



# Homeland Security

## FY 2011 Intercity Bus Security Grant Program (IBSGP)

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### Overview

As appropriated by the *Department of Defense and Full-Year Continuing Appropriations Act, 2011* (Public Law 112-10), the FY 2011 IBSGP is one of five grant programs that constitute the Department of Homeland Security's (DHS) focus on transportation infrastructure security activities. The IBSGP is one tool among a comprehensive set of measures authorized by congress and implemented by the Administration to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The FY 2011 IBSGP provides funding to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism. The program assists operators of fixed route intercity and charter bus services in obtaining the resources required to support security measures such as enhanced planning, facility security upgrades, and vehicle and driver protection.

*In Fiscal Year 2011, DHS allocated \$4,990,000 to protect intercity bus systems and the traveling public from terrorism*

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### Funding

In FY 2011, the total amount of funds distributed under this grant program was \$4,990,000. FY 2011 IBSGP funds were awarded to support the creation of a sustainable program for the protection of intercity bus systems and the traveling public from terrorism. FY 2011 applicants competed for a single pool of funding.

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### Eligibility

Eligible applicants under the FY 2011 IBSGP were operators of fixed route intercity and charter buses that serve the 31 eligible Urban Areas Security Initiative (UASI) jurisdictions. Charter companies were required to make a minimum of 50 trips annually to one or more UASI jurisdictions to be eligible. The tier designations used in prior years were eliminated for FY 2011 applicants; all operators that met the basic eligibility criteria were eligible to apply.

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### Allowable Costs

The program supports intercity bus initiatives that strengthen emergency operations planning and citizen protection capabilities and helps address security priorities, including, but not limited to:

- Development of assessments or security plans
- Operating and capital costs associated with over-the-road bus security awareness, preparedness and response training, including training for front-line employees for potential security threats and conditions (must be DHS-approved training courses)

- Live or simulated exercises for the purpose of assessing and improving the capabilities of entities to prevent, prepare for, mitigate against, respond to, and recover from acts of terrorism (must be DHS-approved exercises)
- Public awareness campaigns for enhanced over-the-road bus security (must be DHS-approved)
- Establishing and improving an emergency communications system linking drivers and over-the-road buses to the recipient's operations center or linking the operations center to law enforcement and emergency personnel
- Implementing and operating passenger screening programs for weapons and explosives
- Modifying over-the-road buses to increase their security
- Installing cameras and video surveillance equipment on over-the-road buses and at terminals, garages, and over-the-road bus facilities
- Hardening and modifying terminals, garages and facilities, including terminals and other over-the-road bus facilities owned by state or local governments, to increase their security

For FY 2011 IBSGP, a maximum of five percent (5%) of funds awarded can be used for Management and Administration (M&A) purposes associated with the grant award.

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## **Application Process and Evaluation Criteria**

FY 2011 IBSGP applicants competed for funds irrespective of their size and without the use of a tier system. Recipients were selected through a competitive process based on the ratings of the National Review Panel (NRP). Applicants were required to submit an Investment Justification (IJ) that provided evidence of how the project fits into an overall effort to meet critical infrastructure security requirements, and how the investment provides significant security impact.

The FY 2011 IBSGP used a risk-based prioritization consistent with DHS policy. The Federal Emergency Management Agency (FEMA), in conjunction with the Transportation Security Administration (TSA), verified compliance with each of the administrative and eligibility criteria identified in the guidance. Eligible applications were reviewed and scored by a Federal interagency working group, including representatives from TSA, Federal Motor Carrier Safety Administration (FMCSA), and FEMA. FEMA and TSA then reviewed the interagency recommendations and made recommendations for funding to the Secretary of DHS.