



**Fiscal Year 2010
Transit Security Grant Program Workshops
December 2009**



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FY 2010 TSGP Workshop Agenda

- 10:00 am - Welcome and Opening Remarks
- 10:15 am - FY 2010 TSGP Overview and Key Changes
- 10:30 am - FY 2010 TSGP Funding Priorities
- 11:00 am - Scoring Methodology, Review Criteria, and Examples
- 11:45 am - *Lunch on your own*
- 1:15 pm - Investment Justification Overview and Writing Tips
- 2:15 pm - Application Guidance
- 2:45 pm - *Break*
- 3:00 pm - Environmental Planning and Historic Preservation Review
- 3:45 pm - Q & A



**Fiscal Year 2010
Transit Security Grant Program (TSGP)
Overview and Key Changes**



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Key Changes Implemented in FY 2010 TSGP

- There are no minimum project request amounts.
- Management and Administration (M&A) has increased to five percent (5%) for grantees.
- Maintenance and sustainment costs are allowable under all active and future grant awards per Information Bulletin #336 (IB#336).
- Operational costs are limited to not more than 20 percent (20%) of grant funds available per the 9/11 Act.
- Fast-track training matrix is no longer an option; all agencies must submit normal IJs and detailed budgets for training.

Overview of FY 2010 TSGP and Key Changes

Change	Description
Funding	<ul style="list-style-type: none"> • \$300,000,000 for Public Transportation Security Assistance and Railroad Security Assistance <ul style="list-style-type: none"> • \$253M is allocated to Transit Security Grant Program (TSGP) • \$20M is allocated to Intercity Passenger Rail (Amtrak) • \$15M is allocated to Freight Rail Security Grant Program
Eligibility	<ul style="list-style-type: none"> • The transit agency is the only direct grantee; funding will not go through the SAA. • Certain Law Enforcement agencies are eligible as sub-grantees of transit agencies for which they provide security services. • Certain Ferry systems in Tier I regions are eligible.
Vulnerability Assessment/ Security Plan	<ul style="list-style-type: none"> • Transit agencies are required to have either undergone a security assessment conducted by DHS or developed and/or updated their security plan within the last three years. • Grant funds must be used to address items in the security assessment or security plan.

Overview of FY 2010 TSGP and Key Changes

Change	Description
Investment Justification (IJ)	<ul style="list-style-type: none"> • Investment Justification (IJ) is the same streamlined version used in FY 2009. • Agencies should have their transit security providers review the IJs prior to submission.
Project Effectiveness Groups (PEGs) and Funding Priorities	<ul style="list-style-type: none"> • The five (5) Project Effectiveness Groups (PEGs) and program funding priorities are the same as in FY 2009. These are: <ol style="list-style-type: none"> A. Training, Operational Deterrence, Drills, Exercises, and Public Awareness Activities B. Multi-User High-Density Key Infrastructure Protection C. Single-User High-Density Key Infrastructure Protection D. Key Operating Asset Protection E. Other Mitigation Activities • No projects are specifically prohibited. • Agencies must justify how a project fits into one of the project effectiveness groups.

Overview of FY 2010 TSGP and Key Changes

Change	Description
Funding Allocations	<ul style="list-style-type: none"> Funding allocations are targets. Funds may be moved among Tier I regions, and/or between Tiers as appropriate.
Operational Packages (OPacks)	<ul style="list-style-type: none"> Law enforcement agencies that are principal providers of transit security to a Tier I system, and that maintain dedicated transit units, may apply for funding for one or more of the OPacks as a subgrantee of an eligible Tier I transit agency.
Fast-Track Training	<ul style="list-style-type: none"> Fast-track training is no longer an option due to detailed budget review requirements . Agencies applying for training must submit a normal IJ and detailed budget. The period of performance for all training projects will be 36 months.
Federal Cost Share	<ul style="list-style-type: none"> There is no cost share requirement for the TSGP.
Minimum Request Amount	<ul style="list-style-type: none"> There is no minimum request amount for any project type

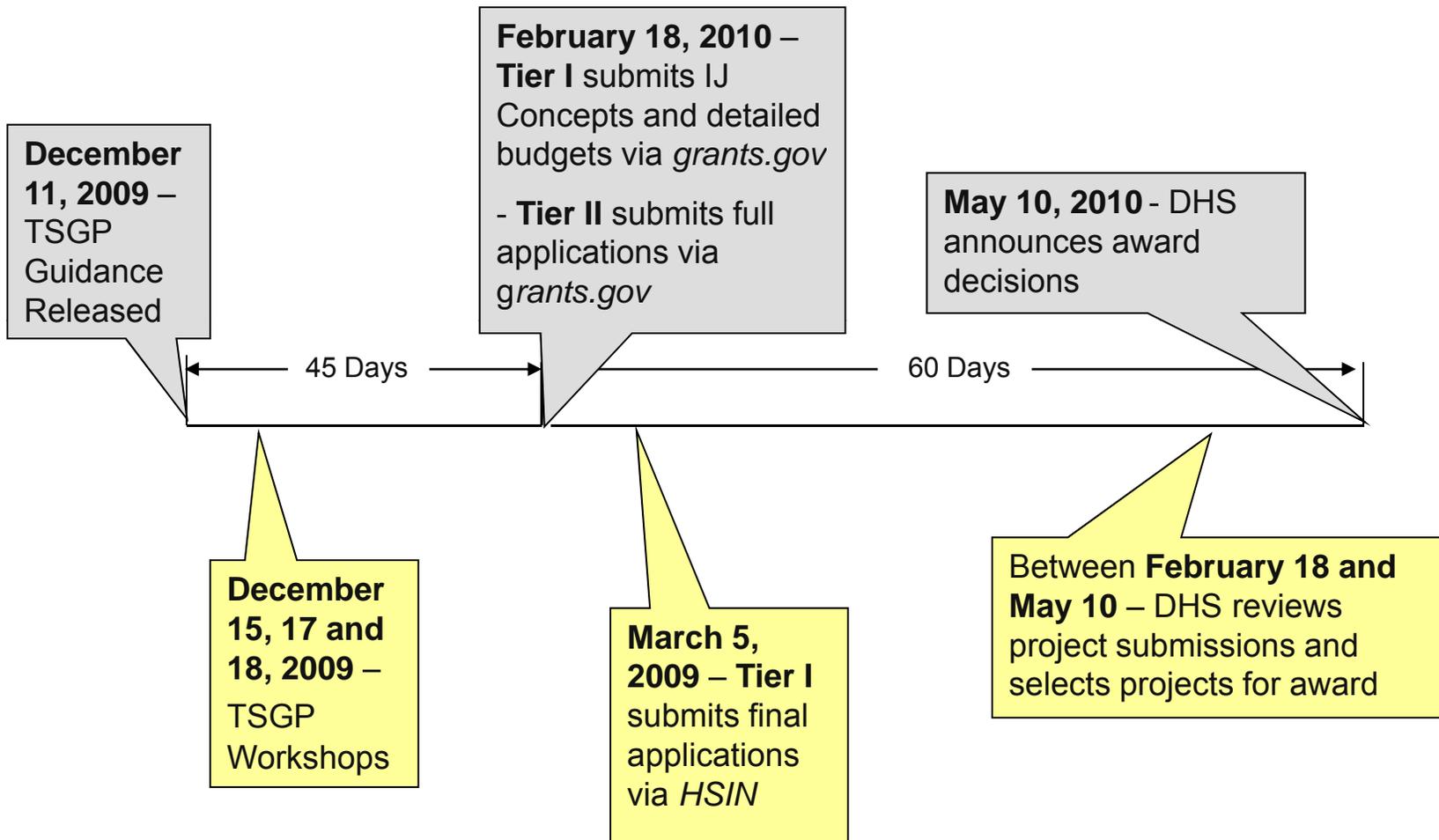
Overview of FY 2010 TSGP and Key Changes

Change	Description
Maintenance and Sustainment	Maintenance and sustainment costs associated with maintenance contracts, warranties, repair or replacement costs, upgrades, and user fees are allowable under all active and future grant awards.
Scoring Methodology	Projects will be scored on the following: <ul style="list-style-type: none"> • Agency's risk score • Project's effectiveness score • Potential risk mitigation of the project • Regional collaboration (where appropriate) • Presence of a match (where appropriate)
Cooperative Agreements and Grants	• Awards to Tier I agencies will be made in the form of Cooperative Agreements.
	• Awards to Tier II agencies will be made in the form of competitive grants.

Overview of FY 2010 TSGP and Key Changes

Change	Description
Application Due Dates	<ul style="list-style-type: none"> • Tier I agencies must submit the following via grants.gov by 11:59 PM EST February 18, 2010: <ul style="list-style-type: none"> • SF-424 (Application for Federal Assistance) for their target allocation amount • Investment Justification concepts • Detailed Budgets • Tier I final applications must be submitted via HSIN no later than 11:59 PM EST, March 5, 2010. • Tier II final applications must be submitted via grants.gov no later than 11:59 PM EST February 18, 2010.
Anticipated Announcement and Award Date	<ul style="list-style-type: none"> • DHS will evaluate and act on applications within 60 days following close of the application period. • Awards will be made on or before September 30, 2010.

FY 2010 TSGP Overview: Important Dates for FY 2010 TSGP



Overview of FY 2010 TSGP: Available Funding

Funding Type	Funding Available
Transit Security Grant Program (TSGP) Tier I	\$225,700,000
Transit Security Grant Program (TSGP) Tier II	\$27,300,000
Intercity Passenger Rail (IPR) (Amtrak)*	\$20,000,000
Freight Rail Security Grant Program (FRSGP)*	\$15,000,000
TOTAL	\$288,000,000

* IPR and FRSGP have separate Guidance and Application Kits

FY 2010 TSGP Overview : Tier I and Tier II Funding Allocations

Transportation Mode	FY 2010 Target Allocations
Tier I: Intracity Bus, Rail and Ferry	\$225,700,000
Bay Area	\$19,873,038
Greater Los Angeles Area	\$9,502,852
National Capital Region	\$29,459,014
Atlanta Area	\$4,363,669
Chicago Area	\$16,920,044
Boston Area	\$21,974,267
New York City Area	\$110,565,000
Philadelphia Area	\$13,042,116
Tier II: Intracity Bus and Rail	\$27,300,000
Total	\$253,000,000



**Fiscal Year 2010
Transit Security Grant Program
Funding Priorities**



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Risk Informs all FY 2010 Funding Decisions

- Funding priorities made clear in 5 project priority groupings
- Value and emphasis placed on:
 - Prevention and Protection activities, including visible, unpredictable deterrence
 - High-impact projects where the risk is greatest, including underwater tunnel hardening
 - Cost-effective projects that can be implemented quickly, including training, drills/exercises, and public awareness campaigns
- Collaboration and Communication leads to more effective projects
 - Work together to maximize resources and develop innovative solutions

DHS Security Priorities Focus Funding on Effective Projects with Immediate Impact

- A project's effectiveness was determined based on its ability to:
 - Elevate security on a system-wide level
 - Elevate security of critical infrastructure assets
 - Reduce the risk of catastrophic events and consequences
- There are five eligible project groupings based on risk-reduction effectiveness.
- Projects not listed in the guidance may be eligible for funding if they fall into one of the project effectiveness group descriptions.
- Project types that are not in Project Effectiveness Groups A-E will not be considered for funding under the FY 2010 TSGP.

Project Groupings are Prioritized by Effectiveness in Reducing Risk

- A. Security Planning, Training, Operational Deterrence, Drills, Exercises, Public Awareness Activities
- B. Multi-User High-Density Key Infrastructure Protection
- C. Single-User High-Density Key Infrastructure Protection
- D. Key Operating Asset Protection
- E. Other Mitigation Activities

Project Group A: Training, Operational Deterrence, Drills, and Public Awareness

- Developing vulnerability assessments and security plans
- Training
 - Security Awareness
 - DHS-Approved Behavior Recognition Detection Courses
 - Counter-Surveillance
 - Immediate Actions for Security Threats/Incidents
- Operational deterrence
 - Canine Teams
 - Mobile Explosives Screening Teams
 - Anti-Terrorism Teams
- Drills and Exercises
- Public Awareness

Project Group B: Multi-User High-Density Key Infrastructure Protection

- Anti-terrorism security enhancement measures for hardening Tunnels, High-Density Elevated Operations, and Multi-User High-Density Stations, such as:
 - Intrusion detection
 - Visual surveillance with live monitoring
 - Alarms tied to a visual surveillance system
 - Recognition software
 - Tunnel ventilation and drainage system protection
 - Flood gates and plugs
 - Portal lighting
 - Hardening of Supervisory Control and Data Acquisition (SCADA) systems
 - Similar hardening actions

Project Group C: Single-User High-Density Key Infrastructure Protection

- Anti-terrorism security enhancement measures for High-Density Stations and Bridges, such as:
 - Intrusion detection
 - Visual surveillance with live monitoring
 - Alarms tied to a visual surveillance system
 - Recognition software
 - Lighting
 - Similar hardening actions

Project Group D: Key Operating Asset Protection

- Physical Hardening/Security of Control Centers:
 - Bollards
 - Stand off
 - Access control
- Secure Stored/Parked Trains, Engines, and Buses
 - Bus/Rail Yards
- Maintenance Facilities

Project Group E: Other Mitigation Activities

- Interoperable Communications
- Evacuation Plans
- Anti-terrorism Security Enhancement Measures for Low-Density Stations, such as:
 - Intrusion detection
 - Visual surveillance with live monitoring
 - Alarms tied to a visual surveillance system
 - Recognition software
 - Lighting
 - Similar hardening actions

FY 2010 TSGP Project Effectiveness Groups

Priority Group #	Project Effectiveness Group Score	Project Effectiveness Group Description
A*	5	Training, Operational Deterrence, Drills, Public Awareness Activities, Vulnerability Assessments, Security Plans
B	4	Multi-User High-Density Key Infrastructure Protection
C	3	Single-User High-Density Key Infrastructure Protection
D	2	Key Operating Asset Protection
E	1	Other Mitigation Activities

* Per Section 1406(m)(1)(D) of the 9/11 Act, no more than 20% of FY 2010 TSGP funding may be used for operational costs.



Fiscal Year 2010 Transit Security Grant Program

Scoring Methodology, Review Criteria, and Examples



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Scoring Methodology for FY 2010 TSGP Projects

- **Total Project Score =**
(Risk Group Score × Project Effectiveness Group Score) +
Risk Mitigation Score + Regional Collaboration Component +
Match Component
- **Risk Group scores** range from 6-1 and are a function of agency and regional risk
 - **Project Effectiveness Group scores** range from 5-1 and reflect the five project effectiveness groups discussed in the last session
 - **Risk Mitigation** is evaluated based on:
 - Cost effectiveness
 - Feasibility
 - Timelines
 - Sustainability
 - **Regional Collaboration** consideration is given if applicants show coordination with regional entities above and beyond what is normally expected
 - **Match Component** consideration is given if applicants include the presence of a match

Scoring Methodology for FY 2010 TSGP Projects: Risk Mitigation Score

- Risk Mitigation is evaluated by a National Review Panel (NRP) of subject matter experts based on:
 - Cost Effectiveness
 - Feasibility
 - Timelines
 - Sustainability

Risk Mitigation Score: Cost Effectiveness

- Panel will look at:
 - Impact on security relative to the investment.
 - Evidence of the security impact
 - Justification for the strategic use of the proposed budget
- Project cost levels should be commensurate with the security impact
- The proposed solution should be reasonable and advantageous over other possible solutions.
- Highly-scored projects will exhibit economical returns in which the benefits, expected impacts on security, will be great relative to the financial investment.

Risk Mitigation Score: Feasibility

- Panel will look at likelihood of increasing security effectively
- Projects will be scored based on their likelihood of being successful.
- The investment justification should show a high likelihood of improved security ***when implemented as designed.***

Risk Mitigation Score: Timelines

- Panel will look at the ability to complete the proposed project within submitted timeframes specified in the grant guidance.
- The investment justification should provide a timeline and schedule
- Demonstrate evidence of ability to complete the project within submitted timeline based on proposed strategy, potential implementation challenges, resource plan, and reasonableness of anticipated schedule.

Risk Mitigation Score: Sustainability

- Panel will look at:
 - Sustainability without additional Federal funds and leveraging of other funding
 - Likelihood of success, or continued success, without requiring additional Federal assistance
- The investment justification should show potential or confirmed additional funding if/as appropriate.
- The Investment Justification should also show a high likelihood of success or continued success without additional Federal assistance, as well as offer a long-term sustainability plan.

Scoring Methodology: Risk Mitigation Score Tier II

- Risk Mitigation is evaluated by a National Review Panel (NRP) of subject matter experts based on:
 - Cost Effectiveness (scoring range is from 0-12)
 - Feasibility (scoring range is from 0-12)
 - Timelines (scoring range is from 0-4)
 - Sustainability (scoring range is from 0-4)

*Maximum Risk Mitigation score is 8 $((12 + 12 + 4 + 4) = 32/4 = 8)$

- The NRP may also elect to award additional points based on:
 - Regional Collaboration Component (scoring range is from 0-1.5)
 - Match Component (scoring range is from 0-.5)

Scoring Example One

Atozee Transit requests \$80,000 to install bollards at the entrance to its main transit hub station. Atozee transit has a risk ranking score of 2. The National Review Panel (NRP) reviews the IJ and scores it as follows:

- Atozee Risk Ranking: 2
- Project Effectiveness Score: 3 (Single-User High-Density Station)
- Total Risk Mitigation Score: $10/4 = 2.5$
 - Cost effectiveness: 4 (Only one budget lump sum given, no detail as to how many bollards, or price per bollard)
 - Feasibility: 2 (Stated that bollards would be placed several feet apart, wide enough for some small vehicles to potentially be able to drive between)
 - Timelines: 2 (Slightly aggressive; does not take into account potential inclement weather or other barriers to installation in outside environment)
 - Sustainability: 2 (Low long-term maintenance and sustainment costs; stated would be incorporated into capital budget)
- Regional Collaboration: 1 (Coordinating with local responders to ensure bollards will not impose undue barrier to entry)
- Match: 0 (no match was given)

The overall score for this IJ would be: $2 \times 3 + 2.5 + 1 + 0 = 9.5$

Scoring Example Two

Tiny Transit requests \$50,000 to provide basic security awareness training to its 150 frontline employees. The NRP reviews the IJ and scores it as follows:

- Tiny Transit Risk Ranking: 1
- Project Effectiveness Score: 5 (security training)
- Total Risk Mitigation Score: $26/4 = 6.5$
 - Cost effectiveness: 12 (budget included number of employees, overtime/backfill cost per employee, trainer costs, and related materials)
 - Feasibility: 12 (providing training to all of its frontline employees)
 - Timelines: 1 (Overly aggressive and potentially unrealistic: proposing 6 training courses in 1 month)
 - Sustainability: 1 (No mention of recurring training, or plan for future training cycles)
- Regional Collaboration: 0 (no mention of collaboration with regional entities)
- Match: .5 (Providing \$15,000 of their own funding)

The overall score for this IJ would be: $1 \times 5 + 6.5 + 0 + .5 = 12$

Scoring Example Three

Atozee Transit requests \$70,000 to provide basic security awareness training to 250 of its 300 frontline employees. The NRP reviews the IJ and scores it as follows:

- Atozee Risk Ranking: 2
- Project Effectiveness Score: 5 (security training)
- Total Risk Mitigation Score: $26/4 = 6.5$
 - Cost effectiveness: 10 (budget included number of employees, and overtime/backfill cost per employee, but did not consider trainer costs and related materials)
 - Feasibility: 8 (not training all employees, and no mention as to why not)
 - Timelines: 4 (reasonable approach for 1 class per month)
 - Sustainability: 4 (included train-the-trainer in request, and plan for refresher training)
- Regional Collaboration: 1.5
- Match: .3 (Providing \$10,000 of their own funding)

The overall score for this IJ would be: $2 \times 5 + 6.5 + 1.5 + .3 = 18.3$

Sample Funding Decisions

The overall score rankings will be as follows:

➤ Atozee Transit Training	\$70,000	Score 18.3
➤ Tiny Transit Training	\$50,000	Score 12
➤ Atozee Transit Bollards	<u>\$80,000</u>	Score 9.5
	\$200,000	

If \$150,000 were available to distribute, then Atozee Transit training and Tiny Transit training projects would be funded first and the Executive Committee would decide to either partially fund the Atozee Transit bollards IJ (if the project is scalable), or move the remaining funds to a project with a lesser request.



**Fiscal Year 2010
Transit Security Grant Program
Investment Justification Overview and Writing
Tips**



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Investment Heading

- **Date:** Application Due Date (helps to identify Fiscal Year)
- **Applicant:** Legal name of the eligible transit agency
- **Region/Urban Areas Impacted:** UASI region
- **Investment Name:** Descriptive name for the IJ (do not list “IJ #1”)
- **Investment Amount:** List only the FEDERAL request amount

Section I: Background

➤ I.A. Points of Contact for this Investment

- Someone who works for the agency, and can answer questions about the Investment. We also add this person to our TSA Grants email distribution
- Also include contact information for the Single Authorizing Official (who can sign for the grant award)

➤ I.B. Describe the Operating System

- **Infrastructure:** Describe the following, and why they are critical (impact to the region)
 - High throughput stations
 - Multi-user/modal stations
 - Underground/underwater tunnels and stations
 - Bridges
 - Storage/maintenance/operational facilities
- **Ridership Data:** most up-to-date and accurate as possible:
 - Unlinked passenger trips for each mode
 - Explain any specific routes/lines that are more critical due to higher ridership
 - Bullets indicating ridership numbers, mode/line, and timeframe (daily, yearly, etc.) are ok

Section I: Background (continued)

➤ I.B. Describe the Operating System

- **# of Passenger Miles**
 - Total # passenger miles by mode
 - Bullets indicating passenger miles per mode, line, or critical infrastructure with appropriate time frame indicators (e.g., daily, weekly, yearly) are ok.
- **# of Vehicles/vessels**
 - # of revenue service vehicles by mode
 - Bullets are ok
- **System Map**
 - Can be attached in the IJ, provided as a separate attachment, or a link to a website
- **Other funding leveraged for security**
 - Include FTA 5307 funds, other DHS grant programs, state/local funds
 - This will help to provide context to the overall security enhancement plan for the system
- **Also provide any other information you feel is relevant, or important for reviewers to know about your system.**

Section II: Strategic and Program Priorities

➤ II.A. Provide an Abstract for the Investment

- Include specific details on the project – what are you doing? How will it be executed? Why is it necessary for **anti-terrorism**?
- Be clear about what will be accomplished specifically with the funding being requested
- Describe items and activities, e.g., explain what is being purchased (CCTV, fencing, lighting, training, etc.), what type/dimensions, and how many units are necessary
- Explain if this is part of a multi-phased project, e.g., with prior grant funding we have installed CCTV on 2 of our 3 rail yards. This funding will finish the 3rd yard.
- Ensure details provided here align with what is outlined in the budget.
- Include if any partnerships or MOUs are necessary for success
- Describe the support necessary (e.g., CCTV would require real-time monitoring, protocols for if an access control alarm is activated, etc.)

➤ II.B. Address one or more of the Project Effectiveness Groups

- Identify the PEG that the project most closely aligns with
- EXPLAIN how it aligns
- Only need 1 – alignment to multiple groups will not earn “extra points” and may end up being confusing for the reviewers

Section III: Impact

➤ III.A. Decrease/Mitigate Risk; Output/Outcome Metrics

- The guiding principle in the TSGP is reduction of terrorism risk, so the response should focus on anti-terrorism
- Ensure the explanation provided is specific to this investment
- Explain the risk reduction that will be gained through the completion of the investment in the context of pre-attack planning, an actual attack occurring, or response to an attack, and how it would be different if this investment is not funded

Section IV: Funding and Implementation Plan

➤ IV.A. Investment Funding Plan

- Summary chart only – **must** complete and submit a separate detailed budget.
- Do not need to include costs in each category – pick the most appropriate. If costs do not clearly fit into the categories, pick the most appropriate and explain (e.g., include both equipment acquisition and installation under “Equipment”)
- While a cost share is not required, a match demonstrates commitment by the agency, and will be given consideration in the scoring process. Clearly explain any “in-kind” matches.
- M&A is limited to 5% of total Federal request, and must be outlined as a separate line item. If it is not included, it will be assumed that M&A is not being requested.

➤ IV.B. Resources beyond FY 2010 TSGP for implementation and/or sustainment

- Detail any cost shares, in-house resources, or agency plans to provide its own funding/resources for successful implementation, maintenance, and/or sustainment
- If no other funding is required, explain why

Section IV: Funding and Implementation Plan (continued)

➤ IV.C. Timeline, Milestones, and Dates

- Specific to the requested investment
- Include milestones to indicate how the project will move toward completion within the period of performance
- Ensure the timeline does not extend past the period of performance (36 months)
- Indicate whether tasks are concurrent or sequential
- Ok to indicate months instead of actual dates, e.g., task will be completed 3 months after funds released.

NOTE: Additional attachments and information are acceptable (but not required) to help explain or provide context for the investment, such as photographs, more detailed system or route maps, diagrams of stations/yards/vehicles indicating where equipment will be installed.



**Fiscal Year 2010
Transit Security Grant Program
Application Guidance**



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FY 2010 Transit Security Grant Program (TSGP)

Application Process

- The TSGP was first introduced in FY 2005. Important distinctions for FY 2010 include:
 - Per the *Department of Homeland Security Appropriations Act, 2010* (Public Law 111-83), Transit Security Grant Program awards will be made directly to transit agencies.
 - The State Administrative Agencies (SAA) are no longer the grantees – transit agencies are responsible for submitting their own applications, including Investment Justifications and Detailed Budgets, through the grants.gov website.
 - There is no longer a requirement for cost sharing.
 - Transit agencies may retain up to 5% of the award for M&A.
 - Amtrak and Freight Rail: Components of TSGP, but apply separately.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- Eligible Applicants

- **Tier I**: Named transit agencies and ferry systems in eight designated urban areas:

CA	Bay Area
MA	Boston Area
CA	Greater Los Angeles Area
NY/NJ/CT	New York City/Northern New Jersey/Connecticut Area
DC/MD/VA	National Capital Region/Baltimore Area
GA	Atlanta Area
PA/NJ	Philadelphia Area
IL	Chicago Area

Note: Law enforcement agencies that provide primary transit security to these transit agencies are eligible as sub-grantees. Ferry systems participating in FY 2010 PSGP cannot apply for TSGP funds.

- **Tier II**: Transit agencies in 51 identified urban areas (same as FY 2009)

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Application Procedure**

- All applicants (Tier I and Tier II, Amtrak and Freight Rail):

- Applications due by 11:59 p.m., Thursday, February 18, 2010

- Online, accessible at <http://www.grants.gov>. Must confirm Central Contractor Registration (CCR) and Dun & Bradstreet Data Universal Numbering System (DUNS) identifier as part of the application process.

- Catalog of Domestic Federal Assistance (CDFA) number is 97.075 – Rail and Transit Security Grant Program.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Application Procedure**

- **Must submit:**

- SF-424 Application for Federal Assistance
 - SF-424A Budget Information
 - SF-424B Assurances
 - SF-LLL Disclosure of Lobbying Activities
 - Investment Justifications (IJ) and Detailed Budgets *
 - Vulnerability Assessment and Security Plan Certification statement
 - Security Capital and Operational Sustainment Plan **

* Tier I submits concept IJ only – final IJ due March 5, 2010

** Tier I agencies requesting OPacks only

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Considerations**
 - M&A – Maximum 5% may be retained by eligible transit agencies for management and administrative purposes associated with the TSGP award.
 - Operations Costs Restrictions – Not more than 20% for “operating uses” as defined in 9/11 Act, Section 1406(b)(2).

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**

- **Planning**

- Public education and outreach, public alert and warning systems and security education efforts, development and implementation of homeland security support programs, security plans and protocols, security assessments, hiring full or part-time staff and contractors or consultants to assist with planning activities, materials required to conduct planning activities, and travel and per diem related to professional planning activities.

- **Operational Costs (OPacks) (Tier I only)**

- Explosives Detection Canine Teams
 - Anti-Terrorism Teams
 - Mobile Explosives Screening Teams

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**

- **Equipment Acquisition**

- Explosive device mitigation and remediation equipment
- Terrorism incident prevention equipment
- Physical security enhancement equipment
- Cyber security enhancement equipment
- Detection equipment

Note: Equipment must be certified that it meets required regulatory and/or DHS-adopted standards – <http://rkb.mipt.org> and <http://www.dhs.gov/xfrstresp/standards>.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**

- Training

- Workshops and conference costs for planning, facilitation, training plan development, meeting costs, materials, supplies, and travel/per diem.
 - Certain full or part-time staff and contractors or consultants.
 - Public sector overtime and backfill costs.
 - Travel related to planning and conduct of training projects or for attending DHS-sponsored courses or DHS-sponsored technical assistance programs.
 - Supplies.
 - Other: Space rental for training, badges, other similar materials.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**

- Exercises

- Exercise planning workshops.
- Certain full or part-time staff and contractors or consultants.
- Overtime and backfill costs.
- Travel related to planning and conduct of exercise projects.
- Supplies.
- Other, e.g., space rental for exercises, badges, other similar materials.

Note: In FY 2010, support for planning and conduct of exercises has shifted in strategy from a State-forced approach, organized by the National Preparedness Directorate, to a regional (multi-state) approach, organized by the FEMA regions. Applicants should coordinate requests for support through the appropriate FEMA Regional Exercise Officer.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**
 - Maintenance and Sustainment.
 - Per IB #336, the use of FEMA preparedness grant funds for maintenance contracts, warranties, repair or replacement costs, upgrades, and user fees are allowable under all active and future grant awards, unless otherwise noted:
 - Maintenance Contracts and Warranties
 - Repair and Replacement Costs
 - Upgrades
 - User Fees

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- **Allowable Costs**

- **Management and Administration (M&A)**

- Hiring full or part-time staff, contractors or consultants to assist with the management of the FY2010 TSGP or the design, requirements, and implementation of the TSGP.
- Developing operating plans for information collection and processing and/or reporting of DHS-required information or data calls.
- Travel and meeting-related expenses for managing and/or administering TSGP grants.
- Acquiring office equipment, including personal computers and laptops used for the management and administration of TSGP grants.

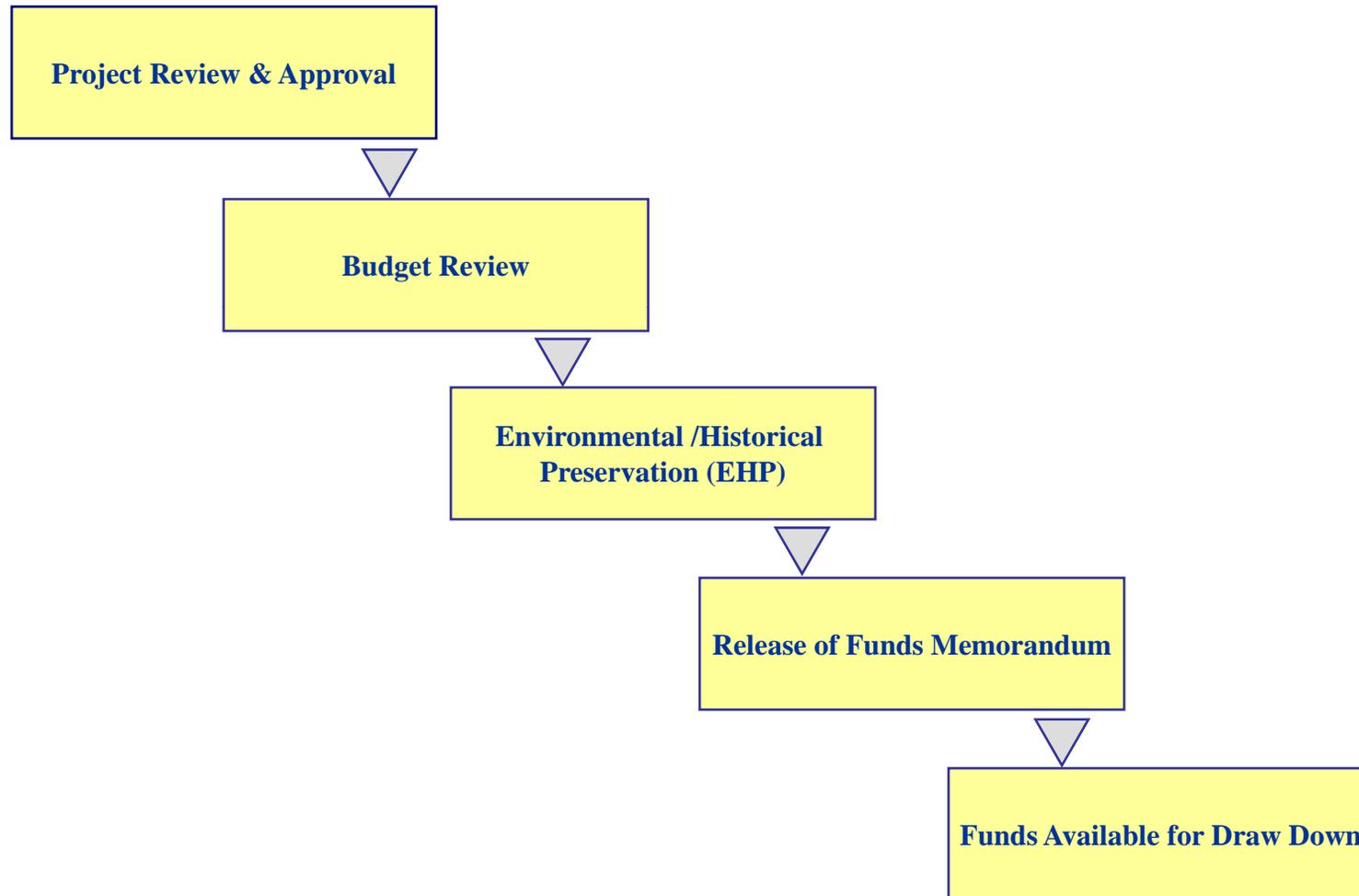
FY 2010 Transit Security Grant Program (TSGP)
Application Process

- Application Review
 - Tier I and Amtrak applications:
 - FEMA (GPD) verifies receipt of TSGP application in grants.gov for Tier I transit agencies' regional or Amtrak allocation target amount.
 - DHS reviews submissions for award consideration through a cooperative agreement process.
 - GPD prepares award notices.

FY 2010 Transit Security Grant Program (TSGP)
Application Process

- Application Review
 - Tier II and Freight Rail applications:
 - FEMA (GPD) verifies receipt of TSGP application in grants.gov and all required documents
 - Complete SF-424 application with required assurances and security plan certification statement
 - Complete Investment Justification(s) and Budget Detail
 - National Review Panel reviews submissions for award consideration.
 - GPD prepares award notices.

FY 2010 Transit Security Grant Program (TSGP)
Post-Award Processing





**Fiscal Year 2010
Transit Security Grant Program
Environmental Planning and Historic Preservation
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
 - 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



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



Fiscal Year 2010 Transit Security Grant Program

Questions?



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Program Contacts and Resources

General Questions:	<u>TSAGrants@tsa.dhs.gov</u> and <u>askcsid@dhs.gov</u>
TSA Website:	<u>www.tsa.gov/grants</u>
FEMA Website:	<u>www.fema.gov/grants</u>
Grants.gov Website:	www.grants.gov
Conference Calls start December 16, 2009 and will occur every Wednesday at 1PM EST through February 17, 2010	1-888-323-4702 Passcode: Wednesday



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