

TSGP Conference Call Summary
May 20, 2011
1:00PM EST

Opening Comments:

FEMA:

Hello, everyone. This call will serve as a precursor to the workshops being held next week. We are reaching out in order to answer any preliminary questions you may have as well as go over general information. The FY11 TSGP Grant Guidance looks a bit different than last year. This will be a learning curve for many of you and is what the workshops specifically address. Today we will do a short overview.

TSA:

Good afternoon and good morning to those of you on the west coast. We would like to start off by saying that we are very excited about this year's program and how important it is for transit security. We have been listening and discussing with you for over a year and have applied those discussions to this year's program. Our funding priorities have not changed, but the framework in which we address them has. The program's two main funding priorities still focus on operational deterrence and critical infrastructure. Operational deterrence is the key to the success of this program. We have been successful in opening up this priority for more stakeholders to take advantage of projects such as canine teams, mobile screening and directed patrols. We see this as a huge victory and are looking forward to it. We are also of course focused on the Top Transit Asset List (TTAL) and would like to emphasize it is meant to be a living list and will evolve. If you would like to add an asset to the list we would welcome those projects and they would be considered. From what was discovered at the Osama Bin Laden compound you should be adjusting your approach and requests based on recent threats, such as to include projects that focus on sabotage, approaches to bridges, etc.

In order for us to have a flexible grant program we need your applications and Investment Justifications (IJs). If you believe you have projects that address risk on a national level you should submit your project. Don't try to guess the system. We would like to get those IJs on operational investments to allow us to recommend an adjustment to the ceiling.

FEMA:

The roll out for the workshops begins next week. On Monday the 23rd workshops will be held in Washington, DC, Denton, TX and Chicago, IL; on Tuesday the 24th New York, NY; on Wednesday the 25th Atlanta, GA, on Thursday the 26th in San Francisco, CA; and on Friday the 27th in Bothell (Seattle), WA. If you haven't received information please call ASKCSID 1-800-368-6498 to get registered for those conferences.

TSGP was allocated \$200,079,000 this year. The grant guidance was released yesterday (May 19, 2011) and applications are due July 5, 2011. We do have a pre-application due date of June 27, 2011 that is required in order to receive all SF-424 budgets through grants.gov. Once the SF-

424 is received through grants.gov it will be downloaded into ND Grants at which time you will receive your application number. You must then submit all other application documents through ND Grants by July 5, 2011. The process for applying will be posted to FEMA's website (www.fema.gov/grants).

Key Changes:

The grant guidance is broken out into two sections. Section 1 of the guidance covers the application phase of the TSGP grants processing. Section 2 of the guidance covers the rules and regulations governing the awards. Applications will come thru ND grants and if you need more information regarding that process ASKCSID@dhs.gov can assist you. This is a wholly competitive program with no regional allocations or tier assignments. TSA has developed the TTAL identifying critical infrastructure transit assets. One other change is the Regional Transit Security Working Groups (RTSWGs) are required to provide their updated regional transit security strategies (RTSS) by December 31, 2011. We have provided a template on the FEMA website on what will be required to be included in that strategy. IJ's will not be submitted thru HSIN. Also, IJs need to be treated as SSI. You must password protect your IJs, and send the password in a separate email to ASKCSID@dhs.gov. Please make sure to identify your application number that will have been supplied to you from ND Grants in the password email. The period of performance for Capital Projects has been extended to 48 months, and Operational Projects will continue to be 36 months. Finally, eligible for operational packages (OPacks) has changed. An agency must have 50 full time equivalent (FTE) sworn officers in order to be eligible for OPacks.

TSA:

The funding priorities and the order of the priorities have not changed but the framework has changed.

Priority A: Operational Projects are still the top priority. Per the 9/11 Act FY 2011 funding for operational activities is capped at 10%, however the secretary can waive the cap, but we need the applications in order to justify a waiver.

Priority B: Operational Packages. Eligibility has increased from last year. We were successful in expanding eligibility to any transit system that has more than 50 FTE sworn officers for OPacks. This opens it up to a lot more agencies and is similar to what was done in FY 2009 ARRA TSGP. Overtime is also eligible for known periods of surge activities, certain events, and holidays.

Priority C: Capital Projects for TTAL remediation. These projects must be shovel ready with full and complete remediation plans that look at the asset as a whole. We are looking for comprehensive plans for full remediation in order to get things done.

Priority D: Remediation Plans for TTAL assets. Assets that are on the list but that do not have complete remediation plans can apply to complete/develop those plans. These projects would be given funding for the plans themselves. Get the plan developed so that in future cycles the project could be fully funded for complete remediation.

Priority E: All other eligible capital projects. All project types and agencies that were eligible last year are eligible this year.

Although there have been changes to the UASI program, we wanted to make sure that transit system eligibility remained the same as last year.

FEMA: An Information Bulletin will come out within the next few days to explain the memorandum of understanding between FEMA and TSA. This will give everyone an opportunity to see each agency's role in the management of the grant programs.

Questions and Answers:

Q: Are eligible agencies the ones listed in the table in the grant guidance?

A: That is correct.

Q: In which Priority Group would Maintenance and Sustainment (M&S) be ranked? For example if you had a project that was just for a warranty of a project that was originally funded by a TSGP prior year grant does it have to be tied to an infrastructure project?

A: If you have M&S it would be eligible and would be considered Priority E with a potential score range of 1-4. The NRP (National Review Panel) would review your application and you should include the details of the original project as the score could be as high as the original project.

Q: How are high-density stations rated?

A: High-density is relative to your transit agency; you will not be compared against other agencies. So the stations in your system that have the highest daily ridership/through-put would be considered high-density.

Q: In previous years we were able to apply for M&S beyond the term of the grant period. This year's guidance does not indicate that. Is that still acceptable this year?

A: You cannot pay for anything outside the Period of Performance (POP), but a warranty can extend beyond the POP as long as the money is spent within the POP.

Q: Can you apply for multiple M&S projects on one IJ?

A: If they are on separate contracts than we can deal with that issue offline. Generally we would like to see them associated with each individual project. As far as scoring we would look at the score of the original project and it could be scored up to that number by the NRP. If you were to combine in one IJ, the NRP would likely look at what the majority of the funding is aligned with, and assign a score based on that.

Q: As far as submitting our applications can we just apply through grants.gov?

A: No. The SF-424 will need to be submitted via grants.gov and the remainder of the application must be submitted through ND Grants. Handouts of the ND Grants system will be provided at the workshops and can be sent to you from ASKCSID@dhs.gov at your request.

Q: Is the application deadline for Amtrak June 20th or July 5th?

A: June 20, 2011

Q: Does the 48 month period of performance for capital projects also apply to Amtrak?

A: No it does not apply to Amtrak. The period of performance for all projects for Amtrak is 36 months.

Q: Are consultant costs considered an unallowable expense? Our design project costs are higher than the 5% allowed for management and administration (M&A).

A: Consultants are allowable as direct costs if they are used to perform things that are aligned with the project like design costs that are built into the IJ. As long as they are not one of your employees (which would be considered supplanting), consultant costs are allowable.

Q: What would you consider as criteria to be added to the for TTAL critical infrastructure list?

A: Basically what we looked for the TTAL initially were big high-density stations, underwater tunnels, and key bridges. If you want an asset to be considered for the list explain why you would consider it to be of national consideration and how it compares with the types of assets already on the list, and what the risk is. Risk changes as threats change. As we have recently uncovered new threats explain why it should be added and how it would affect you and how it may impact other systems.

Q: Do you cover the cost of a vehicle for OPacks for K-9 teams?

A: Yes, the cost of a vehicle is allowable for OPacks.

Q: Can we submit an asset now to be added to the TTAL list for something that is coming online in the future for a high-density station?

A: We will always encourage you to submit requests. Post-9/11 project designs should have the security considerations built in, but we won't rule anything out. You should submit your IJs with your design and explain why security wasn't already built into the original design. The TTAL is an evolving list and will not just be kept at 60 assets.

Q: How long would it take to get an asset on the TTAL list?

A: It could be considered for this year's grant cycle. The review panel will be involved in reviewing the project, and if it does not rise to the level of being included on the TTAL, we can go back and explain or work with you to see what would need to be done in order for it to be on the TTAL.

Q: Is there a template for adding an asset on the TTAL?

A: Not at this time but it is something we can work on.

Q: Under operational activities, agencies are allowed to submit requests for transit security forces overtime costs. Please go into details as to what that means?

A: There have been times when events such as political conventions, which are high alert activities, and called for additional coverage, warranted the use of grant money. Rather than apply for a new team to support mobile screening, you can use existing forces, which will require additional payment for overtime to increase security during those limited timeframes.

Q: Is paying for additional overtime for events throughout the year eligible to any of the agencies on the list?

A: As long as the agency meets the requirement for OPacks, they are eligible to apply for patrols on overtime.

Q: How are you planning to handle TTAL that may be a multi-user station for which the agency does not own the actual facility?

A: We will always say that we can't work with you, without your application and IJs. We hope that you are involved with the other owners and users in discussing security measures and that you all agree to what those needs are and that everyone is in alignment. We want to further cooperation between agencies, not to limit it, however, we understand the competitive process may be more of a challenge and we will try to work through that.

Q: Is the capital project 48 month period of performance the maximum, or is there still a 60 month statutory limit?

A: The period of performance for capital projects is 48 months, but there is still a 60 month requirement for all funding to be spent, otherwise it reverts back to the Treasury Department and extensions cannot be granted.

Closing Comments:

We encourage you to get out to one of the workshops next week, or utilize the call-in capability for the Monday workshop in Washington, DC.

Thank you and have a nice week.

This concludes the call.