



Homeland Security

FY 2012 Transit Security Grant Program (TSGP)

Overview

As appropriated by the *Consolidated Appropriations Act, 2012, Division D* (Public Law 112-74), the Transit Security Grant Program (TSGP) is one of the Department of Homeland Security's (DHS) Fiscal Year (FY) 2012 grant programs which directly support transportation infrastructure security activities. These grant programs are part of a comprehensive set of measures implemented by the Administration to help strengthen the Nation's critical infrastructure against risks associated with potential terrorist attacks. The TSGP is an important component of the Department's effort to enhance the security of the Nation's critical infrastructure. The FY 2012 TSGP is a competitive grant program that provides funds to owners and operators of transit systems (which include intracity bus, commuter bus, ferries, and all forms of passenger rail) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, and increase the resilience of transit infrastructure. The FY 2012 TSGP plays an important role in the implementation of Presidential Policy Directive 8 (PPD-8) by supporting the development and sustainment of core capabilities to fulfill the *National Preparedness Goal* (NPG).

In Fiscal Year 2012, DHS will award \$87,500,000 to promote sustainable, risk-based efforts to protect critical transportation infrastructure from terrorism

Funding

In FY 2012, the total amount of funds distributed under this grant program will be \$87,500,000. FY 2012 TSGP funds are awarded to support the creation of sustainable, risk-based efforts to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies.

Eligibility

Eligible transit agencies are determined based on daily unlinked passenger trips (ridership) and transit systems that serve historically eligible Urban Areas Security Initiative (UASI) jurisdictions.

Certain ferry systems are eligible to participate in the FY 2012 TSGP and receive funds. However, any ferry system electing to participate and receive funds under the FY 2012 TSGP cannot participate in the FY 2012 Port Security Grant Program (PSGP), and will not be considered for funding under the FY 2012 PSGP. Likewise, any ferry system that participates in the PSGP cannot be considered for funding under the TSGP.

Funding Guidelines

The FY 2012 TSGP Program will focus on operational activities, operational packages (OPacks), and Top Transit Asset List (TTAL) remediation. Grantees may use up to five percent (5%) for Management and Administration (M&A) purposes. The period of performance for the TSGP Program is 24 months from the date of award.

Key FY 2012 TSGP Changes

- In order to ensure standardization across all grant programs and cooperative agreements issued by DHS, TSGP's Guidance was reformatted for consistency and renamed to Funding Opportunity Announcement (FOA)
 - Priorities for TSGP support the implementation of Presidential Policy Directive - 8 (PPD-8) and the NPG. FY 2012 TSGP has been aligned to the five mission areas and supporting core capabilities within the NPG
 - Reduces the period of performance for TSGP from 36 months to 24 months
 - Removes the Semi-Annual Assistance Progress Report (SAPR) reporting requirement in lieu of the Standard Form-Performance Progress Report (SF-PPR) to report on progress towards implementing program-specific performance measures
 - Expands the scope of maintenance and sustainment by allowing the support of equipment that has previously been purchased with both federal and other sources of funding as long as direct linkage can be provided to one of the core capabilities within the NPG
 - Top Transit Asset List (TTAL) remediation plans will not be recognized as a separate funding priority area under TSGP. This has been merged into the TTAL Remediation priority area.
 - To be consistent with State Homeland Security Program (SHSP), UASI, and PSGP methodologies, TSGP formula added a new vulnerability component. This was formulated in conjunction with TSA's analysis of vulnerable transit areas
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Application Process and Evaluation Criteria

TSGP applications will be reviewed by representatives from the Federal Emergency Management Agency (FEMA), Transportation Security Administration (TSA), and Federal Transit Administration (FTA). Panelists review applications and, where possible, determine scores and document all comments by completing Rating/Score Sheets prior to convening the panel session. During panel sessions, panelists discuss projects and agreed on individual final scores, comments, and recommended funding levels. The panel develops a final list of recommended funding, which is provided to the Executive Committee and then to the Secretary of DHS for final approval.