



Fiscal Year 2009

Intercity Bus Security Grant Program

Transportation Security Administration



What is the purpose of the Intercity Bus Security Grant Program (IBSGP)?

The Intercity Bus Security Grant Program (IBSGP) is one of six grant programs that constitute the Department of Homeland Security (DHS) Fiscal Year (FY) 2009 focus on infrastructure protection activities. IBSGP is one tool among a comprehensive set of measures authorized by Congress and implemented by the Administration to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2009 IBSGP is authorized by section 1532 of the *Implementing Recommendations of the 9/11 Commission Act* (Public Law 110-53) (the 9/11 Act) and the *Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009* (Public Law 110-329). The funds provided by the IBSGP are intended to support the work of operators of fixed route intercity and charter bus services servicing high risk urban areas.

What are the IBSGP funding priorities?

As in previous years, DHS will focus FY 2009 IBSGP funding on operators serving the Nation's highest risk metropolitan areas. In addition, DHS seeks to ensure that each IBSGP project reflects robust regional coordination and an integrated security strategy.

The following projects – listed in priority order – are eligible for funding in FY 2009:

- Development of assessments or security plans
- Operating and capital costs associated with over-the-road bus security awareness, preparedness, and response training (must be DHS-approved courses)
- Live or simulated exercises for the prevention, response and recovery from acts of terrorism (must be DHS-approved exercises)
- Public awareness campaigns for enhanced security (must be DHS-approved campaigns)
- Modifying over-the-road buses to increase their security
- Installing cameras and video surveillance equipment on over-the-road buses and at terminals, garages, and bus facilities
- Constructing and modifying terminals, garages, and facilities
- Establishing and improving emergency communications systems
- Implementing and operating passenger screening programs for weapons and explosives
- Protecting or isolating drivers of over-the-road buses
- Conducting chemical, biological, radiological, or explosive detection initiatives
- Acquiring, upgrading, installing, or operating equipment, software, or services for the collection, storage, or exchange of passenger and driver information
- Covering overtime reimbursement for security personnel during periods of high threat levels

Note that in FY 2009, DHS will continue to encourage video systems with the capability to stream live video to first responders as part of security systems that may include items such as GPS, panic buttons, and remote disabling. As in FY 2008, the procurement of closed-circuit television cameras (CCTV) for vehicles as a deterrent to terrorism *without* the ability for live streaming video will continue to be de-emphasized.

How much funding will be awarded through the FY 2009 IBSGP program?

In FY 2009, the total amount of funds distributed under the IBSGP program will be \$11,658,000. The available funding will be divided within the two tiers with Tier I funding targeted at \$6,411,900 and Tier II targeted at \$5,246,100.

What determines whether an applicant is in Tier I or Tier II?

Applicants with operational fleets in excess of 250 over-the-road buses will be placed in Tier I. All other eligible applicants will be placed in Tier II.

What entities are eligible to apply for the IBSGP?

Operators of over-the-road buses are eligible for FY 2009 IBSGP funding. These include 1) private operators of fixed route intercity bus companies serving a defined Urban Areas Security Initiative (UASI) jurisdiction, and/or 2) operators of charter bus services using over-the-road buses that provide a minimum of 50 trips annually to one or more UASI jurisdictions. The UASI jurisdictions are outlined in the FY 2009 Intercity Bus Security Grant Guidance. Note that intracity bus service is covered under the FY 2009 Transit Security Grant Program (TSGP), not the IBSGP.

Are there any other eligibility requirements?

In order to be eligible for a security grant award, bus operators must have conducted a vulnerability assessment, and developed and/or updated a security plan within the last three years. Applicants that do not have a current security plan and vulnerability assessment can apply for IBSGP funding to meet that requirement, but are not eligible to apply for other project types. Tier I IBSGP recipients using funds for this purpose must certify completion within one year of award. Tier II IBSGP recipients using funds for this purpose are highly encouraged to complete a security plan and vulnerability assessment within one year of award.

Are eligible operators required to provide a cost share?

The maximum Federal share of any project supported through IBSGP is 75%. Therefore, grantees are required to provide non-Federal funding (cash or in-kind) of at least 25% of approved project costs for the FY 2009 IBSGP. For example, if the total project cost is \$100,000, the maximum the DHS grant award would be \$75,000 with the grantee required to provide the remaining 25% or \$25,000, of the project cost.

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

Applications must be submitted through grants.gov and are due no later than 11:59 pm EST on January 13, 2009. Exceptions cannot be granted.

Where can I go if I have additional questions?

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