



Fiscal Year 2011 Transit Security Grant Program

Transportation Security Administration

What is the purpose of the Transit Security Grant Program (TSGP)?

The Transit Security Grant Program (TSGP) is one of five grant programs that constitute the Department of Homeland Security (DHS) Fiscal Year (FY) 2011 infrastructure protection activities. These grant programs are part of a comprehensive set of measures to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The program provides funds to owners and operators of transit systems (which include intracity bus, commuter bus, certain ferry systems, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.

What is the FY 2011 TSGP framework?

The FY 2011 TSGP framework is similar to the FY 2009 American Recovery and Reinvestment Act (ARRA) TSGP. The TSGP framework will be wholly competitive without tiers or target allocations, and focus on operational projects prioritized over capital projects. The project priorities are streamlined, with assets on the Top Transit Asset List (TTAL) (see below) prioritized over all other capital projects.

Is the FY 2011 TSGP funding allocated by tier or region?

No. The FY 2011 TSGP framework does not have tiers or regional target allocations and is wholly competitive. The FY 2011 TSGP will allow DHS to fund high-priority security projects such as those addressing operational deterrence activities, the remediation of critical transit infrastructure, and other assets considered critical to surface transportation security.

What are the funding priorities for the FY 2011 TSGP?

DHS continues to prioritize projects based on their effectiveness in reducing risk. As such, the FY 2011 TSGP will continue to focus on operational activities, such as training, drills and exercises, public awareness campaigns, security planning, visible, unpredictable deterrence, and plans for critical infrastructure remediation. Emphasis will also be placed on remediation of critical infrastructure assets on the TTAL, and priority will be given to "shovel-ready" projects that have complete designs/remediation plans and can be implemented quickly.

The FY 2011 TSGP will focus on operational deterrence activities and the remediation of critical transit infrastructure due to their effectiveness in reducing risk to transit systems. TSGP funding will be prioritized based on the following funding priorities:

- **Priority A Operational Projects:** Training, Drills and Exercises, Public Awareness, and Security Planning.
- **Priority B Operational Packages:** Development of new capabilities to enhance visible, unpredictable deterrence efforts in transit, including equipment and other support.
- **Priority C Capital Projects for TTAL Remediation:** Hardening of assets on the TTAL that have complete remediation plans, including completed Environmental Planning and Historic Preservation (EHP) documentation (e.g., are "shovel-ready").

- o **Priority D Remediation Plans for Assets on the TTAL:** Development and/or completion of remediation plans for assets on the TTAL.
- o **Priority E Other Security Projects:** All other Capital Projects not included in the above priorities, with priority given to “shovel-ready” projects.

What is the Top Transit Asset List (TTAL)?

In support of the TSGP, DHS drafted the TTAL to identify those assets it considers nationally critical to surface transportation. This prioritized list was developed by examining the highest criticality-type assets in the highest-risk regions and intelligence information. These assets were then analyzed based on threats, vulnerabilities, and consequences. Government and industry stakeholders also participated in the process.

How much money will be available under TSGP, and how does that compare to FY 2010 funding?

DHS will provide \$235,029,000 in Public Transportation Assistance and Freight Rail Assistance in FY 2011. Of that, FY 2011 TSGP funding is \$200,079,000; this is close to \$53 million less than the amount of funding provided under the program in FY 2010. Additional FY 2011 security funding will go to the National Passenger Rail Corporation (Amtrak) (\$19.96 million), the Freight Rail Security Grant Program (FRSGP) for \$10 million, and Intercity Bus Security Grant Program (IBSGP) for \$4.99 million.

Is there a limit on operational funding for FY 2011?

Yes. Operational project requests will be considered and funded up to the 10% operational funding cap before capital projects are considered. The 10% cap for operational funding is set forth in section 1406(m) (1) (E) of the *Implementing Recommendations of the 9/11 Commission Act of 2007* (9/11 Act). This section specifically states that “not more than 10 percent of [fiscal year 2011] funds may be used for operational costs under subsection (b) (2).”

Per section 1406 of the 9/11 Act, the Secretary may waive the limitation on operational costs specified in subparagraphs (B) through (E) of paragraph (m) (1) if the Secretary determines that such a waiver is required in the interest of national security, and if the Secretary provides a written justification to the appropriate congressional committees prior to any such action. Historically, approximately 20% of TSGP funds have been awarded each grant cycle for operational costs.

Who may apply for funding under the TSGP?

Eligible applicants include owners and operators of public transit agencies (which include intracity bus, commuter bus, and all forms of passenger rail) and certain ferry systems. Eligible transit agencies were determined based on daily unlinked passenger trips (ridership) and transit systems that serve historic Urban Areas Security Initiative (UASI) jurisdictions.

Per the *Department of Defense and Full-Year Continuing Appropriations Act, 2011* (Public Law 112-10) awards will be made directly to transit agencies; the State Administrative Agency (SAA) is no longer the grantee. As such, eligible transit agencies are responsible for submitting their own applications, including Investment Justifications and Detailed Budgets, through the *grants.gov* and ND Grants portals by the application submission deadline. The SAA is eligible as a sub-grantee to an eligible transit agency to facilitate regional planning and programs.

In addition, law enforcement agencies that act as the primary transit security provider for transit systems are eligible for certain operational activities as sub-recipients of the transit systems.

Please refer to the FY 2011 guidance for the full list of eligible transit agencies.

Who is eligible for Operational Package (OPack) funding?

For FY 2011, OPack eligibility is no longer driven by tiers or ridership. Rather, any transit agency having a dedicated transit security/police force of 50 or more full-time or full-time equivalent, sworn officers that will attest to its ability to sustain OPacks after the grant period of performance may apply for OPack funding. Any agency may also apply for the non-personnel aspects of operational packages (e.g., equipment and support).

What is the grant period of performance?

The period of performance for Capital Projects is 48 months. The period of performance for operational projects is 36 months. Extensions to the period of performance will be considered only through formal requests to FEMA with specific and compelling justifications as to why an extension is required.

Are eligible agencies required to provide a cost share?

Participants of the FY 2011 TSGP will not be required to provide a cost share for funding they receive.

How does DHS score the grant applications?

A National Review Panel (NRP), comprised of subject matter experts from the federal government, will score each project based on the evaluation criteria laid out in the guidance. Investment Justifications (IJ) will be evaluated based on the following criteria with the listed range of values:

- Risk Score Group
- Alignment to Funding Priority Areas
- Risk Mitigation Score
- Regional collaboration (where appropriate)

The NRP may make funding recommendations other than the request if ineligible expenses are listed as part of the budget. Final scores and funding recommendations are ranked and projects are funded in rank order until the funding allocation is exhausted.

Who will be responsible for scoring the grant applications?

DHS will draw upon the expertise of surface transportation experts from the federal government to review and score the projects, and pass their recommendations to the Executive Committee, consisting of senior federal security representatives. This Executive Committee determines the final grant awards based on the scores, comments, and funding recommendations. The National Review Panel and the Executive Committee will include representatives from TSA, FEMA and FTA.

When are grant applications due?

As part of the FY 2011 TSGP application process, applicants must develop a formal IJ that addresses each initiative being proposed for funding, including management and administration (M&A) costs. Applicants may submit up to 15 IJs. Each IJ must demonstrate how a proposed project addresses gaps and deficiencies in current programs and capabilities. The IJ must demonstrate the ability to provide enhancements consistent with the purpose of the program and guidance provided by DHS. Applicants must ensure that the IJ is consistent with all applicable requirements outlined in this application kit.

Applicants can download and begin filling out the grant application at any time once the application period opens, though the applications can be submitted only after the steps above are completed.

Completed applications must be submitted electronically no later than 11:59 PM EST, July 5, 2011. Eligible transit systems must submit the SF-424 application together with IJ(s), detailed budgets and other required documents.

Where can I go if I have additional questions?

Additional information on the program is available on our website at www.tsa.gov/grants, and on FEMA's website at www.fema.gov/grants. Questions may also be submitted to TSA through TSAGrants@tsa.dhs.gov with a carbon copy to FEMA at ASKcsid@dhs.gov.

Also, weekly conference calls will start May 25, 2011 and will occur every Wednesday at 1PM EST through June 29, 2011. The conference line is 1-888-323-4702 (Participant code: "Wednesday").