



Fiscal Year 2006 Intercity Bus Security Grant Program

Department of Homeland Security



Who is eligible for the FY 2006 Intercity Bus Security Grant Program (IBSGP)?

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 and servicing a facility located within a 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 and servicing a facility located within a UASI jurisdiction.

What are the FY 2006 UASI jurisdictions?

There are 46 total UASI Areas in 26 States and the District of Columbia.

UASI Areas			
Phoenix, AZ	Anaheim/Santa Ana, CA	Bay Area, CA	Los Angeles/Long Beach, CA
Sacramento, CA	San Diego, CA	Denver, CO	National Capital Region
Ft. Lauderdale, FL	Jacksonville, FL	Miami, FL	Orlando, FL
Tampa, FL	Atlanta, GA	Honolulu, HI	Chicago, IL
Indianapolis, IN	Louisville, KY	Baton Rouge, LA	New Orleans, LA
Boston, MA	Baltimore, MD	Detroit, MI	Twin Cities, MN
Kansas City, MO	St. Louis, MO	Charlotte, NC	Omaha, NE
Jersey City/Newark, NJ	Las Vegas, NV	Buffalo, NY	New York City, NY
Cincinnati, OH	Cleveland, OH	Columbus, OH	Toledo, OH
Oklahoma City, OK	Portland, OR	Philadelphia, PA	Pittsburgh, PA
Memphis, TN	Dallas/Fort Worth, TX	Houston, TX	San Antonio, TX
Seattle, WA	Milwaukee, WI		

What is 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 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 2006 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.

How much funding is available for the FY 2006 IBSGP?

\$9,503,000 will be awarded through the FY 2006 IBSGP.

What is the purpose of the FY 2006 IBSGP?

The purpose of the FY 2006 IBSGP is to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism, especially explosives and non-conventional threats that would cause major loss of life and severe disruption.

How does the FY 2006 IBSGP improve homeland security?

The FY 2006 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, especially explosives and non-conventional threats that would cause major loss of life and severe disruption.

What changes were made to the IBSGP since last year?

Charter bus operators were added as eligible applicants. Charter operators must make a minimum of 50 trips to a UASI to be eligible for funding. In addition, new program priorities include:

- *Emergency communications technology* that focuses on theft prevention, real-time bus inventory, tracking, monitoring and locating technologies
- *Coordination with local police and emergency responders*

Passenger and baggage screening was deleted from the 2006 guidance as a program priority.

How does an eligible applicant apply for the FY 2006 IBSGP?

Applicants must apply for FY 2006 IBSGP funding through www.grants.gov.

How does an eligible applicant obtain assistance applying for the FY 2006 IBSGP in the grants management system?

The GMS Help Desk can be reached at 1-888-549-9901 or ojp@ojp.usdoj.gov. Applicants can also review the on-line training support at <https://grants.ojp.usdoj.gov/gmsHelp/index.html>.

What is the deadline for FY 2006 IBSGP applications to be submitted?

The deadline for the FY 2006 IBSGP is August 4, 2006.

When will the awards be announced?

Awards will be announced no later than September 30, 2006.

What are the priorities for the FY 2006 IBSGP?

Facility security enhancements in defined UASI jurisdictions;

- Driver security enhancements
- Vehicle security enhancements
- Emergency communication technology
- Coordinating with local police and emergency responders
- Training and exercises

Each of these priorities is further defined by a strong emphasis on prevention and detection of improvised explosive devices (IEDs), including sensors, canine units, etc.

Are applicants required to develop a budget worksheet in Excel or is there a template for the budget worksheet available?

The FY 2006 IBSGP Guidelines and Application Kit contains template for the budget worksheet.

This template may also be viewed online at www.ojp.usdoj.gov/fundopps.htm

The Budget Detail Worksheet may be used as a guide to assist applicants in the preparation of the budget and budget narrative. Applicants may submit the budget and budget narrative using this form or in the format of their choice (plain sheets, your own form, or a variation of this form). However, all required information (including the budget narrative) must be provided.

Any category of expense not applicable to the budget may be deleted.

Will the budgets that are submitted with the applications need to be final?

No. The budget is a worksheet that may require adjustment and revision as the process moves forward. However, in order to assist the review teams in evaluating your projects, the budget must be complete, reasonable and cost-effective in relation to the proposed project.

When are applicants required to complete the financial capability questionnaire?

In accordance with the FY 2006 IBSGP Guideline and Application Kit, "All nongovernmental (non-profit and commercial) organizations that apply for funding with DHS's Office of Grants and Training that have not previously (or within the last 3 years) received funding from the DHS Office of Grants and Training must complete the Accounting System and Financial Capability Questionnaire. The required form can be found at www.ojp.usdoj.gov/oc. This information may be provided using one of the attachment fields within the on-line GMS application."

Do activities under the FY 2006 IBSGP fall under the National Environmental Policy Act (NEPA) requirements?

DHS's Office of Grants and Training must analyze the potential environmental impacts, as required by the National Environmental Policy Act (NEPA), for projects being considered for Federal funding. The purpose of the NEPA review is to weigh the impact of major Federal actions (such as security enhancements) on elements such as adjacent communities, water supplies, historical buildings or culturally sensitive areas prior to construction.

Projects recommended for funding are required to provide additional detailed information on the activities to be conducted, locations, sites, possible construction activities, and any environmental concerns that may exist. Successful applicants will be contacted to complete the NEPA checklist immediately following the issuance of the Notice of Grant Award. The checklist will be reviewed by the DHS G&T Environmental Officer for compliance. Results of the NEPA Compliance Review could result in the delay of project implementation or a project not being approved for funding.

Please be advised that projects cannot commence, nor can project costs be incurred, until NEPA compliance has been approved. Upon approval of the NEPA checklist, the DHS G&T Program Manager will issue a Grant Adjustment Notice.