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**APRIL 8, 2016**

**TO:** BOARD OF DIRECTORS

**THROUGH:** PHILLIP A. WASHINGTON *PAW*  
CHIEF EXECUTIVE OFFICER

**FROM:** CALVIN HOLLIS *dy for*  
INTERIM CHIEF PLANNING OFFICER

**SUBJECT:** USDOT FEDERAL FISCAL YEAR (FFY) 2016 TIGER PROGRAM  
GRANT APPLICATIONS

### ISSUE

Following up on our March 24, 2016 report to the Board of Directors and consistent with our internal selection process, this report outlines those eligible projects that we have identified as the most competitive for the eighth cycle of federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grants. We plan to submit grant applications for three projects (Attachment A) to the U.S. Department of Transportation (USDOT) by the April 29, 2016 deadline. USDOT limits the number of applications that an agency may submit as the lead applicant to three.

### DISCUSSION

On Tuesday, February 23, 2016, the USDOT released a Notice of Funding Opportunity (NOFO) for TIGER discretionary grants. Per the NOFO, we may apply for most of the \$500 million appropriated for this FFY 2016 TIGER grant opportunity. We also may apply for funding from a \$100 million minimum set-aside for projects in rural areas and from the balance of funds available for eligible projects in any area of the country.

TIGER grant funds are to be awarded competitively for surface transportation capital projects that will have a significant impact on the nation, a metropolitan area or a region. Awarded funds may cover up to 80% of project costs in urbanized areas and up to 100% of project costs in rural areas. Also, no more than \$100 million combined may be awarded to projects in a single state. Furthermore, each successful project in urban areas may be awarded no less than \$5 million and no more than \$100 million. The minimum grant award for projects in rural areas is \$1 million. Based on comments that we have received from USDOT staff for prior TIGER funding cycles, we expect most grants not to exceed \$20 million. Only one project in an urban area and one project in a rural area received a TIGER grant (\$25 million) that exceeded this amount in the previous competitive cycle.

## **Internal Process for Requesting, Evaluating, and Selecting Projects**

On February 26, 2016 we requested input through an interoffice memo from all departments to identify projects that could be eligible and competitive for TIGER grants. More specifically, we also asked departments to complete a checklist, so that their candidate projects may be evaluated for further consideration. On March 24, 2016, we informed the Board of Directors of the FY 2016 TIGER funding opportunity and of our internal process to identify projects that can best compete for funding. Following this process, we received a total of five candidate projects. In reviewing each candidate project, we assessed the extent to which each project meets the requirements and evaluation criteria included in the NOFO.

After follow-up discussions and meetings with department staff who proposed projects, we identified the three projects that are most competitive and best meet USDOT's evaluation criteria for TIGER funding, including the extent to which the project cannot be readily and efficiently completed without a TIGER grant. Attachment A lists the three projects that we are recommending to be submitted to USDOT. Attachment B lists the other two projects that we are not recommending be submitted to USDOT because they were determined to be less competitive, or a TIGER grant may not allow completing the projects without additional commitments of non-federal funds.

### **NEXT STEPS**

We will develop and submit TIGER grant applications for the three projects identified in Attachment A by USDOT's April 29, 2016 deadline. We will inform the Board of Directors of any further developments on our applications, as information becomes available. USDOT may announce the projects selected for TIGER funding awards in September 2016. We also will continue to pursue other federal discretionary funding opportunities as they arise for our projects.

### **ATTACHMENTS**

- A. Projects Recommended for TIGER Grant Applications
- B. Projects Not Recommended for TIGER Grant Applications

PROJECTS RECOMMENDED FOR TIGER GRANT APPLICATIONS<sup>1</sup>

TITLE	DESCRIPTION	FUNDING
<p>➤ Airport Metro Connector Station/Green Line Extension</p>	<p>Construct a new multimodal transportation hub on the Crenshaw/LAX light rail transit line near Aviation Blvd. and 96th St., which will extend the Metro Green Line one station north of Century/Aviation. Includes three new at-grade light rail platforms served by the Metro Crenshaw/LAX Line, as well as an extension of the Metro Green Line. The new facility also includes a bus terminal for Metro and local municipal bus lines, a pick-up/drop-off area for private automobiles, and an elevated mezzanine area for pedestrian circulation, including a planned connection to the future LAX Automated People Mover system to be implemented by Los Angeles World Airports.</p>	<p>TIGER Request: <u>\$40.0 M</u></p> <p>Local/State Match: \$166.0 M (81%)</p> <ul style="list-style-type: none"> <li>• \$166.0 M (Measure R)</li> </ul> <p>Total Cost: \$206.0 M</p>
<p>➤ Resiliency Upgrade of Overhead Catenary System</p>	<p>Design-build project to upgrade/update and harden the most vulnerable of Metro's overhead catenary system on the Blue Line, Green Line and the Gold Line to ensure service reliability and safety.</p>	<p>TIGER Request: <u>\$20.0 M</u></p> <p>Local/State Match: \$20.0 M (50%)</p> <ul style="list-style-type: none"> <li>• \$ 5 M (Prop A/Prop C)</li> <li>• \$15 M (TBD)</li> </ul> <p>Total Cost: \$40 M</p>
<p>➤ Rosecrans/Marquardt Grade Separation Project</p>	<p>Grade separation at Rosecrans Ave. and Marquardt Ave., from the Burlington Northern Santa Fe (BNSF) mainline double tracks in the City of Santa Fe Springs. It is part of larger congestion relief and safety project being undertaken by Caltrans in partnership with Metro and BNSF.</p>	<p>TIGER Request: <u>\$25.0 M</u></p> <p>Local/State Match: \$112.2 M (82 %)</p> <ul style="list-style-type: none"> <li>• \$16.6 M (Measure R)</li> <li>• \$68.6 M (Prop 1A- CHSRA)<sup>2</sup></li> <li>• \$20.0 M (Section 190)<sup>3</sup></li> <li>• \$ 7.0 M (BNSF)</li> </ul> <p>Total Cost: \$137.2 M</p>

1. Listed in alphabetical order.

2. California High-Speed Rail Authority.

3. California Public Utilities Commission.

PROJECTS NOT RECOMMENDED FOR TIGER GRANT APPLICATIONS<sup>1</sup>

TITLE	DESCRIPTION	FUNDING
➤ Southern California Regional Interconnector Project (SCRIP)- Light Rail Interface	Expand platform lengths and improve vertical circulation at the Los Angeles Union Station. Also, straighten the curve of the existing Gold Line tracks north of the station.	Proposed TIGER Request: <u>\$52.0 M</u> Local/State Match: \$53.1 M (51%) • \$53.1 M (Prop 1A- CHSRA) <sup>2</sup> Total Cost: \$105.1 M
➤ Taylor Yard Bikeway/Pedestrian Bridge Project	Design and construct a new pedestrian bridge with a bikeway connecting the existing Los Angeles River bikeway located along the river's west bank to San Fernando Road on the river's east bank.	Proposed TIGER Request: <u>\$12.4 M</u> Local/State Match: \$3.1 M (20%) • \$3.1 M (TBD) Total Cost: \$15.5 M

1. Listed in alphabetical order.

2. California High-Speed Rail Authority.