

Infrastructure Protection Program (IPP)

Preparedness Directorate

FY 2006 Transit Security Grant Program (TSGP)



Strengthening the Security of Critical Infrastructure

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives (HSPDs). Of particular significance are the National Preparedness Goal (the Goal) and its associated work products, the National Infrastructure Protection Plan (NIPP), and the National Strategy for Transportation Security (NSTS).

*In Fiscal Year 2006, the DHS Infrastructure Protection Program will award approximately **\$373 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.*

The Fiscal Year (FY) 2006 Transit Security Grant Program (TSGP) is one component of the DHS Infrastructure Protection Grant program. Other components include the FY 2006 Intercity Bus Security Grant Program (IBSGP), the FY 2006 Port Security Grant Program (PSGP), the FY 2006 Intercity Passenger Rail Security Grant Program (IPRSGP), the FY 2006 Trucking Security Program (TSP), and the Buffer Zone Protection Program (BZPP).

Purpose

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

Funding

Provides **\$136,045,000** to rail, intracity bus and ferry transit systems and regions

Eligibility

The FY 2006 TSGP uses a risk-based approach to allocate TSGP funding to eligible transit rail and intracity bus systems on a regional basis. This approach will focus TSGP resources on high risk and high consequence transit systems.

Using this framework, rail and intracity bus transit systems were divided into two tiers based on risk. Tier 1 represents high risk transit systems that have high passenger density, and in the case of transit rail systems, significant infrastructure (including underwater tunnels and underground stations). Eligible ferry systems have risk-based regional allocations.

Tier 2 rail and intracity bus transit systems will be awarded on a competitive basis. Tier 2 systems may also choose to focus resources on other priorities, including emergency preparedness, training, and public awareness. Tier 2 systems will have an opportunity to compete for funding for specific projects which offer the highest risk mitigation value. In so

doing, the competitive process offers DHS and the transit systems a greater opportunity to impact vulnerabilities with high consequence; thereby further mitigating risk.

Transportation Mode	FY 2006 Funding
Tier I: Rail Transit	\$103
Tier II: Rail Transit	\$7
Tier I: Intracity Bus	\$15
Tier II: Intracity Bus	\$6
Ferry	\$5

A list of eligible systems is attached.

Program Highlights

- The FY 2006 TSGP focuses on:
 - Risk-based allocations to regions with a high density of passengers and complex infrastructure (including underground stations and underwater stations);
 - A competitive process in the remaining regions with a focus on complete solutions that address risk.
- The program places a strong emphasis on prevention and detection relative to improvised explosive devices (IEDs).

Program Coordination

The following entities were involved in developing the FY 2006 TSGP guidance:

- Department of Homeland Security
 - Office of Grants and Training (G&T)
 - Transportation Security Administration (TSA)
- Department of Transportation
 - Federal Transit Administration (FTA)