

Fiscal Year 2006 Transit Security Grant Program

Department of Homeland Security



Who is eligible to apply for the FY 2006 Transit Security Grant Program (TSGP)?

The Governor of each state and territory has designated a State Administrative Agency (SAA) to apply for and administer funds from DHS. Accordingly, the relevant SAA is the only agent eligible to apply for the funds identified in this program announcement. Individual rail, intracity bus, and ferry transit systems servicing FY 2006 Urban Area Security Initiative (UASI) jurisdictions that are eligible to receive pass-through funds from the SAA are identified in the eligibility list.

What are the FY 2006 UASI jurisdictions?

There are 46 total UASI Areas in 26 States and the District of Columbia.

UASI Areas			
Phoenix, AZ	Anaheim/Santa Ana, CA	Bay Area, CA	Los Angeles/Long Beach, CA
Sacramento, CA	San Diego, CA	Denver, CO	National Capital Region
Ft. Lauderdale, FL	Jacksonville, FL	Miami, FL	Orlando, FL
Tampa, FL	Atlanta, GA	Honolulu, HI	Chicago, IL
Indianapolis, IN	Louisville, KY	Baton Rouge, LA	New Orleans, LA
Boston, MA	Baltimore, MD	Detroit, MI	Twin Cities, MN
Kansas City, MO	St. Louis, MO	Charlotte, NC	Omaha, NE
Jersey City/Newark, NJ	Las Vegas, NV	Buffalo, NY	New York City, NY
Cincinnati, OH	Cleveland, OH	Columbus, OH	Toledo, OH
Oklahoma City, OK	Portland, OR	Philadelphia, PA	Pittsburgh, PA
Memphis, TN	Dallas/Fort Worth, TX	Houston, TX	San Antonio, TX
Seattle, WA	Milwaukee, WI		

How much funding is available for the FY 2006 TSGP?

A total of \$136,045,000 is allocated for the FY 2006 TSGP.

How does an eligible applicant apply for the FY 2006 TSGP?

Applicants must apply for FY 2006 TSGP funding through the Grants.gov system at <http://www.grants.gov>.

What is the deadline for FY 2006 TSGP applications to be submitted?

The deadline for the FY 2006 TSGP was August 4, 2006.

How does an eligible applicant obtain assistance applying for the FY 2006 TSGP in the grants management system?

The GMS Help Desk can be reached at 1-888-549-9901 or ojp@ojp.usdoj.gov. Applicants can also review the on-line training support at <https://grants.ojp.usdoj.gov/gmsHelp/index.html>.

In FY 2005, ferry systems were required to participate in a competitive process in order to receive funding. Is this process the same in FY 2006?

No. The ferry portion of the FY 2006 TSGP will not be a competitive process. In FY 2006, the ferry systems will receive an allocation based on risk-based prioritization consistent with DHS policy.

Are applicants required to develop a budget worksheet in Excel or is there a template for the budget worksheet available?

No. The FY 2006 TSGP will use risk-based prioritization consistent with DHS policy. The Intracity Rail and Bus Grants will be awarded using a two tiered approach. Grants will be awarded in the first tier to regions, and the regions will have 90 days afterward to submit detailed project plans to TSA for approval. Systems in the first tier may submit project plans as either regions or individual agencies. First tier regions are identified in the eligibility list.

Project plans for Tier 1 systems will be evaluated on the following factors:

- Ability to reduce risk of catastrophic events;
- Overall effect on regional transit security;
- Cost effectiveness to include leveraging additional resources; and
- Ability to complete the proposed project within the proposed timeframes.

Grants for Tier 2 systems will be competitively awarded based on the following factors:

- Ability to reduce risk;
- Cost effectiveness to include leveraging additional resources; and
- Ability to complete the proposed project within the timeframes.

The following method of selection will be used to evaluate Tier 2 system projects:

1. Rail and Bus agencies will submit concept papers for consideration. These concept papers will be submitted through grants.gov.

2. Concept papers will be reviewed and scored by a Federal Interagency Working Group consisting of TSA, FTA, and the DHS Office of Grants and Training (G&T);
3. Projects that are accepted will be required to complete full project applications;
4. The Preparedness Directorate in conjunction with TSA will verify compliance with each of the administrative and eligibility criteria identified in the application kit; and,
5. TSA will review the Federal Interagency Working Group recommendations and make final selections for funding. TSA will brief all appropriate agencies on the final selections to ensure consensus and address any remaining issues.

In considering project plans for Tier I submissions, and concept papers for Tier II submissions, preference in awarding grants will be given to regions and agencies that propose providing matching funds or operations assets. DHS plans to implement a matching grant program, similar to the port security program, for all FY 2007 transit grants.

Will the budgets that are submitted with the applications need to be final?

No. Please see the answer to the prior question.

Are organizations that have received grants in the last three years from G&T required to complete the financial capability questionnaire?

In accordance with the FY 2006 TSGP Program Guideline and Application Kit, "All nongovernmental (non-profit and commercial) organizations that apply for funding with G&T that have not previously (or within the last 3 years) received funding from G&T must complete the Accounting System and Financial Capability Questionnaire. The required form can be found at <http://www.ojp.usdoj.gov/oc>. This information may be provided using one of the attachment fields within the on-line GMS application."

Do activities under the FY 2006 TSGP fall under the National Environmental Policy Act (NEPA) requirements?

G&T must analyze the potential environmental impacts, as required by the National Environmental Policy Act (NEPA), for projects being considered for Federal funding. The purpose of the NEPA review is to weigh the impact of major Federal actions (such as security enhancements) on elements such as adjacent communities, water supplies, historical buildings or culturally sensitive areas prior to construction.

Projects recommended for funding are required to provide additional detailed information on the activities to be conducted, locations, sites, possible construction activities, and any environmental concerns that may exist. Successful applicants will be contacted to complete the NEPA checklist immediately following the issuance of the Notice of Grant Award. The checklist will be reviewed by the Office of Grants and Training Environmental Officer for compliance. Results of the NEPA Compliance Review could result in the delay of project implementation or a project not being approved for funding.

Please be advised that projects cannot commence, nor can project costs be incurred, until NEPA compliance has been approved. Upon approval of the NEPA checklist, the G&T Program Manager will issue a Grant Adjustment Notice.