



Transit Security Grant Program (TSGP)

PURPOSE

The purpose of the Fiscal Year (FY) 2005 Transit Security Grant Program (TSGP) is to create a sustainable effort for the protection of regional transit systems' critical infrastructure from terrorism, with an emphasis on explosives and non-conventional threats that would cause major loss of life and severe disruption.

BACKGROUND

The Department of Homeland Security (DHS) Appropriations Act of 2005 provides \$150 million for intercity passenger rail transportation, freight rail and transit security grants. This Act allows for the creation of a new program within DHS's Office of State and Local Government Coordination and Preparedness (SLGCP) that specifically focuses on transportation security, and builds upon the work currently underway through the Urban Areas Security Initiative (UASI) and other DHS programs. The FY 2005 Transit Security Grant Program reflects the intent of Congress and the Administration to create a sustainable effort for the protection of critical infrastructure and the commuting public against terrorism.

The TSGP provides follow-on funding to the FY 2003 and FY 2004 transit security grants, and adds a regional planning element. This approach is designed to ensure that funds provided through these programs are consistent with the overall security needs of the transit sector in the region, and are ultimately accounted for in the broader regional planning process that forms the core of the UASI program.

PROGRAM INFORMATION

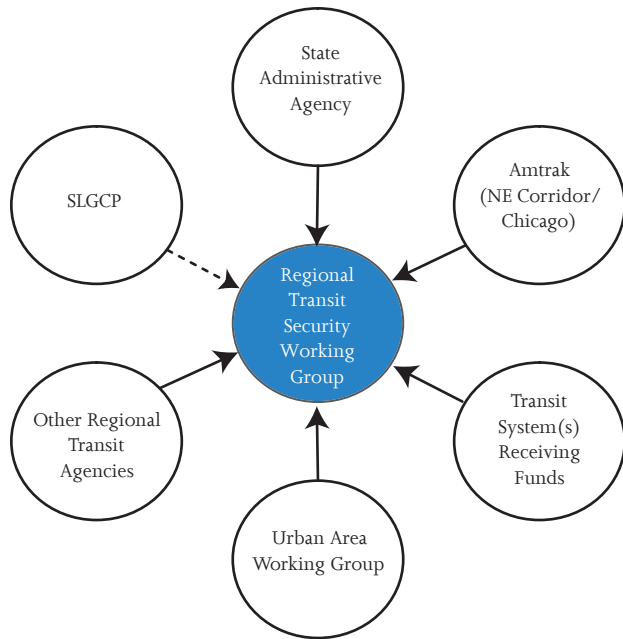
TSGP funding will be distributed through designated State Administrative Agencies (SAAs), and will be managed by the newly established Transit Infrastructure Security Division which resides within the Preparedness Programs Division of the SLGCP. Eligible applicants will receive grants for three transportation modes: Rail Transit, Intra-City Bus Transit, and Ferry Systems. The allocation of rail transit funding is based on a formula which includes ridership, track miles, number of stations, and threat. The intra-city bus funding allocation is based on ridership. The ferry system funding is allocated on a competitive basis. Systems eligible to compete for ferry system funding were identified based on ridership and location within a defined UASI jurisdiction. Total grant funding is as follows:

Rail Transit Systems	\$107,900,000
Intra-City Bus Systems	\$22,357,076
Ferry Systems	\$5,000,000

The TSGP underscores the importance of a regional effort, and requires the establishment of a regional working group and a regional transit security strategy. All SAAs applying for TSGP funding must participate in a Regional Transit Security Working Group (RTSWG). Other mandatory participants in the RTSWG include representation from eligible transit systems and urban area(s) they serve. In the Northeast Corridor and Chicago, a representative from Amtrak must also be included. The inclusion

of other transit agencies whose systems intersect with those of the grant recipients is strongly recommended. The applicable SAA(s) will coordinate and manage the formation of the working group and the development of a Regional Transit Security Strategy (RTSS).

Regional Transit Security Working Group



Allocation of TSGP funding is driven by the Regional Transit Security Strategy and each eligible transit agencies' risk-based Security and Emergency Preparedness Plan (SEPP). The RTSS will identify the overall vision of regional transit preparedness with

specific goals and objectives essential to achieving the vision. The RTSS will serve as an overarching strategy for the region with mode-specific goals and objectives as they relate to prevention, detection, response, and recovery. All TSGP expenditures must tie back to goals and objectives identified in the RTSS.

The SEPP is a comprehensive plan that provides written policies and procedures to guide the transit system's activities for homeland security and emergency preparedness. The SEPP will specifically identify how the transit agency intends to address any shortfalls in protection against Improvised Explosive Device (IED) and other prevention, detection and response capabilities identified as part of the risk assessment. Along with the Regional Transit Security Strategy, the SEPP will serve as the basis for proposed allocations of grant funding.

TSGP TECHNICAL ASSISTANCE (TA)

Technical Assistance (TA) is available to assist with the establishment of the RTSWG and the development of the RTSS. TA is also available to support the conducting of transit system risk assessments. All TA is available on a first come, first serve basis and subject to the availability of funding. TA request forms are available in the SLGCP TA Catalog at www.ojp.usdoj.gov/odp/docs/ODP_TA_Catalog.pdf.

These forms should be submitted by the SAA to the appropriate PPD state preparedness officer for coordination.

FOR MORE INFORMATION

Questions related to this grant program may be directed to tsgp@dhs.gov or to the SLGCP Centralized Scheduling and Information Desk at 1-800-368-6498.

For specific information concerning eligibility and grant guidelines, please refer to the TSGP application kit at

www.ojp.usdoj.gov/fundopps.htm