



Homeland
Security

Fiscal Year (FY) 2007 Transit Security Grant Program (TSGP): Ferry Security Supplemental Frequently Asked Questions (FAQs)

What is the FY 2007 TSGP: Ferry Security Grant Supplemental (FSGS) improve homeland security?

The is FSGS is a component of the overall TSGP, which is one of five grant programs that constitute the Department of Homeland Security Fiscal Year 2007 Infrastructure Protection Program (IPP).¹ The IPP 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.

What is the purpose of the FY 2007 FSGS?

The purpose of the FY 2007 FSGS is to create a sustainable, risk-based effort for the protection of critical ferry passenger infrastructure from terrorism, with special emphasis on the use of explosives and non-conventional threats that would cause major loss of life and severe disruption of service.

Who is eligible to apply for funding under the FY 2007 FSGS?

The Governor of each State and territory has designated a State Administrative Agency (SAA) to apply for, and administer, funds from DHS. Accordingly, the relevant SAA is the only agent eligible to apply for the funds identified in this program announcement.

Nineteen (19) high capacity ferry systems in fourteen (14) regions are eligible to receive pass-through funds under the FY 2007 FSGS. In each of these fourteen regions, DHS identifies a specific target investment level, stated as a "not to exceed" dollar amount. See the attachment at the end of these FAQs for a list of eligible ferry systems and regional allocations.

¹ The IPP's other components include grants targeted for marine ports, transit systems, intercity bus companies, the trucking industry's Highway Watch program and the Buffer Zone Protection Program for other high-risk infrastructure facilities.

How much funding is being awarded through the FY 2007 FSGS?

A total of \$7.83 Million will be awarded through the FY 2007 FSGS.

What is the deadline for the FY 2007 FSGS to be submitted?

The application deadline for the FY 2007 FSGS is 11:59 PM EST, March 6, 2007.

How does an eligible applicant apply for the FY 2007 FSGS?

Applicants must apply for FY 2007 FSGS funding through www.grants.gov.

What are the priorities of the FY 2007 FSGS?

The funding priorities for the FY07 FSGS reflect the Department's overall investment strategy, in which two priorities have been paramount: risk-based funding and regional security cooperation.

First, and based upon ongoing intelligence analysis, extensive security reviews, consultations with the transit industry and Congressional direction, DHS has focused the FSGS on the highest-risk ferry systems. Eligible systems were identified using a comprehensive, empirically-grounded risk analysis model that is described below in the section regarding eligible recipients.

Second, DHS places a very high priority on ensuring that all FSGS applications reflect robust regional coordination and an investment strategy that institutionalizes regional security strategy integration. This priority is a core component in the Department's statewide grant programs and the Urban Area Security Initiative grants.

Several regions have more than one ferry operating agency. Close coordination of the FSGS investments in each of these cases will be a requirement for all successful applications. FY 2007 FSGS grants will elicit integrated proposals from eligible agencies in a given region. During the upcoming year, the United States Coast Guard (USCG) will work with successful grantees to strengthen and support the regional consultation processes.

In addition to these two overarching priorities, the Department identifies the following eight specific priorities as our highest priority selection criteria for the FY 2007 FSGS:

1. *Development and enhancement of capabilities to prevent, detect, and respond to and recover from terrorist attacks employing improvised explosive devices (IEDs) and vehicle borne improvised explosive devices (VBIEDs). IEDs and VBIEDs pose a threat of great concern to ferry systems and infrastructure across the Nation;*
2. *Mitigation of other high consequence risks identified through individual ferry system risk assessments;*
3. *Use of canine teams at the embarkation and exit points of a system;*

4. *Utilization of mobile technology for prevention and detection of explosives or other threats and hazards.* This may include implementation of technology-driven surveillance (e.g., closed circuit television -- CCTV);
5. *Development and enhancement of physical and perimeter security capabilities to deny access around maintenance facilities, dry docks, and piers;*
6. *Development of emergency response and preparedness capabilities in the event of a ferry being used as a weapon to inflict damage on critical infrastructure (e.g., to LNG terminals, piers or vital cargo shipping lanes);*
7. *Development and enhancement of training and awareness among ferry operators and employees.* Training and awareness should cover the detection and deterrence of efforts by terrorists to use ferries as a means to attack critical infrastructure and key resources;
8. *Public awareness training;* and,
9. *Efforts in support of the national preparedness architecture.*

What are the key differences between the FY 2007 FSGS and the FY 2006 FSGS?

The FY 2007 FSGS is a new, specialized component of the Transit Security Grant Program (TSGP). A distinct FSGS did not exist in FY 2006; ferry systems grants were wholly contained within the main TSGP last year. A separate *Program Guidance and Application Kit* document was released for the FSGS in FY 2007 in order to simplify the guidance and application process for this distinct element of the overall TSGP. In FY 2007, SAAs will submit distinct applications for the FSGS as a specialized component of the TSGP.

Do activities under the FY 2007 TSGP fall under the National Environmental Policy Act (NEPA) requirements?

NEPA requires DHS to analyze the possible environmental impacts of each construction project funded by a DHS grant. The purpose of a NEPA review is to weigh the impact of major Federal actions or actions undertaken using Federal funds on adjacent communities, water supplies, historical buildings, endangered species, or culturally sensitive areas prior to construction. Grantees may be required to provide additional detailed information on the activities to be conducted, locations, sites, possible construction activities, possible alternatives, and any environmental concerns that may exist. Results of the NEPA Compliance Review could result in a project not being approved for DHS funding, the need to perform an Environmental Assessment or draft an Environmental Impact Statement.

Are there additional resources available to assist in preparing an application?

DHS has included appendices within the Program Guidance that provide additional detailed guidance on key program requirements and the recommended format and content for application

submission requirements for the FY 2007 FSGS. It also provides a consolidated summary of other useful application resources common across all IPP components.

G&T maintains a Centralized Scheduling and Information Desk (CSID) Help Line. CSID is a comprehensive coordination, management, information, and scheduling tool developed by DHS through G&T for homeland security terrorism preparedness activities. Questions pertaining to the FY 2007 IPP application process should be directed to CSID. *The CSID can be contacted at 1-800-368-6498 or askcsid@dhs.gov. CSID hours of operation are from 8:00 am–6:00 pm (EST), Monday-Friday.*

Each applicant must submit a fully compliant application, which will undergo a preliminary review prior to final submission. DHS plans an extensive amount of outreach and support to applicant agencies to answer any questions about FSGS program requirements, and to assist agencies with filing the strongest possible applications.

FY 2007 FSGS Eligible Ferry Systems and Regional Allocations

State	Region	Eligible System	FY07 Regional Allocation
AK/WA ²	Juneau, Bellingham, Valdez	Alaska Marine Highway System	\$352,040
CA	Bay Area	Golden Gate Bridge, Highway and Transportation District	\$586,714
		City of Alameda Ferry Services (Blue and Gold Lines Fleet)	
		City of Vallejo Transportation Program	
	Greater Los Angeles Area (Los Angeles/Long Beach and Anaheim/Santa Ana UASI Areas)	Catalina Express, Inc.	\$122,581
CT/NY ³	Bridgeport, CT – Port Jefferson, NY	The Bridgeport & Port Jefferson Steamboat Company	\$414,350
	New London, CT – Orient Point, NY	Cross Sound Ferry	
DE/NJ ⁴	Cape May – Lewes	Cape May Ferry System	\$155,807
LA	New Orleans	Crescent City Connection Division - Louisiana Department of Transportation	\$325,000
MA	Boston	Massachusetts Bay Transportation Authority (MBTA)	\$400,960
	Woods Hole - Martha's Vineyard	Martha's Vineyard Ferry	\$274,120
NY/NJ ⁵	New York City/Jersey City/Newark	New York City Department of Transportation (Staten Island Ferry)	\$1,532,903
		New York Waterways	
		Port Authority of New York and New Jersey (PANYNJ)	
		SeaStreak	
NC	Cape Hatteras / Cherry Branch / Cedar Island / Ocracoke	All 14 terminals and ferries	\$429,685
TX	Houston	Texas DOT (Bolivar Roads Ferry)	\$599,793
VA	Jamestown – Scotland	Jamestown Ferry	\$235,444
WA	Seattle	Washington State Ferries	\$2,400,603

² The AK SAA will administer these funds.

³ The CT SAA will administer these funds.

⁴ The DE SAA will administer these funds.

⁵ The NY SAA will administer these funds.