire stations, emergency operations centers, shelters, schools, and airports/heliports.

Lehigh Valley International Airport (ABE) is an airport with an on-site commissioned police department whose station is in the Main Terminal complex. The Aircraft Rescue and Fire Fighting (ARFF) Station is on the airfield's north side. ABE owns and operates a fixed base operation (FBO) and maintains federal requirements to service passenger and cargo aircraft. The LNAA operates an aviation fuel farm at ABE, with fuel dispensing available for tenants, commercial, and transient use.

The airport is served by two (2) runways and is a Federal Aviation Administration (FAA) Title 14 of the Code of Federal Regulations (CFR) Part 139 certificated airport. ABE also requires compliance with the Department of Homeland Security's Transportation Security Administration (TSA) Airport Security Plan in accordance with Title 49 CFR Part 1542.

Queen City Municipal Airport (XLL) is a non-towered airport with a secure fence line and is served by two (2) runways. It can accommodate both fixed-wing aircraft and helicopters. It is a contingency location for aeromedical fueling.

Braden Airpark (N43) is a single runway, non-towered airpark which accommodates single-engine aircraft and is also suitable for helicopters.

- Cultural/historical resources such as museums, parks, stadiums, etc. N/A

Capability Assessment

Capability	✓ Regulatory ✓ Tools ✓ Programs	Status			Department / Agency Responsible	Effect on Hazard Loss Reduction: -**S**upports -**N**eutral -**H**inders	Change since 2018 Plan? + Positive - Negative	Has the 2018 Plan been integrated into the Regulatory Tool/Program ? If so, how?	How can these capabilities be expanded and improved to reduce risk?	Additional Comments
		In Place	Date Adopted or Updated	Under Development						
1. Planning & Regulatory	Comprehensive Plan	✓	06-2020		Planning & Programming	N	N/A	N/A		
	Capital Improvement Plan	✓	11-2023		Planning & Programming	S	N/A	N/A		
	Economic Development Plan	✓	11-2023		Finance & Administration	S	N/A	N/A		
	Continuity of Operations Plan			✓	Operations & Safety	S	N/A	N/A		
	Stormwater Management Plan / Ordinance	✓	03-2023		Planning & Programming	S	N/A	N/A		
	Open Space Management Plan (or Parks/Rec., Greenways Plan)	N/A					N/A	N/A		
	Natural Resource Protection Plan	N/A					N/A	N/A		
	Transportation Plan	N/A					N/A	N/A		
	Historic Preservation Plan	N/A					N/A	N/A		
	Floodplain Management Plan	N/A					N/A	N/A		
	Farmland Preservation	N/A					N/A	N/A		
	Evacuation Plan	✓			Operations & Safety		N/A	N/A		
	Disaster Recovery Plan			✓	Operations & Safety	S	N/A	N/A		
	Hazard Mitigation Plan			✓	Operations & Safety	S	N/A	N/A		
	Emergency Operations Plan	✓	05-2022		Operations & Safety	S	N/A	N/A		
	Zoning Regulations	N/A					N/A	N/A		
	Floodplain Regulations	N/A					N/A	N/A		
	NFIP Participation	N/A					N/A	N/A		
	Building Code	N/A					N/A	N/A		
	Fire Code	N/A					N/A	N/A		
	Airport Certification Manual	✓	08-2023		Operations & Safety	S	N/A	N/A		
	Airport Security Plan	✓	01-2024		Operations & Safety	N	N/A	N/A		
	Crisis Communications Plan	✓	08-2023		Public & Government Relations	N	N/A	N/A		
	Cybersecurity Response Plan	✓	01-2023		Information Systems & Technology	S	N/A	N/A		

Capability Assessment - *continued*

Capability	✓ Staff ✓ Personnel ✓ Resources	Yes	No	Department / Agency	Change since 2018 Plan? + Positive - Negative	How can these capabilities be expanded and improved to reduce risk?	Additional Comments
2. Administrative & Technology	Planners (with land use / land development knowledge)	✓		Planning & Programming	N/A		
	Planners or engineers (with natural and / or human-caused hazards knowledge)	✓		Operations & Safety	N/A		
	Engineers or professionals trained in building and / or infrastructure construction practices (including building inspectors)		✓	Planning & Programming	N/A		Consultants contracted.
	Emergency Manager	✓		Operations & Safety	N/A		
	Floodplain administrator / manager		✓	N/A	N/A		
	Land surveyors		✓	Planning & Programming	N/A		Consultants contracted.
	Staff familiar with the hazards of the community	✓		Operations & Safety	N/A		
	Personnel skilled in Geographical Information Systems (GIS) and / or FEMA's HAZUS program	✓		Planning & Programming	N/A		
	Grant writers or fiscal staff to handle large / complex grants	✓		Planning & Programming; Public & Government Relations	N/A		
	14 Code of Federal Regulations, Part 139 – Airport Certification	✓		Operations & Safety	N/A		
	49 Code of Federal Regulations, Part 1542 – Airport Security Program	✓		Operations & Safety	N/A		

Capability Assessment - *continued*

3. Financial Resources	Capital improvement programming	✓		Planning & Programming	N/A		
	Community Development Block Grants (CDBG)		✓		N/A		
	Special purposes taxes		✓		N/A		
	Development impact fees		✓		N/A		
	General obligation, revenue, and/or special tax bonds	✓		Finance & Administration	N/A		
	Partnering arrangements or intergovernmental agreements	✓		Planning & Programming	N/A		
	Other – N/A				N/A		
4. Education & Outreach	Firewise Communities Certification		✓		N/A		
	StormReady Certification		✓		N/A		
	Natural disaster or safety-related school programs	✓		Operations & Safety	N/A		
	Ongoing public education or information programs such as, responsible water use, fire safety, household preparedness, and environmental education.	✓		Operations & Safety	N/A		Safety Committee and intranet resources.
	Public-private partnership initiatives addressing disaster related issues.	✓		Operations & Safety	N/A		Routine engagement for training and education on the Airport Emergency Plan.
	Local citizen groups or non-profit organizations focused on environmental protection, emergency preparedness, access and functional needs populations, etc.	✓		Public & Government Relations	N/A		Regular engagement with community groups who provide services and resources to vulnerable communities.
	Other – N/A				N/A		

Capability Assessment - *continued*

Capability		Degree of Capability			Change since the 2018 Hazard Mitigation Plan? If so, how?	Additional Comments
		Limited	Moderate	High		
5. Self – Assessment	Planning and Regulatory		✓		N/A	
	Administrative and Technical		✓		N/A	
	Financial	✓			N/A	The LNAA receives no federal, state, or local tax dollars for operations. The LNAA relies on airline and other user fees for operating revenue.
	Education and Outreach			✓	N/A	The LNAA engages federal, state, regional, and local emergency response partners, stakeholders, tenants, and its employees routinely.

Known or Anticipated Future Development / Redevelopment

Development / Property Name	Type of Development	Number of Structures	Location	Known Hazard Zone	Description / Status
ABE Airport	Northside Logistics & Cargo Complex	One	Hanover Township, Lehigh County	N/A	In design phase
ABE Airport	Hotel Development	One	Hanover Township, Lehigh County	N/A	In design phase
ABE Airport	Parking Structure	One	Hanover Township, Lehigh County	N/A	In design phase
ABE Airport	Corporate Hangar	One	Hanover Township, Lehigh County	N/A	Under Construction
LNAA Property surrounding ABE Airport	Flightpath Property Development Project	Between Ten & Thirty	Hanover Township, Northampton County	N/A	In design phase

Natural & Non-Natural Event History Specific to Lehigh-Northampton Airport Authority

Type of Event and Date(s)	FEMA Disaster # (if applicable)	Local Damage(s) or Loss(es)
Coronavirus (COVID-19) Pandemic	DR-4506	Precipitous loss in passenger traffic impacted revenue significantly, generating an estimated $30M loss. Approximately $18M in CARES funding left a net impact of approximately $12M to date.

2023 Mitigation Action Plan

	Mitigation Action	Regional Action Category	Mitigation Technique Category	Hazard(s) Addressed	Priority (H/M/L)	Estimated Cost	Potential Funding	Lead Agency/ Department	Implementation Schedule	Applies to New and/or Existing Structures
1	Research climate-smart building materials to protect facilities from the effects of extreme temperatures.	18	Structure and Infrastructure Projects	Extreme Temperature	M	L	BRIC	Planning & Programming	Short Term	New / Existing
2	Public information and warning for flood advisories and warnings to those areas which may be impacted by flash flooding.	4	Local Planning and Regulations	Flood	H	L	N/A	Operations & Safety	Short Term	Existing
3	Consider advanced materials and technologies to improve response to and recovery from the impacts of winter weather.	18	Structure and Infrastructure Projects	Winter Storm	L	H	BRIC	Planning & Programming	DOF	Existing
4	Assess airport facilities' ability to withstand tornadic activity or high winds.	18	Structure and Infrastructure Projects	Tornado/ Windstorm	L	M	N/A	Planning & Programming	Long Term	New / Existing
5	Engage the U.S. Department of Agriculture to address invasive species which may impact the airport environment.	18	Local Planning and Regulations	Invasive Species	M	L	N/A	Operations & Safety	Short Term	Existing

2023 Mitigation Action Plan - *continued*

	Mitigation Action	Regional Action Category	Mitigation Technique Category	Hazard(s) Addressed	Priority (H/M/L)	Estimated Cost	Potential Funding	Lead Agency/ Department	Implementation Schedule	Applies to New and/or Existing Structures
6	Engineered assessment of the airport's water management to identify areas where improvements can be made for water use efficiency.	18	Structure and Infrastructure Projects	Drought	L	M	BRIC	Planning & Programming	DOF	Existing
7	Installation of additional air filtration and air handling systems which reduce the transmission of airborne transmissible illness and disease.	18	Structure and Infrastructure Projects	Pandemic/ Infectious Disease	L	H	BRIC	Planning & Programming	DOF	New / Existing
8	Schedule testing in facilities which may require evaluation of presence of radon.	18	Structure and Infrastructure Projects	Radon Exposure	L	L	N/A	Planning & Programming	Long Term	Existing
9	Perform remediation based on Department of Environmental Protection Plans.	18	Structure and Infrastructure Projects	Subsidence (Sinkhole)	H	H	BRIC	Planning & Programming	Long Term	New / Existing
10	Training and awareness of fire hazards and exposures in and around airport properties.	4	Education and Awareness Programs	Wildfire	M	L	N/A	Operations & Safety	Short Term	Existing

2023 Mitigation Action Plan - *continued*

	Mitigation Action	Regional Action Category	Mitigation Technique Category	Hazard(s) Addressed	Priority (H/M/L)	Estimated Cost	Potential Funding	Lead Agency/ Department	Implementation Schedule	Applies to New and/or Existing Structures
11	Installation of additional warning devices to alert airport community of lightning hazard to serve as a trigger for protective measures for those areas which service aircraft and store and dispense fuel.	4	Structure and Infrastructure Projects	Lightning Strike	L	M	EMPG	Information Systems & Technology	Long Term	New / Existing
12	Maintain awareness of local potential impacts and need to consider changes and modifications to infrastructure to withstand the hazard.	18	Structure and Infrastructure Projects	Earthquake	L	H	BRIC	Planning & Programming	DOF	Existing
13	Consideration of sustainable building materials which may better withstand damages from this hazard,	18	Structure and Infrastructure Projects	Hailstorm	M	M	BRIC	Planning & Programming	DOF	New / Existing
14	Maintain awareness of local potential impacts and need to consider changes and modifications to infrastructure to withstand the hazard.	18	Structure and Infrastructure Projects	Landslide	L	H	BRIC	Planning & Programming	DOF	Existing

2023 Mitigation Action Plan - *continued*

	Mitigation Action	Regional Action Category	Mitigation Technique Category	Hazard(s) Addressed	Priority (H/M/L)	Estimated Cost	Potential Funding	Lead Agency/ Department	Implementation Schedule	Applies to New and/or Existing Structures
15	Training and education on proper containment and handling of hazardous materials to limit impact on airport property and environment.	4	Training and Awareness Programs	Environmental Hazards / Hazardous Materials Release	M	L	N/A	Operations & Safety	Short Term	Existing
16	Install new and/or upgrade redundant power supplies, such as generators and battery back-up.	17	Structure and Infrastructure Projects	Utility Interruption	L	M	BRIC	Planning & Programming	Long Term	New / Existing
17	Training and awareness to airport responders on the locations and hazards on underground hazards and utilities which transverse airport properties.	4	Training and Awareness Programs	Gas/Liquid Pipeline	M	L	N/A	Operations & Safety	Short Term	Existing
18	Provide awareness training on recognizing and reporting drug-related activity and emergencies.	4	Education and Awareness Programs	Opioid Addiction	M	L	N/A	Operations & Safety	Short Term	Existing
19	Display visible signage for vehicle operators for navigating traffic patterns throughout airport property.	19	Structure and Infrastructure Projects	Transportation Accidents	M	L	N/A	Planning & Programming	Short Term	Existing

2023 Mitigation Action Plan - *continued*

	Mitigation Action	Regional Action Category	Mitigation Technique Category	Hazard(s) Addressed	Priority (H/M/L)	Estimated Cost	Potential Funding	Lead Agency/ Department	Implementation Schedule	Applies to New and/or Existing Structures
20	Consider placement or relocation of critical assets into areas with hardened infrastructure to minimize potential of interruption or loss of operations.	18	Local Planning and Regulations	Building Collapse	L	L	N/A	Planning & Programming / Information Systems & Technology	Long Term	New / Existing
21	Installation of additional technologies can help increase surveillance and detect threats and hazards.	18	Structure and Infrastructure Projects	Civil Disturbance	M	M	HSGP	Information Systems & Technology	Long Term	New / Existing
22	Installation of additional technologies which can help increase surveillance and detection of threats and hazards.	18	Structure and Infrastructure Projects	Terrorism	M	M	HSPG	Information Systems & Technology	Long Term	New / Existing
23	Installation of hardware and software to improve the detection and protection of the Authority's Internet of Things (IoT).	18	Structure and Infrastructure Projects	Cyber-Terrorism	H	H	BRIC	Information Systems & Technology	Short Term	New / Existing

Estimated Costs:
- Where actual project costs have been reasonable estimated: Low = < $10,000; Medium = $10,000 to $100,000; High = > $100,000;
- Where actual project costs cannot reasonably be established at this time:
  - **Low** = Possible to fund under existing budget. The project is part of, or can be part of an existing ongoing program.
  - **Medium** = Could budget for under existing work plan, but would require a reapportionment of the budget or a budget amendment, or the cost of the project would have to be spread over multiple years.
  - **High** = Would require an increase in revenue via an alternative source (i.e., bonds, grants, fee increases) to implement. Existing funding levels are not adequate to cover the costs of the proposed project.

Potential Funding (FEMA HMA):
- **BRIC =** Building Resilient Infrastructure and Communities
- **FMA** = Flood Mitigation Assistance Grant Program
- **HMGP** = Hazard Mitigation Grant Program
- **HSGP** = Homeland Security Grant Program
- **EMPG** = Emergency Management Performance Grant

Implementation Schedule:
- **Short Term** = 1 to 5 years
- **Long Term** = 5 years or greater
- **DOF** = Depending on Funding

Applies to New and/or Existing Structures:
- **N/A** = Not Applicable