



U.S. Department of Homeland Security

Fiscal Year 2011 Transit Security Grant Program (TSGP) Guidance Workshop



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May 23, 2011

TSGP Rollout Workshops

- May 23, 2011 - Washington, DC FEMA HQ (800 K Street)
- May 23, 2011 - Denton, Texas FEMA Region VI
- May 23, 2011 - Chicago, IL FEMA Region V
- May 24, 2011 - New York City, NY Affinia Manhattan Hotel
- May 25, 2011 - Atlanta, Georgia FEMA Region IV
- May 26, 2011 - San Francisco, CA Airport Embassy Suites
- May 27, 2011 - Bothell, Washington FEMA Region X

Teleconference (dial in): 10:00 a.m., Monday, May 23, 2011
1-800-320-4330 PIN 161927



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TSGP Agenda

- Welcome: Opening Remarks
- Overview of FY 2011 Transit Security Grant Program
- Funding Priorities, Scoring Methodology, Review Criteria
- Investment Justification (IJ), Budget, and Environmental/Historical Preservation (EHP) Requirements
- Q & A
- Closing Remarks: Adjourn



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Fiscal Year 2011 TSGP Overview and Key Changes



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TSGP Funding Overview

- **FY2011 Continuing Resolution Authorization**

▪ Transit Security Grant Program	\$200,079,000
▪ Intercity Passenger Rail (Amtrak)	19,960,000
▪ Freight Rail Security Grant Program	10,000,000
▪ Intercity Bus Security Grant Program	<u>4,990,000</u>
Total:	\$235,029,000

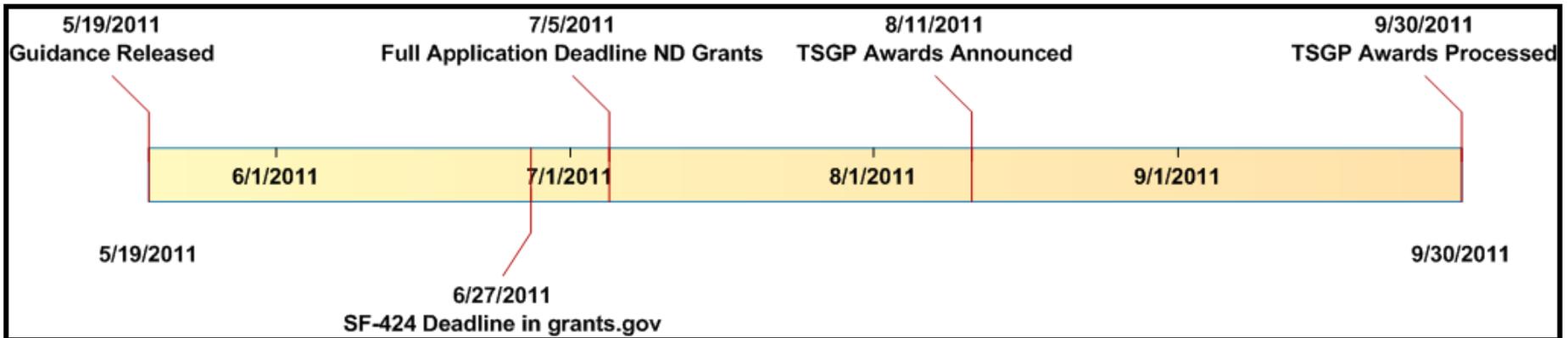
- Funding to transit agencies directly. SAA and law enforcement providers may act as subgrantees.



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TSGP Abbreviated Timeline

- May 19, 2011 - TSGP Guidance and Application Kit released
- June 27, 2011 - SF-424 Application to grants.gov
- July 5, 2011 - Full Application to ND Grants (submission deadline)
- August 11, 2011 - TSGP Awards Announced
- September 30, 2011 - TSGP Awards Processed



TSGP Eligibility

- The transit agency is the only direct grantee; funding will not go through the SAA.
- Eligible transit agencies were determined based on daily unlinked passenger trips (ridership) and transit systems that serve historic Urban Areas Security Initiative (UASI) jurisdictions.
- Law Enforcement agencies are eligible as subgrantees of transit agencies for which they provide security services.
- Please refer to the FY 2011 TSGP guidance for the full list of eligible transit agencies.



TSGP Key Changes

- Reformatted TSGP Guidance and Application Kit — now structured into two sections
 - Section I – covers the application phase of TSGP grant processing
 - Section II – covers rules and regulations associated with administering Federally-funded grant awards
- Introducing ND Grants — SF-424 application via www.grants.gov, full application via <https://portal.fema.gov> (ND Grants)
- Wholly competitive — no regional allocation, no tier assignments
- Top Transit Asset List (TTAL) — identified critical infrastructure transit assets of national concern, developed through examination of the highest-risk regions, the highest criticality-type assets within those regions, and intelligence information



TSGP Key Changes

- Each Regional Transit Security Working Group (RTSWG) must update its Regional Transit Security Strategy (RTSS) by December 31, 2011.
- For the purpose of the TSGP, all Investment Justifications (IJ) are considered to be Sensitive Security information (SSI) and require appropriate labeling and password protection.
 - Submit IJs in encrypted form with your application to ND Grants.
 - Send password separately by email to ASKCSID@dhs.gov (one password per application).
 - Subject line should identify the applicant and application number. Body of email should identify the applicant name, IJ number and/or summary description, region or urban area, and point of contact information



TSGP Key Changes

- Period of Performance
 - Capital Projects extended to 48 months
 - Operational Projects remain at 36 months
- Operational Packages (OPacks) — no longer driven by tier status or ridership. Agencies with 50 or more FFE sworn officers may submit projects to fund new-capability transit security police force/law enforcement providers for directed patrols, canine teams, mobile screening and/or anti-terrorism teams.
- OPack Overtime – projects may be submitted to fund overtime for directed patrol, canine team, mobile screening, and/or anti-terrorism team surge activities.
- 10% cap on operational activities — training, drills & exercises, public awareness campaigns, development of security plans and vulnerability assessments, and OPacks.

Section 1406 of the 9/11 Act limits Operational Activities to 10% of total TSGP program funding. DHS Secretary may waive this limitation under certain conditions.



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TSGP Key Changes

- **Funding Priorities**
 - Funding priority areas focus on operational deterrence activities and the remediation of critical transit infrastructure due to their effectiveness in reducing risk to transit systems.
 - Funding will be prioritized based on the following:
 - Priority A: Operational Projects
 - Priority B: Operational Packages
 - Priority C: Capital Projects for TTAL Remediation
 - Priority D: Remediation Plans for Assets on the TTAL
 - Priority E: Other Capital Security Projects



TSGP Key Changes

- **Scoring Methodology**

- All projects will be scored on the following:
 - Risk Score Group
 - Alignment to Funding Priority Areas
 - Risk Mitigation Score
 - Regional Collaboration
- Operational projects will also be scored against alignment to their BASE review
- TTAL projects will also be evaluated based on how well they comprehensively address vulnerabilities



TSGP Key Changes

- **Vulnerability Assessment / Security Plan**

- 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. Agencies should also specify the type of assessment and/or date of security plan update as part of the Background information in their IJ submissions.
- Grant funds must be used to address items in the security assessment or security plan.

- **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.



FEMA/TSA Memorandum of Agreement

- Purpose:
 - Define the roles of FEMA and TSA to meet responsibilities for implementing and managing surface transportation grant programs as authorized by the Implementing Recommendations of the 9/11 Commission Act of 2007 and related provisions of annual Appropriations Acts for the Department of Homeland Security concerning surface transportation security grants.

- Responsibilities:
 - FEMA is responsible for designing and operating the administrative mechanisms need to implement and manage the grant programs.
 - TSA provides surface transportation security programmatic subject matter expertise and coordinates the myriad of intelligence information and risk/vulnerability assessments resulting in ranking and rating rail and mass transit assets nationwide against threats associated with potential terrorist attacks.



FY 2011 TSGP Funding Priorities



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TSGP Funding Priorities

- \$200,079,000 available to fund FY 2011 TSGP. Funding will be prioritized as follows:
 - **Priority 1 Operational Projects**
 - Training, Drills and Exercises, Public Awareness, and Security Planning.
 - **Priority 2 Operational Packages**
 - Development of new capabilities to enhance visible, unpredictable deterrence efforts in transit, including equipment and other support.
 - **Priority 3 “Shovel-Ready” Capital Projects for TTAL Remediation**
 - Hardening of TTAL assets owned by the transit agency in which the capital project or component to be funded, if part of a larger security initiative, serves to completely remediate known vulnerabilities.
 - **Priority 4 Remediation Plans for Assets on the TTAL**
 - Development and/or completion of remediation plans for assets on the TTAL.
 - **Priority 5 Other Capital Security Projects**
 - All other Capital Projects not included in the above priorities, with emphasis on shovel-ready projects.



TSGP Allowable Costs (POETE)

- **P** – Planning
- **O** – Operational Packages (OPacks)
 - Explosive Detection Canine Team
 - Anti-Terrorism Teams (ATT)
 - Mobile Explosive Screening Teams
- **E** – Equipment
 - Maintenance & Sustainment
 - Construction
- **T** – Training
- **E** – Exercises



TSGP Unallowable Costs

- Personnel costs – except as specifically detailed in FY 2011 TSGP Guidance and Application Kit
- General-use computers, software (including licensing fees), and related equipment (except when used as an allowable M&A expense or other associated preparedness or response function)
- General-use vehicles, weapons, and ammunition
- Other items not in accordance with the AEL or previously listed as an allowable cost
- Activities unrelated to the implementation and/or completion of an approved TSGP project



FY 2011 TSGP Application Requirements



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TSGP 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



TSGP Application Process

- FEMA has introduced ND Grants, a consolidated grant management system with both disaster and non-disaster components covering the entire grant lifecycle.
 - Release 1.0.2.0 supports grant application through award package creation/acceptance, administrative amendments, and performance reports
 - Future releases will address award closeouts, sub-grantee functions, and financial payments
- ND Grants registration at <https://portal.fema.gov>.
- Application forms and instructions are available at <http://www.grants.gov>.
 - Confirm Central Contractor Registration (CCR) and Dun & Bradstreet Data Universal Numbering System (DUNS) identified as part of the application process.
- CFDA number is **97.075 – Rail and Transit Security Grant Program**



ND Grants - Registration Process

1. Go to: <https://portal.fema.gov>. Click the “New User?” button
2. The Personal Information screen will be displayed. Enter the requested information and click the “Submit” button.
3. Create and confirm your password. Click the “Submit” button.
4. The Congratulations screen will be displayed.
5. Click on the “Click here to request new privileges” button.
6. The Request Access screen will be displayed. Scroll down to ND Grants and click on the “Request Access” link next to the icon.
7. The Access ID screen will be displayed.
8. Enter access code **8320** and click the “Submit” button.
9. The ND Grants Homepage screen will be displayed indicating that you have successfully registered in ND Grants.



ND Grants – Manage Organizations

[View and Create your Organization in ND Grants](#)

1. Under the **Organization** tab, click the **Organizations** left hand menu link
 - The **Manage Organizations** screen will be displayed, listing all the organizations you belong to. If you do not belong to an organization you request access (see next slide) to an existing organization or create a new organization (see below)
2. To create a new organization on the **Manage Organizations** screen, click the *Add Organization* button
 - The **Add/Update Organization** screen will be displayed
3. Complete the organization details and click the **Save and Continue** button
 - The **Organization Details** (confirmation) screen will be displayed
 - If you have created an organization you become its Organization Administrator and all access requests to that organization will be sent to you
4. Click the **Return to Organizations** button
 - The **Manage Organizations** screen will be re-displayed



ND Grants – Manage Organizations

Requesting Access to an Organization

1. Click the **Organization** tab
2. Click the [Request Access](#) left-hand menu link
3. The **Request Access to Organizations** screen will be displayed. The screen will list all the organizations you currently have no access to.
4. Check for the organization that you want to request access to. If you do not see it listed on the screen, click the *Search* button to find it.
5. Click the Request Access link next to the organization you want access to
6. The **Request Access** screen will be displayed
7. Provide your reasons for requesting the access under the *Access Request Comments* section in the Message box, and click the *Submit* button
8. The **Request Access Confirmation** screen will be displayed
9. Check your email to see if your access request was approved
(You can also click the [Organizations](#) left-hand menu link to see if the organization is listed as one of the organizations you belong to.)



ND Grants Questions

If you have any questions, please send an email to:

fema-enterprise-service-desk@fema.gov

or contact the Enterprise Service Desk at

1-888-457-3362



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FY 2011 TSGP Investment Justification Overview and Writing Tips



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Investment Header

- **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



Section I: Background

- **I.B. Describe the Operating System (continued)**
 - **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
 - **# 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



Section I: Background

- **I.B. Describe the Operating System (continued)**
 - **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 requested funding
- 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.)
- If the project is for M&S, include the name/brief description of the original project funded, the Fiscal Year (FY) in which it was funded, the TSGP-funded amount of the original project, and the total cost of the original project (if different from the TSGP-funded amount)



Section II: Strategic and Program Priorities

- **II.B. Address one or more of the Funding Priority Areas**
 - EXPLAIN how it aligns
 - Only need 1 – alignment to multiple areas will not earn “extra points” and may confuse 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 may 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 2011 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

- **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.
 - Indicate whether tasks are concurrent or sequential.
 - Okay to indicate months instead of actual dates, e.g., this task will be completed within three months after funding is 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.



FY 2011 TSGP

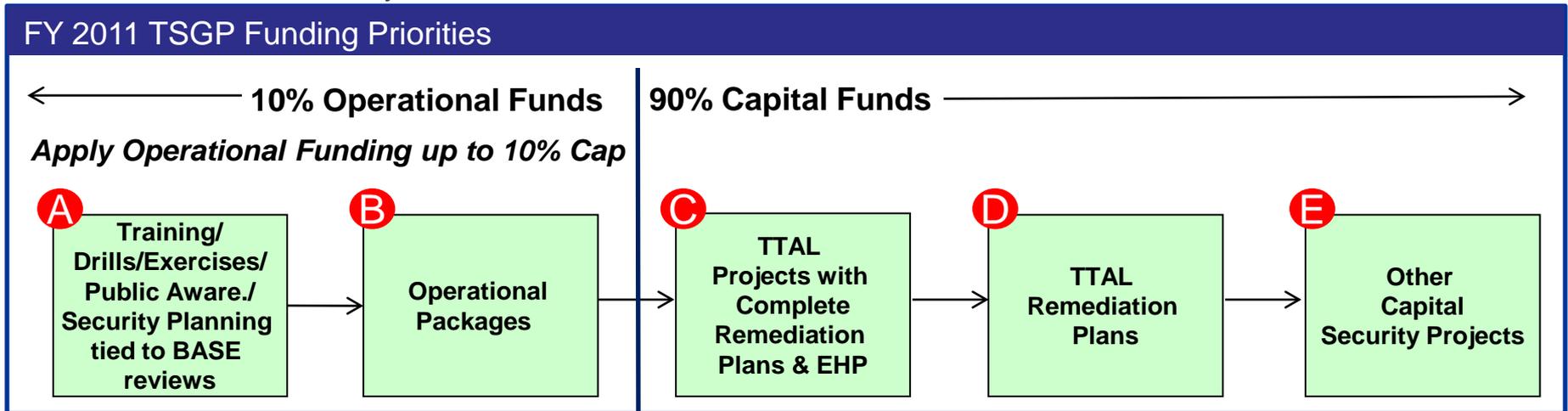
Scoring Methodology, Review Criteria, and Examples



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Risk Informs all FY2011 Funding Decisions

- Applications will be categorized according to the following framework:
 - Operational Deterrence Activities (10% cap)
 - Priorities **A** and **B**
 - Hardening of high-risk assets on the TTAL, including Remediation Plan development
 - Priorities **C** and **D**
 - Other capital security projects
 - Priority **E**



Scoring Methodology

All applications will be scored according to the following formula, consisting of four (4) parts:

Risk Group Score + **Funding Priority Area** + **Risk Mitigation Score** + **Regional Collaboration**

Risk Group Score: range from 6-1 and are a function of agency and regional risk

Funding Priority Area: range from 8-1

Risk Mitigation Score: evaluated based on the components below. (will vary depending on project Priority Area) . The sum of the components is averaged to derive the final Risk Mitigation Score.

- Cost effectiveness (All Priorities)
- Ability to reduce catastrophic events (All Priorities)
- Timelines (All Priorities)
- Sustainability without additional Federal funds and leveraging of other funding (All Priorities)
- BASE Review Alignment (for Priority A projects only)
- Effectiveness in Remediating TTAL Assets (for Priority C and D projects only)

Regional Collaboration if applicants show coordination with regional entities above and beyond what is normally expected



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FY 2011 Funding Priority Area Scores

- Previously, these scores ranged from 5-1 (“Project Effectiveness Group” Scores)
- Scoring categories and range expanded to:
 - Include priorities related to the TTAL; and,
 - Break out OPacks separately from other operational activities

Funding Priority Area	Funding Priority Score	Project Description
A	8	Operational Activities: Training, Drills and Exercises, Public Awareness, Security Planning
B	7	Operational Packages including overtime patrols
C	6	TTAL Remediation for assets that have complete remediation plans
D	5	TTAL Remediation Plans
E	4-1	Other Capital Security Projects based on Project Groups



Operational Activities – Priority

- Applications for **Operational Activities** will be given first priority. Priority will be given based on deficiencies identified in BASE or other appropriate assessments and security plans. These projects include:
 - Training
 - Drills and Exercises
 - Public Awareness
 - Security Planning
- Operational activity projects will be scored based on the following risk mitigation components:
 - Cost effectiveness
 - Ability to reduce risk of catastrophic events
 - Sustainability without additional Federal funding/leveraging of other funding
 - Timelines
 - BASE Review Alignment



Operational Packages – Priority

- Applications for **OPacks** will be second priority. Once all operational activity projects have been considered, the remaining operational funds will be available for OPacks.
- OPack projects will be scored based on the following risk mitigation components:
 - Cost effectiveness
 - Ability to reduce risk of catastrophic events
 - Sustainability without additional Federal funding/leveraging of other funding
 - Timelines
- After the 10% available for Operational funding has been allocated, the remaining 90% of funding will be applied to Capital project applications.



Capital TTAL Remediation – Priority

- Applications for **Remediation of projects on the TTAL** will be the program's third priority.
- TTAL remediation projects will be scored based on the following risk mitigation components:
 - Cost effectiveness
 - Ability to reduce risk of catastrophic events
 - Sustainability without additional Federal funding/leveraging of other funding
 - Timelines
 - Effectiveness in Remediating TTAL Assets
- If an agency has an asset they feel should be considered for inclusion on the TTAL, they should note that in their IJ for review consideration



TTAL Remediation Plans – Priority

D

- Applications for **Remediation Plans for projects on the TTAL** will be the program's fourth priority. Once TTAL remediation projects have been considered, capital funds will be available for TTAL remediation plans.
- TTAL remediation plan projects will be scored based on the following risk mitigation components:
 - Cost effectiveness
 - Ability to reduce risk of catastrophic events
 - Sustainability without additional Federal funding/leveraging of other funding
 - Timelines
 - Effectiveness in Remediating TTAL Assets



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Capital Funding – Priority

- Applications for **Other Capital Security Projects** will be the program's fifth priority. Once both TTAL remediation projects and remediation plan projects have been considered, the remaining capital funds will be available for other capital security projects, including Maintenance and Sustainment (M&S) projects.
- Other security projects will be categorized using the applicable Project Effectiveness Group Scores similar to those in FY 2010 (see next slide).
- Priority E projects will also be scored based on the following risk mitigation components:
 - Cost effectiveness
 - Ability to reduce risk of catastrophic events
 - Sustainability without additional Federal funding/leveraging of other funding
 - Timelines



Priority **E** Project Groups and Scores

Score	Project Group Description*
4	Multi-User High-Density Key Infrastructure Protection <ul style="list-style-type: none"> • Tunnel Hardening • High-Density Elevated Operations • Multi-User High-Density Stations • Hardening of SCADA or other industrial control systems
3	Single-User High-Density Key Infrastructure Protection <ul style="list-style-type: none"> • High-Density Stations • High-Density Bridges
2	Key Operating Asset Protection <ul style="list-style-type: none"> • Physical Hardening/Security of Control Centers • Secure stored/parked trains, engines, and buses • Maintenance Facilities
1	Other Mitigation Activities <ul style="list-style-type: none"> • Interoperable Communications • Anti-terrorism Security Enhancement Measures for Low-Density Stations



Scoring Methodology: Risk Mitigation Score

- Risk Mitigation is evaluated by a National Review Panel (NRP) of subject matter experts:
- The NRP assigns scores for each of the below components, as appropriate:
 - Cost Effectiveness: range from 0-12
 - Feasibility: range from 0-12
 - Timelines: range from 0-4
 - Sustainability: range from 0-4
 - BASE Review: range from 0-12
 - TTAL Alignment: range from 0-12
- The NRP may also elect to award additional points for Regional Collaboration (0-1.5)



Scoring Example One

Nomad Transit requests \$280,000 to conduct front line staff training and simulation exercises. Nomad Transit has a risk group score of 3. The NRP reviews the IJ and scores it as follows:

- **Funding Priority Area Score: 8** (Operational)
- **Total Average Risk Mitigation Score: $29/5 = 5.8$**
 - **Cost effectiveness: 7** (Only one lump sum budget given, no breakdown of overtime/backfill costs per employee/employee type, but lump sum budget number appears reasonable)
 - **Feasibility: 7** (No detail as to how many individuals will be trained)
 - **Timelines: 2** (Doable; plans to have all training and exercises conducted quarterly, but does not account for if employees cannot make scheduled class)
 - **Sustainability: 3** (Low long-term maintenance and sustainment costs; stated training and exorcises will be included in future capital budget)
 - **BASE: 10** (BASE Review noted training and exercises as areas of concern)
- **Regional Collaboration: 0** (Courses are for the requesting agency only.)

The overall score for this IJ would be: $3 + 8 + 5.8 \text{ (avg)} + 0 = 16.8$



Scoring Example Two

Zeta Transit requests \$700,000 for two K-9 OPack teams consisting of 1 sergeant, 2 police officers and 2 K-9s. Zeta Transit has a risk group score of 2. The NRP reviews the IJ and scores it as follows:

- **Funding Priority Area Score: 7** (OPacks)
- **Total Average Risk Mitigation Score: $28/4 = 7$**
 - **Cost effectiveness: 12** (Costs are less than average/less than the maximum allowance per the grant guidance, and budget transparency itemized to the smallest detail)
 - **Feasibility: 10** (All critical assets will be routinely covered, as well adjustments made for highly attended public events)
 - **Timelines: 3** (The teams will be assigned Monday through Friday, early morning shift and early evening shift, providing law enforcement response to the most critical asset locations)
 - **Sustainability: 3** (Medium long-term maintenance and sustainment costs; stated would be incorporated into capital budget)
- **Regional Collaboration: .75** (Coordinating with local responders to ensure a united front from all first responders is only established with half of the local agencies)

The overall score for this IJ would be: $2 + 7 + 7 \text{ (avg)} + .75 = 16.75$



Scoring Example Three

Western Transit requests \$10,000 to extend the warranty on CCTV purchased with FY 2008 TSGP money. The original project effectiveness score was 4 due to camera placement in Multi-User High-Density stations. Western Transit has a risk group score of 2. The NRP reviews the IJ and scores it as follows:

- **Funding Priority Area Score: 3** (the NRP determined that it was a valuable project to keep the capability of the CCTV going, but not as valuable as adding new capability)
- **Total Average Risk Mitigation Score: $29/4 = 7.25$**
 - **Cost effectiveness: 12** (Original cost of the Cameras was \$180,000 with 10% going towards a three year warranty. The company has offered 5% of original cost to extend the warranty for an additional 3 years. Compared with other warranties for similar cameras and stations, this is the among the lowest.)
 - **Feasibility: 12** (Low risk in being able to extent/execute the warranty)
 - **Timelines: 4** (Three year warranty is proper, as with new technologies on the horizon, these cameras will likely be replaced/upgraded.)
 - **Sustainability: 1** (IJ notes that future TSGP funds will likely be used to upgrade the cameras when appropriate.)
- **Regional Collaboration: 1.5** (Beneficial to and coordinated with the Multi-agency components of the stations, including emergency responders.)

The overall score for this IJ would be: $2 + 3 + 7.25$ (avg) $+ 1.5 = 13.75$



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Scoring Example Four

Moncrieff Transit requests \$100,000 for interoperable communications –handheld radios. Moncrieff Transit has a risk group score of 4. The NRP reviews the IJ and scores it as follows:

- **Funding Priority Area Score: 1** (Other mitigation activities)
- **Total Average Risk Mitigation Score: $29/4 = 7.25$**
 - **Cost effectiveness: 11** (200) handheld radios that operate on 150 MHz, 450 MHz, 700 MHz, and 800MHz)
 - **Feasibility: 10** (Discussions between City departments (PD, FD, DPW, Emergency Services, etc) have been in ongoing concerning ways to provide interoperable communications between the City departments that would respond to a terrorist incident)
 - **Timelines: 4** (Radios and all necessary paraphernalia are over the counter items and may be purchases and put into use immediately)
 - **Sustainability: 4** (Low long-term maintenance and sustainment costs; stated would be incorporated into capital budget)
- **Regional Collaboration: 1.25** (Coordinating with all other local responders to ensure their communications will be interoperable in any event)

The overall score for this IJ would be: $4 + 1 + 7.25 \text{ (avg)} + 1.25 = 13.5$



Sample Funding Decisions

The overall score rankings would be as follows:

Operational Projects:

- | | | |
|--------------------------|-----------|-------------|
| ▪ Nomad Transit Training | \$280,000 | Score 16.8 |
| ▪ Zeta Transit OPacks | \$700,000 | Score 16.75 |

Nomad Transit training would receive \$280,000 under the operational cap. If the operational cap still has funds remaining, Zeta Transit would receive funding for their OPack request; otherwise they would not be funded.

Capital Projects:

- | | | |
|----------------------------|------------------|-------------|
| ▪ Western Transit CCTV M&S | \$10,000 | Score 13.75 |
| ▪ Moncrieff Transit Radios | <u>\$100,000</u> | Score 13.5 |
| | \$110,000 | |

If \$100,000 were available to distribute, then Western Transit would be funded first and the Executive Committee would decide to either partially fund the Moncrieff Transit Radios IJ (if the project is scalable), or move the remaining funds to a project with a lesser request.



FY 2011 TSGP Environmental Planning & Historic Preservation (EHP) Review



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What is an EHP Review?

- FEMA 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

Covered by Programmatic Environmental Assessment*

- 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

* PEA covered in Information Bulletin # 345



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Type B Projects

Mandatory EHP Review

- Projects with no potential for environmental impacts if certain conditions apply:
 - Equipment installation (structures less than 50 yrs old)
 - e.g. Access controls, Cameras, Fencing, Bollards
- Questions to Answer:
 - Age of the structure or facility
 - Does the project involve ground disturbance or clearance of vegetation?
 - Correct address
 - Will work occur in or near water?



Type C Projects

- Projects that may have potential for environmental impacts:
 - New 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
 - Detailed photos of all sides may be required



GPD EHP Review Considerations

- Grantees are responsible for completing the EHP Screening Memo
- 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?
 - Completed EHP Screening Memo
 - Detailed project description: What, Where, and How
 - Physical address of structure/facility or lat/long
 - Clear **color** photographs (aerial/ground of area affected with appropriate notation for location of new equipment or ground disturbance)
 - Dimensions/acreage/square footage of structure/land affected
 - Extent and depth of ground disturbance for:
 - new construction and structure modification
 - laying of utility lines
 - installing fencing and light posts, etc.

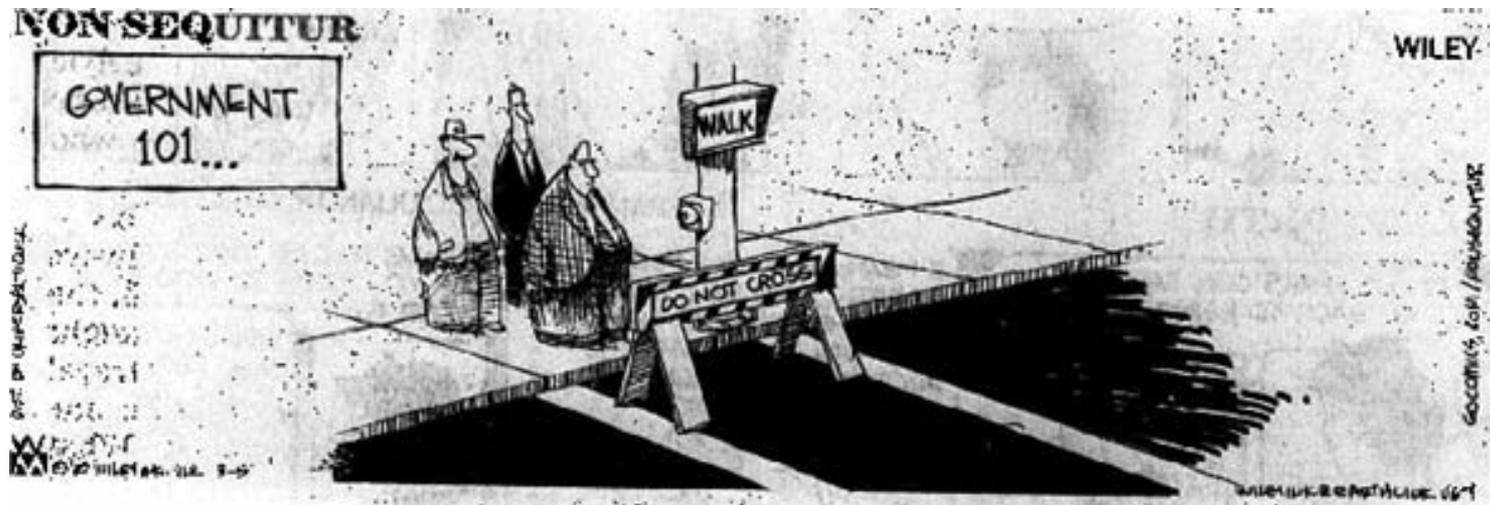


EHP Information Needed (continued)

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

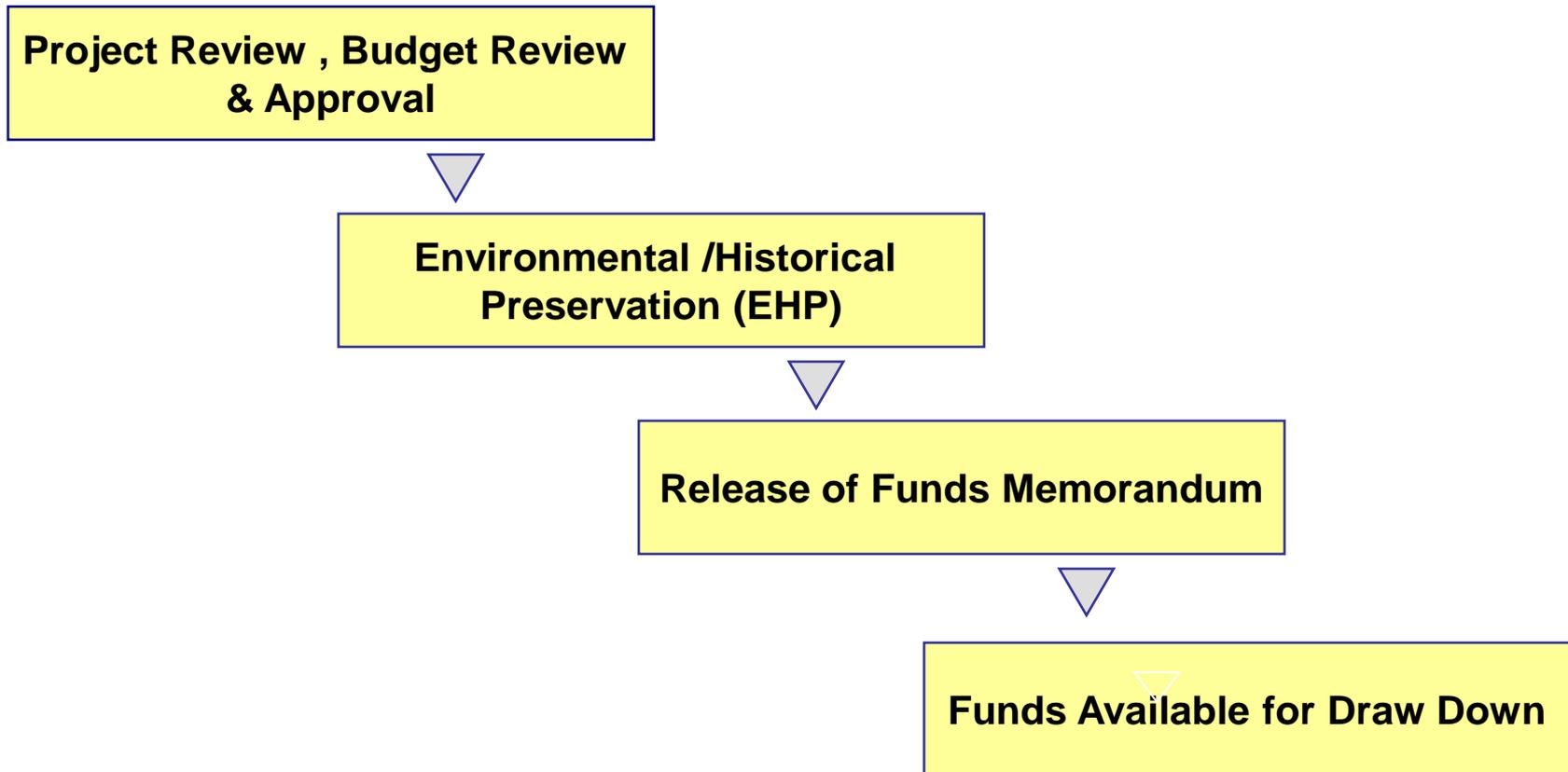


Questions?



Homeland
Security

FY 2011 TSGP Post-Award Processing



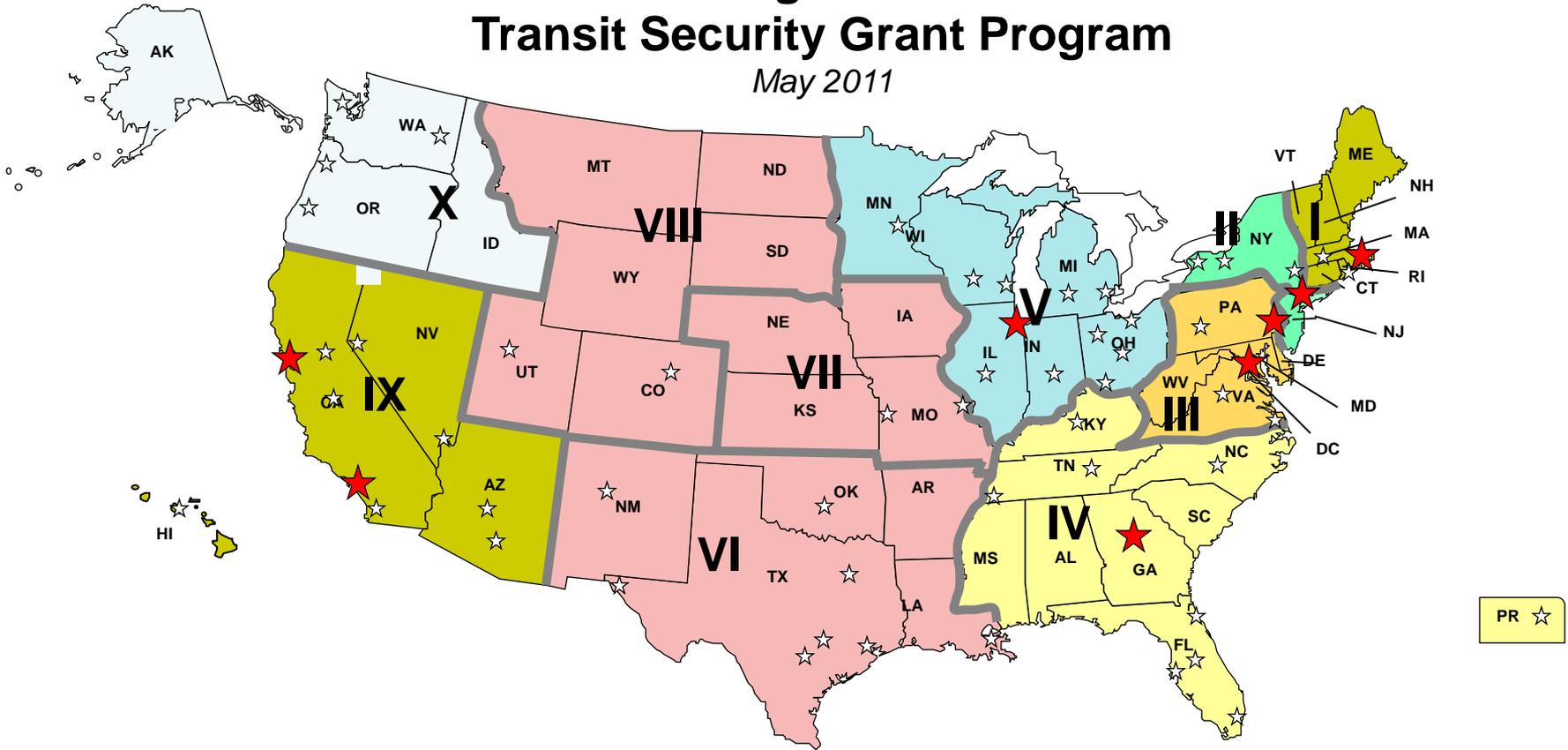
Program Contacts and Resources	
FEMA Websites:	www.fema.gov/grants askcsid@dhs.gov 1-800-368-6498
	https://portal.fema.gov (ND Grants) - 1-888-457-3362
TSA Website:	www.tsa.gov/grants
General Questions:	TSAGrants@tsa.dhs.gov and askcsid@dhs.gov
Grants.gov Website:	www.grants.gov 1-800-518-4726
Conference Calls start May 25, 2011 and will occur every Wednesday at 1PM EST through June 29, 2011	1-888-323-4702 Passcode: Wednesday



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Transit Security Grant Program

May 2011



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