



TRANSIT SECURITY GRANT PROGRAM

FUNDS AVAILABLE

\$87 MILLION

APPLY BY MAY 19, 2015

GRANT HIGHLIGHTS

The Transit Security Grant Program (TSGP) is a competitive grant program that provides funds to eligible, publicly-owned operators of public transportation (which include intra-city 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 to increase the resilience of transit infrastructure.

A cost share/match is not required under this program. The performance period has been increased to three years.

WHO CAN APPLY

Agencies eligible for the FY 2015 TSGP are determined based upon daily ridership and transit systems that serve historically eligible Urban Areas Security Initiative (UASI) jurisdictions.

In order to be eligible, transit agencies must have developed and/or updated their security plan within the last three years. Entities providing transit security (e.g. city/county police department, transit agency's own police department) for a transit agency must approve the security plan. In addition, each Regional Transit Security Working Group is required to develop and update a Regional Transit Security Strategy at least every three years.

A list of eligible transit agencies may be found on pages 25-27 of the TSGP Notice of Funding Opportunity at:
http://www.fema.gov/media-library-data/1427939211890-e811e5884ff9e3a83d65cb95fec0a00/FY2015TSGP_NOFO.pdf

Eligibility does not guarantee grant funding.

PRIORITIES AND ALLOWABLE COSTS

Applicants are required to align funding to five mission areas identified in the National Preparedness Goal: **Prevention, Protection, Mitigation, Response and Recovery**. Among the project types that FEMA has identified as aligning with these are visual surveillance systems and interoperable communications, under the funding priority areas of “Multi-User High-Density Key Infrastructure Protection” and “Other Mitigation Activities,” respectively. The guidance notes that projects involving regional collaboration, such as interoperable communications, will receive a funding preference in the scoring.

A comprehensive listing of all allowable equipment categories may be found on the [Authorized Equipment List](#).

Interoperable Communications: Grantees and sub-grantees using FY 2015 TSGP funds to support emergency communications activities must comply with the most recent SAFECOM Guidance for Emergency Communication Grants, including provisions on technical standards that ensure and enhance interoperable communications
<http://www.safecomprogram.gov>.

Maintenance and Sustainment: Maintenance contracts, warranties, repairs, upgrades and user fees are allowable, but the coverage period of stand-alone contracts or extensions to an existing one must not exceed the performance period of the grant. The only exception is if the maintenance contract or warranty is purchased at the same time and under the same grant award as the original purchase of the system or equipment, then coverage may exceed the performance period.

Communications Towers: Construction of communications towers is permitted subject to compliance with all applicable Environmental Planning and Historical Preservation requirements.

Cybersecurity: Applicants are encouraged to propose projects to aid in implementation of all or part of the National Institute of Standards and Technology (NIST) Cyber Security Framework.

APPLICATION DEADLINE

Eligible applicants must submit completed applications by **May 19, 2015**. However, FEMA is encouraging applicants to make an initial submission to determine eligibility no later than **May 9, 2015**.

MOTOROLA SOLUTIONS OFFERS A PROVEN BASIS FOR YOUR APPLICATION

We offer a wide range of solutions to improve transportation infrastructure and help create safer cities and thriving communities, including:

- **Interoperable Two-Way Radios and Networks** — Project 25-compliant, mission-critical infrastructure supports daily operational communications with transportation department fleets, bus fleets and rail cars while enabling direct interoperability with local law enforcement and fire services in an emergency. Standards-based land mobile radio networks provide a high availability network for voice and GPS location services. These give transit operations personnel the ability to communicate with and track fleet status via a single network. Two-way radio solutions also enhance the performance of Intelligent Transportation Solutions to support Automatic Vehicle Location for bus operations, making residential and business district route schedules more reliable in areas where multi-modal mass transit is critical.
- **Video Surveillance Systems** — Protects transit patrons and personnel by providing a crime deterrent in and around rail stations, bus stops and on board buses and trains. Gives transportation operations personnel a real-time view of building congestion on transportation corridors. Video surveillance gives transportation engineers a “bird’s-eye” view into commuter behavior and response to traffic signage, lane and other highway conditions to make more intelligent decisions regarding highway design and flows. By increasing passenger safety and improving traffic conditions, video surveillance can have a direct impact on livability and working conditions for commuters within a region.

WE CAN HELP YOU

The team of funding experts at Motorola can help you apply for a government grant. We can identify areas of eligibility, answer your questions and offer advice on how to write an effective application. For current funding opportunities, proposal writing tips and step-by-step strategies, visit www.motorolasolutions.com/govgrants.

HOW TO APPLY

The initial submission to determine eligibility should be made on Standard Form 424 at www.grants.gov. The full application package should be submitted via the Non Disaster Grants system at <https://portal.fema.gov>.

As part of the FY 2015 TSGP application process, applicants must develop a formal IJ that addresses each initiative being proposed for funding. Agencies may also submit IJs for projects related to law enforcement providers that are not part of the public transportation agency. The IJ must demonstrate how proposed projects address gaps and deficiencies in current programs and capabilities and link to one or more core capabilities identified in the National Preparedness Goal. A Sample TSGP IJ Template may be found at:

http://www.fema.gov/media-library-data/1427980763039-81364d2b3406fb82e79678dc55c27a4e/FY2015TSGP_IJ.pdf

