



**Homeland  
Security**

## **Fiscal Year (FY) 2007 Intercity Bus Security Grant Program (IBSGP) Frequently Asked Questions (FAQs)**

### **What is the purpose of the FY 2007 IBSGP program?**

The purpose of the FY 2007 IBSGP is to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause major loss of life and severe disruption.

### **Who is eligible for the FY 2007 IBSGP Program?**

Eligibility for funding under this program is limited to applicants meeting one or both of the following criteria:

- Own/operate a fixed-route intercity bus service using over-the-road buses and providing services to a defined Urban Area Security Initiative (UASI) jurisdiction ;
- Own/operate a charter bus service using over-the-road buses providing a minimum of 50 trips annually to a defined UASI jurisdiction.

## What are the FY 2007 UASI jurisdictions?

There are 46 total UASI Areas in the United States:

Anaheim/Santa Ana Area (CA)	Miami Area (FL)
Atlanta Area (GA)	Milwaukee Area (WI)
Baltimore Area (MD)	National Capital Region (DC)
Bay Area (CA)	New Orleans Area (LA)
Boston Area (MA)	New York City/Northern New Jersey Area (New York City Area, Jersey City/Newark Area)
Buffalo Area (NY)	Norfolk Area (VA)
Charlotte Area (NC)	Oklahoma City Area (OK)
Chicago Area (IL)	Orlando Area (FL)
Cincinnati Area (OH)	Philadelphia Area (PA)
Cleveland Area (OH)	Phoenix Area (AZ)
Columbus Area (OH)	Pittsburgh Area (PA)
Dallas/Fort Worth/Arlington Area (TX)	Portland Area (OR)
Denver Area (CO)	Providence Area (RI)
Detroit Area (MI)	Sacramento Area (CA)
El Paso Area (TX)	San Antonio Area (TX)
Fort Lauderdale Area (FL)	San Diego Area (CA)
Honolulu Area (HI)	Seattle Area (WA)
Houston Area (TX)	St. Louis Area (MO)
Indianapolis Area (IN)	Tampa Area (FL)
Jacksonville Area (FL)	Tucson Area (AZ)
Kansas City Area (MO)	Twin Cities Area (MN)
Las Vegas Area (NV)	
Los Angeles/Long Beach Area (CA)	
Memphis Area (TN)	

An area specific list is attached to the end of this document.

## How much funding will be awarded through the FY 2007 IBSGP program?

A total of \$11,640,000 will be awarded through the FY 2007 IBSGP. The table below summarizes how much of that total is allocated for each risk tier.

**FY 2007 IBSGP Funding by Tier**

<b>Risk Tier</b>	<b>FY 2007 Funding</b>
Tier I	\$ 8,150,000
Tier II	\$ 3,490,000

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

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

### **What is the deadline for FY 2007 IBSGP applications to be submitted?**

The application deadline for the FY 2007 IBSGP is 11:59 PM EST, March 6, 2007.

### **How does an eligible applicant apply for the FY 2007 IBSGP program?**

Applicants must apply for FY 2007 IBSGP funding through [www.grants.gov](http://www.grants.gov). Appendix 3 of the *FY 2007 IBSGP Program Guidance and Application Kit* provides further instructions for using [www.grants.gov](http://www.grants.gov).

### **How does the FY 2007 IBSGP improve homeland security?**

The FY 2007 IBSGP adds a layer of security that would otherwise not be in place. The program assists commercial bus companies in creating sustainable programs for the protection of intercity bus systems and the traveling public from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause major loss of life and severe disruption.

### **What are the priorities for the FY 2007 IBSGP program?**

The FY 2007 IBSGP supports intercity bus fundamentals that strengthen emergency operations planning and citizen protection capabilities, and assists in addressing security priorities, including:

- Protection of high risk/high consequence assets that have been identified through system-wide risk assessments;
- Use of visible, unpredictable deterrence;
- Targeted antiterrorism training for key front-line and operations center staff;
- Emergency preparedness drills and exercises; and
- Public awareness and preparedness campaigns.

*As in FY 2006, the program will also continue to deemphasize the procurement of closed-circuit television cameras (CCTV) for vehicles as a deterrent to terrorism.*

Authorized IBSGP projects and expenditures include:

- Vehicle security enhancements;
- Emergency communication technology;
- Coordinating with local police and emergency responders;
- Facility security enhancements;
- Training and exercises;
- Improvement of ticket identification and further implementation of passenger and baggage screening enhancements; and,
- Driver security enhancements.

## **What are the key changes to the FY 2007 IBSGP program?**

Key changes to the FY 2007 IBSGP include:

- *Additional Allowable Security Project* - Enhancing ticket and passenger/baggage screening as an additional use of IBSGP funding based on direction within the FY 2007 DHS Appropriations Act.
- *Risk Tiers* - Applicants will be divided into two tiers based on risk. Applicants with fleets in excess of 250 over-the-road buses will be placed in Tier 1. All other applicants will be placed in Tier II.
- *Project Minimums* - For Tier I applicants, the minimum amount that may be requested for projects focused on training and/or exercises is \$50,000. The minimum amount that may be requested for other projects is \$100,000. For Tier II applicants, the minimum amount that may be requested for projects focused on training and/or exercises is \$5,000. The minimum amount that may be requested for other projects is \$25,000.
- *Period of Performance* – Performance period is now 36 months.
- *Investment Justification* – All applicants 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.

## **What is a Fixed-Route Intercity Bus Service?**

A passenger transportation service provided to the general public for compensation over specified, pre-determined and published routes between cities or terminals using over-the-road-buses.

## **What is a Charter Bus service?**

A charter bus service operates neither over fixed routes nor on regular schedules. Charter bus services are characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembark at the same point. For the purpose of eligibility for the FY 2007 IBSGP, a charter bus service must use over-the-road buses.

## **What is an over-the-road bus?**

Vehicles designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers.

## **What is a trip?**

A trip is a single bus journey from an embarkation point to the furthest destination in that journey. For example, a trip from New York City to Denver to San Francisco would be considered a single trip. A trip is made to a defined UASI jurisdictions if at any point in the trip the bus stops in a UASI jurisdiction and embarks or disembarks passengers. For example, a trip from Newburgh, NY, to Manhattan to Charleston, WV, is a trip to a defined UASI jurisdiction if passengers embark or disembark in Manhattan.

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

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 IBSGP.

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](mailto:askcsid@dhs.gov). CSID hours of operation are from 8:00 am–6:00 pm (EST), Monday-Friday.*

### FY07 Area Specific UASI List

State	Candidate Urban Area	Geographic Area Captured in the Data Count	Existing Urban Area Definitions
AZ	Tucson Area	Tucson and a 10-mile buffer extending from the city border.	N/A
	Phoenix Area	Chandler, Gilbert, Glendale, Mesa, Peoria, Phoenix, Scottsdale, Tempe, and a 10-mile buffer extending from the border of the combined area.	City of Phoenix; Maricopa County; and the three tribal nations of Salt River Pima, Fort McDowell, and Gila River.
CA	Anaheim/Santa Ana Area	Anaheim, Costa Mesa, Garden Grove, Fullerton, Huntington Beach, Irvine, Orange, Santa Ana, and a 10-mile buffer extending from the border of the combined area.	Cities of Anaheim, Santa Ana, Buena Park, Cypress, Fullerton, Garden Grove, Orange, Placentia, Yorba Linda, La Habra, La Palma, Seal Beach, Brea, Villa Park, Stanton, Los Alamitos, Westminster, Costa Mesa, Fountain Valley, Huntington Beach, Irvine, Newport Beach, Tustin, San Juan, Capistrano, Laguna Beach, Aliso Viejo, Dana Point, Laguna Hills, Laguna Woods, Lake Forest, Mission Viejo, Rancho Santa Margarita, San Clemente, Laguna Niguel; the University of California at Irvine; California State University at Fullerton; and all political jurisdictions in the Orange County geographical area.
	Bay Area	Berkeley, Daly City, Fremont, Hayward, Oakland, Palo Alto, Richmond, San Francisco, San Jose, Santa Clara, Sunnyvale, Vallejo, and a 10-mile buffer extending from the border of the combined area.	Cities of Oakland, San Francisco, and San Jose; counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Santa Cruz, Solano, and Sonoma; and over 100 other incorporated cities including Berkeley, Daly City, Fremont, Hayward, Palo Alto, Richmond, Santa Clara, Sunnyvale, and Vallejo.
	Los Angeles/Long Beach Area	Burbank, Glendale, Inglewood, Long Beach, Los Angeles, Pasadena, Santa Monica, Santa Clarita, Torrance, Simi Valley, Thousand Oaks, and a 10-mile buffer extending from the border of the combined area.	Cities of Long Beach and Los Angeles and County of Los Angeles; Los Angeles County Unincorporated; Cities of Beverly Hills, Burbank, Carson, Commerce, Culver City, El Segundo, Glendale, Hawthorne, Inglewood, Pasadena, San Fernando, Santa Monica, Torrance, Vernon, West Hollywood, Bellflower, Carson, Compton, Hawaiian Gardens, Lakewood, Paramount, and Signal Hill.
	Sacramento Area	Elk Grove, Sacramento, and a 10-mile buffer extending from the border of the combined area.	Cities of Sacramento, Citrus Heights, Elk Grove, Folsom, Rancho Cordova, Rocklin, Roseville, and West Sacramento, as well as unincorporated areas of Sacramento and Placer Counties.

State	Candidate Urban Area	Geographic Area Captured in the Data Count	Existing Urban Area Definitions
	San Diego Area	Chula Vista, Escondido, and San Diego, and a 10-mile buffer extending from the border of the combined area.	City and County of San Diego, inclusive of cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Marcos, Santee, Solana Beach and Vista; bounded by the Pacific Ocean to the west, Mexico to the south, Imperial County, CA to the east, and Riverside County, CA and Orange County, CA to the north.
CO	Denver Area	Arvada, Aurora, Denver, Lakewood, Westminster, Thornton, and a 10-mile buffer extending from the border of the combined area.	City and County of Denver; Counties of Adams, Arapahoe, and Jefferson; cities of Arvada, Aurora, Cherry Hills Village, Commerce City, Englewood, Glendale, Lakewood, Littleton, Sheridan, Thornton, Westminster, Wheat Ridge, Arvada Fire Protection District, Cunningham Fire Protection District, Greater Brighton Fire Protection District, Littleton Fire Protection District, North Washington Fire Protection District, South Adams County Fire Protection District, South Metro Fire and Rescue, Southwest Adams Fire Protection District, and West Metro Fire Protection District.
DC	National Capital Region	National Capital Region and a 10-mile buffer extending from the border of the combined area.	District of Columbia; Counties of Montgomery and Prince Georges (MD); Counties of Arlington, Fairfax, Loudon, and Prince William and the City of Alexandria (VA); and all cities and other units of government within the geographic areas of such District, Counties, and City.
FL	Fort Lauderdale Area	Fort Lauderdale, Hollywood, Miami Gardens, Miramar, Pembroke Pines, and a 10-mile buffer extending from the border of the combined area.	Cities of Fort Lauderdale, Hollywood, Miami Gardens, Miramar, Pembroke Pines, Coral Springs; and Counties of Broward, Miami-Dade, Monroe, and Palm Beach.
	Jacksonville Area	Jacksonville and a 10-mile buffer extending from the city border.	City of Jacksonville; Duval County; Counties of Nassau, Baker, Union, Bradford, Alachua, Clay, Putnam, St. Johns, Flagler, Marion, Levy, and Gilchrist.
	Miami Area	Hialeah, Miami, and a 10-mile buffer extending from the border of the combined area.	Cities of Miami and Hialeah; Counties of Broward, Miami-Dade, Monroe, and Palm Beach.
	Orlando Area	Orlando and a 10-mile buffer extending from the city border.	City of Orlando; Counties of Orange, Seminole, Brevard, Osceola, Lake, and Volusia.
	Tampa Area	Clearwater, St. Petersburg, Tampa, and a 10-mile buffer extending from the border of the combined area.	Cities of Tampa, Clearwater, and St. Petersburg; Counties of Hillsborough and Pinellas.

State	Candidate Urban Area	Geographic Area Captured in the Data Count	Existing Urban Area Definitions
GA	Atlanta Area	Atlanta and a 10-mile buffer extending from the city border.	City of Atlanta; Counties Fulton and DeKalb.
HI	Honolulu Area	Honolulu and a 10-mile buffer extending from the city border.	City and County of Honolulu.
IL	Chicago Area	Chicago and a 10-mile buffer extending from the city border.	City of Chicago; Cook County, inclusive of 128 municipalities.
IN	Indianapolis Area	Indianapolis and a 10-mile buffer extending from the city border.	City of Indianapolis; Counties of Hamilton and Marion.
LA	New Orleans Area	New Orleans and a 10-mile buffer extending from the city border.	City of New Orleans; Parishes of Jefferson, Plaquemines, and St. Bernard.
MA	Boston Area	Boston, Cambridge, and a 10-mile buffer extending from the border of the combined area.	Cities of Boston, Cambridge, Chelsea, Everett, Quincy, Revere, and Somerville; Towns of Brookline and Winthrop.
MD	Baltimore Area	Baltimore and a 10-mile buffer extending from the city border.	Cities of Baltimore and Annapolis; Counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard.
MI	Detroit Area	Detroit, Sterling Heights, Warren, and a 10-mile buffer extending from the border of the combined area.	City of Detroit; Wayne County; Counties of Macomb, Oakland, Washtenaw, Monroe, and St. Clair.
MN	Twin Cities Area	Minneapolis, St. Paul, and a 10-mile buffer extending from the border of the combined entity.	Cities of Minneapolis and St. Paul; Counties of Hennepin, Ramsey, and Dakota.
MO	Kansas City Area	Independence, Kansas City (MO), Kansas City (KS), Olathe, Overland Park, and a 10-mile buffer extending from the border of the combined area.	Cities of Kansas City (MO) and Kansas City (KS); Counties of Cass, Clay, Jackson, Platte, and Ray (MO); Counties of Johnson, Leavenworth, and Wyandotte (KS).
	St. Louis Area	St. Louis and a 10-mile buffer extending from the city border.	City and County of St. Louis; Counties of St. Charles, Franklin, and Jefferson (MO); Counties of St. Clair, Madison, and Monroe (IL).
NC	Charlotte Area	Charlotte and a 10-mile buffer extending from the city border.	City of Charlotte; Counties of Mecklenburg, Union, Cabarrus, Stanly, Iredell, Catawba, Lincoln, Gaston; supported by York and Lancaster in South Carolina.
NJ	Jersey City/Newark Area	Elizabeth, Jersey City, Newark, and a 10-mile buffer extending from the border of the combined area.	Cities of Jersey City and Newark; Counties of Essex, Bergen, Hudson, Middlesex, Morris, Passaic, and Union.
NV	Las Vegas Area	Las Vegas, North Las Vegas, and a 10-mile buffer extending from the border of the combined entity.	City of Las Vegas; Clark County.
NY	Buffalo Area	Buffalo and a 10-mile buffer extending from the city border.	City of Buffalo; Counties of Erie and Niagara.
	New York City Area	New York City, Yonkers, and a 10-mile buffer extending from the border of the combined area.	Cities of New York and Yonkers; Counties of Nassau, Suffolk, and Westchester; Port Authority of New York and New Jersey.



State	Candidate Urban Area	Geographic Area Captured in the Data Count	Existing Urban Area Definitions
OH	Cincinnati Area	Cincinnati and a 10-mile buffer extending from the city border.	City of Cincinnati; Hamilton County, and the 48 local jurisdictions within the county; Counties of Adams, Brown, Butler, Clermont, Clinton, Highland, Warren (OH); Counties of Boone, Campbell, Kenton (KY), and County of Dearborn (IN).
	Cleveland Area	Cleveland and a 10-mile buffer extending from the city border.	City of Cleveland; Cuyahoga County, inclusive of nine Cuyahoga Community Regions - Chagrin, Cleveland, Cuyahoga, Heights, Hillcrest, Southcentral, Southeast, Southwest, and Westshore, and the local jurisdictions therein.
	Columbus Area	Columbus and a 10-mile buffer extending from the city border.	City of Columbus; Franklin County; the cities of Bexley, Columbus, Dublin, Grandview Heights, Grove City, Hilliard, Reynoldsburg, Upper Arlington, Westerville, Worthington; Villages of Brice, Canal Winchester, Groveport, Harrisburg, Lockbourne, Marble Cliff, Minerva Park, New Albany, Obetz, Urbancrest, Valleyview; Townships of Blendon, Brown, Clinton, Franklin, Hamilton, Jackson, Jefferson, Madison, Mifflin, Norwich, Perry, Plain, Pleasant, Prairie, Sharon, Truro, Washington.
OK	Oklahoma City Area	Norman, Oklahoma City, and a 10-mile buffer extending from the border of the combined area.	City of Oklahoma City; Counties of Oklahoma, Canadian, Cleveland, Logan, Pottawatomie, McClain, and Lincoln.
OR	Portland Area	Portland, Vancouver, and a 10-mile buffer extending from the border of the combined area.	City of Portland; Counties of Washington, Multnomah, Clackamas, and Columbia (OR); Clark County (WA).
PA	Philadelphia Area	Philadelphia and a 10-mile buffer extending from the city border.	City of Philadelphia; Counties of Philadelphia, Bucks, Chester, Delaware, and Montgomery.
	Pittsburgh Area	Pittsburgh and a 10-mile buffer extending from the city border.	City of Pittsburgh; Counties of Allegheny, Armstrong, Beaver, Butler, Cambria, Fayette, Greene, Indiana, Lawrence, Mercer, Somerset, Washington, and Westmoreland.
RI	Providence Area	Providence and a 10-mile buffer extending from the city border.	N/A
TN	Memphis Area	Memphis and a 10-mile buffer extending from the city border.	City of Memphis; Counties of Shelby, Fayette, Tipton, and Lauderdale (TN); Crittenden County (AR); DeSoto County (MS).
TX	Dallas/Fort Worth/Arlington Area	Arlington, Carrollton, Dallas, Fort Worth, Garland, Grand Prairie, Irving, Mesquite, Plano, and a 10-mile buffer extending from the border of the combined area.	Cities of Dallas, Fort Worth, and Arlington; Counties of Dallas, Tarrant, Kaufman, Collin, Rockwall, Denton, Johnson, Wise, Parker, Ellis, and Hood.
	Houston Area	Houston, Pasadena, and a 10-mile buffer extending from the border of the combined entity.	City of Houston; Counties of Harris, Fort Bend, Montgomery, Brazoria, and Galveston; inclusive of the Transit

<b>State</b>	<b>Candidate Urban Area</b>	<b>Geographic Area Captured in the Data Count</b>	<b>Existing Urban Area Definitions</b>
			Authority and the Port Authority.
	San Antonio Area	San Antonio and a 10-mile buffer extending from the city border.	City of San Antonio; Counties of Bexar and Comal; All incorporated Municipalities within Bexar and Comal Counties.
	El Paso Area	El Paso and a 10-mile buffer extending from the city border.	N/A
VA	Norfolk Area	Norfolk, Chesapeake, Hampton, Newport News, Virginia Beach, and a ten mile buffer extending from the border of the combined area.	N/A
WA	Seattle Area	Seattle, Bellevue, and a 10-mile buffer extending from the border of the combined area.	Cities of Seattle and Bellevue; Counties of King, Pierce and Snohomish.
WI	Milwaukee Area	Milwaukee and a 10-mile buffer extending from the city border.	City of Milwaukee; Counties of Milwaukee, Ozaukee, Racine, Washington, and Waukesha.

## **Applicant Questions Raised during TSA Conference Calls**

**Would DHS consider a request for an extension of the application deadline?**

No extensions are being considered.

**Could DHS publish a list of critical infrastructure?**

There is no published list of critical infrastructure. Critical Infrastructure is defined as, “bridge, tunnel, monument, statue, or other place of interest.”

**We are proposing to install a video surveillance system, security fencing, and a GPS vehicle tracking system at our location. Would this be considered one project or three?**

It would depend on what these enhancements are for. If all of the enhancements are for Vehicle Security then that would be one project. If one is for vehicle security and one is for facility security then that would be two projects.

**When applying for projects what constitutes one project? We have contacted a security firm that will do security at our facility. They will do cameras inside & outside of our building. They will also do a key card system so we know who is coming & going in our building. This card system could be tied into the cameras. This card system could also be tied into new gates that we would install, so in order for a bus to leave you would have to swipe your card. Is all of this considered one project under facilities? All of these things are related: Secure Entry ID Systems for our building, Cameras, New Gates with Secure Entry.**

Yes, you are correct. All of the enhancements you described in your question would fall under one project type, Facility Security Enhancements. Please see the IBSGP Guidance.

**A potential grant application involves a private company that operates fixed route commuter service for a long distance, into a UASI (New York). The headquarters/depot/maintenance facility for this company lies beyond the 10 mile radius of the UASI. However, all of the service is to the UASI, and the service operates over critical infrastructure (bridges and tunnels). It is important to protect this facility, as it is a vulnerability to intrusion on the buses. Under these circumstances, is this facility eligible for IBSGP grant funding?**

Yes, the grant program requirement has been changed. Under the FY 2007 IBSGP, facilities do not have to be located in a UASI area.

**I'm a start-up company with the potential to provide the stated 50 trips. I have coordinated all other aspects as it relates to equipment. The only problem is most manufacturers would like to work with new coaches and design the right application for the job. I really think the funds would be better served if we could work with new equipment prior to construction. I have the designs for the proper equipment which would withstand the rigors of the industry rather than purchase the wrong equipment repeatedly. My project**

**would be a more research and development rather than a retrofit. The designs are ready to be done and the network is in place. Will DHS allow me to submit a bid which would set aside a budget to develop the proper equipment through network of vendors whom are willing to work me on my design?**

You are not considered an eligible applicant under this grant program. An eligible applicant under this grant program must "own/operate a charter bus using over-the-road buses and provide a minimum of 50 trips annually to one or more defined UASI jurisdictions." As represented within your question, your company only has the "potential to provide the stated 50 tours" -- this is different than having already provided a minimum of 50 trips. You must currently be providing these services.

**Would DHS allow patents to be part of the project process, due to a lack of industry-focused equipment which I have coordinated in my network?**

Patents do not fall under any of the Project Types for this grant.

**Will DHS allow the purchase of support vehicles to assist with providing security with project funds? I'm speaking of Carts, Tugs, ETC.**

Such costs are not allowable for funding.

**Does DHS want a state of the art bus facility as a result of this grant?**

DHS wants projects that will realistically increase security in a cost effective manner. Please refer to the Security Funding Priorities for additional details.

**If a fixed-route bus company wishes to provide fencing for terminal facilities in Boston, New York, Philadelphia and Washington DC, does that count as 4 projects or 1 project?**

You may submit up to three projects. You may submit your example as one project, fencing, for four facilities. The project would fall under the criteria for Facility Security Enhancements which states, "Projects that focus on lighting, fencing, securing gates, doors access codes, cameras."

**Is contract work, such as a shuttle service from Dulles Airport to the Marine Barracks in Washington, DC considered eligible charter service?**

Shuttle service is not considered eligible charter service. Shuttle service is a fixed service. The definition of charter bus service is as follows, "a bus service that operates neither fixed routes nor on regular schedules. A charter bus service is characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembarked at the same point. To be considered as eligible the service must use over-the-road buses."

**We operate a commuter bus service from Germantown, WI to Milwaukee, WI. It is a scheduled service for people that work in Downtown Milwaukee but live out in the suburbs. Seven buses do this work Monday through Friday. Does this fall under the Fixed Route Applicants or the Charter Bus Applicants?**

This service would fall under Fixed Route. See the IBSGP guidance. Fixed route, intercity bus service is defined as passenger transportation service provided to the general public for compensation over specified, predetermined, and published routes between cities or terminals using over-the-road- buses.

**If my facility is not located in a (UASI) jurisdiction but I service a (UASI) jurisdiction with over 50 trips annually, would I be eligible for funding under this program?**

Under the FY 2007 IBSGP guidance you may apply for security enhancement for your facilities, even those not located in a UASI area.

**Is it correct that Tier II companies must request a minimum of \$25,000 for all projects that do not relate to training and exercises?**

Yes, that is correct.

**What is the process to apply for an FY 2007 Intercity Bus Security Grant?**

To determine if you're eligible and to apply for the grant, please visit [www.grants.gov](http://www.grants.gov) and search "intercity bus" to download the guidance and application kits.

**What does "training and exercises" entail?**

As an example, funding directed to be spent on "training and exercises" projects may be used to conduct events with local law enforcement and other local first responders to simulate responses to emergency situations. Please bear in mind that this is merely one example, but funding may be spent on this type of an event.

**In reference to the 5 security priorities, can you explain number 2 and give an example of "use of visible, unpredictable deterrence."**

For example, you could work with local police to conduct surveillance of a bus terminal or facility. That would be one example of visible, unpredictable deterrence.

**Is a third party professional trainer acceptable to hire to facilitate an exercise would they have to be approved by DHS?**

Please review Appendix 2 of the guidance for reference to the third party training question.

**May funds be used to purchase and install onboard cameras?**

Onboard cameras and surveillance systems must have a clear, demonstrable security purpose apart from other routine uses, such as reduction of liability for claims of injury and evidence for use in prosecuting criminal offenses. The primary function of any onboard camera or surveillance system purchased with FY2007 TSGP funds must be for counterterrorism and real-time response to a terrorist attack onboard a revenue service transit vehicle. For example, onboard camera or surveillance systems that allow for real-time continuous or real-time incident broadcast of video would have a clear benefit in responding to a possible terrorist attack on a

transit vehicle. The ability to broadcast to a nearby police vehicle by mobile data terminal or PDA and a central command and/or dispatch center would provide the most benefit for response by maximizing first responder and key personnel access to critical information to prevent a catastrophic terrorist event. Broadcast to a nearby police vehicle only would provide limited local access and therefore less benefit for response. Onboard camera or surveillance systems with additional terrorism incident response tools, such as remote sensing (i.e. AVL or GPS), computer-aided dispatch, and remote disabling from a central control center, would increase the value and functionality of the system.

Any onboard camera or surveillance systems must be part of a comprehensive package to provide first responders and key personnel critical decision-making and response tools. An example of a comprehensive package would be wireless onboard cameras broadcast to a central command center, audio broadcast to a central command center, computer-aided dispatch systems to notify nearby police and/or other first responders by mobile data terminal or PDA, remote disabling of a transit vehicle from the central command/dispatch center, GPS tracking of revenue vehicles, and onboard vehicle driver verification. Stand-alone systems with only local recording or recording only after activation by panic button provide little benefit in the prevention of and response to a terrorist attack on a transit vehicle and will not be considered as a priority for the FY2007 TSGP.

**Is a preference given to funding certain areas of the country over others?**

No preference is given to one part of the Nation over another. Applications are evaluated competitively against each other, but beyond that there is not a priority to fund projects in certain parts of the country before we fund projects in other parts of the country.

**Can kill switches on buses be tied to on-board cameras?**

Yes, please see the answer to the above question with regard to onboard cameras and surveillance systems.

**I didn't realize that funding for security cameras has been deemphasized this year. Is this true?**

Please see the answer to the above question with regard to onboard cameras and surveillance systems to clarify the issue of security cameras.

**Will any of these awards be partially funded?**

Under the IBSGP you're allowed to submit three (3) projects. A review panel may evaluate your proposals and award all, 2 projects, 1 project, or none. In addition, an individual project may be funded at less than the full request level—e.g., if certain items requested are unallowable under the IBSGP. So partial funding is a possibility, yes.

**In the last 3 or 4 years, there have been very few companies in FTA Region 10 that have received funding. Why is most of the funding going to the Eastern and Central United States?**

We certainly don't discriminate or focus the funding by region. All applications are evaluated based on risk and project effectiveness, among a number of factors.

**We put together a proposal for FY 2006. Can we find out why we didn't receive funding last year so that we can realize our mistakes and try to improve our applications for this cycle?**

The total amount of funds that have been requested in the project plans submitted through the grant program have far exceeded the funds that were available to award. Unfortunately, many acceptable projects go unfunded due to the limited availability of funds. Grant awards go to those projects that best meet the evaluation criteria outlined in the IBSGP Program Guidance and Application Kit including addressing the funding priorities, cost effectiveness, ability to reduce risk of catastrophic events, sustainability without additional Federal funds and leveraging of other funding, and completing the proposed project within submitted timeframes.

Projects that best met the above criteria and were awarded funds fell largely in one of these four categories: Global Positioning System (GPS) and remote disabling devices (kill switches); facility perimeter security enhancements; emergency communications; and training and exercises. The largest category of projects that did not receive funding was onboard cameras that did not demonstrate a clear security purpose.

**We've received several ABA grants and have a lot of experience in writing grant applications. How can we improve our application this year?**

Remember, you must tie your projects back to the National Preparedness Goal and other Funding Priorities. If you email [askcsid@dhs.gov](mailto:askcsid@dhs.gov) and request to be informed of the reason for your denial of funding in FY 2006 we'll respond to your individual requests.

**We're located within a UASI, so does that mean that all of our trips are trips to a UASI jurisdiction?**

It appears that you would qualify for the grant, but remember that you must embark or disembark passengers to be considered as making a trip to a UASI jurisdiction.

**Where can we find a list of the UASI areas?**

There is a list on page 38 of the grant guidance. A more specific list is in the table above.

**For large, Tier I companies, do applications have to include all of the affiliates and subsidiaries or may they file separately?**

Please submit the question and we'll be able to provide you with the most complete answer. It is also recommended that you read Information Bulletins (IB) 233 and 238 for additional guidance relating to Tiers. The IBs are available at <http://www.ojp.usdoj.gov/odp/docs/bulletins.htm>.

**When parties submit to questions to AskCSID, are general questions posted to the website?**

They will be posted to the TSA and G&T websites which are: [www.tsa.gov/grants](http://www.tsa.gov/grants), [www.ojp.usdoj.gov/odp/grants](http://www.ojp.usdoj.gov/odp/grants), [www.grants.gov](http://www.grants.gov).

**We've received funding in the past for facility security enhancements. Can we ask for more funding to enhance facility security at the same locations we've put money to in the past?**

Yes, you may request funding for such a project and it will be evaluated against all other applications that have been received for that fiscal year.



## **Select Applicant Questions Raised through AskCSID Following Release of FY 2007 IBSGP Guidance**

**I have a question about eligibility for the 2007 intercity bus security grant. I just want to make sure I understand the information. If we are not part of the UASI list then we cannot qualify?**

Eligibility for funding under both Tier I and Tier II is limited to applicants meeting one or both of the following criteria:

- Own/operate fixed route intercity bus transportation providing services to a defined Urban Area Security Initiative (UASI) jurisdiction.
- Own/operate a charter bus service using over-the-road buses and provide a minimum of 50 trips annually to one or more defined UASI jurisdictions.

**I have a question in regards to the Intercity Bus Security Grant Program, funding #DHS-OGT-057-1548. On Page 11 of the Program Guidance and Application Kit it lists out the General Program Requirements. The second requirement states that for Tier II applications, the minimum amount that may be requested for projects focused on training and/or exercise is \$5,000. The minimum amount that may be requested for other projects is \$25,000. Would vehicle security enhancements that focus on real-time bus inventory, tracking, monitoring and locating technologies fall into the "other projects" category with a minimum request amount of \$25,000?**

Yes, vehicle security enhancements would fall under "other projects." Vehicle Security Enhancement Projects have to have a minimum requested amount of \$25,000. This is not per vehicle but rather for the entire project. For example, Bus company 'ABC' wishes to install GPS tracking systems on its fleet of 10 buses at a cost of \$5,000 per bus. The total cost is \$50,000 and hence the project will be eligible.

**Are grants monies targeting UASI and is it worth it for smaller jurisdictions to apply?**

Yes, the IBSGP focuses on UASI. For the second question, fixed route intercity bus companies must provide service to a defined UASI jurisdiction to be eligible. Charter bus services must provide a minimum of 50 trips annually to one or more defined UASI jurisdiction as demonstrated by their logs in order to be eligible.

**One question about the FY07 Intercity Bus grant. On page 7 of the grant guidance, it notes that G&T "will ensure the SAA is aware" of the bus projects funded under this grant. Can you expand-elaborate on what this means?**

Applications will be reviewed by a National Review Panel. The SAA will be made aware of the panel's results.

**Just to clarify a popular item that a lot of the Bus Companies are looking at. It is called Drive Cam. This system is always recording both inside the bus (so you can see the**

**passengers) and out the front of the bus. So it is possible that if the driver notices someone on the bus that looks suspicious, this camera will record them. However this system is not able to shut down or disable the bus if something happens. And actually we do not know of any system that will disable a bus. Would this Drive CAM system be available for funding?**

No. Drive CAM has limited security value. Onboard cameras and surveillance systems must have a clear, demonstrable security purpose apart from other routine uses, such as reduction of liability for claims of injury and evidence for use in prosecuting criminal offenses. The primary function of any onboard camera or surveillance system purchased with FY2007 IBSGP funds must be for counterterrorism and real-time response to a terrorist attack onboard a revenue service transit vehicle. For example, onboard camera or surveillance systems that allow for real-time continuous or real-time incident broadcast of video would have a clear benefit in responding to a possible terrorist attack on a transit vehicle. The ability to broadcast to a nearby police vehicle by mobile data terminal or PDA and a central command and/or dispatch center would provide the most benefit for response by maximizing first responder and key personnel access to critical information to prevent a catastrophic terrorist event. Broadcast to a nearby police vehicle only would provide limited local access and therefore less benefit for response. Onboard camera or surveillance systems with additional terrorism incident response tools, such as remote sensing (i.e. AVL or GPS), computer-aided dispatch, and remote disabling from a central control center, would increase the value and functionality of the system. Any onboard camera or surveillance systems must be part of a comprehensive package to provide first responders and key personnel critical decision-making and response tools. An example of a comprehensive package would be wireless onboard cameras broadcast to a central command center, audio broadcast to a central command center, computer-aided dispatch systems to notify nearby police and/or other first responders by mobile data terminal or PDA, remote disabling of a transit vehicle from the central command/dispatch center, GPS tracking of revenue vehicles, and onboard vehicle driver verification. Stand-alone systems with only local recording or recording only after activation by panic button provide little benefit in the prevention of and response to a terrorist attack on a transit vehicle and will not be considered as a priority for the FY2007 IBSGP.

**Do all companies that have a common affiliation have to file one common application or can some of the affiliated companies be part of that application while other affiliated companies file separate applications? For example, let's assume Company A is either a holding company or a large operating company that has affiliated companies B, C, D, and E. Does Company A have to include all of affiliates B-E in one consolidated application or can one or more of those affiliated companies file a separate application?**

Please refer to Information Bulletin 233. This is available at <http://www.ojp.usdoj.gov/odp/docs/bulletins.htm>.

**Each grant that I write contains a "Narrative" body of text and charts that explain the proposal. I don't see that in here. Appendix 4 seems to be just that, but I am not sure. It uses the term Investment Justification. Is that the Narrative? And do the bullet points in those areas in the Investment Justification need to be answered in the order that they are listed? Lastly, do we cut and paste into empty fields all of our text, or are the uploaded documents?**

Appendix 4, the Investment Justification (IJ), takes the place of a project narrative. It is preferred that the bullet points in the IJ be answered in the order that they are listed. Your IJ should be completed as a separate document and uploaded with your application as an attachment.

**The IBSGP guidance states that there are to be no construction projects. Does this include a security fence with an alarm system?**

No. Please see Part B of the Allowable costs in the program guidance. It states "Facility security enhancements that focus on lighting, fencing, securing gates, door access codes, cameras, etc."

**The application requirements state that registration with CCR is required. It recommends that this is done 10 days prior to March 6th. Please advise if this is 10 business days – or 10 days total.**

Ten business days to be safe, especially if other applicants will be applying at the same time.

**When the costs are mentioned in the grant guidelines, it only talks about "Exercises, Training, and Management." This confuses me for the following: It seems to suggest to me that a project that is based primarily on the purchase of equipment (facility cameras for example) is not really a DHS priority, and that training takes preeminence. Is this the case? Why is equipment not mentioned in there? Is priority given to training and exercises over equipment?**

Over the past few years, the IBSGP grants have funded both training and equipment projects. There is no preference given to training and exercises over equipment. The Project Proposals are reviewed independently and funding decisions are made based on risk based criteria. Pages 2, 3, and 4 of the "Intercity Bus Security Grant Program: Program Guidance and Application Kit" presents DHS' funding priorities. The two overarching priorities are: 1) operators serving the highest-risk systems in the country's highest-risk metropolitan areas; and 2) applications that reflect regional coordination and show an investment strategy that institutionalizes regional security strategy integration. In addition to these two overarching priorities there are five specific priorities including: 1) Protection of high risk/high consequence assets that have been identified through system-wide risk assessments; 2) Use of visible, unpredictable deterrence; 3) Targeted antiterrorism training for key front-line and operations center staff; 4) Emergency preparedness drills and exercises; and 5) Public awareness and preparedness campaigns. Grant awards go to those projects that best meet the evaluation criteria outlined in the IBSGP Program Guidance and Application Kit including addressing the funding priorities, cost effectiveness, ability to reduce risk of catastrophic events, sustainability without additional Federal funds and leveraging of other funding, and completing the proposed project within submitted timeframes. Projects that best met the above criteria and were awarded funds fell largely in one of these four categories: Global Positioning System (GPS) and remote disabling devices (kill switches); facility perimeter security enhancements; emergency communications; and training and exercises. The largest category of projects that did not receive funding was onboard cameras and surveillance systems that did not demonstrate a clear security purpose.

**Where are the Certifications regarding lobbying; debarment, suspension, and other responsibility matters; and drug-free workplace requirement located? (pg. 13 "Standard financial requirements"). The link gives reference to them but not the certification itself.**

There is no actual certificate document. The act of applying represents the applicant's certification that they adhere to these requirements.

**What is the difference between the SF424A Budget on the application and the Budget Detail Worksheet on the grant guidance?**

The SF424 and Budget Detail Worksheet are similar but the Worksheet requests more detailed information, such as purpose of travel, location, services rendered by consultants, etc.

**What is considered one investment? If a transportation company wants to invest in fence upgrades to protect high risk assets, GPS systems for busses, drive cams, targeted anti-terrorism training for employees, emergency preparedness drills and exercises and staff time for supervision and management of project, are these each separate investments? Or can they be packaged together---very confused here. Please carefully spell out what one investment entails. My understanding is that we can only submit three total investments.**

You may only apply for three total investments (projects). Projects may be group under like categories. For instance, given your examples, Project 1 - Facility Security Enhancements, would consist of fencing. Project 2 - Vehicle Security Enhancements, would consist of GPS and drive cams. Project 3 - Training and Exercises, would consist of training and preparedness drills and exercises.

**Can you point me to a place on your web site where Info bulletins for IBSGP 07 are available. I am specifically looking for IB 230, but would like to review others to ensure that I have not missed anything relevant.**

You may view all of the Office of Grants and Training (G&T) Information Bulletins, including IB #230, by visiting the G&T website at <http://www.ojp.usdoj.gov/odp/docs/bulletins.htm>.

**Are furnishings/electronics for a training room covered under the IBSGP?**

No, furnishings/electronics for a training room are not an allowable cost.

**Can training be a component of a project or does it need to be a separate project?**

Training can be a stand alone project or it may be a component of a project. It is up to the applicant to determine how to propose training costs under its investment justification.

**Under what budget category should hardware and equipment costs be included?**

Hardware and equipment should be included under the "Equipment" budget category.

**Can the costs of creating a security plan be included in a project?**

Yes, developing a security plan can be a component of a submitted project and as such would be an allowable cost.

**How many cameras and what locations provide the desired feed that DHS is seeking?**

DHS is not looking for a specific number of cameras or locations. The applicant should focus on the security needs and demands of its environment; considering, for example, the layout of their buses, technology used, capabilities of their software, among other factors specific to its location.

**If cameras are installed on motorcoaches, how long does the video data need to be preserved/archived?**

DHS is primarily interested in the ability to prevent, intercede and ensure a rapid response to an attack. DHS has no guidance on how long the data needs to be preserved or archived.

**Is the \$25,000 minimum per project or per application? If an operator submits 3 projects, should that total be at least \$25,000 or would it then be \$75,000?**

The minimums are per project.

**In July of 2004 we submitted and were awarded a grant from the Intercity Bus Security Grant Program through the Transportation Security Administration. Do we have to fill out the Accounting System and Financial Capability Questionnaire for this year's submission? (In the instructions it says one does not if you have received funding from G&T within the past 3 years.)**

You need to fill out the Accounting System and Financial Capability Questionnaire again. The FY04 IBSGP was processed by TSA and was not a G&T program. FY05 and FY06 grantees, years that G&T managed the grants, do not need to refile.

**I received the Investment Justification template and have begun to complete the required sections, but I have run into some problems as described below. Tab – Background: Though my narrative seems to be within the allowable page lengths, 2 of the blocks (Area of Operations and Passenger Traffic for Each Terminal) show a series of (#) signs after I enter the narrative data. When I double click the cursor, the data appears to be there. However, the screen view (and a print-out) shows only the # signs. Tab - Inv. #1: The pull down tab for the FY07 Urban Area contains only 3 such areas, none of which are the right one for our system. The space won't allow me to type in the information. Tab - Inv. #2: The pull down tab for the FY07 Urban Area contains no such areas. The space won't allow me to type in the information.**

If you find that you're having difficulty entering information into the "FY07 Urban Area" cell, please leave it blank. The cell is intended to determine which urban area your organization is based in, rather than determining which urban areas your bus company services. However, because the cell is linked to the answer you provide in the "State/Territory" cell, it may not be possible to select an urban area from the imbedded drop-down list, as some states do not contain a determined UASI jurisdiction. Information regarding the UASI jurisdictions to which your company provides service is critical to the evaluation of your investment justifications, and there is an appropriate location to include such information on the "Background" tab.

If Excel returns an invalid entry error after entering data into any particular cell, e.g. #####, you may have to alter the height of the row to accommodate every character. Please do not insert rows into the template; doing so may alter the calculation of formulas that are currently residing in hidden rows. Bear in mind that TSA and G&T will be viewing the IJ for the first time in its electronic version. Therefore, if data for an entry does not appear to be completely viewable in the cell, but is fully captured in the entry box at the top of the screen, we will be able to see what has been written.

**Will a grant pay for labor fees that are incurred during installation of a funded technology?**

Only consultant labor fees are eligible costs.

**Are there any point values assigned to the criteria? I do not see that in the kit. Otherwise how will you score?**

Applications are reviewed by a National Review Panel, and ratified by an Executive Panel based on the evaluation criteria that is found in the IBSGP Guidance and Application Kit on pages 8-9.

**In the line item for AUDIT, do we have to put in a certain % of the total project cost? Can we leave the audit line blank? What exactly is the audit expense?**

You can only use grant funds to pay for an audit if you surpass \$500,000 in expenditures of federal grant funds. This \$500,000 is cumulative federal funding and can come from multiple federal sources. If you expend less than \$500,000 in federal money, you cannot use grant money for an audit and should leave this line blank.

**What is the likely award date for this grant? When is the earliest possible start date?**

May 2007 is the award date. Pending budget review and if any additional information is required, start dates can range from a few weeks to a few months after the award date.