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New Grant Opportunities for Transportation Security

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Hosted by Michael Paddock • Presented by Joseph Phelan • With Jeanne Smith of Genetec • Grants Office, LLC
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Welcome and Introductions

Michael Paddock:
Hello everyone, and welcome to New Grant Opportunities for Transportation Security. I'm Michael Paddock, CEO of Grants Office, and I want to welcome you to today's session. Before we get started, I want to very much thank our sponsor Genetec for sponsoring today's session and making it possible for us to bring you this information. We're going to be talking about a lot of different transportation-related funding today, as well as grant support that's available through Genetec. So, lots of good stuff.

Housekeeping

I have a few housekeeping items for you before we move on. First of all, as many of you know, you can listen hands-free over your computer speakers or headphones. There's no need to dial in as in days past. But if you do lose connection, you can go to the audio and video menu at the top of your screen to find alternative ways to connect to the audio. If you don't see an audio and video menu, you can go to “Show Menu Bar” at the very top there to find all of the menu options available to you.

Also, the session is being recorded, and the replay will be available immediately after the session at the URL that you registered at. Kate has already placed it in the chat. She'll be putting it through the chat again a couple of times throughout the course of today's session.

And lastly, if you have questions, you can use the question and answer interface at the bottom right-hand corner of your screen. If you don't see it, there are three dots at the bottom right corner of your screen — use that to find the Q&A interface, and then use that to send in as many questions as you'd like. We'll get to as many as we can before the end of the session. We generally save questions until the end, so you may not see those answered until then. But once we get through all of our prepared remarks, we'll get to as many questions as we can.

Today's Agenda and Presenters

Today we're going to be talking a lot about technology funding for transportation. We'll do a grants 101 and how to fit technology in a proposal, talk about some federal funding opportunities and some state examples, and then some tips and tricks for getting grant-ready for those of you who want to prepare ahead of time. And then a little bit of a highlight and a forecast of what to expect from the FY 2026

budget. This will be the first budget, as Joseph will probably tell you, where we've seen the full influence of the new administration and the new Congress in creating a budget. Really, the budget we've been working off of this year has been largely a residual budget from the end of 2024. So this will be the first new budget that we have with all of the new influences coming into play. Then we'll hear about Genetec's grant support team services and how to engage with the Genetec Grant Support Program, and then we'll get into Q&A.

So, a great session for you today, lots of great information. I'm joined by two stalwart and experienced professionals: Jeanne Smith, Program Manager for Grants and Contracts at Genetec; and Joseph Phelan, Grants Development Consultant here at Grants Office, who will be leading you through the entirety of the next 55 minutes or so. So without further ado, I'm going to turn it over to Joseph Phelan to get us started. Joseph —

Grants 101 and Fitting Technology in a Proposal

Joseph Phelan:
Thank you so much, Michael. Hi, everyone. It's good to be here today. I'm excited to share some information as you prepare to apply for grants. No matter how many times you've applied for a grant, or if this is your first time applying, as Michael mentioned, I'll be going through some of the high-level overview of grants information, as well as the role technology could play in a grant application. The second part of my presentation will be about over 15 federal and state grants that have security involved in the application. I'm going to share some grant readiness tips and tricks before ending the presentation with expectations for the fiscal year 2026 federal budget as it pertains to transportation and security grants.

What Are Grants and Who Can Apply

Let's first talk about grants. Grants are awards designed to support specific areas or address certain priorities. While there are three main types of grants — federal, state, and foundation — transportation organizations typically focus on federal as well as state grants. Fortunately, security is often a priority at these levels, which leads to numerous opportunities. The availability of these grants will depend on factors such as your location, your applicant type, and your specific objectives, which we'll explore in more detail a little bit later.

So who can apply? All types of public sector and nonprofit organizations are eligible to apply for the majority of grants. It's going to depend on the program itself, but the funder will explain in a detailed document who can apply for funding. There are some grants that are eligible for the private sector as well, really dependent on what type of services they provide — as I'll explain a little bit more with the Intercity Bus Security Grant Program. Some private companies are eligible to apply for that program.

How Grants Work

How grants work really will depend on the type of funding, but usually an application is required to secure funding. A key component of any grant announcement is going to be the NOFO, which stands for Notice of Funding Opportunity — but I'll refer to it as a NOFO — or the Request for Proposals, RFP. Those are the two acronyms that are mostly used in the grants world with regards to the grant announcement. These documents are going to be the essential guide for applicants and they provide detailed instructions on how to apply. So it's pretty crucial to read and understand the NOFO or RFP to have success with your application.

The application itself is going to include a project narrative, which allows the applicant to explain the need for funds. The length of these narratives will vary significantly, from a single page all the way up to 50 or more pages for certain federal opportunities. In addition to the narrative, a budget and other required documentation must be submitted as specified in the NOFO or RFP. Once you submit an application, there is usually a waiting period while the federal or state agency makes its decisions. This timeline is often outlined in the NOFO or RFP, and if not, a program manager for the grant itself should be able to provide this information through an email or a phone call. Most federal grants will have a program manager attached to it, as well as state grants, so they definitely encourage those types of questions to be asked directly to them.

Fitting Technology in the Grant Application

Most grants aren't going to expressly fund technology. It is far more common to see a grant that will fund supplies, training, as well as additional personnel instead of just technology. We know grants fund certain priorities established by the funder. As I mentioned earlier, security is a priority at both the federal and state level, so there are going to be grants that fund technology — but it's going to be rare to only fund technology.

So how can you fit technology in the grant application? Grant funders will be motivated to fund a complete and comprehensive idea rather than a specific technology solution used to reach those goals. So keep that in mind as you map out a grant-seeking plan. Ask questions like: how your technology will allow your organization to accomplish the goal the funder has set forth in the NOFO. In addition to your technology, what factors will go into an idea that will benefit your community, your organization, or whoever you're serving? Approach grant-seeking with a holistic plan, not technology for technology's sake. Funders want to see comprehensive solutions — not just a list of equipment.

Federal Grant Opportunities for Transportation Security

Federal Agencies and Grant Types

Before I speak about the actual grant programs, it's nice to know exactly what type of grants exist and how the funding flow originates and operates. The Department of Homeland Security — DHS — and the Department of Transportation — DOT — are the two main federal agencies that fund transportation security. Within DOT, you have the Federal Highway Administration, the Federal Aviation Administration, the Federal Transit Administration, the Maritime Administration, and the Federal Railroad Administration. They're going to fund all types of transportation organizations and safety projects. And state agencies are going to have some grant opportunities out there as well, especially for those communities that are sometimes neglected by the federal government as far as the size of the city or the town.

For grant types, we have competitive versus entitlement. Competitive means there is an application that needs to be submitted in order to receive the funds. Entitlement is a formula-based fund where recipients of these awards are directly allocated funds and then they're able to use those funds at their discretion, as long as it fits within the framework of the actual grant. As for funding flow, there's "direct," which means that the source of funding — usually the federal government or the state government, depending on who's responsible for administering the program — goes directly to whoever applies for the grant. And then there's "pass-through," which I mentioned earlier with DHS. These funds go directly to states or a regional entity, and then they award those to eligible sub-recipients.

Airport Improvement Program (AIP)

We'll first start with the Airport Improvement Program. This is the most popular grant program for airports from the Federal Aviation Administration. It funds a ton of stuff — from rehabilitating runways to reconstructing taxiways to implementing airfield safety mitigation measures. Airports rely on this funding for all types of things. Security is definitely eligible. We've seen some examples of security cameras being installed as the focal point of funding. There are other situations where cameras or other technologies will help to enhance whatever objectives the applicant is trying to achieve, which is why having an internal conversation about these funds could help an airport, because funds can be used for all types of improvements related to safety, capacity, security, and environmental concerns.

Each year, billions are available under this program, and it's a pretty involved process. Airports are entitled to a certain amount of funds each year based on passenger volume. The program refers to applicants as the "airport sponsor," which is usually the public agency or private entity that owns and operates the public-use airport that is eligible for the grant. They're all included in the National Plan of Integrated Airport Systems, so those are the only organizations that can apply for this grant program. The program typically begins at the beginning of the fiscal year as far as submitting plans to the regional

office. There are nine regional offices throughout the country. Usually, states have a deadline of May 1st to submit their plans to the Federal Aviation Administration, but that will depend and vary based on the state. There is a cost share required for the majority of applicants: usually 25% for medium and large primary hub airports, and between 5 and 10% for smaller primary, reliever, and general aviation airports. We've definitely seen examples in recent years of airports using these funds for security camera upgrades.

State Homeland Security Grant Program (SHSGP)

The next program fits in line with some airports — it really depends on whether they have sworn officers or not. It's a core DHS FEMA grant program. I have several DHS FEMA programs that I'm going to talk about in the next several minutes. As a disclaimer, these programs have a much faster turnaround time with regards to application windows. Late last month and even earlier this month, various NOFOs were released, including the State Homeland Security Grant Program.

This is the only example in this presentation of a pass-through grant that is also competitive. Every state has been allocated funds, typically in the millions, and they have until August 11th to apply for those funds. Every state has been allocated these funds, and then they'll subaward to eligible applicants, which is going to be mainly law enforcement agencies within the state. It's important to know that not every organization that applies to their state will receive the direct allocation that DHS FEMA gives to the state, so it is a competitive program.

Funding is going to support the implementation of state homeland security strategies to address capability targets. The goal is to support state, local, tribal, and territorial — SLTT — governments in building, enhancing, and sustaining the capabilities needed to prevent, prepare for, protect against, and respond to any acts of terrorism. The technology-friendly aspect of this grant is the physical and cyber security nature of enhancing the protection of soft targets and crowded places, as well as enhancing and integrating cyber security resiliency. $373.5 million in total funds are allocated to states. States receive the direct allocation, which they have to apply for by next week, and then they'll have their own deadlines for applicants to apply. Some states have already had those deadlines early this year. Other states have 45 days upon receiving the allocation to subaward, so the deadline for local agencies is going to depend on the state. It's very important to stay up to date with your state's process. Some states require login information to access a portal for the application, so it's really important to stay in touch with your state throughout that process.

Transit Security Grant Program (TSGP)

The next grant program is another from DHS FEMA, but unlike the State Homeland Security Grant Program, agencies will be able to directly apply for this opportunity. It isn't a pass-through grant. It's competitive, and the funding flows directly to the applicants. The deadline for this program is fast

approaching: August 15th. Public transit agencies are able to receive funds to strengthen critical infrastructure against risks associated with potential terrorist attacks.

There are several agencies eligible to apply: public transportation agencies, whether rail, intercity bus, ferry, or transit agencies, in specific areas of the country. The NOFO maps out who's eligible. Some examples in recent years include major agencies like MBTA in Boston, CTA in Chicago, MTA in New York, and SEPTA in Philadelphia. But also smaller agencies like Sun Metro in El Paso, Orange County Transportation Authority in California, Central Ohio Transit Authority, or Niagara Frontier Transportation Authority. There are additional examples of recent awardees for this program. Within the NOFO, there is a list of every eligible applicant for the Transit Security Grant Program.

Similar to the State Homeland Security Program, all types of physical and cyber security are eligible — that's the most technology-friendly aspect of this grant program. $83.7 million in total funding is available for 25 awards. There's no cost share required for this program, and the projects are either going to be three or four years, dependent on the complexity of the grant program. So this is definitely a program that has been very tech-friendly in the past and should continue to do so in the future.

Intercity Bus Security Grant Program (IBSGP)

I mentioned earlier about how sometimes private organizations are able to apply for grants. This is an example: the Intercity Bus Security Grant Program. It comes from FEMA and DHS. It's another example of a competitive and direct opportunity, just like the Transit Security Grant Program. The deadline is also quickly approaching: August 15th.

It's going to fund all types of intercity bus companies to protect critical surface transportation infrastructure as well as the traveling public from acts of terrorism. Past examples of funded projects include those for cameras that allow for live monitoring, as well as GPS technologies that allow for remote disabling of a bus fleet. Eligible applicants are going to be private operators providing transportation by an over-the-road bus that have completed a vulnerability assessment and developed a security plan that DHS has approved. Additionally, applicants must meet one or both of the following criteria: operate a fixed-route intercity bus transportation service providing services to a UASI — Urban Area Security Initiative — jurisdiction, or operate a charter bus service that provides a minimum of 50 trips annually to one or more defined UASI jurisdictions.

Usually, $1.8 million is available in total funds. Last year, only $1.2 million was allocated — they did not have enough quality applications for this program. They anticipate the same amount this year, with $1.8 million and up to 14 awards expected to be handed out. Cost share for this program is 50% of the total cost of the project, which needs to be matched by the applicant. These grants are two-year grants and will start in September.

Port Security Grant Program (PSGP)

The last program from the FEMA DHS side of things is the Port Security Grant Program. This is a direct and competitive opportunity, with the same deadline: August 15th. As the name implies, it's going to fund the protection of critical infrastructure from acts of terrorism, major disasters, and other emergencies at ports. Any organization that is subject to an Area Maritime Transportation Security Plan is eligible to apply, so it could be a port authority, a facility operator, as well as all types of state and local government agencies.

Cost share will depend on the application type. For public sector and nonprofit, non-governmental organizations, it's a 25% cost share match. If you're a for-profit applicant, it's 50%. Up to $90 million is available, with an anticipated 200 awards. It's going to have quite the range — anywhere from $10,000 to $6.5 million. It's a three-year grant that starts in September of this year.

Port Infrastructure Development Program (PIDP)

Now I'm going to shift to more competitive opportunities that come directly from a federal grant-making agency or sub-agency. The first comes from the Maritime Administration, and the deadline is quickly approaching, although still a little more than a month away. This program is called the Port Infrastructure Development Program. It's going to fund all types of capital projects that improve the safety, efficiency, or reliability of goods through ports and intermodal connections to ports. Because of the nature of grant funding, this is an example of a program that won't only fund technology, but as part of a larger comprehensive project. So the PIDP is an ideal fit, as we've seen it fund security cameras in previous iterations.

Some of the eligible capital projects include the loading and unloading of goods at the port, anything to do with the movement of goods into, out of, around, or within a port. Digital infrastructure systems, intermodal facilities, intelligent transportation systems, and anything to do to help improve the resiliency of the port — operational improvements are eligible, which is where physical security cameras could play a role. There are also other focus areas like environmental, as well as anything to do with supporting seafood and seafood-related businesses, where cameras could also be eligible.

All types of eligible applicants are eligible to apply: states, counties, tribal governments, special district governments, cities, and towns. Up to $450 million is available for 2025. This program did receive an influx of funds from the Bipartisan Infrastructure Law back in 2021, so the total funding for 2025 is still reflective of those funds. It's important to monitor that moving forward with regards to how much funds will be made available under this program in future years. We anticipate roughly 40 awards will be made under this program.

Consolidated Rail Infrastructure and Safety Improvements Program (CRISI)

The next program is from the Federal Railroad Administration. It's called the Consolidated Rail Infrastructure and Safety Improvements Program, otherwise known simply as CRISI. It's expected to open this fall — early fall. It's unclear what the NOFO will look like, since the program had priorities such as set-asides for rural areas, developing new routes for intercity passenger rail service, as well as workforce development and training activities in previous years. We do know that it's going to fund all types of railroad safety technology. It will leverage private, state, and local investment to support safety enhancements as well as overall improvements to infrastructure for both intercity passenger and freight railroads.

All types of railroad safety, efficiency, and reliability improvements are eligible. State governments, local governments, Amtrak or other rail carriers that provide intercity rail passenger transportation are eligible to apply, as well as all types of Class 2 and Class 3 railroads and different rail carriers. As I mentioned, this program is expected to open the early part of fall, and it'll be a quick turnaround with a deadline given the new fiscal year beginning soon. This is definitely a program that should return in the future.

Safe Streets and Roads for All (SS4A)

This is the last federal grant program I'll speak about, and it comes from the Department of Transportation. Safe Streets and Roads for All — the goal of this program is to improve roadway safety by reducing or eliminating roadway fatalities. It's structured through two different tracks: planning and demonstration grants, and implementation grants.

For planning and demonstration grants, each applicant needs to have a Safety Action Plan in place — whether it's with funding from the DOT, or they already have that in place within their local municipality or metropolitan area. It really depends on the applicant type, but there needs to be some sort of safety action plan in place. In addition to that, there are some demonstration activities that are eligible. Cameras can be piloted in certain areas or on specific buses or transit agencies. The same is true for implementation grants — once you have an action plan in place, you can implement strategies that include cameras, signal upgrades, and other safety technologies to address specific safety concerns identified in the plan.

State Grant Opportunities

In addition to those federal opportunities, there are state-level grants worth exploring. State grants can be more accessible because they tend to be a little less competitive and more tailored to your specific state's priorities. Many states have transportation security funding through their Departments of Transportation or Homeland Security offices. I encourage you to check your state's transportation and

homeland security agency websites for funding opportunities specific to your jurisdiction. Some states also have centralized grant portals — Maryland and Texas, for instance, both have centralized portals where state grants are announced.

Grant Readiness Tips and Tricks

Before I wrap up, I want to share a few tips and tricks to help you get grant-ready. First, register early for SAM.gov — you need an active System for Award Management registration to apply for federal grants. This can take weeks to process, so don't wait until a NOFO is announced. Make sure your Unique Entity Identifier, or UEI, is active.

Second, identify your project priorities early. Know what you want to accomplish, who will benefit, and how you'll measure success. Funders want to see a clear, comprehensive vision — not just a list of equipment. Third, build your team. Identify the key staff who will be involved in the application and project implementation. Make sure you have buy-in from leadership and that you've identified any required cost-share funding before applying. Finally, document everything. Past project outcomes, community needs assessments, and data on the problem you're solving — all of these strengthen your application.

FY 2026 Federal Budget Forecast

Looking ahead to fiscal year 2026, this will be the first budget where we've seen the full influence of the new administration and the new Congress. We know that CRISI will exist in some capacity — that program has been mentioned in DOT's preliminary subcommittees. The same is true for the Port Infrastructure Development Program, although I did see that $100 million is expected to be available rather than the previous $450 million. That's a sizable downgrade from the previous iterations.

Overall, it's still early, but we have seen similar funding levels from previous years. No matter what, security and resiliency are going to be a major theme, and we've definitely seen that in the preliminary stages of budget development. There's going to be funds for security projects. And lastly, discretionary funds — funds that secretaries, in this case DHS and DOT, have some leeway with — in the past, those programs have had whether it's been climate-related priorities or equity-related initiatives. New programs might shift focus to certain areas or priorities. There might be specific parameters, such as having a certain number of applicants from a rural or urban area. It really will depend on what direction the program goes in. That's always something we keep in mind as we read through different NOFOs and announcements. Once the federal budget is passed, we'll be reviewing that and we'll get a feel for where these dollars are going.

With that, I'll pass it to Jeanne, who's going to explain the Genetec Grant Support Program.

Genetec Grant Support Program

Jeanne Smith:
Thanks so much, Joseph. No matter how many times I have the privilege of working with you, I always learn something new. You're a wealth of information — I really appreciate everything you passed on today.

Thanks, everybody, for attending today. As Michael said at the beginning of the presentation, I'm Jeanne Smith. I am the Genetec Grants Office Program Manager, and I'm going to take a few minutes of your time today to tell you about our grants program.

Partnership Overview

The Genetec Grant Support team is now wrapping up our third year in partnership with the Grants Office. You just heard from one of my partners on this webinar today. I'm very happy to say that this partnership has helped our customers procure more than $17 million in grant funding in our first two years, providing information about grants and customized research identifying available grant funding. For those who have needed it, we've also consulted with them on project ideas and provided grant application assistance. Whatever level of assistance is required, for our customers seeking to fund Genetec solutions, these services are all provided at no cost — paid for by Genetec.

Who Is Eligible

Grants are available for publicly funded agencies and nonprofit organizations across the United States. The list you see on the screen right now is not exhaustive by any means, but any public sector agency you can think of — education, law enforcement, emergency responders, fire protection, states, municipalities, healthcare, transportation — any agency that you can think of that is not-for-profit, with the exception of the federal government. I have had federal government agencies ask for grant funding before, and I tell them that they already receive taxpayer dollars — for them, it's called their budget. So you know, we'd all like them to use their taxpayer dollars a little more wisely. But everybody else, every other public sector agency, is eligible for grant funding, as well as nonprofit agencies. So anybody on that list and anybody else you can think of.

That does not mean, however, that all public sector agencies are eligible for all grants. Grants can be viewed as different pots of money that are allocated for different purposes. Eligibility can be determined, as Joseph mentioned, by type of agency, geographic location, intended outcome, or any combination of these factors. Regardless of the grant opportunities you qualify for, if you're seeking funding for a technology-rich project that includes a substantive Genetec component, please reach out to us. That's what the Grant Support team is here for. As I said earlier, this assistance is available at no cost to you.

What Assistance Is Available

So what is this assistance? Working with the Grants Office, our team provides funding prospecting — a fancy way of saying that a grants development consultant such as Joseph will identify the best-fit grants for you and your project. Using the Grants Office database of tens of thousands of available grants, you'll receive a customized report from this research that you can use as a tool in your grant-seeking and selection. Our team also provides grant readiness coaching, consultation on your specific project, and assistance with developing and strengthening your grant proposals.

How the Process Works

If this sounds like a lot, you don't have to worry, because we are here to help you. We have a very simple step-by-step process. The first step is to complete and submit the Information Collection Tool, or ICT. You can get a copy of the ICT by scanning the QR code on your screen right here, or if you don't have a means of scanning it right now or you just don't feel like doing it, you can request a link to the form via email from grantsoffice.com. The tool itself is really short and simple — it takes about five minutes to complete. We ask for some contact information and a little bit about your technology needs and what problems you're trying to solve.

When you're filling out the form, keep in mind that grants, as Joseph was saying, tend to fund societal benefits rather than specific technology. So jot down the outcomes you hope to achieve. Outcomes don't have to be complicated — they can be simple. You want to reduce drug-related crime, you want improved law enforcement response time to an incident, or you want an increase in the prosecution of crime. Think broadly. You're not trying to purchase technology for technology's sake. Even cool technology like Genetec has to offer — and our technology is cool, if you've seen it or you own any of it or you've had a demo of it, you know it's cool, we have Cloud Runner, our license plate reader technology, City Graph — but you don't want to own it for the sake of the technology itself. You're looking to own that technology for what it can do for you. That's your outcome. Why would you want to own that technology in the first place?

Once you fill out the ICT as thoroughly as you possibly can — you want to respond to every blank on the form — use the submit button at the bottom of the form, and you send it to the Genetec Grant Support team. We'll review it and send it to the Grants Office so they can get started on your report. Then your ICT will be assigned to a grants development consultant, again like my buddy Joseph, who's an expert in your particular area like transportation. In this case, Joseph would take the information from the ICT and develop a customized report of best-fit funding opportunities based not just on who you are and what you do, but your project outcomes, the technology you want to purchase to reach those outcomes, the size of your project, and your location.

Once the report is ready, we'll send it to you and schedule a 30-minute call to review the identified grant funding opportunities with you. We'll discuss ways to hone your project to ensure it's a good fit with the identified opportunities. So that's looking at what your engagement could begin and end with — receiving the report. You might just need somebody like Joseph to do the research for you and provide you the report. If that's all you need from us, that's fine. You can take the report and go and use that as your tool.

But support can run the gamut. For instance, you can ask for grant coaching and help with grant selection. Or you might need assistance with responding to notices of funding opportunities. Perhaps you need assistance with proposal writing, or you need somebody to review and edit your grant application. We can do any and all of these things, as long as you do your part. You remain committed and actively engaged, you pull together the information for your applications, because we cannot do that for you. But we will supply as much or as little support as you need. That's what our program does for you. And again, as long as you are committed, you do your part, and your project is substantively looking to fund Genetec solutions, this program is free of charge to you.

As the applicant, you as a customer must submit your own application, but our team is happy to provide any guidance you might need on the process — up to and including sitting with you on a Teams call as you submit the application, because we really cannot submit it for you. But we can sit there and hold your hand virtually as you submit the application, and we have done that before. We'll track the applications to award and be with you to answer any questions along the way, and hopefully we're going to be the first ones with you to celebrate when you're awarded. So that's it — the process is pretty simple.

Thank you so much for allowing me to speak with you today, and if you have any questions, feel free to put them in the chat. Michael, I'm going to turn this back over to you.

Q&A Session

Michael Paddock:
Thanks very much, Jeanne and Joseph. Thank you for your presentation. I think it's a little dry around here — I'll give everyone a chance to get a little drink of water before we move into the Q&A. Just as a reminder, if you have questions, you can send those into the question and answer interface at the bottom right-hand corner of your screen. Feel free to send in as many questions as you'd like.

Q1: Where do I find state grants?

I'm going to go ahead and answer the first one to give everyone a chance to re-enter. The question is: where do I find state grants? Generally, state grants could be initiated out of federal funds and regranted at the state level, or they may be initiated out of state tax rolls, state bonds, etc., to fund

initiatives within the state. Once a state gets its hands on the funds — as Joseph mentioned earlier, whether we're talking about Department of Transportation funds or Department of Homeland Security funds or others — once the state gets its hands on the funds, it has a lot of control over what priorities those funds can be used for. Normally a grant will come down from the federal government with a laundry list of different types of projects and priorities it can fund, and the states will restrict those priorities to what they perceive to be state-specific priorities — the state's objectives, the state's policy goals, etc. So you'll find that state grants are usually a little more tailored to the needs of that particular state, or the political priorities of that particular state.

So the question — where do I find state grants? Each state handles its announcement of grants differently. There will usually be a state agency website that posts information about the grants. In some cases they may be posted on the state procurement portal. In other cases there may be a centralized grant portal for organizations within that state. I know Maryland has one. I think Texas has one. So it's going to vary state by state. That's where, to go back to Jeanne's point about the Genetec Grant Support Program, it helps to have a professional expert researcher helping you research the state grants that are available, because it's easy to miss them based on where your state announces its grant opportunities.

Incidentally, I should mention we will be announcing a portal for researching funding opportunities in the coming weeks that will combine federal, state, and foundation funds in one place. But in the meantime, I think your best bet is probably to look at the Genetec Grant Support Program, reach out to Grants Office, or look at the state agencies that make the most sense to administer those grants. In some cases too, the federal agency will tell you what state agencies actually administer their grants. So the Department of Homeland Security, for example, has a list of state administrative agencies that administer those grants within each state. So there are a few different ways to get at it. Unfortunately, there's no perfect way or no single source like there is with federal funding. But because state funding tends to be a little less competitive, a little more relevant, and may provide even more overall dollars within the state for a particular initiative, it may be worth researching.

Q2: When are the DHS grants typically released?

Joseph Phelan:
Thanks, Michael. That's a great question. Normally they're released sometime in the spring. The last two years we've had a delay in them. Last year there were two different federal budgets — two different passages of the federal budget — and the DHS FEMA grants were part of the second budget, so they weren't due until June. But normally it's in the spring. The time frame this year is a quick turnaround, but there's a chance that these dollars are available in the early part of next year.

Q3: How can I find award information for a grant program?

Michael Paddock:
I'm going to go ahead and put it back on that QR code for the information collection tool for the Genetec Grant Support Program while we get to our last question: how can I find award information for a grant program?

Joseph Phelan:
That's a great question. There are a couple of ways to go about it. The first is to go directly to the funder site — so not Grants.gov, but whatever agency is administering the grant program. Go there. Each agency is going to be different as far as what information they provide. That's definitely the first step. And press releases are released as far as awards go. Additionally, there's USASpending.gov — you can access information there as well. There's a lot of data, and it's not just grants. You have to maneuver through the system there. But USASpending.gov is also another way to show or see exactly what has been awarded, based on whether you want to look at the applicant type or the program itself. So those are two of the options.

Closing

Michael Paddock:
Great. Well, with that, I want to say thanks to our presenters, Jeanne Smith and Joseph Phelan, for sharing your knowledge and insights with us today. A lot of great information on transportation funding, transportation security funding, and technology funding — really appreciate that. Thanks to Genetec for sponsoring today's session and making it possible for us to bring you all this information. And to all of you, I hope you found this a valuable use of your time, and we'll look forward to seeing you again on a future webcast. Have a great day, everybody.

— End of Transcript —

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