



# **Fiscal Year 2008 Transit Security Grant Program**

Department of Homeland Security



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## ***What is the purpose of the Transit Security Grant Program (TSGP)?***

The TSGP is designed to prevent terrorist attacks on our Nation's transit systems, and to help protect the passengers and workers who use these systems on a daily basis. As evidenced by the train bombings in London and Madrid in recent years, the threats to America's transit systems are real. The funds from the TSGP are aimed at reducing the risk of these threats.

## ***How does TSGP's approach to risk compare to other grant programs?***

All DHS grant-related policy decisions are informed by risk. For TSGP, this includes funding priorities, the distinction between Tier I and Tier II regions (Tier I regions are in the largest, most densely-populated urban areas), and the higher allocation of funds in Tier I. In addition, risk is a factor in scoring the grant applications. Incorporating risk into the decision-making process enables DHS to align national grant programs and other homeland security initiatives.

## ***How much money will be available under TSGP, and how does that compare to Fiscal Year (FY) 2007 funding?***

TSGP funding for transit systems that provide intracity rail and bus services increased from \$255 million in FY 2007 (base and supplemental) to \$348.6 million in FY 2008. Tier I systems will receive \$312 million in the form of cooperative agreements. Tier II transit systems will complete for \$36.6 million in FY 2008.

## ***Why does DHS use cooperative agreements to determine funded projects in Tier I regions?***

DHS collaborates with the regions to help ensure that the funds have the greatest possible impact in reducing risk. Cooperative agreements revolve around the Regional Transit Security Working Groups (RTSWG's) in each region. These forums provide a catalyst for building relationships, sharing information, solving problems, and increasing regional security through collaboration. DHS/TSA is actively involved in the RTSWG's and, beginning in FY 2008, will co-chair the forums. The RTSWG's help align grant making with decision-making at the State and local levels, thereby enhancing the value of the funds.

## ***Who will be responsible for scoring the grant applications?***

DHS will draw upon the expertise of surface transportation experts from the federal government mass transit sector to review and score the projects, and pass their recommendations to an Executive Committee, consisting of senior federal security representatives, who will determine the final grant awards based on the scores, comments, and funding recommendations. The Executive Committee will include representatives from TSA, FEMA AND FTA.

### ***How does DHS score the applications?***

Mass transit sector experts from the federal government will score each project based on a detailed evaluation plan for each grant program. Each criterion has a related set of ratings and associated scoring rationales to guide the scoring and to maintain standardization. Investment Justifications will be evaluated based on<sup>1</sup>:

- The agency's risk grouping,
- The project effectiveness group, and
- The quality of the project.

A funding recommendation based on the grant criteria will also be made for each project.

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<sup>1</sup> Project Score = Risk Group x Project Effectiveness + Quality Score