



### Transit Security Grant Program: Gap

## Gap Analysis

After finishing the Public Transit Risk Assessment Methodology (PT-RAM), it is recommended grantees complete the Gap Analysis. Grantees should list capability gaps identified through the PT-RAM, in program priority areas such as Cybersecurity, Training and Exercises, etc. In deciding which high-risk areas to focus on, the transit system should consider the activities necessary to move the organization toward its desired future state based on vulnerabilities and consequences of potential incidents.

The following sub-sections ask grantees to address each of the capability gaps in greater detail as well as identify the current state and the desired future state. At the discretion of the grantee, high risk, very high risk, and highest risk incidents listed in the Risk Summary will be assessed to determine which are most pertinent to address, and the capability to do so within the bounds of TSGP Priorities. It is recommended to select five priority capability gaps, though it is permitted to analyze between four and seven. The Gap Analysis provides a platform to conduct an in-depth evaluation of where the transit system currently is subject to vulnerabilities and lacks capabilities to prevent, mitigate or respond to a threat. Based on information presented, the desired outcome for addressing risks via grant funds will be composed.

Determined by the Desired End State section of the existing capability gap, a goal objective will be created. This goal will assist in forming actionable items to address the existing risks in the transit system. The objective should be a goal that will produce enhanced capabilities for prevention, mitigation and/or resilience within the transit system.

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



# Transit Security Grant Program: Gap

I. **Identified Capability Gap #1 -**

<i>Current State</i>	
<i>Capability Gap</i>	
<i>Desired End State</i>	

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



# Transit Security Grant Program: Gap

## II. Identified Capability Gap #2 -

<i>Current State</i>	
<i>Capability Gap</i>	
<i>Desired End State</i>	

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



### Transit Security Grant Program: Gap

#### III. Identified Capability Gap #3 -

<i>Current State</i>	
<i>Capability Gap</i>	
<i>Desired End State</i>	

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



### Transit Security Grant Program: Gap

#### IV. Identified Capability Gap #4 -

<i>Current State</i>	
<i>Capability Gap</i>	
<i>Desired End State</i>	

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



### Transit Security Grant Program: Gap

#### V. Identified Capability Gap #5 -

<i>Current State</i>	
<i>Capability Gap</i>	
<i>Desired End State</i>	

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**



### Transit Security Grant Program: Gap

**WARNING: This record contains Sensitive Security Information that is controlled under 49 CFR parts 15 and 1520. No part of this record may be disclosed to persons without a "need to know", as defined in 49 CFR parts 15 and 1520, except with the written permission of the Administrator of the Transportation Security Administration or the Secretary of Transportation. Unauthorized release may result in civil penalty or other action. For U.S. government agencies, public disclosure is governed by 5 U.S.C. 552 and 49 CFR parts 15 and 1520.**