

**Freight Rail Security Grant Program (FRSGP) Workshop Questions and Answers
May 23, 2011**

Q: Can you go over what is due by when in which system?

A: The SF-424 is due June 13, 2011 through www.grants.gov. All other required forms (including the other standard forms, Investment Justification (IJ), detailed budgets, and certification forms) are due June 20, 2011 through FEMA's ND Grants system (<https://portal.fema.gov>).

Q: If we are already registered in grants.gov, do we need to register in ND Grants?

A: Yes, you will need to be registered in both systems in order to successfully complete and submit an application.

Q: Are there any "new" requirements for GPS projects?

A: No. You will notice that the grant guidance gives more specific information and detail about the GPS requirements, but this is not a change from previous years. In previous years, however, this information was contained in multiple documents, so this year we put all of the information in the grant guidance so you will not have to read through multiple documents.

Q: What is covered under bridge "hardening" – is that actual hardening of the bridge itself?

A: The term "hardening" is purposefully broad. This can mean anything from camera surveillance to lighting to intrusion detection to actual reinforcement of the bridge, if appropriate. If you feel something is vital to the security of the bridge, submit it and we can work to find a solution, if appropriate.

Q: Is backfill and/or overtime allowable for training and exercise projects?

A: Backfill and/or overtime are only allowable for public entities; it is not allowable for private companies.

Q: What is your definition of "front-line employee" for training? Are we only allowed to train front-line employees under this grant?

A: We understand that for some companies, every employee may be a "front-line" employee, as there may be very few employees. All employees are eligible and encouraged to receive security training, but our priority and focus is on training those employees who help operate the railroad and have physical contact with railroad assets on a day-to-day basis.

Q: On page 18 of the grant guidance, it states that "Bridges that have already received Federal funding for infrastructure hardening are ineligible for additional funds through the FY 2011 FRSGP." What does that mean?

A: If you have already received Federal funds to harden a bridge, either through the FY 2010 FRSGP or other TSA sources, it means that you are not eligible to (re)apply for bridge hardening

for that bridge this year. We want to make sure we address all bridges before going back to reassess/re-harden bridges that have already received funding for hardening measures.

Q: Since the IJs are now considered sensitive security information (SSI) per the guidance, and considering the short timeframe we have to develop and submit Investment Justifications (IJs), can we attach risk assessments to the IJ and just refer to the sections of the assessments that answer each individual question (for a bridge hardening project, for example)? This step would potentially save a lot of time and enormous effort.

A: Yes, if the information is contained in other places, it is fine to submit those sources for reference. However, you must **clearly identify** in your IJ response where the information is in the respective attachments. If it is vague, or points to an entire (long) document without specific page numbers or locations where the specific data can be found, it may be more difficult for the review panel to find the information and rate the application appropriately.

Q: Can we get assurances that once the panel is finished reviewing the IJs that the risk assessments will be either returned to the railroads or destroyed?

A: Yes, we can handle properly destroying the risk assessments, as we know they are sensitive documents.