



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Intercity Passenger Rail (Amtrak)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Transportation Security.

*In Fiscal Year 2008, the DHS IPP will award **approximately \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies that could impact the nation's critical infrastructure and key resources.*

The Intercity Passenger Rail (Amtrak) program is a component of the DHS IPP and Transit Security Grant Program (TSGP). Other components of the DHS IPP include the FY 2008 Port Security Grant Program, Freight Rail Security Grant Program, Intercity Bus Security Grant Program, Trucking Security Program, and Buffer Zone Protection Program.

Purpose

The purpose of the FY 2008 Intercity Passenger Rail (Amtrak) program 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.

Funding

- Provides \$ 25,000,000 to Amtrak for intercity passenger rail security.

Eligibility

Amtrak is the only agency eligible to apply for Intercity Passenger Rail (Amtrak) funds.

Program Highlights

The priorities for the FY 2008 Intercity Passenger Rail (Amtrak) program reflect the Department's overall investment strategy, in which two priorities have been paramount: risk-based funding and regional security cooperation through addressing the following transit security fundamentals:

- Protection of high-risk/high-consequence underwater/underground assets and systems
 - Protection of other high-risk/high-consequence assets and systems that have been identified through system-wide risk assessments
 - Use of visible, unpredictable deterrence
 - Targeted counterterrorism training for key frontline staff
 - Emergency preparedness drills and exercises
 - Public awareness and preparedness campaigns
 - Efforts in support of the national preparedness architecture
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Program Coordination

The following entities were involved in developing the FY 2008 Intercity Passenger Rail (Amtrak) program guidance:

- Department of Homeland Security
 - Federal Emergency Management Agency
 - Transportation Security Administration
 - Office of Infrastructure Protection
 - Office of Intelligence and Analysis
 - Domestic Nuclear Detection Office
- Department of Transportation
 - Federal Transit Administration



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Buffer Zone Protection Program (BZPP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources (CIKR). This program implements the objectives addressed in a series of laws, strategy documents, plans, and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines, its associated work products, and the National Infrastructure Protection Plan.

*In Fiscal Year 2008, DHS IPP will award **approximately \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies that could impact the nation's critical infrastructure and key resources.*

The FY 2008 BZPP is one component of the DHS IPP. Other components include the FY 2008 Transit Security Grant Program, Port Security Grant Program, Intercity Bus Security Grant Program, Intercity Passenger Rail Security Grant Program, Freight Rail Security Grant Program, and Trucking Security Program.

Purpose

The BZPP is a targeted infrastructure protection program that provides funds to build security and risk-management capabilities at the State and local levels that will help prevent and protect CIKR from acts of terror. Specifically, the program helps to implement Buffer Zone Plans (BZPs) by providing funds to support planning and equipment acquisition. BZPs help identify preventive and protective measures that make it more difficult for terrorists to conduct surveillance or launch attacks within the immediate vicinity of high-risk CIKR assets. BZPs are developed in cooperation between DHS and State and local officials and help increase the preparedness capabilities of the jurisdictions responsible for the safety and security of communities surrounding high-risk CIKR assets.

Funding

BZPP provides \$48,575,000 to secure the nation's CIKR identified in collaboration with Federal, State, and local partners. The list of BZPP FY 2008 State funding allocations is attached to this fact sheet.

Eligibility

Through a partnership between the Federal Emergency Management Agency (FEMA) and the Office of Infrastructure Protection (IP), this targeted funding is available to State and local jurisdictions to enhance their ability to protect and secure identified CIKR sites. The Governor of each State has designated a State Administrative Agency (SAA) to apply for and administer funds under the BZPP. The SAA is the only agency eligible to apply for BZPP funds, and is

responsible for obligating BZPP funds to the appropriate responsible units of government or other designated recipients.

Program Highlights

- The nation's CIKR are complex, and protecting these sites is a shared responsibility requiring cooperation among all levels of government — Federal, State, local, and tribal — and the private sector. Effective security involves developing and implementing preventive and protective measures, as well as the associated plans that define, identify, and set priorities for the most critical structures and assets that are potential targets for terrorist attacks.
- Resources are allocated to jurisdictions responsible for the selected CIKR sites through the SAA. The identity and location of FY 2008 BZPP sites is considered sensitive information and is only provided to appropriate State and local officials. Jurisdictions that oversee these CIKR assets must complete BZPs for all of the identified sites eligible for funding.
- In developing the BZP, the responsible jurisdictions work with appropriate Federal, State, local, and tribal entities and the private sector to coordinate prevention and protection activities.
- This cooperative environment allows all stakeholders to accomplish their respective prevention and protection responsibilities efficiently and effectively, as well as to coordinate and leverage existing preparedness programs and resources.
- In developing and implementing the BZPs, security and preparedness officials at all levels are encouraged to seek opportunities to coordinate and leverage funding from multiple sources, including Federal, State, and local resources.
- The IP Protective Security Coordination Division (PSCD) provides a number of services to BZPP grantees and sub-grantees. This includes BZPP workshops, which train local law enforcement and homeland security personnel on the BZPP process. IP/PSCD also provides onsite technical assistance for officials needing additional technical support in developing and/or implementing BZPs.

Program Coordination

- Department of Homeland Security
 - Federal Emergency Management Agency
 - Office of Infrastructure Protection

FY 2008 BZPP Funding Allocations

State/Territory	Allocation	State/Territory	Allocation
Alabama	\$796,000	Montana	\$199,000
Alaska	\$398,000	Nebraska	\$995,000
Arizona	\$597,000	Nevada	\$398,000
California	\$7,379,000	New Jersey	\$995,000
Colorado	\$1,597,000	New Mexico	\$597,000
Connecticut	\$398,000	New York	\$4,485,000
District of Columbia	\$1,172,000	North Carolina	\$597,000
Florida	\$1,791,000	Ohio	\$1,194,000
Georgia	\$1,592,000	Oklahoma	\$199,000
Guam	\$398,000	Oregon	\$995,000
Hawaii	\$398,000	Pennsylvania	\$796,000
Illinois	\$2,189,000	Rhode Island	\$199,000
Indiana	\$398,000	South Carolina	\$398,000
Iowa	\$1,194,000	Tennessee	\$199,000
Kansas	\$597,000	Texas	\$4,184,000
Kentucky	\$597,000	Utah	\$398,000
Louisiana	\$3,092,000	Virginia	\$199,000
Maryland	\$1,791,000	Washington	\$796,000
Massachusetts	\$398,000	West Virginia	\$597,000
Michigan	\$995,000	Wisconsin	\$199,000
Minnesota	\$597,000	Wyoming	\$597,000
Mississippi	\$199,000	Commonwealth of Puerto Rico	\$199,000
Missouri	\$597,000		
Total		\$48,575,000	



U.S. DEPARTMENT OF HOMELAND SECURITY

Fiscal Year 2008

EMERGENCY MANAGEMENT PERFORMANCE GRANTS

OVERVIEW

February 2008



U.S. DEPARTMENT OF HOMELAND SECURITY

EMERGENCY MANAGEMENT PERFORMANCE GRANTS

The events surrounding Hurricanes Katrina and Rita highlighted the critical importance of effective catastrophic all-hazards planning. As part of this effort, State and local jurisdictions must engage in comprehensive national and regional planning processes that seek to enhance emergency management and catastrophic capabilities through strengthened national and regional relationships and the allocation of resources toward all-hazards planning, including maintaining current hazard mitigation plans.

As authorized by the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (P.L. 110-28) and appropriated by the Fiscal Year 2008 (FY 2008) Department of Homeland Security Appropriations Act (P.L. 110-161), the FY 2008 Emergency Management Performance Grants (EMPG) provides \$291,450,000 million to assist State and local governments to sustain and enhance all-hazards emergency management capabilities. Emergency management must be able to coordinate in the context of natural and man-made hazards, as well as technological events, that threaten the security of the homeland and the safety and well-being of citizens. An all-hazards approach to preparedness, including the development of a comprehensive program of planning, training, and exercises, sets the stage for an effective and consistent response to any threatened or actual disaster or emergency, regardless of the cause.

The principal priority for the FY 2008 EMPG funds is to sustain and enhance catastrophic planning capabilities, to include addressing the findings of the FEMA gap analysis program and similar capability assessment efforts, and assisting state and local jurisdictions to address national and regional catastrophic planning needs. State and local jurisdictions should also continue to focus on addressing state-specific planning issues identified through the 2006 Nationwide Plan Review. In FY 2008, specific planning focus areas of evacuation planning, logistics and resource management, continuity of operations (COOP) / continuity of government (COG) planning, and recovery planning have been identified as national planning focus areas.

States will focus FY 2008 EMPG program activities on participating in the FEMA Gap Analysis Program and related future efforts to help identify and address catastrophic planning needs.

In FY 2008, FEMA regional leadership will be working closely with State and local jurisdictions to complete the FEMA Gap Analysis and to address the catastrophic planning needs identified.

EMPG Funding— FY 2002 through FY 2008

FY 2002	\$134,693,410
FY 2003	\$170,312,798
FY 2004	\$204,710,257
FY 2005*	\$173,828,342
FY 2006	\$177,655,500
FY 2007**	\$244,000,000
FY 2008	\$291,450,000

* Prior to FY 2005, EMPG grants were not managed by the FEMA Grant Programs Directorate.

** The FY 2007 total includes \$194 million for FY 2007 EMPG funds announced in November 2006, as well as \$50 million in FY 2007 EMPG Supplemental funds.

EMERGENCY MANAGEMENT PERFORMANCE GRANTS: PROGRAM DETAIL

Emergency Management Performance Grants:

Total Funding Awarded in FY 2008: \$291,450,000

Purpose: The EMPG program provides resources to assist State and local governments to sustain and enhance all-hazards emergency management capabilities. States have the opportunity to use EMPG funds to further strengthen their ability to support emergency management activities while simultaneously addressing issues of national concern as identified in the National Priorities of the National Preparedness Guidelines. EMPG has a 50 percent Federal and 50 percent State cost-share cash or in-kind match requirement.

Eligibility: FY 2008 EMPG allocations are determined as authorized by the Implementing Recommendations of the 9/11 Commission Act of 2007. All 50 States, the District of Columbia, and Puerto Rico will receive a base amount of 0.75 percent of the total available grant funding. Four Territories (American Samoa, Guam, Northern Mariana Islands, and the U.S. Virgin Islands) will receive a base amount of 0.25 percent of the total available grant funding. The balance of EMPG funds is distributed on a population-share basis. Pursuant to the Compact of Free Association, funds are available for the Federated States of Micronesia and for the Republic of the Marshall Islands.

FY 2008 EMPG Funding Allocations

State/Territory	Allocation	State/Territory	Allocation
Alabama	\$4,828,026	New Hampshire	\$2,937,113
Alaska	\$2,576,089	New Jersey	\$7,144,874
Arizona	\$5,804,822	New Mexico	\$3,310,547
Arkansas	\$3,804,328	New York	\$13,203,409
California	\$23,054,978	North Carolina	\$7,359,035
Colorado	\$4,961,430	North Dakota	\$2,551,104
Connecticut	\$4,185,427	Ohio	\$8,732,612
Delaware	\$2,679,589	Oklahoma	\$4,251,087
District of Columbia	\$2,521,745	Oregon	\$4,325,387
Florida	\$12,605,945	Pennsylvania	\$9,284,053
Georgia	\$7,635,201	Rhode Island	\$2,789,817
Hawaii	\$2,918,592	South Carolina	\$4,702,341
Idaho	\$3,041,919	South Dakota	\$2,640,453
Illinois	\$9,523,702	Tennessee	\$5,700,893
Indiana	\$5,808,552	Texas	\$15,833,456
Iowa	\$3,891,822	Utah	\$3,696,157
Kansas	\$3,770,758	Vermont	\$2,540,564
Kentucky	\$4,607,434	Virginia	\$6,588,892
Louisiana	\$4,636,968	Washington	\$5,878,853
Maine	\$2,937,900	West Virginia	\$3,220,409
Maryland	\$5,393,522	Wisconsin	\$5,383,985
Massachusetts	\$5,868,194	Wyoming	\$2,484,371
Michigan	\$7,936,119	Puerto Rico	\$4,436,148
Minnesota	\$5,153,321	U.S. Virgin Islands	\$790,541
Mississippi	\$3,852,279	American Samoa	\$761,546
Missouri	\$5,542,002	Guam	\$827,655
Montana	\$2,732,741	Northern Mariana Islands	\$776,894
Nebraska	\$3,199,020	Republic of the Marshall Islands	\$87,435
Nevada	\$3,650,513	Federated States of Micronesia	\$87,435
		Total	\$291,450,000



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Freight Rail Security Grant Program (FRSGP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Transportation Security.

*In Fiscal Year 2008, the DHS IPP will award **approximately \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.*

The Freight Rail Security Grant Program (FRSGP) is part of the FY 2008 Transportation Security Grant Program (TSGP), one component of the DHS IPP. Other components include the FY 2008 Port Security Grant Program, the FY 2008 Intercity Bus Security Grant Program, the FY 2008 Trucking Security Program, the FY 2008 Intercity Passenger Rail Program and the FY 2008 Buffer Zone Protection Program.

Purpose

In FY 2008, the FRSGP will fund security training for frontline employees, the completion of vulnerability assessments, and the development of security plans within the freight rail industry

Funding

- Provides \$15,000,000 to Class I, II, and III freight railroad carriers for rail security.
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Eligibility

Eligible applicants for the FY 2008 FRSGP are determined by DHS as Class I, II, and III freight railroad carriers and owners of railroad cars used in the transportation of Security-Sensitive Material (SSM). Eligible applicants are divided into two groups based on the types of projects they can apply for: Class I railroad carriers, and Class II/III railroad carriers. Eligible Class I railroad carriers may request funding for security awareness and emergency response training for frontline employees through "pre-priced" training packages, provided they have completed both a vulnerability assessment and a security plan. Eligible Class II and Class III railroad carriers may request funding to conduct a vulnerability assessment and to develop a security plan.

Program Highlights

The funding priorities for the FY 2008 FRSGP reflect the Department's overall investment strategy as well as the Implementing Recommendations of the 9/11 Commission Act of 2007. The key goals of the FY 2008 FRSGP are to establish the basis for future capital security improvements by funding vulnerability assessments and security plans, and to provide training to frontline personnel.

Program Coordination

The following entities were involved in developing the FY 2008 FRSGP guidance:

- Department of Homeland Security
 - Federal Emergency Management Agency
 - Transportation Security Administration
 - Office of Infrastructure Protection
 - Office of Intelligence and Analysis
- Department of Transportation
 - Federal Railroad Administration



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Intercity Bus Security Grant Program (IBSGP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) IPP is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Transportation Security.

*In FY 2008, the DHS IPP will award **over \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.*

The FY 2008 IBSGP is one component of the DHS IPP. Other components include the FY 2008 Transit Security Grant Program, the FY 2008 Port Security Grant Program, the FY 2008 Trucking Security Program, the FY 2008 Intercity Passenger Rail Program, the Freight Rail Security Grant Program and the FY 2008 Buffer Zone Protection Program.

Purpose

The purpose of the FY 2008 IBSGP is to create a sustainable program for the protection of intercity bus systems and the traveling public from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause a major loss of life and severe disruption.

Funding

The FY 2008 IBSGP will provide \$11,172,250 to operators of fixed route intercity and charter bus services operating over-the-road buses.

As part of the FY 2008 IBSGP, DHS used a risk-based approach to allocate IBSGP funding. This approach applied IBSGP resources to generate the highest return on investment and, as a result, strengthened the security of the nation's intercity bus transportation system in the most effective and efficient manner. Applicants were divided into two tiers based on risk.

FY 2008 IBSGP Funding by Tier

Risk Tiers	FY 2008 Funding
Tier I	\$ 6,144,738
Tier II	\$ 5,027,512
Total	\$ 11,172,250

Eligibility

The only eligible grantees for the FY 2008 IBSGP are private operators providing transportation by an over-the-road bus. Companies with 250 or more over-the-road buses in operation and providing the highest volume of services to high-risk urban areas were placed in Tier I. All other applicants that met the minimum eligibility requirements were placed in Tier II.

Regardless of tier, eligibility for funding under this program was limited to applicants meeting one or both of the following criteria:

- Operate fixed route intercity bus transportation providing services to a defined Urban Areas Security Initiative (UASI) jurisdiction
- Operate a charter bus service using over-the-road buses and provide a minimum of **50 trips** annually to one or more defined UASI jurisdictions

Fixed route, intercity bus service is defined as passenger transportation service provided to the general public for compensation over specified, predetermined, and published routes between cities or terminals using over-the-road-buses.

Charter bus service is defined as a bus service that operates neither over fixed routes nor on regular schedules. A charter bus service is characterized by the rental of a bus and the services of a driver to a person or group where all passengers embark and disembark at the same point. A charter bus service must use over-the-road buses.

An **over-the-road bus** is defined as a vehicle designated for long-distance transportation of passengers, characterized by integral construction with an elevated passenger deck located over a baggage compartment and at least 35 feet in length with a capacity of more than 30 passengers.

A list of FY 2008 IBSGP grant recipients is provided at the end of this document.

Program Highlights

The FY 2008 IBSGP also supports strengthening emergency operations planning and citizen protection capabilities, and assists in addressing security priorities specific to the operations of intercity buses.

Program Coordination

The following organizations were involved in developing the FY 2008 IBSGP guidance:

- Department of Homeland Security
 - Federal Emergency Management Agency
 - Transportation Security Administration
- Department of Transportation
- Federal Motor Carrier Safety Administration



Homeland Security

FY 2008 Urban Areas Security Initiative (UASI) Nonprofit Security Grant Program (NSGP)

Overview

The Department of Homeland Security's (DHS) Urban Areas Security Initiative (UASI) Nonprofit Security Grant Program (NSGP) is an important component of the Administration's larger, coordinated effort to strengthen the Nation's overall level of preparedness. NSGP provides funding to strengthen the security of nonprofit organizations that are deemed at high risk of a potential terrorist attack and are located within one of the specific UASI-eligible urban areas.

*In FY 2008, the DHS Nonprofit Security Grant Program will provide approximately **\$15 million** to strengthen the security of nonprofit organizations deemed at high risk of a potential attack from terrorists.*

Purpose

The FY2008 NSGP provides funding support for target-hardening activities to nonprofit organizations that are deemed at high risk of a potential terrorist attack. While this funding is provided specifically to high-risk nonprofit organizations, the program seeks to integrate nonprofit preparedness activities with broader State and local preparedness efforts. It is also designed to promote coordination and collaboration in emergency preparedness activities among public and private community representatives, State and local government agencies, and Citizen Corps Councils.

Funding

The UASI Nonprofit Security Grant Program will provide \$15 million to high-risk nonprofit organizations. Each nonprofit organization may apply through the State for a grant award of up to \$75,000.

Eligibility

Nonprofit, 501(c) (3) organizations that are at deemed high risk of a potential terrorist attack and are located within one of the specific FY08 UASI-eligible Urban Areas are eligible to submit applications through their State Administrative Agency (SAA).

Criteria for determining eligible applicants who are at high risk of terrorist attack include, but are not limited to:

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- Identification and substantiation (e.g. police reports or insurance claims) of prior threats or attacks against the nonprofit organization or closely related organizations (within or outside the U.S.) by a terrorist organization, network, or cell
 - Symbolic value of the site(s) as a highly recognized national or historical institution that renders the site a possible target of terrorism
 - Role of the applicant nonprofit organization in responding to or recovering from terrorist attacks
 - Findings from previously conducted risk assessments including threat, vulnerability or consequence

Not all eligible nonprofit organizations and UASI communities are guaranteed to receive funding under the FY 2008 NSGP. Allocation decisions will be made based on risk and how well applicants address program requirements through their investment justifications.

Program Highlights

NSGP funds must be used for target-hardening activities, which can be accomplished through training or the purchase or installation of security equipment on real property owned or leased by the nonprofit organization. Allowable equipment is limited to physical security enhancements (e.g. alarm systems, bulletproof doors or windows) or inspection and screening systems (e.g. walk-through magnetometers and conveyor-belt x-ray systems used to screen personnel and packages for hazardous materials/devices). Additionally, nonprofit organization security personnel may use NSGP funds to attend security-related training courses and programs. Allowable training-related costs under NSGP are limited to attendance fees for the training, and related expenses, such as materials, supplies, and/or equipment. Overtime, backfill, and/or travel expenses are not allowable costs. Allowable training topics are limited to the protection of CI/KR, including physical and cyber security, target hardening, and terrorism awareness/employee preparedness.

Nonprofit organizations must agree to match 25 percent of Federal grant funds in cash or through equivalent, related training. If Federal grant funds are used to support training projects, awardees must meet the matching requirement through cash. In no event can regular personnel costs such as salary, overtime, or other operational costs unrelated to training be used to satisfy the matching requirement.

The period of performance is **24 months** from the date of award.

Application Process and Evaluation Criteria

Applicants must submit Investment Justifications for funding requests that address the above criteria, as well as specific information on what activities will be implemented, what outcomes will be achieved, how the investment will be managed, and how the investment and related security enhancement activities are being coordinated with relevant State and local authorities.

Applications will be reviewed in two phases:

- 1) Prior to application submission, applications will be reviewed and prioritized by the SAA, in coordination with the Urban Area Working Group and the local Citizen Corps Council.

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- 2) A panel of DHS evaluators will then review the prioritized applications and make final determinations.

SAs must submit applications for the FY 2008 UASI Nonprofit Security Grant Program online at www.grants.gov by 11:59 p.m. EDT on May 1, 2008. DHS will evaluate and act on applications within 90 days of the submission deadline.



Homeland Security

FY 2008 Operation Stonegarden (OPSG)

Overview

The Department of Homeland Security's (DHS) Operation Stonegarden (OPSG) focuses on enhancing law enforcement preparedness and operational readiness along the land borders of the United States. OPSG provides funding to designated localities to enhance cooperation and coordination among federal, state, tribal and local law enforcement agencies to secure the United States' land borders.

In Fiscal Year 2008, DHS will award \$60 million to strengthen coordination efforts among law enforcement agencies along the land borders of the United States.

Purpose

FY 2008 OPSG provides a flexible framework of funding to support operational efforts along our nation's land borders. This funding supports land border jurisdictions in achieving a greater capability to prevent, protect against, and respond to border security issues, encouraging local operational objectives and capabilities to enhance federal and State Homeland Security Strategies, and continuing the distinct capability enhancements required for border security and protection.

Funding

As an element of the FY 2008 State Homeland Security Program, OPSG will provide \$60 million to support operational efforts along our nation's land borders.

Eligibility

United States land borders are defined as those border counties, towns, and cities of southwestern states that border Mexico and those northern states that border Canada, including Alaska. However, only local units of government at the county or equivalent level of local government may apply for OPSG funds through their State Administrative Agency (SAA). The authorized representative of the SAA must apply for FY 2008 OPSG through the Grants.gov system at <http://www.grants.gov>.

Note: Not all applicants are guaranteed to receive funding under the FY 2008 OPSG. OPSG awards will be made on a competitive basis, and DHS will announce final award amounts by state and by local border county or equivalent local unit of government. Each application will be reviewed by a panel of federal representatives. Funding allocations will be determined by an assessment of risk and the applicant's Budget Narrative Worksheet and Operations Order addressing the application criteria.

Program Highlights

OPSG funds must be used to increase federal, state, tribal and local law enforcement cooperation supporting the prevention of and operational response to illegal activities along our nation's land borders. Allowable expenses include: operational overtime, equipment, vehicle/equipment maintenance, fuel for border/near border law enforcement activities, and National Guard deployments in support of border security activities. The period of performance is 36 months from the date of award.

Application Process and Evaluation Criteria

To leverage local knowledge and understanding of border risk, applications will be completed in a two-phase process:

- Phase One: Eligible local border counties or the equivalent will create applications consisting of a Budget Narrative Worksheet and Draft Operations Order. Applications must be created in coordination with state and federal law enforcement agencies, including but not limited to Customs and Border Protection. Completed applications must be forwarded electronically to the SAA by **April 1, 2008** for review and consolidation.
- Phase Two: The SAA will be the central repository for all applications from local border counties within the state. The SAA will review each application for completeness and adherence to programmatic guidelines. The SAA then will create a summary document as part of its application to DHS identifying:
 - Individual border county or equivalent local unit of government applicants
 - Requested funding amounts
 - The aggregate total of requested funding representing the summary of all eligible applicants within the state

Each eligible applicant's Budget Narrative Worksheet and Draft Operations Order will be forwarded as an attachment to the final application submitted by the SAA to DHS. SAAs must submit final applications for the FY 2008 Operation Stonegarden grant online at www.grants.gov by 11:59 p.m. EST on **May 1, 2008**. DHS will evaluate and act on applications within 90 days of the submission deadline.

Evaluation Process:

Each application will be reviewed by a panel of federal representatives. Funding allocations will be determined using an assessment of risk and the applicant's Budget Narrative Worksheet and Operations Order in addressing applicable application criteria.

- Evaluation Criteria:
 - Draft Operations Order and Budget Narrative Worksheet
 - Compliance with all administrative requirements



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Port Security Grant Program (PSGP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Maritime Security.

*In Fiscal Year 2008, the DHS IPP will award **approximately \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies that could impact the nation's critical infrastructure and key*

The FY 2008 Port Security Grant Program (PSGP) is one component of the DHS IPP. Other components include the FY 2008 Transit Security Grant Program, Intercity Bus Security Grant Program, Intercity Passenger Rail Grant Program, Freight Rail Security Grant Program, Trucking Security Program, and Buffer Zone Protection Program.

Purpose

The purpose of the FY 2008 PSGP is to create a sustainable, risk-based effort for the protection of critical port infrastructure from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause a major disruption to commerce.

Funding

The FY 2008 PSGP will provide \$388,600,000 for port security grants, including \$5,600,000 to high-capacity ferry systems.

Eligibility

46 USC 70107 states that all entities covered by an Area Maritime Security Plan (AMSP)¹ may submit an application for consideration of funding. However, Congress has also specifically directed DHS to apply these funds to the highest risk ports. In support of this, the PSGP includes a total of 103 specifically identified critical ports, representing approximately 95 percent of the foreign waterborne commerce of the United States. Based upon Coast Guard recommendations, these ports are aggregated into 74 discrete port funding areas. As described below, "All Other Port Areas" covered by an AMSP are eligible to apply for grants from a PSGP funding pool created for that purpose. All Other Port Areas within Groupings I through III will be eligible to receive funds from their geographically proximate higher Group if

¹ For purposes of the FY 2008 PSGP, 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 US Coast Guard utilizing the MSRAM tool.

the project has regional impact, but not from both funding groups for the same project. Additionally, under a fifth risk group eligible ferry systems may also apply for funding.

Eligible ferry system identified in Table 4 in the FY 2008 Transit Security Grant Program (TSGP) guidance that elect to participate and receive funds under the FY 2008 TSGP cannot participate in the FY 2008 Port Security Grant Program (PSGP), and will not be considered for funding under the FY 2008 PSGP.

Within the PSGP, the following entities are specifically encouraged to apply:

- Owners or operators of federally regulated terminals, facilities, US inspected passenger vessels or ferries as defined in the Maritime Transportation Security Act (MTSA) 33 Code of Federal Regulations (CFR) Parts 101, 104, 105, and 106
- Port authorities or other State and local agencies that provide layered security² protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan
- Consortia composed of local river organizations, ports and terminal associations, and other local stakeholder groups representing federally regulated ports, terminals, US inspected passenger vessels or ferries that provide layered security protection to federally regulated facilities in accordance with an AMSP or a facility or vessel security plan

See Attachment 1 for a list of FY 2008 PSGP port groupings.

Program Highlights

The FY 2008 PSGP assists in addressing the following security priorities specific to the port environment:

- Expand the emphasis on port-wide partnerships, regional management of risk, and business continuity/resumption of trade
- Prioritize port-wide security strategies and actions that address surface water, underwater, and land-based threats
- Target best risk-mitigation strategies achieving sustainable port-wide security and business continuity/resumption of trade planning
- Provide the basis for aligning specific grant-funded security projects under this and future year PSGP awards with the broader requirements of the Area Maritime Security Plans (AMSP)
- Mitigate high-consequence risks and enhance security of high-capacity ferry systems.

During FY 2008, DHS will continue its effort to encourage and help coordinate port security planning efforts, such as the Area Maritime Security Plans, with complementary initiatives underway at the State and Urban Area levels. This will also be an important evolution of the PSGP – from a program that is primarily focused on the security of individual facilities within ports, to a port-wide risk management/mitigation and continuity-of-operations/resumption-of-trade program that is fully integrated into the broader regional planning construct that forms the core of the Urban Area Security Initiative (UASI), as well as applicable statewide initiatives.

² For purposes of the FY 2008 PSGP, layered security means an approach that utilizes prevention and detection capabilities of organizations within a port-wide area to provide complete security solutions to regulated entities. There are three kinds of organizations that provide port-wide layered security: a port authority, state and local governments, and consortia or associations that represent MTSA regulated entities as defined in 33 CFR Parts 101, 104, 105, and 106.

Program Coordination

In developing the FY 2008 PSGP guidance, DHS coordinated with the following entities:

- Department of Homeland Security
 - Federal Emergency Management Agency
 - United States Coast Guard
 - Transportation Security Administration
 - Office of Infrastructure Protection
 - Office of Intelligence and Analysis
 - Domestic Nuclear Detection Office
- Department of Transportation
 - Maritime Administration

Attachment 1: FY 2008 PSGP Port Groupings

Group	State/Territory	Port Area	Allocation
Group I	CA	Bay Area	\$25,533,655
		Los Angeles-Long Beach	\$36,390,481
	DE/NJ/PA	Delaware Bay	\$19,114,279
	LA	New Orleans	\$29,417,915
	NY/NJ	New York-New Jersey	\$43,397,694
	TX	Houston-Galveston	\$30,794,672
	WA	Puget Sound	\$26,001,293
Group II	AL	Mobile	\$2,804,667
	CA	San Diego	\$2,898,611
	CT	Long Island Sound	\$4,314,180
	FL	Jacksonville	\$5,751,002
		Miami	\$2,886,495
		Panama City	\$1,594,855
		Pensacola	\$1,610,600
		Port Canaveral	\$2,909,393
		Port Everglades	\$4,216,566
		Tampa Bay	\$2,306,085
	GA	Savannah	\$5,035,434
	HI	Honolulu	\$4,528,068
	IL/IN	Southern Tip of Lake Michigan	\$6,247,652
	KY	Louisville	\$1,514,159
	LA	Lake Charles	\$3,943,330
		Port Fourchon/LOOP	\$2,903,914
	MA	Boston	\$4,520,703
	MD	Baltimore	\$6,239,205
	MI	Detroit	\$1,520,647
	MN	Minneapolis-St. Paul	\$2,020,111
	MN/WI	Duluth-Superior	\$1,906,599
	MO	Kansas City	\$1,550,745
		St. Louis	\$2,495,586
	NC	Morehead City	\$1,683,035
		Wilmington	\$5,398,899
	NY	Albany	\$1,948,137
		Buffalo	\$1,421,504
	OH	Cincinnati	\$1,706,352
		Cleveland	\$1,412,620
		Huron	\$2,748,724
	OR/WA	Columbia-Willamette River System	\$3,110,542
	PA	Pittsburgh	\$2,308,800
	PR	Ponce	\$1,974,912
	SC	Charleston	\$5,230,224
	TN	Memphis	\$2,407,360
		Nashville	\$1,469,726
	TX	Corpus Christi	\$6,632,460
		Freeport	\$3,281,177
		Sabine-Neches River	\$6,601,994
	VA	Hampton Roads	\$6,741,073
WV	Huntington	\$2,253,555	

Group	State/Territory	Port Area	Allocation
Group III	AK	Anchorage	\$19,150,310
		Valdez	
		Nikishka	
	CA	Port Hueneme	
	FL	Palm Beach	
	GA	Brunswick	
	GU	Apra Harbor	
	IN	Mount Vernon	
	ME	Portland	
		Searsport	
	MI	Muskegon	
	MS	Greenville	
		Gulfport	
		Pascagoula	
		Vicksburg	
	NH	Portsmouth	
	OH	Toledo	
	OK	Tulsa	
	PR	San Juan	
	RI	Providence	
	TN	Chattanooga	
Brownsville			
Port Lavaca-Point Comfort			
TX	Victoria		
	Green Bay		
WI	Milwaukee		
All Others	Eligible entities not located within one of the port areas identified above, but operating under an Area Maritime Security Plan, are eligible to compete for funding within "All Others" Group.		\$19,150,000
Ferry Systems	Nineteen (19) high capacity ferry systems in thirteen (13) port areas are eligible to receive funds through the FY 2008 PSGP.		\$5,600,000
Total			\$388,600,000



Homeland Security

Fiscal Years 2007 and 2008 Regional Catastrophic Preparedness Grant Program (RCP)

Overview

The Department of Homeland Security's (DHS) Regional Catastrophic Preparedness Grant Program (RCP) is an important component of the Administration's larger, coordinated effort to enhance emergency planning and strengthen the nation's overall level of preparedness. RCP provides funding to advance catastrophic incident preparedness to Tier I and designated Tier II Urban Areas Security Initiative (UASI) Urban Areas.

In Fiscal Year 2008, DHS will award approximately \$60 million to Tier I and designated Tier II Urban Areas Security Initiative jurisdictions and other participating governments to develop all-hazard regional catastrophic event plans and to advance catastrophic incident preparedness.

The goal of RCP is to support an integrated planning system that enables regional all-hazard planning for catastrophic events and the development of necessary plans, protocols, and procedures to manage a catastrophic event.

Objectives include:

- Creating regional planning processes and planning communities through the establishment of a Regional Catastrophic Planning Team (RCPT)
- Identifying and assessing priority areas of concern using both capabilities-based and scenario-based planning models
- Developing enhanced regional plans and addressing shortcomings in jurisdiction plans to support both the management of a catastrophic event and to enable enduring government
- Linking planning efforts to resource allocations

Funding

RCP provides \$60,092,500 to advance catastrophic incident preparedness to address all threats and hazards in collaboration with federal, state, and local partners. \$29,000,000 will be provided to Tier I UASI Urban Areas and \$31,092,500 will be allocated among Tier I Urban Areas and designated Tier II UASI Urban Areas. The complete list of RCP FY 2007 and 2008 funding allocations is attached to this fact sheet.

Eligibility

Tier I and designated Tier II Urban Areas are eligible for funding under the RCP.

- Initial focus is on FY 2007 Tier I Urban Areas as defined by DHS: New York City/Northern New Jersey Area; National Capital Region; Chicago Area; Houston Area; Los Angeles Area; Bay Area

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- Four Tier II Urban Areas have been designated by DHS for FY 2008 RCP funding: Boston Area; Seattle Area; Norfolk Area; Honolulu Area
 - Each Urban Area will be expected to expand the area to include at least the Census Combined Statistical Area to ensure planning addresses the anticipated impact of a catastrophic event
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Program Highlights

The Regional Catastrophic Preparedness Grant Program (RCP) centers on highest risk Urban Areas and surrounding regions where its impact will have the most significant effect on our nation's collective security and resilience. It will complement ongoing state and Urban Area efforts, address Post-Katrina Emergency Management Reform Act (PKEMRA) mandates, and support initiatives underway within FEMA's Disaster Operations (DOP), Disaster Assistance (DAD), Mitigation and Logistics Directorates, the DHS Incident Management Planning Team (IMPT), the DHS Office of Infrastructure Protection and other Federal planning and preparedness agencies.

RCP is one tool among a comprehensive set of measures authorized by Congress and implemented by the administration to help strengthen the nation against risks associated with catastrophic events.

Timeline

- Congressional Approval – **December 26, 2007**
 - Program Guidance Release – **February 1, 2008**
 - Application Period Begins – **February 1, 2008**
 - Program Kickoff – **March 1, 2008**
 - Applications Due to DHS – **May 1, 2008**
 - Final Cooperative Agreements Issued – **July 30, 2008**
-

Federal Support

To support this program, DHS will:

- Develop planning guidance
- Provide direct support as appropriate, to include Technical Assistance and Modeling

Program Coordination

The RCP will involve coordination from the following federal departments and agencies:

- Department of Homeland Security
 - Office of Infrastructure Protection
 - Federal Emergency Management Agency
 - National Preparedness Directorate
 - Disaster Operations Directorate
 - Mitigation Directorate
 - Logistics Management Directorate
 - Disaster Assistance Directorate

FY 2007 and FY 2008 Regional Catastrophic Preparedness Grant Program (RCP) Allocations

Tier I Urban Areas	FY 2007	FY 2008
New York City / Northern New Jersey Area (to include the New York-Newark-Bridgeport, NY-NJ-CT-PA Combined Statistical Area)	\$4,000,000	\$2,000,000
National Capital Region (to include the Washington-Baltimore-Northern Virginia, DC-MD-VA-WV Combined Statistical Area, as well as WV and PA)	\$4,000,000	\$2,000,000
Chicago Area (to include the Chicago-Naperville-Michigan City, IL-IN-WI Combined Statistical Area)	\$4,000,000	\$2,000,000
Houston Area (to include the Houston-Baytown-Huntsville, TX Combined Statistical Area)	\$4,000,000	\$2,000,000
Los Angeles / Long Beach Area (to include the Los Angeles-Long Beach-Riverside, CA Combined Statistical Area)	\$4,000,000	\$2,000,000
Bay Area (San Jose-San Francisco-Oakland, CA Combined Statistical Area)	\$4,000,000	\$2,000,000
Competitive Allocation of Remaining Funds	\$5,000,000	\$6,000,000

Tier II Urban Areas	FY 2007	FY 2008
Boston Area (to include the Boston-Worcester-Manchester, MA-RI-NH Combined Statistical Area)	N/A	\$2,000,000
Seattle Area (to include the Seattle-Tacoma-Olympia, WA Combined Statistical Area)	N/A	\$2,000,000
Norfolk Area (to include the Norfolk-Virginia Beach-Newport News, VA-NC Metropolitan Statistical Area)	N/A	\$2,000,000
Honolulu Area (to include the State of Hawaii)	N/A	\$2,000,000
Competitive Allocation of Remaining Funds	N/A	\$5,092,500

Technical Assistance	FY 2007	FY 2008
Direct Support Activities to Tier I Urban Areas Participating in the Program	\$6,000,000	N/A
Direct Support Activities to Tier II Urban Areas Participating in the Program	N/A	\$2,910,000



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Transit Security Grant Program (TSGP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Transportation Security.

*In Fiscal Year 2008, the DHS IPP will award **approximately \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies that could impact the nation's critical infrastructure and key*

The FY 2008 Transit Security Grant Program (TSGP) is one component of the DHS IPP. Other components include the FY 2008 Port Security Grant Program, Intercity Bus Security Grant Program, Intercity Passenger Rail Program, Freight Rail Security Grant Program, Trucking Security Program, and Buffer Zone Protection Program.

Purpose

The purpose of the FY 2008 TSGP is to create a sustainable, risk-based program for the protection of transit systems and the traveling public from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause a major loss of life and severe disruption.

Funding

- Provides \$388,600,000 to protect critical rail transit, ferry and intracity bus transit infrastructure from terrorism. In addition, TSGP provides \$15,000,000 to improve security in freight rail carriers; and \$25,000,000 to Amtrak for intercity passenger rail security.
-

Eligibility

The Governor of each State and Territory has designated a State Administrative Agency (SAA) to apply for and administer funds under the TSGP. The SAA is the only agency eligible to apply for TSGP funds, and is also responsible for obligating TSGP funds to the appropriate individual transit agencies within forty five (45) days of the receipt of funds.¹

¹ For purposes of the FY 2008 TSGP, receipt of funds means the date on which funds are available for expenditure (e.g., all special conditions prohibiting obligation, expenditure and draw down have been removed).

As part of the FY 2008 TSGP, DHS will use a risk-based approach to allocate TSGP funding on a regional basis. This approach will apply TSGP resources to generate the highest return on investment and, as a result, strengthen the security of the nation's transit systems in the most effective and efficient manner. As in previous years, regions are divided into two tiers based on risk. For rail transit systems, particular emphasis is placed on the passenger volume of the system and the presence of high-consequence underwater and underground infrastructure. For intracity bus transit systems, the focus is on ridership and the number of buses in the fleet.

Certain ferry systems are eligible to participate in the FY 2008 TSGP, and receive funds under the Tier I cooperative agreement process. However, any ferry system electing to participate and receive funds under the FY 2008 TSGP **cannot participate in the FY 2008 Port Security Grant Program (PSGP)**, and will not be considered for funding under the FY 2008 PSGP. Likewise, any ferry system that participates in PSGP cannot be considered for funding under TSGP.

The table below summarizes the funding available through the FY 2008 TSGP by tier and mode.

TSGP FY 2008 Available Funding

Transportation Mode	FY 2008 Funding
Tier I: rail, ferry & intracity bus	\$312,000,000
Tier II: rail & Intracity bus	\$36,600,000
Amtrak	\$25,000,000
Freight Rail Security	\$15,000,000
TOTAL	\$388,600,000

See Attachment 1 for a list of eligible rail, ferry and intracity bus transit systems by tier, State, and urban area.

Program Highlights

Based upon ongoing intelligence analysis, extensive security reviews, consultations with the transit industry and Congressional direction, DHS once again intends 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 2007.

DHS has also identified priority project types and placed them into groups based on their effectiveness to reduce risk. Certain types of projects that are effective at addressing risk will be given priority consideration for funding. These groups have been 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.

Priority Group #	Description	Project Types
1	Training, Operational Deterrence, Drills, Public Awareness Activities	<ul style="list-style-type: none"> • Developing Security Plans • Training (Basic before Follow-On): <ul style="list-style-type: none"> ○ Security Awareness ○ DHS-Approved Behavior Recognition Detection Courses ○ Counter-Surveillance ○ Immediate Actions for Security Threats/Incidents • Employee Security Threat Assessments (e.g. background checks) • Operational Deterrence² <ul style="list-style-type: none"> ○ Canine Teams ○ Mobile Explosives Screening Teams ○ VIPR Teams • Crowd Assessment • Public Awareness
2	Multi-User High-Density Key Infrastructure Protection	<p>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:</p> <ul style="list-style-type: none"> • Tunnel Hardening • High-Density Elevated Operations • Multi-User High-Density Stations
3	Single-User High-Density Key Infrastructure Protection	<ul style="list-style-type: none"> • Hardening of SCADA systems • Anti-terrorism security enhancement measures for: <ul style="list-style-type: none"> ○ High-Density Stations ○ High-Density Bridges
4	Key Operating Asset Protection	<ul style="list-style-type: none"> • Physical Hardening of Control Centers <ul style="list-style-type: none"> ○ Bollards ○ Stand off ○ Access Control • Secure Parked trains, engines, and buses <ul style="list-style-type: none"> ○ Bus/Rail Yards • Maintenance Facilities

Program Coordination

The following entities were involved in developing the FY 2008 TSGP guidance:

² Per PL 110-53 Section 1406(b)(2)(G), operational costs can total no more than 10 percent of the **total** grant funds received by a public transportation agency in any 1 year.

- Department of Homeland Security
 - Federal Emergency Management Agency
 - Transportation Security Administration
 - United States Coast Guard
 - Office of Infrastructure Protection
 - Office of Intelligence and Analysis
 - Domestic Nuclear Detection Office
- Department of Transportation
 - Federal Transit Administration

Attachment 1: FY 2008 TSGP Funding Allocations
Eligible Rail, Ferry and Intracity Bus Transit Agencies and Law Enforcement Agencies

Tier	State	Urban Area	Eligible System	Transit Security Provider*	FY 2008 Target
I	CA	Bay Area	Alameda-Contra Costa Transit District (AC Transit)	Alameda County Sheriff's Office	\$28,259,722
				Contra Costa County (CA) Office of the Sheriff	
			Altamont Commuter Express (ACE)		
			Bay Area Rapid Transit (BART)	BART Police Department	
			Central Contra Costa Transit Authority		
			City of Alameda Ferry Services (Blue and Gold Lines Fleet)		
			City of Vallejo Transportation Program (ferry only)		
			Golden Gate Bridge, Highway and Transportation District (including Ferry)		
			Transbay Joint Powers Authority		
			Peninsula Corridor Joint Powers Board (Caltrain)		
			San Francisco Municipal Railway (MUNI)	San Francisco Police Department	
			San Mateo County Transit Authority (SamTrans)		
			Santa Clara Valley Transportation Authority (VTA)		
		Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	Catalina Passenger Service		
			City of Los Angeles Department of Transportation		
			Foothill Transit		
			Long Beach Transit		
			Los Angeles County Metropolitan Transportation Authority	Los Angeles Sheriff's Department	
			Orange County Transportation Authority (OCTA)	Orange County Sheriff's Department	
			Santa Monica's Big Blue Bus		
	DC/MD/VA**	Greater National Capital Region (National Capital Region and Baltimore UASI Areas)	City of Alexandria (Alexandria Transit Company)		
			Fairfax County Department of Transportation		
			Maryland Transit Administration (MTA)	Maryland MTA Police Department	
			Montgomery County Department of Transportation		
			Potomac and Rappahannock Transportation Commission		
			Prince George's County Department of Public Works and		

		Transportation		
		Virginia Railway Express (VRE)		
		Washington Metropolitan Area Transit Authority	Metro Transit Police Department	
GA	Atlanta Area	Georgia Regional Transportation Authority		\$6,399,055
		Metropolitan Atlanta Rapid Transit Authority (MARTA)	MARTA Police Department	
IL/IN***	Chicago Area	Chicago Transit Authority (CTA)	Chicago Police Department	\$24,856,829
		Northeast Illinois Commuter Railroad Corporation (METRA)	METRA Police Department	
		Northern Indiana Commuter Transportation District (NICTD)		
		PACE Suburban Bus		
MA	Boston Area	Massachusetts Bay Transportation Authority (MBTA) (including Ferry)	MBTA Transit Police Department	\$29,259,896
NY/NJ/CT****	New York City/Northern New Jersey Area (New York City and Jersey City/Newark UASI Areas)	Connecticut Department of Transportation		\$153,256,664
		Metropolitan Transportation Authority (MTA) New York City Transit (Subway)	New York City Police Department (NYPD)	
		MTA New York City Transit (Bus)	New York City Police Department (NYPD)	
		MTA Bus	MTA Police Department	
		MTA Suburban Bus Authority	MTA Police Department	
		MTA Metro-North Commuter Railroad Company	MTA Police Department	
		MTA Long Island Railroad	MTA Police Department	
		New Jersey Transit Corp. (NJT)	NJT Police Department	
		New York City Department of Transportation (Ferry)		
		Port Authority of New York and New Jersey (PANYNJ) (including Ferry)	Port Authority Police Department	
		Westchester County Department of Transportation		
PA/NJ*****	Philadelphia Area	Delaware River Port Authority (DRPA)		\$18,553,816
		Southeast Pennsylvania Transportation Authority	SEPTA Police Department	
		Pennsylvania Department of Transportation		
		New Jersey Transit	NJT Police Department	

Tier	State	Urban Area	Eligible System	FY 2008 Target	
II	AZ	Phoenix Area	City of Phoenix Public Transit Department	\$36,600,000	
			Valley Metro Regional Public Transportation Authority (Valley Metro)		
		Tucson Area	City of Tucson Transit		
	CA	Sacramento Area	Sacramento Regional Transit District		
			San Diego Area		North San Diego County Transit District (NCTD)
		San Diego Metropolitan Transit System (MTS)			
	CO	Denver Area	Regional Transportation District		
	FL	Jacksonville Area	Jacksonville Transportation Authority		
			Miami/Fort Lauderdale (Miami and Fort Lauderdale UASI Areas)		Broward County Division of Mass Transit
					Miami-Dade Transit
		Orlando Area	South Florida Regional Transportation Authority (Tri-Rail)		
			Central Florida Regional Transportation Authority		
		Tampa Area	Hillsborough Area Regional Transit Authority (HART)		
			Pinellas Sun Coast Transit Authority		
	HI	Honolulu Area	City and County of Honolulu Department of Transportation Services		
	LA	New Orleans Area	Jefferson Parish Department of Transportation		
			New Orleans Regional Transit Authority (NORTA)		
	MI	Detroit Area	City of Detroit Department of Transportation		
			Detroit Transportation Corporation		
			Suburban Mobility Authority for Regional Transportation		
	MN	Twin Cities Area	Metro Transit		
	MO	St. Louis Area	Bi-State Development Agency (Metro)		
			Madison County Transit District		
	NV	Las Vegas Area	Regional Transportation Commission of Southern Nevada		
	NY	Buffalo Area	Niagara Frontier Transp. Authority		
	NC	Charlotte Area	Charlotte Area Transit System (CATS)		
	OH	Cincinnati Area	Southwest Ohio Regional Transit Authority		
			Transit Authority of Northern Kentucky		
		Cleveland	The Greater Cleveland Regional Transit Authority		
	OR	Portland Area	Clark County Public Transportation Benefit Area (C-TRAN)		
			Tri-County Metropolitan Transportation District (Tri-Met)		
	PA	Pittsburgh Area	Port Authority of Allegheny County		
RI	Providence Area	Rhode Island Public Transit Authority			
TN	Memphis Area	Memphis Area Transit Authority			
TX	Dallas/Fort Worth/Arlington Area	Dallas Area Rapid Transit (DART)			
		Fort Worth Transportation Authority (The T)			
		Trinity Railway Express (TRE)			

		Houston Area	Metropolitan Transit Authority of Harris County	
		San Antonio Area	VIA Metropolitan Transit	
	VA	Norfolk Area	Hampton Roads Transit	
	WA	Seattle Area	Central Puget Sound Regional Transit Authority (Sound Transit)	
			King County Department of Transportation	
			Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	
			Snohomish County Transportation Benefit Area Corporation (Community Transit)	
	WI	Milwaukee Area	Milwaukee County Transit System	
			Amtrak	\$25,000,000
			Freight Rail	\$15,000,000
			Total	\$388,600,000

*Certain law enforcement agencies that are principal providers of transit security to a Tier I system are eligible sub-recipients of the transit agencies.



Homeland Security

FY 2008 Infrastructure Protection Program (IPP) Trucking Security Program (TSP)

Enhancing the Collective Preparedness of the Nation

The Department of Homeland Security's (DHS) Infrastructure Protection Program (IPP) is an important component of the Administration's larger, coordinated effort to strengthen the security of America's critical infrastructure and key resources. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives. Of particular significance are the National Preparedness Guidelines and its associated work products, the National Infrastructure Protection Plan, and the National Strategy for Transportation Security.

*In FY 2008, the DHS IPP will award **over \$852.4 million** to strengthen the nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.*

The FY 2008 Trucking Security Program (TSP) is one component of the DHS IPP. Other components include the FY 2008 Transit Security Grant Program, Port Security Grant Program, Intercity Bus Security Grant Program, Intercity Passenger Rail Program, Freight Rail Security Grant Program, and the Buffer Zone Protection Program.

Purpose

The purpose of the FY 2008 TSP is to provide skills and training to highway sector professionals in support of the National Preparedness Guidelines and National Priorities. Its goal is to support a sustainable national program to enhance security and overall preparedness on our nation's highways.

Funding

- Provides \$15,544,000 for an anti-terrorism and security awareness program for highway professionals in support of the National Preparedness Guidelines.
-

Eligibility

Anyone is eligible to apply for program funding as long as they can demonstrate that they are able to support all five funding priority areas: participant identification and recruitment, planning, training, communications, and information analysis and distribution for an anti-terrorism and security awareness program.

Program Highlights

FY 2008 Trucking Security Program funds will be awarded competitively. The program will recruit/train highway professionals to identify and report security and safety situations on our nation's roads through an anti-terrorism and security awareness program.

Successful grant applicants will demonstrate that they are able to recruit highway professionals, develop and update training programs, maintain a full service 24/7 call center, and maintain the Highway Information Sharing and Analysis Center for an anti-terrorism and security awareness program.

Program Coordination

The following entities were involved in developing the FY 2008 TSP guidance:

- Department Of Homeland Security
 - Federal Emergency Management Agency
 - Transportation Security Administration
- Department Of Transportation
 - Federal Motor Carrier Safety Administration