



FEMA

Fiscal Year (FY) 2009 Transit Security Grant Program (TSGP) Frequently Asked Questions (FAQs)

1. What is the purpose of the FY 2009 Transit Security Grant Program (TSGP)?

The TSGP is designed to create a sustainable, risk-based effort to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters and other emergencies.

2. How much funding was available under the FY 2009 TSGP?

The total amount of funds distributed under the FY 2009 TSGP is \$348,600,000.

3. What are the priorities for the FY 2009 TSGP?

Project Effectiveness Groups Listed in Priority Order

Priority Group #	Project Effectiveness Group Score	Project Effectiveness Group Description	Project Types
1	5	Training, Operational Deterrence, Drills, Public Awareness Activities	<ul style="list-style-type: none"> ● Developing Security Plans ● Training (basic before follow-on): <ul style="list-style-type: none"> ○ Security Awareness ○ DHS-Approved Behavior Recognition Detection Courses ○ Counter-Surveillance ○ Immediate Actions for Security Threats/Incidents ● Operational Deterrence <ul style="list-style-type: none"> ○ Canine Teams ○ Mobile Explosives Screening Teams ○ VIPR Teams ● Crowd Assessment ● Public Awareness
2	4	Multi-User High-Density Key Infrastructure Protection	Anti-terrorism security enhancement measures, such as intrusion detection, visual surveillance with live monitoring, alarms tied to visual surveillance system, recognition software, tunnel ventilation and drainage system protection, flood gates and plugs, portal lighting, and similar hardening actions for: <ul style="list-style-type: none"> ● Tunnel Hardening ● High-Density Elevated Operations ● Multi-User High-Density Stations ● Hardening of SCADA systems

Priority Group #	Project Effectiveness Group Score	Project Effectiveness Group Description	Project Types
3	3	Single-User High-Density Key Infrastructure Protection	<ul style="list-style-type: none"> ● Anti-terrorism security enhancement measures for: <ul style="list-style-type: none"> ○ High-Density Stations ○ High-Density Bridges
4	2	Key Operating Asset Protection	<ul style="list-style-type: none"> ● Physical Hardening/Security of Control Centers ● Secure stored/parked trains, engines and buses <ul style="list-style-type: none"> ○ Bus/Rail Yards ● Maintenance Facilities
5	1	Other Mitigation Activities	<ul style="list-style-type: none"> ● Interoperable Communications ● Evacuation Plans ● Anti-terrorism security enhancement measures for low-density stations

4. Who was eligible to apply for FY 2009 TSGP funds?

Agencies eligible for the FY 2009 TSGP were identified using comprehensive, empirically grounded risk analysis modeling. An applicant's tier determination is established by a risk analysis that compares and ranks clusters of transit agencies. Each cluster comprises all eligible transit agencies in a given metropolitan area.

Table 3 in the FY 2009 TSGP Guidance and Application Kit lists, by tier, the specific rail and intracity bus transit systems that are eligible for funding. Tier I regions were eligible to apply for the identified risk-based funding allocation for rail, ferry and intracity bus. Tier II agencies competed for \$36,600,000 of available rail and intracity bus funding.

5. Certain ferry systems were eligible to participate in the FY 2009 TSGP, and receive funds under the Tier I cooperative agreement process. However, any ferry system that elected to participate and receive funds under the FY 2009 TSGP could not participate in the FY 2009 Port Security Grant Program (PSGP), and was not considered for funding under the FY 2009 PSGP. Likewise, any ferry system that participates in PSGP was not considered for funding under TSGP.

How were the FY 2009 TSGP awards determined?

Based upon ongoing intelligence analysis, extensive security reviews, consultations with the transit industry and Congressional direction, DHS focused the bulk of its available transit grant dollars on the highest-risk systems in our country's largest metropolitan areas. Eligible agencies were identified using a comprehensive, empirically-grounded risk analysis model that was also used in FY 2008.

DHS has also identified priority project types and placed them into groups based on their effectiveness to reduce risk. Certain types of projects that are effective at addressing risk were given priority consideration for funding. These groups have been prioritized based upon departmental priorities and their ability to elevate security on a system-wide level, to elevate security to critical infrastructure assets, and to reduce the risk of catastrophic events and consequences.

6. What legislation authorized funding for the FY 2009 TSGP?

The *Consolidated Security, Disaster Assistance and Continuing Appropriations Act of 2009* (Public Law 110-329) provided funding for this program.

7. Where is the FY 2009 TSGP Guidance and Application Kit located?

The FY 2009 TSGP Guidance and Application Kit is located online at <http://www.fema.gov/grants> as well as on <http://www.grants.gov>.

8. What other resources are available to address programmatic, technical and financial questions?

- For additional program-specific information, please contact the Centralized Scheduling and Information Desk (CSID) help line at (800) 368-6498 or askcsid@dhs.gov. CSID hours of operation are from 8:00 a.m. to 6:00 p.m. EST, Monday through Friday.
- For financial-related questions, including pre-and post-award administration and technical assistance, please contact the FEMA Call Center at (866) 927-5646 or via e-mail to ASK-GMD@dhs.gov.

9. What is the FY 2009 TSGP period of performance?

The period of performance of this grant program is 36 months. Extensions to the period of performance will be considered only through formal requests to FEMA with specific and compelling justification why an extension is required.

10. What were some of the major differences in the TSGP between FY 2008 and FY 2009?

- In FY 2009 there were five additional eligible Tier II agencies.
- Per the *Consolidated Security, Disaster Assistance and Continuing Appropriations Act, 2009* (Public Law 110-329), awards were made directly to transit agencies; the

State Administrative Agency (SAA) is no longer the grantee. As such, transit agencies were responsible for submitting their own applications, including Investment Justifications and Detailed Budgets. However, the SAA can sit on the Regional Transit Security Working Group (RTSWG).

- Pursuant to the *Consolidated Security, Disaster Assistance and Continuing Appropriations Act, 2009* (Public Law 110-329), there is no cost share requirement for the FY 2008 or FY 2009 TSGP.