



Fiscal Year 2009 Trucking Security Program

Transportation Security Administration



What is the purpose of the Trucking Security Program (TSP)?

The Trucking Security Program (TSP) is one of six grant programs that constitute the Department of Homeland Security (DHS) Fiscal Year (FY) 2009 focus on infrastructure protection activities. The TSP 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 TSP is authorized by the *Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009* (Public Law 110-329).

What are the funding priorities/focus for the FY 2009 TSP?

The FY 2009 TSP will focus on the adoption and implementation of the Transportation Security Administration's (TSA) voluntary security action items for transporting Tier I Security Sensitive Materials. Applicants will be able to apply for planning, equipment, and installation or enhancement of existing installations to track and secure the transport of Tier I commodities. This Security Action Item Initiative introduced in the FY 2009 TSP is the first phase of a strategic program for trucking industry security.

The FY 2009 TSP also allows for development of plans to improve the effectiveness of transportation and distribution of supplies and commodities during catastrophic events.

Finally, the FY 2009 TSP also provides for the development of a system for DHS to monitor, collect, and analyze tractor and trailer tracking information. This information will be provided by FY 2009 TSP grantees that utilize funding for the Security Action Item Adoption Initiative.

How much money will be available under TSP, and how does that compare to Fiscal Year (FY) 2008 funding?

In FY 2009, \$7,772,000 is available for multiple awards through a competitive process. Of the total funding available, \$7,000,000 is targeted for the truck security action item adoption and implementation initiatives and \$772,000 is targeted for the development of catastrophic event planning and monitoring and analysis systems and centers. This represents a decrease of \$7,772,000 in funding from FY 2008.

How did the Truck Security Action Item Implementation Initiative evolve?

On June 26, 2008, the Transportation Security Administration (TSA) announced the development of a Voluntary Program of Recommended Security Action items to Enhance the Shipment of Highway Security-Sensitive Materials (HSSM). These HSSM have the potential to cause significant fatalities and injuries or significant economic damage when released or detonated during a transportation security incident. The voluntary security practices have been developed by the TSA Highway and Motor Carrier Division in conjunction with stakeholders including representatives of the chemical manufacturing industry, chemical carriers and transportation industry, as well as appropriate Federal agencies. The FY 2009 TSP is being initiated to encourage the acceptance and implementation of these security practices. Applicants will be able to apply for planning, equipment, and installation or enhancement of existing installations to track and secure the transport of HSSM or Tier I commodities, as defined in Part III of the FY 2009 TSP grant guidance document.

Is there a cost share requirement?

A non-Federal cost share is only required for applicants of the Truck Security Action Item Implementation Initiative. There is no cost share for applicants of the Monitoring and Analysis and Planning initiatives as defined on page 7 of the FY 2009 TSP guidance. For Tier I applicants (defined as entities that have 11 or more tractors), the maximum Federal share of any project supported through the TSP is 50%. For example, if the applicant requests \$50,000 in FY 2009 TSP funds, they must provide \$50,000 in non-Federal funding and/or resources. For Tier II (defined as entities that have 10 or less tractors), the maximum Federal share of any project supported through the TSP is 75%. For example, if the applicant requests \$30,000, they must provide \$10,000 in non-Federal funding and/or resources. The non-federal cost share for Tier I or Tier II projects may consist of either a cash or in-kind match.

Who may apply for funding under the TSP? Are there any restrictions?

Eligibility requirements differ based on the type of project.

Security Action Item Implementation Eligibility

Eligibility for funding under the Truck Security Action Item Implementation Initiative is limited to applicants that meet the following criteria:

- Have a current security plan subject to Title 49 CFR 172.800
- Transport Tier I Commodities as defined by TSA through the issuance of Highway Security-Sensitive Materials (HSSM) Security Action Items. The list of materials can be found in Part VIII of the FY 2009 TSP guidance document, and are also located at http://www.tsa.gov/assets/pdf/tsa_app_b_hssm_list.pdf.

Applicants that meet the above criteria must also comply with the following in order to receive a grant award under the FY 2009 TSP:

- Grantees will be responsible for the monitoring and tracking of the shipment of Tier I commodities if they use grant funding to purchase tracking equipment.
- A grant will not be issued to a motor carrier that does not demonstrate an acceptable safety record as determined by a rating of unsatisfactory or conditional by the Federal Motor Carrier Safety Administration (FMCSA) and/or has a Hazardous Materials Out-of-Service (HMOOS) rating above the designated Hazardous Materials Safety Permit (HMSP) threshold.
- By accepting a FY 2009 TSP award, the grantee must allow DHS to perform a Corporate Security Review (CSR) upon request. Grantees will be required to provide basic information concerning critical assets, threat assessments, vulnerability assessments, management and oversight of the security plan, personnel security, training, secure areas, exercises, cyber security, and physical security countermeasures.
- Grantees must work with DHS and their representatives to ensure tracking information can be accessed remotely by DHS.

All eligible applicants will be placed into one of two tiers and their applications will be evaluated on a competitive basis. Tier I consists of eligible applicants that have 11 or more tractors; Tier II consists of eligible applicants that have 10 or less tractors.

Monitoring and Analysis, and Planning Priorities

There are no restrictions on who may apply for funding under these priorities. Rather, applicants must demonstrate they have the financial and resource capabilities to successfully address these priorities.

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. No exceptions can be made.

Is there a minimum/maximum amount I can apply for?

There is no limit on how much an applicant may apply for. There are minimum funding requirements for the Security Action Item Implementation Initiatives:

- For Tier I applicants, the minimum amount that may be requested is \$50,000
- For Tier II applicants, the minimum amount that may be requested is \$10,000

There is no minimum request amount requirement for the Monitoring and Analysis, and Planning initiatives.

How does DHS score the applications?

A national review panel (NRP) consisting of subject matter experts from Federal agencies will review and assess applications based on the following criteria:

- Feasibility of the investment to improve security when implemented as designed.
- Timelines with regard to the ability to complete the proposed project within specified timeframes within the overall period of performance.
- Sustainability without additional Federal funds. Investments should show a high likelihood of success or continued success without additional Federal assistance, as well as offer a long-term sustainability plan.

Priority will be given to those applicants who put forth applications that complete the comprehensive tracking elements for the transport of HSSM or Tier I commodities.

What are the roles and responsibilities of TSA and FEMA?

Within DHS, Transportation Security Administration (TSA) has the lead for managing the Department's security oversight and security programs for the trucking industry. TSA provides trucking system subject matter expertise within DHS and determines the primary security architecture for the TSP program. Its subject matter experts have the lead in crafting all selection criteria associated with the application review process. The Federal Emergency Management Agency (FEMA) has the lead for designing and operating the administrative mechanisms needed to manage the Department's core grant programs, including this grant program. In short, FEMA is responsible for ensuring compliance with all relevant Federal grant management requirements and delivering the appropriate grant management tools, financial controls, audits and program management discipline needed to support the TSP.

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.