



Fiscal Year 2010 Freight Rail Security Grant Program Transportation Security Administration

What is the purpose of the FRSGP?

The purpose of the FY 2010 FRSGP is to raise the security baseline within the Freight Rail Industry by funding vulnerability assessments and security plans, providing funding for security training and exercises for frontline personnel, purchasing and installing Global Positioning Systems (GPS) tracking on railroad cars and hardening of bridges which span the Western Rivers System. In FY 2010, \$15 million is available for these purposes.

What entities are eligible to apply for the FRSGP?

Eligible applicants for the FY 2010 FRSGP are determined by DHS as **Class I, II, and III freight railroad carriers** that transport Rail Security-Sensitive Materials (RSSM) and also operate in or through a high threat urban area as defined by the FY 2010 FRSGP Grant Guidance, and certify that they have developed and adhere to a vulnerability assessment and security plan that conforms to 49 CFR 172.802. **Owners of railroad cars** that transport bulk TIH materials and **offerors/shippers of bulk TIH materials** are eligible to apply for funding for GPS Tracking on railroad cars. In addition, **owners of rail bridges** which are used for freight rail transportation, have a volume exceeding 4.9 million gross ton miles (MGTM), and span a waterway considered part of the Western Rivers System may apply for infrastructure hardening capabilities for the bridge structure, its immediate surrounding area and access points.

What are the FRSGP funding priorities?

Class I carriers may only request funds to support security awareness and emergency response training, and security drills and exercises for frontline employees provided that they have completed an acceptable vulnerability assessment and security plan. **Class II and Class III carriers** may request funds to conduct a vulnerability assessment and develop a security plan. When an acceptable vulnerability assessment and security plan has been approved, they may also request funds to support security awareness and emergency response training, and security drills and exercises for frontline employees. **Eligible owners of railroad cars and offerors/shippers of TIH materials** may use grant funds received under this program to acquire and install satellite GPS tracking on cars that transport TIH. Satellite tracking equipment must be able to meet specific communication protocol standards that are outlined in the FY 2010 FRSGP Grant Guidance. **Owners of rail bridges which span the Western Rivers System** may use grant funds to purchase and install new hardware and security hardening equipment for those rail bridges such as cameras, sensors, access control units and lighting.

What determines whether an applicant is in Class I, II, or III?

As designated by the Surface Transportation Board, a **Class I railroad carrier** is defined as a railroad with annual operating revenues for 2005 over \$319.2 million; a **Class II railroad carrier** is defined as a railroad with annual operating revenues between \$25.5 million and \$319.2 million; and a **Class III railroad carrier** is defined as a railroad with annual operating revenues of less than \$25.5 million.

What constitutes the Western Rivers System?

The Western Rivers System is defined as the Mississippi River and connecting waterways, including the Ohio and Missouri Rivers.

Are eligible entities required to provide a cost share?

The maximum Federal share of any project supported through FRSGP is 75%, with the exception of vulnerability assessments and security plans which have no match requirement. Therefore, grantees are required to provide non-Federal funding (cash or in-kind) of at least 25% of approved project costs for the FY 2010 FRSGP.

What is a Rail Security-Sensitive Material (RSSM)?

For the purpose of this grant program, a RSSM is defined as: more than 2,268 kg in a single carload of a Division 1.1, 1.2, or 1.3 explosive; a tank car containing a material poisonous by inhalation, as defined in 49 CFR 171.8, including anhydrous ammonia but excluding residue quantities of these materials; and a highway route-controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403.

What is an obligation?

Obligations are a legal liability to pay, under a grant, sub-grant, and/or contract, determinable sums for services or goods incurred during the period of performance (POP). This includes, but is not limited to, amounts of orders placed, contracts and grants awarded, services received and similar transactions that require payment by the recipient.

What is the period of performance (POP)?

The period of performance (POP) is defined as the period of time when Federal funding is available for obligation by the recipient; the start and end dates of the POP are included in the award document. The recipient may charge allowable costs resulting from obligations incurred during the POP and any pre-award costs authorized by the Federal Emergency Management Agency (FEMA). For the FY 2010 FRSGP, the period of performance is 36 months from the date of award.

How will the applications be reviewed?

Applications that meet all administrative and submission requirements (including certification statements, as applicable), will be evaluated and ranked by a National Review Panel based the following criteria:

- 1. Compliance – 20%.** Projects will be evaluated based on their adherence to the project type requirements listed in Part I of the guidance (e.g. vulnerability assessment requirements, security plan requirements, frontline employee training requirement, and GPS requirements).
- 2. Cost Appropriateness – 20%.** Projects will be evaluated and prioritized based on the cost appropriateness of the project. The project cost levels should be commensurate with the security impact, and the proposed solution should be reasonable and advantageous over other possible solutions.
- 3. Feasibility – 20%.** Projects will be evaluated based on the ability of the applicant to complete the proposed project within the proposed timeframes, the level of expertise and appropriateness of the management team as proposed, and the ability for the applicant to meet the challenges associated with the implementation of the project.

4. **Sustainability – 10%.** Projects will be evaluated and prioritized based on the ability of the applicant to sustain (e.g. maintain intended benefit) the investment after Federal grant funding has been expended.
5. **Risk – 30%.** DHS is committed to focusing the bulk of available funds on high-risk areas. As such, the risk associated with (1) High Threat Urban Areas and (2) the type and amount of RSSM including TIH materials hauled or stored will also be considered in the funding of the project.

When are grant applications due, and how do I apply?

Applications must be submitted through grants.gov and are due no later than 11:59 pm EST on February 12, 2010. Exceptions cannot be granted.

Where can I go if I have additional questions?

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