



**Fiscal Year 2010
Freight Rail Security Grant Program (FRSGP)
Workshop**

December 16, 2009



**Homeland
Security**

Chicago, IL

Agenda

10:00 am	Welcome and Opening Remarks
10:15 am	Program Overview <ul style="list-style-type: none">➤ Key Program Changes➤ Eligibility➤ Funding Priorities➤ Scoring and Evaluation
11:00 am	Eligible Projects
12:00 noon	<i>Lunch on your own</i>
1:00 pm	Application Process
1:30 pm	Application Requirements
2:00 pm	Investment Justifications
2:30 pm	Environmental Planning and Historic Preservation Review
3:00 pm	Questions and Answers
3:30 pm	Closing Remarks



Fiscal Year 2010 Freight Rail Security Grant Program

Overview



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FRSGP Overview: Key Program Changes from FRSGP FY 2009

Several key changes impact the FY 2010 FRSGP:

- Security exercises are an allowable activity for FY 2010 FRSGP funding.
- GPS Tracking projects are prioritized over other eligible project types.
- Owners of Rail Bridges which span the Western Rivers System are eligible applicants.
- Projects to harden Rail Bridges that span the Western Rivers System are a new funding priority.
- 25% match requirement for Training & Exercise, GPS, Bridge projects. No match requirement for vulnerability assessments and security plans.

FRSGP Overview: Eligible Applicants

There are three categories of eligible applicants:

- Railroad Car Owners and Offerors must:
 - Transport Rail Bulk – poisonous by inhalation/toxic inhalation hazardous (TIH) ; **AND**
 - Travel from, to or through a High Threat Urban Area (HTUA).
- Freight Railroad Carriers must:
 - Transport Rail Security Sensitive Materials (RSSM);
 - Operate in or through at least one HTUA, as listed on page 15 of the Guidance package; **AND**
 - Certify they have developed and adhere to a vulnerability assessment and security plan that conforms to the requirements of 49 CFR 172.802.
- Owners of Rail Bridges must:
 - Own bridges used for freight rail transportation which span a waterway considered part of the Western Rivers System; **AND**
 - Have bridges with a volume exceeding 4.9 million gross ton miles (MGTM)
 - **Western Rivers System** is defined as the Mississippi River and connecting waterways, including the Ohio and Missouri Rivers.

FRSGP Overview: Definitions

RSSM is defined as:

- 1) More than 2,268 kg (5,000 lbs.) in a single carload of a Division 1.1, 1.2, or 1.3 explosive;
- 2) A tank car containing a material poisonous by inhalation, as defined in 49 CFR 171.8, including anhydrous ammonia but excluding residue; and
- 3) A highway route-controlled quantity of a Class 7 (radioactive) material, as defined in 49 CFR 173.403.

Offerors are defined as:

- 1) Entities that lease rail cars in order to ship materials poisonous by inhalation/TIH materials by railroad.

TIH is defined as:

- 1) A material poisonous by inhalation, as defined in 49 CFR 171.8, including anhydrous ammonia but excluding residue quantities of these materials.

Infrastructure hardening is defined as:

- 1) The act of applying security to the infrastructure including but not limited to; Access Control Systems, Video Monitoring Systems and Physical Barriers.

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

Table 1. High Threat Urban Areas (HTUAs)

(AZ) Phoenix Area	(IN) Indianapolis Area	(OH) Columbus Area
(AZ) Tucson Area	(KY) Louisville Area	(OH) Toledo Area
(CA) Los Angeles/Long Beach Area	(LA) Baton Rouge Area	(OK) Oklahoma City Area
(CA) Bay Area	(LA) New Orleans Area	(OR) Portland Area
(CA) Riverside Area	(MA) Boston Area	(PA) Philadelphia Area
(CA) Sacramento Area	(MD) Baltimore Area	(PA) Pittsburgh Area
(CA) San Diego Area	(MI) Detroit Area	(PR) San Juan Area
(CA) Anaheim/Santa Ana Area	(MN) Twin Cities Area	(RI) Providence Area
(CO) Denver Area	(MO) Kansas City Area	(TN) Memphis Area
(CT) Bridgeport Area	(MO) St. Louis Area	(TN) Nashville Area
(CT) Hartford Area	(NC) Charlotte Area	(TX) Houston Area
(DC) National Capital Region	(NE) Omaha Area	(TX) Austin Area
(FL) Fort Lauderdale Area	(NJ) Jersey City/Newark Area	(TX) Dallas/Fort Worth/Arlington Area
(FL) Jacksonville Area	(NV) Las Vegas Area	(TX) El Paso Area
(FL) Miami Area	(NY) New York City Area	(TX) San Antonio Area
(FL) Orlando Area	(NY) Albany Area	(UT) Salt Lake City Area
(FL) Tampa Area	(NY) Buffalo Area	(VA) Richmond Area
(GA) Atlanta Area	(NY) Rochester Area	(VA) Norfolk Area
(HI) Honolulu Area	(NY) Syracuse Area	(WA) Seattle Area
(IL) Chicago Area	(OH) Cincinnati Area	(WI) Milwaukee Area
	(OH) Cleveland Area	

FRSGP Overview: Eligible Project Types by Applicant

The type of applicant determines eligibility for one of four eligible project types.

- **Railroad car owners and offerors who ship by railroad** are eligible to request funding for:
 - **GPS Tracking Projects:** to acquire, install and operate satellite GPS tracking on railroad cars that transport TIH.

- **Railroad carriers**
 - **Class I carriers** are eligible to request funding for:
 - **Training and Exercises:** to support security awareness and emergency response training and exercises for frontline employees provided that they have completed an acceptable vulnerability assessment and security plan.

FRSGP Overview: Eligible Project Types by Applicant

➤ Railroad carriers (cont.)

- **Class II and Class III carriers** are eligible to request funding for:

- **Vulnerability Assessments and Security Plans:** to conduct a vulnerability assessment and develop a security plan.
- **Training and Exercises:** to support security awareness and emergency response training and exercises for frontline employees provided that they have completed an acceptable vulnerability assessment and security plan.

➤ Owners of rail bridges which span the Western Rivers System are eligible to request funding for:

- **Rail Bridge Hardening Projects:** to purchase and install new infrastructure hardening capabilities on the bridge structure and its immediate surrounding area and access points.

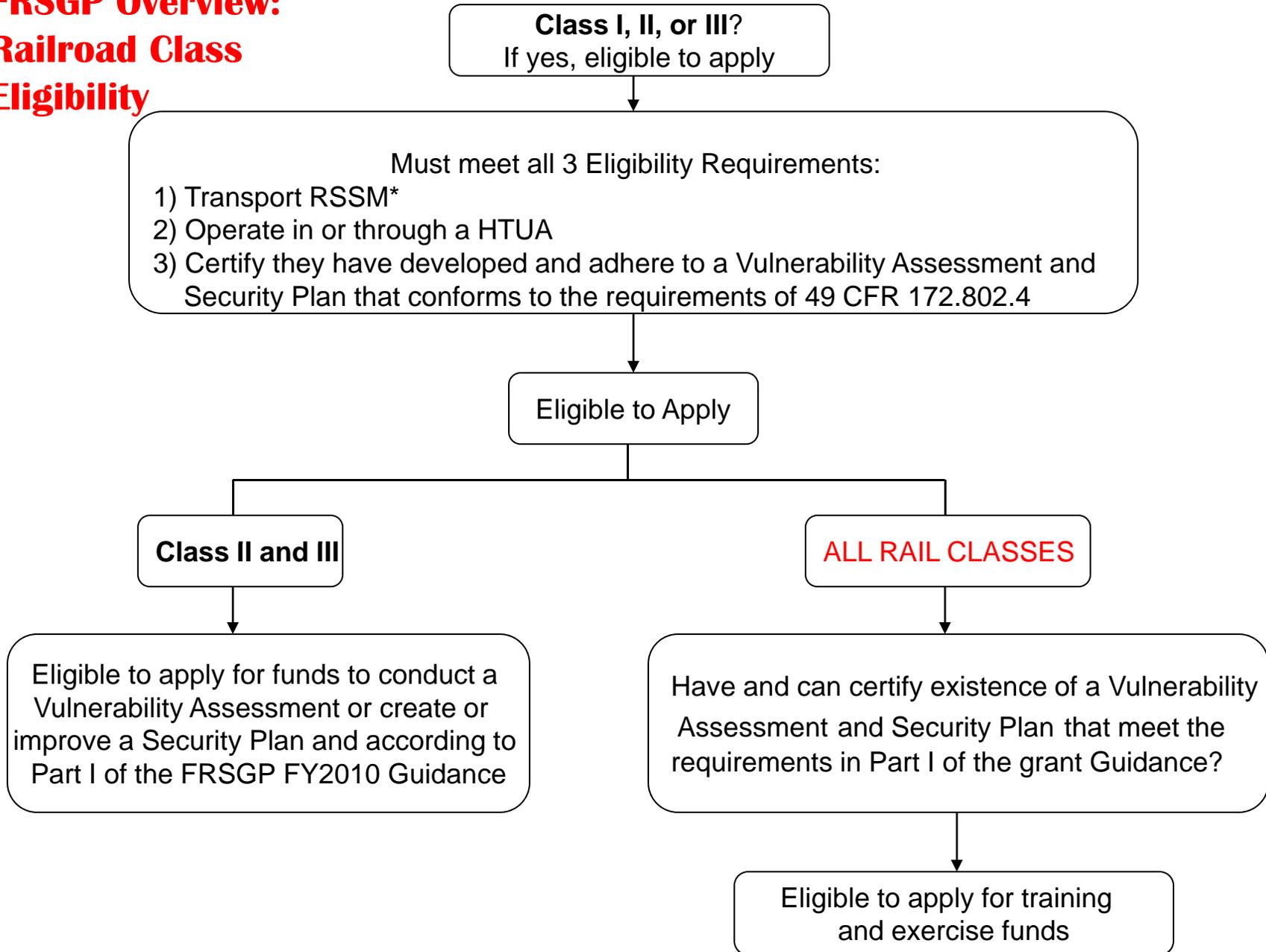
FRSGP Overview: Funding Priorities

Applicant	Eligible Projects
Railroad Car Owners and Offerors	<ul style="list-style-type: none"> • GPS Tracking Projects
Class I Railroads	<ul style="list-style-type: none"> • Security Awareness and Emergency Response Training and Exercises
Class II and Class III Railroads	<ul style="list-style-type: none"> • Vulnerability Assessments and Security Plans • Security Awareness and Emergency Response Training and Exercises*
Owners of Rail Bridges of the Western Rivers System	<ul style="list-style-type: none"> • Rail Bridge Hardening Projects**

*Class II and Class III railroads may apply for funding for training and exercises provided that they have completed an acceptable vulnerability assessment and security plan.

**Bridges that have already received federal funding for infrastructure hardening are ineligible for additional funds through the FY 2010 FRSGP.

**FRSGP Overview:
Railroad Class
Eligibility**



Class I, II, or III?
If yes, eligible to apply

Must meet all 3 Eligibility Requirements:

- 1) Transport RSSM*
- 2) Operate in or through a HTUA
- 3) Certify they have developed and adhere to a Vulnerability Assessment and Security Plan that conforms to the requirements of 49 CFR 172.802.4

Eligible to Apply

Class II and III

ALL RAIL CLASSES

Eligible to apply for funds to conduct a Vulnerability Assessment or create or improve a Security Plan and according to Part I of the FRSGP FY2010 Guidance

Have and can certify existence of a Vulnerability Assessment and Security Plan that meet the requirements in Part I of the grant Guidance?

Eligible to apply for training and exercise funds

FRSGP Overview: Scoring and Evaluation

- Applications will be reviewed and scored by a National Review Panel (NRP) using risk-based prioritization and the following five review criteria:
 - Compliance
 - Cost Appropriateness
 - Feasibility
 - Sustainability
 - Risk

- Applicants must comply with all administrative requirements – including complete Investment Justifications, budgets, required forms and certifications, and application process requirements – to have their applications reviewed and scored by the NRP.

FRSGP Overview: Evaluation Criteria

Compliance	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)
Cost Appropriateness	Cost appropriateness of the request as determined by carrier's assets, location, infrastructure, and size [volume of RSSM shipment] and security impact, and reasonableness over other possible solutions.
Feasibility	Ability to complete the proposed project within the proposed timeframes, the level of expertise and appropriateness of the management team as proposed, and the ability to meet the challenges associated with the implementation of the project.
Sustainability	Ability to sustain (maintain intended benefit of) the investment after the Federal grant funding has been expended.
Risk	Risk associated with (1) HTUAs and (2) the type and amount of RSSM including TIH materials hauled or stored.



Fiscal Year 2010 Freight Rail Security Grant Program

Eligible Projects



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FRSGP Eligible Projects: GPS Tracking

- GPS Tracking Technology is available to **owners and offerors of railroad cars** used in the transportation of TIH material.
- Satellite or land-based wireless GPS communication systems must meet the following requirements:
 - The system shall have the capability of providing the current position by latitude and longitude.
 - The system shall have geofencing capabilities that allow authorized users to define and monitor routes through HTUAs.
 - The system shall have the capability of sending an alert notification to the designated dispatch/operation center when the rail car enters and leaves an HTUA.

FRSGP Eligible Projects: GPS Tracking

- Satellite communication systems must meet the following requirements: (cont.)
 - The system shall have the capability to allow polling of the rail car tracking units to request a current location and status report.
 - The system shall be capable of operating with a reporting frequency that permits locating the rail car within a reasonable precision when requested by DHS/TSA representatives.
 - The tracking system shall meet all federal, state, local, and industry safety standards regarding the installation of the GPS equipment on the rail car.
- The tracking system shall be tested periodically and the results of the test recorded.

FRSGP Eligible Projects: GPS Tracking

- Rail Car Tracking Systems shall conform to the “TSA Universal Communications Interface (UCI) – Interface Requirements Specification (IRS)” for enabling the transmission of data from commercially available tracking systems to a centralized government tracking center.
- Companies must provide TSA rail car tracking and shipment data through the UCI.
- A communication plan should be established to include standard operating procedures (SOP) for communications between rail car owners/lessees, appropriate railroad carrier personnel, and emergency services agencies.
- If RSSM offerors who ship by railroad apply for GPS tracking on cars that transport TIH, they must submit a statement certifying the acknowledgment of the application by the owner of the rail car.

FRSGP Eligible Projects: GPS Tracking Allowable Expenses

- **Purchase of new units:** Basic GPS unit capable of reporting requirements as specified in GPS Tracking requirements Part IV Section B of the FY 2010 FRSGP guidance. Additional sensory capability costs are not eligible and, if included, must be assumed by the railroad car owner. **This grant will not fund replacement units or more than one unit per railcar.**
- **Installation:** Applicable installation costs for the GPS units are allowable.
- **Activity Feeds:** In accordance with the satellite Communication system and functional requirements as specified in the GPS Tracking Requirements Part IV Section B of the FY 2010 FRSGP guidance. Cost of additional sensory information is not eligible and, if included, must be assumed by the railroad car owner.

FRSGP Eligible Projects: Vulnerability Assessments

- Vulnerability Assessments are available to **Class II and III railroads** that transport RSSM and operate in or through at least one HTUA.
- Must complete a Vulnerability Assessment of all railroad carrier critical assets and infrastructure, and the carrier's transportation and storage of RSSM in rail cars, excluding residue.
- Vulnerability Assessment Structure
 - Identification of all critical assets and infrastructure
 - Each asset should be assessed as the target of at least the following acts of terrorism (attack scenarios);
 - Vehicle-Borne Improvised Explosive Device (VBIED) attack
 - Improvised Explosive Device (IED) attack
 - Cyber attack

FRSGP Eligible Projects: Vulnerability Assessments

- Vulnerability Assessment Structure (cont.)
 - Identification of vulnerabilities on all critical assets and infrastructure
 - Strengths and weaknesses
 - Countermeasures and their effectiveness in reducing identified vulnerabilities, taking into account the following:
 - Physical security
 - Randomness of operations
 - Access control to critical areas
 - Computers or other automated systems used in railroad operations
 - Emergency communications systems and utilities
 - Planned coordination with first responders
 - Employee and contractor personnel screening
 - Employee security training
 - Dwell time of rail cars containing RSSM

FRSGP Eligible Projects: Vulnerability Assessments

- Vulnerability Assessment Structure (cont.)
 - Identification of redundant and backup electrical power and communications network
 - Analysis of the consequences of each applicable act of terrorism on identified critical assets; estimating the impact of each scenario will have on the following:
 - Railroad operations
 - Population
 - National Security
 - National Economy
 - Risk assessment for each critical asset and infrastructure that takes into account relative degree of risk in terms of consequences of the act of terrorism; likelihood of a success of the act of terrorism; and threat information available to the rail carrier

FRSGP Eligible Projects: Vulnerability Assessments

- Vulnerability Assessment Methodologies
 - Assessment must be conducted using a tool or methods which meet the above criteria and must be accepted by DHS/TSA.
 - Some examples of the publicly available methodologies that meet these criteria include, but are not limited to the following:
 - DHS Transit Risk Assessment Module (TRAM)
 - Various Intelligence Community's Analytical Risk Management (ARM) Process.
 - Various commercially available tools also meet these criteria

FRSGP Eligible Projects: Vulnerability Assessments

Allowable Expenses

- Development of all required content, as specified on pages 7 - 8 of the FY 2010 FRSGP Guidance and Application Kit, are allowable expenses.

FRSGP Eligible Projects: Security Plans

- Security Plans are available to **Class II and III railroads** that transport RSSM and operate in or through at least one HTUA.
- Security Plan must be based on and supported by the railroad carrier's vulnerability assessment.
 - Ensures the security processes and procedures are in place to effectively prevent and respond to threat incidents and terrorist attacks.
- **Freight Rail Security Plan Structure**
 - Rail Carrier's Statement of Security Plan Objectives
 - Designation of "Rail Security Coordinator(s)"
 - Roles and responsibilities of those designated with security responsibilities
 - Procedures in place to communicate, disseminate, and respond to threat information

FRSGP Eligible Projects: Security Plans

- Freight Rail Security Plan Structure (cont.)
 - Security countermeasures to be implemented in response to terrorist attack or raised alert level; monitor and track implementation
 - Procedures for periodic audits, exercises and drills of security plan and its components; including after action report/Projects with lessons learned that are shared with appropriate personnel
 - Measures to prevent unauthorized access to designated or restricted areas
 - Measures to prevent the introduction of dangerous substances and devices to designated restricted areas and/or railroad property
 - Procedures and expected timeframes for responding to security threats and breaches of security; including provisions for maintaining security of infrastructure and operations on railroad property

FRSGP Eligible Projects: Security Plans

- Freight Rail Security Plan Structure (cont.)
 - Procedures for evacuating railroad facilities or conveyances in case of reliable security threats or breaches of security
 - Procedures in place for the protection of railroad carriers designated critical assets and infrastructure
 - Procedures for communicating during an emergency situation
 - Security measures designed to ensure security of local communities, special events, and railroad owned/operated property, equipment, and leased track
 - Procedures to address secure handling and storage of TIH materials when threat conditions warrant
 - Plan to minimize the occasions when loaded tank cars carrying TIH materials are unattended in HTUAs
 - Plan for employee security awareness training to include number of employees and timeline for conducting the training

FRSGP Eligible Projects: Security Plans

- Freight Rail Security Plan Structure (cont.)
 - Plans for a positive and secure handoff of RSSM rail cars at points of interchange with shippers, receivers, and other carriers
 - Plans and procedures to provide redundant and backup systems required to ensure continued railroad operations
 - Procedures to respond to and facilitate the recovery of railroad operations after a transportation security incident
 - Procedures for cyber security
 - Appendix containing risk mitigation strategies for addressing vulnerabilities identified in the vulnerability assessment but not sufficiently addressed by the security plan.
 - Outstanding Vulnerabilities
 - Mitigation options and associated costs of alternatives
 - Preferred mitigation strategy
 - Comprehensive funding plan and schedule for risk remediation

FRSGP Eligible Projects: Security Plan Projects Allowable Expenses

- Development of all required content, as specified on pages 8 - 10 of the FY 2010 FRSGP Guidance and Application Kit, are allowable expenses.

FRSGP Eligible Projects: Frontline Employee Security Training and Exercises Projects

- Frontline Employee Security Training and Exercises are available to **Class I railroads** that operate in or through at least one HTUA and **Class II and III railroads** that have completed an acceptable vulnerability assessment and security plan.
- Frontline Employee security training program must include the following components:
 - Security Awareness
 - Identifying, reporting, and reacting to suspicious activity, suspicious items, dangerous substances, and security incidents
 - Determining the seriousness of an occurrence or threat
 - Recognizing and reporting improvised explosive devices (IED) and weapons of mass destruction (WMD) in the confines of trains and critical infrastructure

FRSGP Eligible Projects: Frontline Employee Security Training and Exercises

- Frontline Employee security training program must include the following components: (cont.)
 - Behavior Recognition
 - Recognizing behaviors associated with terrorists' reconnaissance and planning activities
 - Behavioral and psychological aspects of, and responses to, terrorist incidents, including the ability to cope with hijacker behavior
 - Threat/Incident Prevention, Protection, and Response
 - Understanding individual roles and responsibilities in prevention of and response to terrorist attacks
 - Crew communication and coordination
 - Evacuation procedures for employees
 - Self defense and use of non-lethal defense devices;
 - Use of personal protective devices and other protective equipment

FRSGP Eligible Projects: Frontline Employee Security Training and Exercises

- Frontline Employee security training program must include the following components: (cont.)
 - Threat/Incident Prevention, Protection, and Response (cont.)
 - Procedures for communicating and interacting with governmental; nongovernmental emergency response providers
 - Operation and maintenance of security equipment and systems, to the extent the employee's responsibilities involve use or maintenance of such equipment
 - Live situational exercises regarding various threat conditions
 - Threat/Incident Prevention, Protection, and Response (*additional components for operations control center/operations dispatch center personnel*)
 - Understanding the role of the operations control center in prevention of, protection against and response to terrorist attacks

FRSGP Eligible Projects: Frontline Employee Security Training and Exercises Projects

- Frontline Employee security training program must include the following components: (cont.)
 - Threat/Incident Prevention, Protection, and Response (*additional components for operations control center/operations dispatch center personnel*)
 - Implementing freight rail carrier's security plan and components
 - Understanding individual roles and responsibilities
 - Specifying priorities in prevention of, protection against, and response to a terrorist threat or attack
 - Directing and coordinating prevention, protection, and response activities for terrorist threat or attack.
 - Ensuring effective command, control, and communication with first responders
 - Use of personal protective devices and other protective equipment

FRSGP Eligible Projects: Frontline Employee Security Training and Exercises Projects

- Frontline Employee security training program must include the following components: (cont.)
 - Threat/Incident Prevention, Protection, and Response (*additional components for operations control center/operations dispatch center personnel*)
 - Procedures for communicating and interacting with governmental and nongovernmental emergency responders
 - Operation and maintenance of security equipment and systems, to the extent the employee's responsibilities involved in the use and maintenance of such equipments
 - Tabletop and live situational exercises testing capabilities to direct and coordinate prevention and response activities for terrorist threats or attacks
- Training courses must be DHS-approved courses.

FRSGP Eligible Projects: Training and Exercises

Allowable Expenses

- **Training workshops and conferences.** Plan and conduct training workshops or conferences to include costs related to planning, meeting space and other meeting costs, facilitation costs, materials and supplies, travel and training plan development.
- **Certain full or part-time staff and contractors or consultants.** Full or part-time staff may be hired to support training and exercise-related activities.
- **Public sector employee overtime and backfill costs.** Payment of overtime expenses will be for work performed by award or sub-award employees in excess of the established work week (usually 40 hours). Further, overtime payments and backfill costs associated with sending personnel to training are allowable, provided that it is DHS approved training. Overtime and backfill of private sector employees are not eligible.

FRSGP Eligible Projects: Training and Exercises

Allowable Expenses

- **Travel.** Travel costs (i.e., airfare, mileage, per diem, hotel, etc.) are allowable as expenses by employees who are on travel status for official business related to the planning and conduct of the training and/or exercise project(s) or for attending DHS-approved courses. These costs must be in accordance with State law as highlighted in FAR Part 31.2.
- **Exercise planning workshop.** Plan and conduct exercise planning workshop, to include costs related to planning, meeting space and other meeting costs, facilitation costs, materials and supplies, travel and exercise plan development.
- **Supplies.** Supplies are items that are expended or consumed during the course of the planning and conduct of the training and/or exercise project(s) (e.g., copying paper, gloves, tape, non-sterile masks, and disposable protective equipment).
- **Other Items.** These costs may include the rental of space/locations for planning and conducting training and exercises, exercise signs, badges, and similar materials.

FRSGP Eligible Projects: Infrastructure Hardening on Rail Bridges

The following information should be included in applications for bridge projects:

- Asset Name
- Owner/Operator
- Complete Address
- Latitude/ Longitude
- County or Counties:
- Local Government(s):
- Identify public venues within 2.5 mile radius
- Identify high density structures within a 2.5 mile radius (schools, hospitals, prisons, high rises, etc.)

FRSGP Eligible Projects: Infrastructure Hardening on Rail Bridges

The following information should be included in applications for bridge projects:

- Are there other back-ups or reroutes for the loss of this asset? List these backups, contingencies and redundancies.
- Describe facilities that share perimeter boundaries with this asset.
- Please identify other railroads utilizing this asset.
- Is this asset part of a STRACNET route or STRACNET connector route?
- What railroad division/subdivision is the asset part of?
- Is this bridge fixed or moveable?
- If moveable, what type? (Swing, Lift, Bascule)
- What is the total length of the bridge?
- What is the height of the bridge above mean water level?
- Does the bridge cross a navigable waterway? Name waterway.

FRSGP Eligible Projects: Infrastructure Hardening on Rail Bridges

The following information should be included in applications for bridge projects:

- What is the maximum permissible speed over bridge?
- What is the average daily total of all trains?
- What is the average daily volume of passenger trains?
- What are the primary commodities carried by this bridge?
- How many tracks are on the bridge?
- How often are underwater inspections of piers completed?
- How often is an inspection of the bridge completed?
- What is the primary alternate route if this bridge is out of service?
Describe
- Are there bridge piers accessible by foot or vehicular traffic?
- Is the bridge manned? What hours?
- Does this bridge also carry public vehicular or foot traffic?

FRSGP Eligible Projects: Infrastructure Hardening on Rail Bridges

The following information should be included in applications for bridge projects:

- Has the bridge design or construction provided for risk mitigation, such as fire-proofing, non-flammable, etc.?
- What are the million gross ton miles annually on this bridge?
- What is the AAR security classification of this asset?
- What is the maximum car weight permitted (in tons)?

FRSGP Eligible Projects: Infrastructure Hardening on Rail Bridges Allowable Expenses

- **Purchase of new hardware:** Security hardening equipment, such as cameras, sensors, access control units and lighting are allowable.
- **Installation:** Applicable installation costs for the equipment is allowable.

FRSGP Requirements

- Management and Administration
 - Cannot exceed 5%

- Cost Share for Training and Exercises, GPS or Bridge Projects:
 - 25% match requirement

- Cost Share for Vulnerability Assessments and Security Plans:
 - None



**Fiscal Year 2010
Freight Rail Security Grant Program**

Application Process



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FRSGP: How to Apply

Step 1: Registering

- Establishing an e-business point of contact (POC)
- Data Universal Numbering System (DUNS) number
- Central Contractor Registration (CCR)
www.ccr.gov
- Credential Service Provider
- Register with Grants.gov
- Organizational Approval

FRSGP: How to Apply (Continued)

Step 2: Download the Application Viewer

Step 3: Download the Application Package

Step 4: Complete the Application Package

Step 5: Submit the Application

Step 6: Track the Application

FRSGP: Key Dates

- **February 12, 2010** – Grant applications are due through the Grants.gov System 45 **working** days after the guidance was issued on **December 8, 2009**
 - Deadline Congressionally-mandated and **cannot** be extended
 - Late applications **cannot** be considered
- **May 10, 2010** – DHS announces grant awards within 60 working days of the application submission deadline.



Fiscal Year 2010 Freight Rail Security Program

Application Requirements



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FRSGP: Application Requirements

- **Mandatory Application Forms** include:
 - Standard Form 424, Application for Federal Assistance
 - Standard Form 424A, Budget Information
 - Standard Form 424B, Assurances (non-construction)
 - Standard Form LLL, Disclosure of Lobbying Activities
 - Any additional required attachments
 - Investment Justification
 - Detailed Budget
 - If applying for training or exercises:
 - Vulnerability Assessment and Security Plan Certification Statement
 - Vulnerability Assessment and Security Plan Certification Statement for 49 CFR Part 172

FRSGP: Application Requirements

- CDFA (Catalog of Federal Domestic Assistance) number is 97.075 (“Rail and Transit Security Grant Program”)
- Up to four (4) Investment Justifications with budget detail, each addressing an initiative being proposed for funding.
- National Environmental Preservation Act (NEPA)/ Environmental and Historic Preservation (EHP) Act:
 - Requirements do not apply to FRSGP vulnerability assessment and security plans, training, exercises or management and administration projects.
 - May apply to FRSGP GPS tracking projects and bridge projects

FRSGP: Application Requirements

- See Part IV.B. Use [grants.gov](https://www.grants.gov) to track status of your application. Click on “applicants” link, scroll down to “for Applicants” and click on “login here,” then “check application status” for one of four status messages:
 - Validated. (No errors. Ready for FEMA to download.)
 - Received by Agency. (Downloaded into FEMA Grant Management System, undergoing validation by GMS.)
 - Agency Tracking Number Assigned. (Download successful; validated by GMS.)
 - Rejected with Errors. (Application was rejected by grants.gov or GMS;
- Grants.gov customer support hotline: [1-800-518-4726](tel:1-800-518-4726).

FRSGP: Award and Reporting Requirements

- Grant Award and Obligation of Funds
 - Upon approval of application, grant is awarded to the grant recipient. That date is the “Award Date.” Period of performance is 36 months.
 - Notification of award is done by email through the Grants Management System (GMS) to the individual filing the application as well as the authorized grantee official. Read the award and any special condition documents included. Authorized grantee official must accept the award, returning both a signed copy of the award document and initialed copy of special conditions page(s).
 - Complete and return SF 1199A, Direct Deposit Sign-up Form.
 - Use FEMA’s online Payment and Reporting System (PARS) to request funds.

FRSGP: Award and Reporting Requirements

➤ Post Award Requirements

- Quarterly FSR (Financial Status Report) due within 30 days of the end of each calendar quarter, including all partial quarters and periods of no grant activity.
- Refer to FRSGP guidance and application kit, Part 6, for further reporting requirements.
- Grant recipients are monitored periodically by FEMA staff to ensure project goals, objectives, performance requirements, timelines, budgets, are being met. Review can be office-based or on-site, or combination.



Fiscal Year 2010 Freight Rail Security Program

Investment Justification



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FRSGP Investment Justification: Section I and II: Background and Impact

- I.A: Identify the point(s) of contact for this investment.
- I.B: Describe your operating system as applicable.

- II.A. Provide an abstract for this investment.
- II.B. Discuss how the implementation of this investment will decrease or mitigate risk.

- II.C. Vulnerability assessments and security plan requests as applicable.

- II.D. Training Program, as applicable.

FRSGP Investment Justification: Section III: Funding and Implementation Plan

- III.A. Investment Funding Plan.
- III.B. Identify up to five potential challenges to the effective implementation of this investment (e.g. stakeholder buy-in, sustainability, aggressive timelines).
- III.C. Describe the management team, including roles and responsibilities that will be accountable for the oversight and implementation of this investment, and the overall management approach they will apply for the implementation of this investment.
- III.D. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Up to 10 milestones may be provided.

FRSGP Investment Justification: Section III: Funding and Implementation Plan

- III.A. Investment Funding Plan.
- Budget Category
 - Direct Costs:
 - A. Personnel
 - B. Fringe Benefits
 - C. Travel
 - D. Equipment
 - E. Supplies
 - F. Consultants/Contracts
 - G. Other (List items (e.g., rent, reproduction, telephone, janitorial or security services, and investigative or confidential funds) by major type and the basis of the computation. For example, provide the square footage and the cost per square foot for rent, and provide a monthly rental cost and how many months to rent. These costs are applicable to the overall **M&A cap of five percent (5%).**)
 - H. Indirect Costs (Indirect costs are allowed only if the applicant has a Federally approved indirect cost rate. A copy of the rate approval, (a fully executed, negotiated agreement), must be attached. If the applicant does not have an approved rate, one can be requested by contacting the applicant's cognizant Federal agency, which will review all documentation and approve a rate for the applicant organization, or if the applicant's accounting system permits, costs may be allocated in the direct costs categories.)



Fiscal Year 2010 Freight Rail Security Program

Environmental Planning & Historic Preservation (EHP) Review



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What is an EHP Review?

- GPD certifies that grant-funded projects are in compliance with the National Environmental Policy Act, applicable laws, and Executive Orders
- Analysis and documentation of relevant project information
- Complex projects will typically require more information and analysis to reach a determination
- Must be approved before projects are initiated



Importance of Compliance

COMPLIANCE

- Efficient project planning and implementation
- Improved community relations
- Cost efficient
- Programmatic and financial compliance
- Protection of natural and cultural resources

NON-COMPLIANCE

- Project delays
- De-obligation of funding
- Negative publicity
- Civil penalties
- Lawsuits



Type A Projects: No EHP Required

- Projects with no potential for environmental impacts:
 - Planning
 - Classroom-based training and exercises
 - Vehicle Security Enhancements
 - GPS
 - Driver Shields
 - On Board Cameras
 - Software
 - Other equipment that does not require installation



Type B Projects

- Projects with no potential for environmental impacts if certain conditions apply:
 - Physical security enhancements
 - Equipment installation (structures less than 50 yrs old)
 - e.g. physical security/access controls
- Questions to Answer:
 - Does the project involve ground disturbance or clearance of vegetation?
 - Will work occur in the vicinity of historic properties?
 - Will work occur in or near water?



Type C Projects

➤ Projects that may have potential for environmental impacts:

- Construction
- Renovations (modifications to structures 50 yrs+)
- Additional documentation may be required
 - Environmental Assessments (EAs), Biological Assessments (BAs), or Memoranda of Agreement (MOAs) may be required
 - Public involvement



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GPD EHP Review Considerations

- Grantees are responsible for providing all relevant EHP materials to GPD
- Grant funds may be used for preparation of EHP documentation
- FEMA is responsible for consultation with State Historic Preservation Office (SHPO), the U.S. Fish and Wildlife Service (FWS), etc.



EHP Information Needed

➤ What are the required contents?

- Detailed project description
- Physical address of structure/facility or lat/long
- Clear **color** photographs (of area affected)
- Dimensions/acreage/square footage of structure and/or land affected
 - Extent and depth of ground disturbance for:
 - new construction and structure modification
 - laying of utility lines
 - installing fencing and light posts, etc.



EHP Information Needed (continued)

- What are the required contents?
 - Special equipment being used, staging areas, etc.
 - Year building or structure was built (to include buildings or structures that are in the vicinity)
- Complete EHP info will provide the necessary information to expedite EHP review



Resources

- FEMA Website: www.fema.gov/grants.
- FEMA Centralized Scheduling & Information Desk (CSID)
 - 1-800-368-6498 (8:00 a.m. to 6:00 p.m. EST, Monday to Friday)
 - Email: askcsid@dhs.gov

- TSA Grants Website: www.tsa.gov/grants
- TSA Grants Email: tsagrants@tsa.dhs.gov

- Weekly Conference Calls:
 - Every Thursday December 10, 2009 – February 11, 2010 at 1PM EST
 - 1-877-988-9660, Passcode: 6827433

- Grants.gov Customer Service Hotline: 1-800-518-4726



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