



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

January 28, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *by [signature]*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER, COUNTYWIDE PLANNING

SUBJECT: USDOT FFY 2014 FEDERAL TIGER PROGRAM GRANT
OPPORTUNITY

ISSUE

The federal fiscal year (FFY) 2014 Consolidated Appropriations Act (signed by President Obama on January 17, 2014) makes available \$600 million in grants to fund capital investments in surface transportation infrastructure projects selected through a competitive process by the United States Department of Transportation (USDOT). It is anticipated that USDOT will issue by May 2014 a Notice of Funding Availability (NOFA) for these federal funds that were appropriated for the Transportation Investment Generating Economic Recovery (TIGER)/National Infrastructure Investments Program.

DISCUSSION

Per the FFY 2014 Consolidated Appropriations Act, and consistent with prior-year appropriations for the TIGER Program, 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. Typical TIGER grants awarded by USDOT in prior years have been about \$20 million per project. However, larger projects of national or regional significance that achieve several strategic goals (as determined by USDOT) could be considered for larger grants. Of the \$600 million appropriated, we can apply for funding from the \$35 million maximum set-aside for the planning, preparation, or design of projects eligible to receive TIGER grants. We may also apply for funding from the \$120 million minimum set-aside for rural area projects and from the balance of \$425 million available nationwide.

The following sections describe the project eligibility and funding requirements specified in the FFY 2014 Consolidated Appropriations Act, as well as USDOT's anticipated funding conditions, priorities and deadlines. Also discussed is our internal process for identifying, evaluating, and selecting projects for which we may submit proposals.

Project Eligibility

Projects eligible for TIGER grants include, but are not limited, to:

- (1) Highway or bridge projects eligible under title 23, U.S.C.;
- (2) Public transportation projects eligible under chapter 53 of title 49, U.S.C.;
- (3) Passenger and freight rail transportation projects; and
- (4) Marine port infrastructure investments.

Research, demonstration, or pilot projects that do not result in publicly accessible surface transportation infrastructure are not eligible. To be eligible for TIGER funds, a project or an element of a project must have an “independent utility” (i.e., provides transportation benefits and is ready for its intended use upon completion). A component of a large project may be considered eligible if the component itself, and not the larger project of which it is a part, is eligible and satisfies the TIGER selection criteria. In this particular case, the benefit/cost analysis that is required by TIGER selection criteria must be for the project component, and not the larger project of which it is a part. Similarly, it is anticipated that USDOT will not fund an individual phase of a larger project, if the benefits of completing only the proposed phase would not align well with the TIGER selection criteria. Planning, preliminary engineering, and design of TIGER-eligible projects are also eligible activities. Right-of-way acquisition and maintenance activities are not eligible activities.

Funding Requirements

- No more than 25% of the \$600 million made available (\$150 million) nationwide may be awarded to projects in rural and urban areas in a single state.
- An amount not to exceed \$210 million may be used to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) Program.
- Grants may be not less than \$10 million (except \$1 million in rural areas) and not greater the \$200 million (applicable to multi-state projects).
- There is no minimum grant size for planning, preparation, or design proposals.
- A minimum of 20% of the project’s estimated total construction cost must be committed with non-federal matching funds. USDOT may decrease the local match for projects proposed to be implemented in rural areas.

A TIGER grant recipient from prior rounds may apply for funding to support additional phases of a project awarded funds in earlier rounds of this program. However, to be competitive, USDOT requires that an applicant demonstrate the extent to which the previously funded project phase has met estimated project schedules and budgets (including the ability to realize expected project benefits). Per input from USDOT staff, applicants must demonstrate the use of all previously awarded TIGER funds for a new TIGER grant application for the same project to be competitive under a subsequent NOFA.

USDOT's Anticipated Funding Conditions

- Project costs spent before grant award by USDOT are not eligible to meet the non-federal funding match requirement.
- There is no pre-award authority. Expenses eligible for reimbursement can only be incurred after grant award and execution of a TIGER grant agreement with USDOT.
- Applicants cannot award contracts before grant award and execution of a TIGER grant agreement with USDOT.

USDOT's Anticipated Funding Priorities

- Large construction projects requesting TIGER grants to complete an overall financing package and demonstrate significant non-federal financial contribution.
- Projects with no risk of delays that can quickly proceed to construction after grant award and execution of a grant agreement with USDOT.
- Projects that have a significant impact on desirable long-term outcomes for the Nation, metropolitan area, or a region.
- Projects developed in coordination with land-use planning and economic development decisions that create affordable and convenient transportation choices.
- Projects integrating creative uses of technology to improve capacity or performance as part of an overall project to construct or replace transportation facilities.
- Projects that utilize innovative practices in contracting, project delivery, congestion management, safety management, asset management, or long-term operations and maintenance.
- Projects with a detailed and useful benefit/cost analysis.
- Projects that can meet the deadlines listed herein.

USDOT's Anticipated Deadlines

- Applicants must demonstrate that they can have the proposed project included in relevant federal, state, metropolitan, and local planning documents by March 30, 2016.
- Applicants must demonstrate that they can receive all federal, state, and local permits and approvals, including completion of the National Environmental Policy Act (NEPA) process and all pre-construction activities or requirements necessary for the obligation of the TIGER funds, by June 30, 2016.
- TIGER funds must be obligated by USDOT no later than September 30, 2016.
- All funds from TIGER grants must be used to reimburse eligible expenses no later than September 30, 2021.

Internal Process for Requesting, Evaluating, and Selecting Projects

We have requested input from all LACMTA departments to identify projects that could be eligible and competitive for TIGER grants. Departments have been asked to complete the attached checklist (Attachment A) to submit projects for consideration. We will then review each candidate project and assess the extent to which each project meets the requirements anticipated to be included in the NOFA.

After follow-up meetings with departmental staff proposing projects, and with Board input, we will identify those projects most competitive for TIGER funding. It is anticipated that USDOT will limit the number of grant applications/proposals per agency to a maximum of three, as was the case in prior-year TIGER grant opportunities. Therefore, we need to submit proposals for up to three projects that best meet USDOT's selection criteria.

Attachment B summarizes grant awards and patterns from the last five rounds of competitive TIGER grants. If the patterns shown in Attachment B hold, we believe that competitive TIGER proposals from Southern California should also receive grant awards in this sixth round. The additional \$105 million in TIGER funds anticipated to be made available for the sixth TIGER opportunity compared to what was made available for the fifth TIGER opportunity may also increase the chances of projects submitted by agencies from Southern California to be selected for a funding award. However, we also believe that it would be very unlikely that any agency would receive funding for more than one grant proposal and receive more than \$20 million in grant funding.

NEXT STEPS

We will be fielding suggested candidate projects for TIGER funding through Friday, February 21, 2014. Recommendations may be provided by completing Attachment A for each project to be evaluated. We will assess the input received from LACMTA staff and inform the Board of the results of our assessment. We will also notify the Board once the final NOFA has been released and submit proposals for those projects that can best compete for these funds.

ATTACHMENTS

- A. FFY 2014 TIGER Grant Opportunity Checklist for Candidate Projects
- B. Summary of Grant Awards and Patterns from the Last Five TIGER Rounds

FY 2014 DISCRETIONARY GRANT OPPORTUNITY
National Infrastructure Investments- Transportation Investment Generating Economic Recovery (TIGER) Program
CHECKLIST FOR CANDIDATE PROJECTS

QUESTION/CRITERION	RESPONSE/COMMENT
Project name.	
Brief project description.	
Project category (construction or planning, preparation, or design of an eligible TIGER project).	
Total project cost.	
Total federal TIGER grant request.	
Amount and program/source of other federal funds budgeted for the project.	
Total committed local/state funding match (provide copy of Board action).	
Additional local/state funding match required.	
Is the project consistent with Long Range Transportation Plan?	
Is the project included in the Transportation Improvement Program (TIP)? If yes, provide TIP ID.	
Is the project included in LACMTA's Capital Program? If yes, provide project number.	
Has the project's environmental work been initiated or completed?	
Date of completion or anticipated completion of the NEPA process.	
Does the project qualify for a Categorical Exclusion?	
Is the project ready for construction?	
Has a Project Management Plan been completed? If not, what is the anticipated completion date?	
Can all TIGER related expenses be incurred by June 30, 2021?	
Project start date.	
Project completion date.	
Can provide benefit-cost analysis for the project?	
Is the project scalable (project components have independent utility)?	
Contact information of Project Manager.	

SUMMARY OF GRANT AWARDS AND PATTERNS FROM THE LAST FIVE TIGER ROUNDS

TABLE 1: TIGER GRANT AWARDS NATIONWIDE

GRANT ROUND	TIGER I	TIGER II	TIGER III	TIGER IV	TIGER V	TOTAL	TOTAL OF U.S. (%)
Los Angeles County	\$0	\$36,000,000	\$17,000,000	\$0	\$0	\$53,000,000	1.5%
Metro	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000	0.6%
Port of Los Angeles	\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000	0.5%
Port of Long Beach	\$0	\$0	\$17,000,000	\$0	\$0	\$17,000,000	0.5%
California	\$130,000,000	\$56,200,000	\$39,500,000	\$40,000,000	\$31,424,620	\$297,124,620	8.5%
Northern California	\$76,000,000	\$10,200,000	\$2,500,000	\$40,000,000	\$17,424,620	\$146,124,620	4.2%
Southern California	\$54,000,000	\$46,000,000	\$37,000,000	\$0	\$14,000,000	\$151,000,000	4.3%
United States	\$1,498,126,016	\$556,577,591	\$511,423,147	\$485,382,248	\$457,847,000	\$3,509,356,002	100.0%

TABLE 2: TIGER GRANT AWARDS FOR CALIFORNIA: NORTH/SOUTH POPULATION SPLIT

GRANT ROUND	TIGER I	TIGER II	TIGER III	TIGER IV	TIGER V	TOTAL	NORTH/SOUTH POPULATION SPLIT
California	\$130,000,000	\$56,200,000	\$39,500,000	\$40,000,000	\$31,424,620	\$265,700,000	100%
Northern California	58.5%	18.1%	6.3%	100.0%	55.4%	49.2%	40.00%
Southern California	41.5%	81.9%	93.7%	0.0%	44.6%	50.8%	60.00%

TABLE 3: TIGER GRANT AWARDS FOR CALIFORNIA RELATIVE TO U.S. POPULATION SHARE

GRANT ROUND	TIGER I	TIGER II	TIGER III	TIGER IV	TIGER V	TOTAL	POPULATION
United States	\$1,498,126,016	\$556,577,591	\$511,423,147	\$485,382,248	\$457,847,000	\$3,509,356,002	100%
California	8.7%	10.1%	7.7%	8.2%	6.9%	8.5%	12.10%