



Homeland
Security

FY 2007 Transit Security Grant Program (TSGP): Intercity Passenger Rail (Amtrak) Supplemental Frequently Asked Questions (FAQs)

What is the purpose of the FY 2007 TSGP: Amtrak Security Supplemental?

The purpose of the FY 2007 TSGP: Amtrak Security Supplemental is to create a sustainable, risk-based effort for the protection of critical intercity passenger rail infrastructure from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause major loss of life and severe disruption of service.

Who is eligible to apply for funding under the FY 2007 TSGP: Amtrak Security Supplemental?

Amtrak is the sole eligible applicant under this program.

How much funding is being awarded through the FY 2007 TSGP: Amtrak Security Supplemental?

A total of \$8,309,537 will be awarded to Amtrak through the FY 2007 TSGP: Amtrak Security Supplemental.

What is the deadline for the FY 2007 TSGP: Amtrak Security Supplemental to be submitted?

The application deadline for the FY 2007 TSGP: Amtrak Security Supplemental is 11:59 PM EST, March 6, 2007.

How does Amtrak apply for the FY 2007 TSGP: Amtrak Security Supplemental program?

Amtrak must apply for FY 2007 TSGP: Amtrak Security Supplemental funding through www.grants.gov.

How does the FY 2007 TSGP: Amtrak Security Supplemental improve homeland security?

The FY 2007 TSGP: Amtrak Security Supplemental improves homeland security by providing funding to strengthen security along the major Amtrak corridors on the East and West coasts, at the company's hub in Chicago, IL, and throughout its southeastern and southwestern service areas. In addition, risk and vulnerability assessments of the major corridors and stations are being conducted to identify, prioritize and mitigate specific vulnerabilities.

What are the priorities of the FY 2007 TSGP: Amtrak Security Supplemental?

The Department identifies the following seven specific priorities as our highest priority selection criteria for the FY07 TSGP for Amtrak:

1. *Protection of high risk/high consequence underwater and underground rail assets.* Many of the nation's largest transit systems have significant track miles and large concentrations of riders in rail systems that run underground and underwater. It is a high priority of the FY07 TSGP to support measures that will protect underground rail system assets, and particularly underwater assets, from terrorist attack by improvised explosive devices (IEDs) or other threats that can damage or significantly breach such assets. Active coordination and regular testing of emergency evacuation plan can greatly reduce loss of life in serious incidents.
2. *Protection of other high risk/high consequence assets and systems that have been identified through system-wide risk assessments.* It is imperative that transit agencies focus countermeasure resources on their highest risk, highest consequence areas or systems. The FY07 TSGP will particularly support development and enhancement of capabilities to prevent, detect and respond to terrorist attacks employing chemical, biological, radiological, nuclear and explosive (CBRNE) weapons, particularly IEDs. For example, a system-wide assessment may highlight the need to segregate critical security infrastructure from public access. One solution could be an integrated intrusion detection system, controlling access to these critical facilities or equipment. Transit systems should consider security technologies to help reduce the burden on security manpower. Using smart CCTV systems in remote locations could help free up security patrols to focus on more high risk areas.
3. *Use of visible, unpredictable deterrence.* Visible and unpredictable security activities instill confidence and enhanced security awareness in the riding public, and deter attacks by disrupting the ability of terrorists to prepare for and execute attacks. Examples include the acquisition, training, certification and maintenance of explosives detection canine teams; training of law enforcement, security officials and front-line employees in behavioral pattern recognition; and procurement of mobile detection or screening equipment to identify the presence of explosives or their residue and other suspicious items on persons or in packages.
4. *Targeted counter-terrorism training for key front-line staff.* Effective employee training programs address individual employee responsibilities and provide basic security

awareness to front line employees, including equipment familiarization, assessing and reporting incident severity, appropriate responses to protect self and passengers, use of protective devices, crew communication and coordination, and incident evacuation procedures. For example, well trained and rehearsed operators can help ensure that if an underground station has suffered a chemical agent attack, trains – and the riding public – are quickly removed from the scene, thus reducing their exposure and risk.

5. *Emergency preparedness drills and exercises.* In order to assess and enhance a system's capability to respond under the variety of serious incidents, transit agencies are encouraged to maintain an emergency drill and exercise program to test key operational protocols including coordination with first responders. The FY07 TSGP can support exercises related to terrorist attack scenarios (such as IED or CBRNE attacks), natural disasters and other emergencies. Such programs can take various forms, from table top exercises to more comprehensive multi-agency full-scale exercises. The FY07 TSGP funds also support rigorous after action assessments to identify further system improvements.
6. *Public awareness and preparedness campaigns.* A public awareness and preparedness program can employ announcements, postings in stations and transit vehicles or other media to ensure awareness of heightened alert or threat conditions. Effective awareness programs enlist the public in becoming an informal part of an agency security plan. They should explain specific actions the public can take to contribute to strengthening system security.¹
7. *Efforts in support of the national preparedness architecture.* Transit agencies are encouraged to take steps to embrace the national preparedness architecture priorities, several of which have already been highlighted as Amtrak priorities. The following six national priorities are particularly relevant: expanding regional collaboration; implementing the National Incident Management System, the National Response Plan and the National Infrastructure Protection Plan; strengthening information sharing and collaboration capabilities; enhancing interoperable communications capabilities; strengthening CBRNE detection and response capabilities; and improving citizen preparedness capabilities.

In addition, with the support of DHS, Amtrak will be required to conduct a risk assessment of its operations in key high threat urban areas located in the southeastern and southwestern United States (*Kansas City, St. Louis, Denver, the Norfolk Area, Charlotte, Atlanta, Jacksonville, Ft. Lauderdale, Miami, Orlando, Tampa, Memphis, New Orleans, Oklahoma City, Dallas/Fort Worth, San Antonio, Houston, El Paso, and Tucson*). Amtrak should work to leverage assessments already accomplished in its Northeast Corridor, Chicago and West Coast Service Area operations, as well as to many of the major transit agencies whose systems overlap with Amtrak's operations in the southeastern and southwestern United States. Amtrak may not use FY07 funds for capital projects in these high threat urban areas until the required risk assessment is completed and submitted to DHS.

¹ For more information about citizen preparedness, see the Citizen Corps website at <http://www.citizen corps.gov/>.

Further, Amtrak is required to demonstrate that its planning process and the allocation of funds are fully coordinated with regional planning efforts in the major markets it serves.

What are the key differences between the FY 2007 TSGP: Amtrak Security Supplemental and the FY 2006 TSGP?

Key changes include:

- *TSGP: Amtrak Security Supplemental Funding Priorities* – TSA has identified key security funding priorities for transit.
- *Expansion of Protective Activities* – Amtrak will be allowed to expand protective measures to facilities in key high threat urban areas.
- *Project Minimums* – Training and exercises: \$50,000; other projects: \$250,000.
- *Risk Assessment* – Amtrak will conduct risk assessment of operations in certain key high threat urban areas located in the southeastern and southwestern United States.
- *Period of Performance* – Performance period is now 36 months.
- *Investment Justification* – Amtrak will be required to submit an investment justification for each proposed project.

General changes to the overall Infrastructure Protection Program (IPP) include:

- *Interaction with Grantees During Application Period* – In FY 2007, the Department is placing a strong emphasis on cooperative dialogue with stakeholders during the application period to ensure that applicants clearly understand program priorities and requirements, and that the projects submitted offer the best potential for risk mitigation.

In which geographic areas may FY 2007 TSGP: Amtrak Security Supplemental funds be used?

FY 2007 TSGP: Amtrak Security Supplemental funds may be used by Amtrak for security projects in the Northeast Corridor (the National Capital Region, Philadelphia, New York City/Northern New Jersey and Boston), at its Chicago, Illinois hub and in certain jurisdictions in the West Coast Service Area (Seattle, Portland, Sacramento, Oakland, San Jose, Los Angeles, and San Diego) and the southeastern and southwestern United States (Kansas City, St. Louis, Denver, Charlotte, Norfolk, VA Area, Atlanta, Jacksonville, Ft. Lauderdale, Miami, Orlando, Tampa, Memphis, New Orleans, Oklahoma City, Dallas/Fort Worth, San Antonio, Houston, El Paso, and Tucson).

Do activities under the FY 2007 TSGP fall under the National Environmental Policy Act (NEPA) requirements?

Yes. NEPA requires DHS to analyze the possible environmental impacts of each construction project funded by a DHS grant. The purpose of a NEPA review is to weigh the impact of major Federal actions or actions undertaken using Federal funds on adjacent communities, water supplies, historical buildings, endangered species, or culturally sensitive areas prior to construction. Grantees may be required to provide additional detailed information on the

activities to be conducted, locations, sites, possible construction activities, possible alternatives, and any environmental concerns that may exist. Results of the NEPA Compliance Review could result in a project not being approved for DHS funding, the need to perform an Environmental Assessment or draft an Environmental Impact Statement.

Are there additional resources available to assist in preparing an application?

DHS has included appendices within the Program Guidance that provide additional detailed guidance on key program requirements and the recommended format and content for application submission requirements for the FY 2007 TSGP: Amtrak Security Supplemental.

G&T maintains a Centralized Scheduling and Information Desk (CSID) Help Line. CSID is a comprehensive coordination, management, information, and scheduling tool developed by DHS through G&T for homeland security terrorism preparedness activities. Questions pertaining to the FY 2007 IPP application process should be directed to CSID. *The CSID can be contacted at 1-800-368-6498 or askcsid@dhs.gov. CSID hours of operation are from 8:00 am–6:00 pm (EST), Monday-Friday.*