



**TSA Grant Programs
Newsletter Copy
June 18, 2008**

Welcome to the first edition of the Transportation Security Grant Programs News Update. The newsletter is designed to provide potential grantees and other Transportation Security Administration (TSA) partners with useful information about the TSA grant programs.

Message from Doyle Raines

I would like to thank everyone who has participated in the Transit Security Grant Program's (TSGP) Tier I Regional Transit Security Working Groups (RTSWG) around the country. RTSWGs are an effective means for bringing stakeholders together to assess transit risks and identify projects that will have the greatest security impact. They are an important part of our effort to enhance collaboration within the Tier I regions and between the Department of Homeland Security (DHS) and our many security partners.

I am particularly pleased with the collaboration this past year. In addition to the RTSWGs, DHS worked with the Transit Policing and Security Peer Advisory Group to establish funding priorities for the fiscal year (FY) 2008 TSGP. The group includes transit agencies, law enforcement, and other security specialists from the Tier I and Tier II regions of Atlanta, Boston, Dallas, Denver, Houston, Los Angeles, National Capital Region, New York City area, Philadelphia, San Francisco, and Seattle.

The funding priorities really help focus the program – 92 percent of FY08 TSGP Tier I funding will support projects from the top two Priority Effectiveness Groups. This means additional funds went to important risk-reducing activities such as training, drills, and exercises; public awareness; security plan development; and operational deterrence measures such as Visible Intermodal Prevention and Response (VIPR) teams.

I am also pleased to announce our new grants awards website (linked to our current site at www.tsa.gov/grants) that details award information for all our grant programs for the last three fiscal years. Please be on the look out for a completely redesigned and more user friendly TSA grants webpage as well in the coming months. We hope to build upon the spirit of collaboration in the TSGP through new initiatives such as the awards website, the website design, a pilot “blog”, and this newsletter.

As part of our new web site, I personally will be initiating a Transportation Grants Blog. It is my intention to have as transparent of a grants program as possible. In support of that goal, I welcome a dialog with you about any issues that pertain to the programmatic aspects of grants. I intend to post at least once a week and respond to your questions and comments frequently. We do have monitors, both from the Federal Emergency Management Agency (FEMA) and TSA; however, I will personally review every response and will personally write anything with my name on it. I encourage you to follow the directions from the administrative post and register. If you choose to post anonymously, we will not be able to respond to you if your post is declined. Therefore, your registration is extremely important to us and to my ability to be responsive.

I look forward to continuing to work with you to address vulnerabilities in the Nation’s transportation sector.

Doyle Raines
General Manager
Transportation Sector Network Integration, TSA

DHS Announces Fiscal Year 2008 Awards

Transit Security Grant Program

Intracity rail, bus, and ferry systems in eight high-risk regions will receive more than \$352 million to enhance security under the FY08 TSGP. The Tier I awards represent a 46 percent increase over FY07.

U.S. DHS Secretary Michael Chertoff announced the awards in a Washington, D.C. news conference on May 16, 2008. Representatives from Amtrak, the Washington Area Metropolitan Transit Authority (WAMTA), the Maryland Transit Authority (MTA), and Virginia Rail Express (VRE) also participated in the press conference.

“As capabilities mature, we’re encouraging state and local governments and the private sector to give greater priority to IED prevention and protection, communications, information sharing, and regionally based security cooperation,” Chertoff said.



FY08 TSGP Tier I allocations are:

- Atlanta: \$6,399,055
- Boston: \$25,259,896
- Chicago: \$25,997,331
- Los Angeles: \$13,511,417

- National Capital Region: \$38,371,355
- New York: \$175,380,995
- Philadelphia: \$18,888,660
- San Francisco: \$25,433,749

In addition, 23 Tier II Urban Areas will receive a total of \$16.9 million, and have the opportunity to re-compete for another \$6 million.

The TSGP funds high-impact security projects in high-risk regions. FY08 funding priorities include training, operational deterrence activities such as canine teams, drills, and public awareness activities.

Other FY08 transportation security grants include:

- Freight Rail Security Grant Program (FRSGP): \$4.9 million
- Intercity Passenger Rail Program (Amtrak): \$25 million
- Intercity Bus Security Grant Program (IBSGP): \$11.2 million
- Trucking Security Program (TSP): \$15.5M



TSA to Conduct After-Action Conference

TSA seeks to improve the grant programs every year. To elicit security partners' recommendations and feedback, TSA, in coordination with FEMA, will conduct an After-Action Conference for all transportation security grant stakeholders in early September. All potential grant applicants are welcome, including agencies and organizations interested in the TSGP, the IBSGP and the FRS GP.

The After-Action Conference will feature a number of sessions designed to provide participants an opportunity to provide feedback and comment on numerous topics such as the grant guidance, the funding priorities, eligibility guidelines, and communications. Depending on interest levels, there may also be an intelligence briefing and information sessions on such topics as writing an investment justification.

Agencies and organizations that are interested in attending are asked to contact TSA at TSAGrants@tsa.dhs.gov.



FY08 TSPG Offers Additional \$6 million for Tier II

Eligible transit systems competed for available FY08 TSGP Tier II funding with award decisions announced on May 16, 2008 following a review of applications by subject matter experts according to criteria outlined in the FY 2008 TSGP Program Guidance and Application Kit. DHS wishes to re-compete \$6 million of unallocated FY 2008 TSGP Tier II funds and invites Tier II transit systems to submit new or revised applications. The application submission period opened on June 6, 2008. The deadline to complete and submit applications for remaining FY08 TSGP Tier II funds is 11:59 PM EDT June 23, 2008. All applications must be submitted by the State Administrative Agency (SAA) through the Grant Management System (GMS) at <https://grants.ojp.usdoj.gov>. For more information on the re-compete please review the Information Bulletin #289 at <http://www.tsa.gov/assets/pdf/ib289.pdf>. For other questions regarding the FY 2008 TSGP, please contact the Grant Programs Directorate Centralized Scheduling and Information Desk at 1-800-368-6498, or via e-mail at askcsid@dhs.gov.

Featured Project: Greyhound Lines Adds K-9 Units

As part of each newsletter, we will be highlighting a different project from one of our grantees. If you would like to see one of your grant project accomplishments highlighted in an upcoming newsletter, please email us at TSAGrants@tsa.dhs.gov

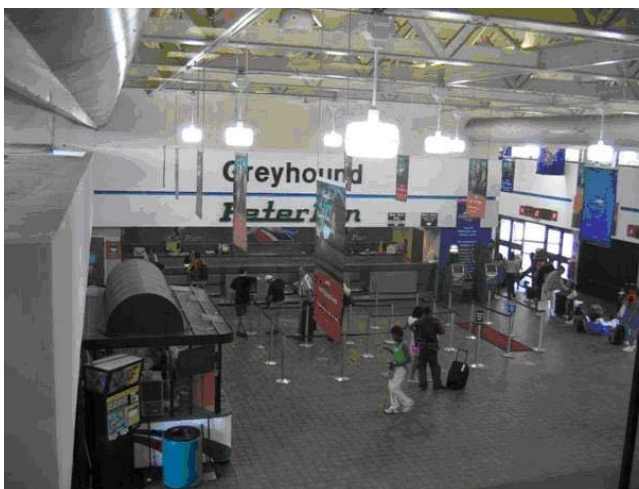
The IBSGP is an important part of the Administration's larger, coordinated effort to strengthen homeland security preparedness, including the security of America's critical infrastructure. <http://www.tsa.gov/join/grants/ibsgp.shtm>.

The vast bulk of America's critical infrastructure is owned and/or operated by state, local and private sector partners. The funds provided by this program are primarily intended to support the work of operators of fixed route intercity and charter bus services.

During FY07, \$11,640,000 in grant funds was devoted to IBSGP, \$8,159,337 of which was allocated to Tier I bus companies. To be considered a part of Tier I, a bus company must demonstrate that it operates a fleet of more than 250 over-the-road buses. Out of the funds devoted to Tier I for 2007, passenger screening projects received 20 percent, or \$1,631,867. Greyhound Lines of Dallas, Texas was one of the Tier I recipients of funds for passenger and baggage screening.

Greyhound proposed a program of expanded passenger and baggage screening for weapons and explosives that would "further implement passenger and baggage screening enhancements that focus on programs which utilize an established methodology for screening passengers, their carry-on baggage, and/or their checked baggage, for weapons and/or explosives." The K-9 program is funded with these grant dollars.

The program has been implemented over several years based on funding availability. Initially started after 9/11, with the additional urgency resulting from an incident about a month later when an individual knifed a driver at the wheel and caused a significant crash, Greyhound Lines began using magnetometers. Greyhound Lines contracts with security services to perform screening activities that are randomly chosen based on scheduling.



Washington, DC Greyhound Bus Station. Photo courtesy of Greyhound Lines, Inc.

In 2006, Greyhound Lines and TSA partnered for a pilot project titled the "Bus Explosive Screening Technology" pilot test, on location in Washington, D.C. The test ran for six weeks and showed it is possible, but extremely expensive, to conduct passenger and baggage screening in the open-style environment of a bus station. One gate operated for eight hours a day for six weeks at a cost of nearly \$400,000.

The test also showed that a feasible way of doing screenings is to utilize K-9 units. Greyhound Lines is in the process of putting out a Request for Proposals (RFP) to start using K-9s in four locations this year. Determined by criteria including high traffic counts and locations where K-9s can be effective,

Washington, D.C., Houston, Texas, Los Angeles, California, and Atlanta, Georgia were selected. Greyhound Lines hopes to add more locations next year. The K-9 units will be used as a supplement to, not in place of, more traditional screening methods such as hand-held wands, as each screen for different things such as explosives vs. weapons.

Screeners know what to allow and what not to allow. The "Tickets and Travel" section of Greyhound Lines web site at <http://www.greyhound.com> offers Baggage Information that provides passengers information on what is and what is not allowable in baggage.

"This program is critical and Greyhound appreciates TSA's assistance with it. It is the only way we can provide enhanced security for our passengers. Greyhound Lines looks forward to expanding and continuing to see this program through. It is one of the cornerstones of our security program. The bus industry is an open system; we cannot secure every place that buses stop, but this offers a significant deterrent." according to Alessandro (Alex) Guariento, CDS, Vice President, Safety and Security at Greyhound Lines, Inc. in Dallas, Texas.