



FEMA

Fiscal Year (FY) 2010 Transit Security Grant Program (TSGP) Frequently Asked Questions (FAQs)

1. What is the purpose of the FY 2010 Transit Security Grant Program (TSGP)?

The purpose of the FY 2010 TSGP is to promote sustainable, risk-based efforts to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.

2. How much funding is available under the FY 2010 TSGP?

The total amount of funds to be distributed under the FY 2010 TSGP is \$253,437,597.

3. What are the priorities for the FY 2010 TSGP?

The Department of Homeland Security (DHS) identified five prioritized project groups based on their effectiveness to reduce risk and on their alignment with departmental priorities.

- Training, operational deterrence, drills and public awareness activities
- Multi-user high-density key infrastructure protection
- Single-user high-density key infrastructure protection
- Key operating asset protection
- Other mitigation activities

4. Who was eligible to apply for FY 2010 TSGP funds?

Eligible public transit agencies were determined by the Urban Areas Security Initiative (UASI) urban areas list and the National Transit Database based on unlinked passenger trips. TSGP Tier I was comprised of the transit agencies in the eight highest risk urban areas and continued to utilize the cooperative agreement process. TSGP Tier II consisted of all other eligible transit agencies.

Certain ferry systems were eligible to participate in the FY 2010 TSGP and receive funds under the TSGP Tier I cooperative agreement process. However, any ferry system electing to participate and receive funds under the FY 2010 TSGP could not participate in the FY 2010 Port Security Grant Program (PSGP) and was not considered for funding under the FY 2010 PSGP. Likewise, any ferry system that participated in the PSGP was not considered for funding under the TSGP.

5. How were the FY 2010 TSGP funds determined?

Based upon ongoing intelligence analysis, extensive security reviews, and consultations with the transit industry, DHS continued to focus the bulk of its available transit grant dollars on the highest-risk systems in our country's largest metropolitan areas. Eligible agencies were identified using a comprehensive, empirically-grounded risk analysis model that was also used in FY 2009.

DHS also identified priority project types and placed them into groups based on their effectiveness to reduce risk. Certain types of projects that were effective at addressing risk were given priority consideration for funding. These groups were prioritized based upon departmental priorities and their ability to elevate security on a system-wide level, to elevate security to critical infrastructure assets, and to reduce the risk of catastrophic events and consequences.

6. What legislation authorized funding for the FY 2010 TSGP?

The *Department of Homeland Security Appropriations Act, 2010* (Public Law 111-83) provided funding for this program.

7. Where is the FY 2010 TSGP Guidance and Application Kit located?

The FY 2010 TSGP Guidance and Application Kit is located online at <http://www.fema.gov/grants> as well as on www.grants.gov.

8. What other resources are available to address programmatic, technical and financial questions?

- For additional program-specific information, please contact the Centralized Scheduling and Information Desk (CSID) help line at (800) 368-6498 or askcsid@dhs.gov. CSID hours of operation are from 8:00 a.m. to 6:00 p.m. EST, Monday through Friday.
- For financial-related questions, including pre-and post-award administration and technical assistance, applicants may contact the FEMA Grant Programs Directorate Call Center at (866) 927-5646 or via e-mail to ASK-GMD@dhs.gov.

9. What is the FY 2010 TSGP period of performance?

The period of performance of this grant is 36 months.