



# Homeland Security

## FY 2011 Transit Security Grant Program (TSGP)

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### Overview

As appropriated by the *Department of Defense and Full-Year Continuing Appropriations Act, 2011* (Public Law 112-10), the Fiscal Year (FY) 2011 Transit Security Grant Program (TSGP) is one of five grant programs that constitute the Department of Homeland Security's (DHS) focus on 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 2011 TSGP 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.

*In Fiscal Year 2011, DHS allocated \$200,079,000 to promote sustainable, risk-based efforts to protect critical transportation infrastructure from terrorism*

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### Funding

In FY 2011, the total amount of funds distributed under this grant program was \$200,079,000. FY 2011 TSGP funds were 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.

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### Eligibility

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

Certain ferry systems were eligible to participate in the FY 2011 TSGP and receive funds. However, any ferry system electing to participate and receive funds under the FY 2011 TSGP could not participate in the FY 2011 Port Security Grant Program (PSGP), and were not considered for funding under the FY 2011 PSGP. Likewise, any ferry system that participated in the PSGP could not be considered for funding under the TSGP.

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### Allowable Costs

DHS identified five prioritized project groups based on their effectiveness to reduce risk and alignment with departmental priorities.

1. **Operational Activities.** This included training, drills and exercises, public awareness campaigns, and vulnerability assessments and security plans.
2. **Operational Packages.** This included overtime patrols, canine teams, mobile explosive screening teams, anti-terrorism teams, and directed patrols on overtime.
3. **Top Transit Asset List (TTAL) Remediation.** This included assets that have complete remediation plans, anti-terrorism security enhancement measures, including security projects that provide for substantial security enhancements, such as intrusion detection, visual surveillance with live monitoring, alarms tied to visual surveillance system, recognition software, tunnel ventilation and drainage system protection, flood gates and plugs, portal lighting, and similar hardening actions for assets on the TTAL.
4. **TTAL Remediation Plans.** This included remediation planning, including EHP considerations, for anti-terrorism security enhancement measures, such as intrusion detection, visual surveillance with live monitoring, alarms tied to visual surveillance system, recognition software, tunnel ventilation and drainage system protection, flood gates and plugs, portal lighting, and similar hardening actions for assets on the TTAL.
5. **Other Capital Security Projects.** This included projects that did not fall under the above categories and were considered based on Project Groups.

For FY 2011 TSGP, 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**

The TSGP reviewer pool consisted of representatives from the Federal Emergency Management Agency (FEMA), Transportation Security Administration (TSA), and Federal Transit Administration (FTA). Panelists reviewed applications and, where possible, determined scores and documented all comments by completing Rating/Score Sheets prior to convening the panel session. During panel sessions, panelists discussed projects and agreed on individual final scores, comments, and recommended funding levels. The panel developed a final list of recommended funding, which was provided to the Executive Committee and then to the Secretary of DHS for final approval.