Transportation Programs

Overview of Transportation Grant Programs
Port Security Grant Program (PSGP)
Transit Security Grant Program (TSGP)
Freight Rail Security Grant Program (FRSGP)
Intercity Passenger Rail Program (Amtrak)
Intercity Bus Security Program (IBSGP)
Trucking Security Program (TSP)
PSGP Overview

Overview: The purpose of the PSGP is to create a sustainable, risk-based effort to protect critical port infrastructure from terrorism, particularly attacks using explosives and non-conventional threats that could cause major disruption to commerce.

Funding Priorities: In addition to the two overarching priorities (risk-based funding and regional security cooperation), the following priorities guide PSGP:

<table>
<thead>
<tr>
<th>Ports</th>
<th>Ferry Systems</th>
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<tbody>
<tr>
<td>1. Enhancing Maritime Domain Awareness (MDA)</td>
<td>1. Development and enhancement of capabilities to prevent, detect, respond to and recover from terrorist attacks employing IEDs and vehicle borne improvised explosive devices (VBIEDs)</td>
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<tr>
<td>2. Enhancing Improvised Explosive Device (IED) and Weapons of Mass Destruction (WMD) prevention, protection, response and recovery capabilities</td>
<td>5. Development and enhancement of physical and perimeter security capabilities to deny access around maintenance facilities, dry docks, and piers</td>
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<tr>
<td>3. Training and Exercises</td>
<td>6. Development of emergency preparedness and response capabilities in the event of a ferry being used as a weapon to inflict damage on critical infrastructure</td>
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<td>4. Efforts supporting implementation of the Transportation Worker Identification Credential (TWIC)</td>
<td>7. Development and enhancement of training and awareness among ferry operators and employees</td>
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<td>8. Public awareness training</td>
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PSGP Eligibility

Eligibility:

• 46 U.S.C. §70107 states that all entities covered by an AMSP may submit an application for consideration of funding. A facility that is not expressly identified in an AMSP will be considered covered under an AMSP if the facility in question has had a risk analysis completed by the USCG utilizing the MSRAM tool.
  
  o 7 areas have been selected as Group I (highest risk) and 48 port areas have been selected as Group II. Each Group I and Group II port area has been designated a specific amount of money based upon the FY 2009 risk analysis.
  
  o Ports not identified in Group I or II are eligible to apply as a Group III or “All Other Port Areas” applicant. Group III and “All Other Port Areas” will compete for the funding identified in their corresponding Group.

• Entities encouraged to apply:
  
  o Owners or operators of federally regulated terminals, facilities, U.S. inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) and Title 33 of the Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106.
  
  o Port authorities or other State and local agencies that are required to provide security services to eligible Ferry System applicants (MTSA regulated facilities) pursuant to an AMSP or a Facility or Vessel Security Plan.
  
  o Consortia composed of local river organizations, ports and terminal associations, and other local stakeholder groups representing federally regulated ports, terminals, U.S. inspected passenger vessels or ferries that are required to provide security services to federally regulated facilities in accordance with an AMSP or a Facility or Vessel Security Plan.
  
  o Pre-designated Group I and II Fiduciary Agents, and Ferry Systems.
Overview: The TSGP provides funds to owners and operators of transit systems (which include intracity bus and rail, and ferry) to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies.

Eligibility: Regional transit agencies eligible for the FY 2009 TSGP were identified using comprehensive, empirically grounded risk analysis modeling. An applicant’s tier is determined through a risk analysis that compares and ranks clusters of transit agencies. Each cluster comprises all eligible transit agencies in a given metropolitan area.

Program Awards: Tier I regions were eligible to apply for the identified risk-based funding allocation for rail, ferry and intracity bus. Tier II agencies competed for $36.6 million of available rail and intracity bus funding.
1. Training, Operational Deterrence, Drills, Public Awareness Activities
   o Developing Security Plans
   o Training (basic before follow-on):
     – Security Awareness
     – DHS-Approved Behavior Recognition Detection Courses
     – Counter-Surveillance
     – Immediate Actions for Security Threats/Incidents
   o Operational Deterrence
     – Canine Teams
     – Mobile Explosives Screening Teams
     – VIPR Teams
   o Crowd Assessment
   o Public Awareness

2. Multi-User High-Density Key Infrastructure Protection
   o Intrusion Detection
   o Visual Surveillance

3. Single-User High-Density Key Infrastructure Protection
   o Anti-terrorism security enhancement measures for:
     – High-Density Stations
     – High-Density Bridges

4. Key Operating Asset Protection
   o Physical Hardening/Security of Control Centers
   o Secure stored/parked trains, engines, and buses
     – Bus/Rail Yards
   o Maintenance Facilities

5. Other Mitigation Activities
   o Interoperable Communications
   o Evacuation Plans
   o Anti-terrorism security enhancement measures for low-density stations
FRSGP Overview

Overview: The FRSGP is a component of the TSGP which funds freight railroad carriers and railroad car owners to strengthen the Nation’s critical infrastructure against risks associated with potential terrorist attacks.

Purpose: The FRSGP funds security training for frontline employees, the completion of vulnerability assessments, the development of security plans within the freight rail industry and GPS tracking systems for railroad cars transporting toxic inhalation materials (TIH).

Eligibility: Eligible applicants are divided into groups based on the types of projects they can apply for: Class I, II and III railroad carriers, and owners of railroad cars transporting TIH. Eligible railroad carriers may ONLY request funding for security awareness, emergency response training for railroad frontline employees and the completion of vulnerability assessments and security plans.

Program Awards: Applicants were selected through a competitive process based on their ability to deliver training, develop security plans and vulnerability assessments, and proposals to install Global Positioning Tracking (GPS) on rail cars carrying TIH.
IPR (Amtrak) Overview

**Purpose:** The purpose of the FY 2009 Intercity Passenger Rail (Amtrak) is to create a sustainable, risk-based effort to protect critical surface transportation infrastructure and the traveling public from acts of terrorism, major disasters, and other emergencies within the Amtrak rail system.

**Eligibility:** Amtrak is the only agency eligible to apply for funding.

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<th>IPR Funding Priorities</th>
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<td>1. Planning</td>
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<td>2. Equipment Acquisition</td>
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<td>3. Training</td>
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<tr>
<td>4. Exercise</td>
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<td>5. Management and administration</td>
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**FY 2009 Key Changes:** No Cost Share Requirement pursuant to the FY 2009 Appropriations Act
ISBGP Overview

Overview: The purpose of the IBSGP is to provide funds to operators of intercity buses to help strengthen the nation’s critical infrastructure against risks associated with potential terrorist attacks.

Eligibility: Private operators of intercity and charter buses that provide services to established UASI jurisdictions.

Funding Priorities: In addition to the two overarching priorities (risk-based funding and regional security cooperation), the following priorities guide IBSGP:

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<tr>
<th>Intercity Bus Security Funding Priorities</th>
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<tbody>
<tr>
<td>1. Development of vulnerability assessments and security plans</td>
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<td>2. Security awareness, preparedness and response training</td>
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<td>3. Live or simulated exercises to improve capabilities to respond to acts of terrorism</td>
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<td>4. Public awareness campaigns</td>
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<td>5. Vehicle security enhancements</td>
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<td>6. Facility security enhancements</td>
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<td>7. Establishing and improving emergency communications systems</td>
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<td>8. Implementing passenger screening programs</td>
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<td>9. Chemical, biological, radiological, or explosive detection</td>
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<td>10. Collection, storage, or exchange of passenger and driver information through ticketing systems or other means and for information links with government agencies, for security purposes</td>
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FY 2009 Key Changes: Backfill and overtime compensation is an allowable cost for training, drills, and exercises
TSP Overview

**Overview:** The TSP focuses on the adoption and implementation of the Transportation Security Administration’s (TSA) voluntary security action items for transporting Tier I Highway Security Sensitive Materials.

**Eligibility:** Eligibility for funding under the Security Action Item Implementation priority was limited to applicants who have a current security plan subject to Title 49 CFR 172.800 Transport Tier I Commodities as defined by TSA through the issuance of Highway Security-Sensitive Materials (HSSM) Security Action Items. There were no restrictions on the eligibility for the Monitoring and Planning priorities of the TSP, as long as applicants were able to demonstrate they have the financial and resource capabilities to successfully address these priorities.

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<th>Trucking Security Program Funding Priorities</th>
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<tbody>
<tr>
<td>1. Truck Security Action Item Implementation Initiative</td>
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<td>2. Monitoring and Analysis</td>
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<td>3. Planning</td>
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