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TO: BOARD OF DIRECTORS

THROUGH: STEPHANIE N. WIGGINS *SNW*
INTERIM DEPUTY CHIEF EXECUTIVE OFFICER

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

SUBJECT: USDOT FEDERAL FISCAL YEAR (FFY) 2015 TIGER PROGRAM
GRANT APPLICATIONS

ISSUE

Following up on our April 10, 2015 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 seventh cycle of federal Transportation Investment Generating Economic Recovery (TIGER) discretionary grants. We plan to submit pre-applications and final grant applications for three projects (Attachment A) to the U.S. Department of Transportation (USDOT) by the May 4, 2015 and June 5, 2015 deadlines, respectively. USDOT limits the number of pre-applications and final applications that an agency may submit as the lead applicant to three.

DISCUSSION

On April 2, 2015, USDOT released a Notice of Funding Availability (NOFA) for TIGER discretionary grants. Attachment B includes a summary of the most relevant information about the TIGER discretionary grant opportunity, including: i) project eligibility; ii) funding requirements, conditions, and priorities; iii) selection criteria; and iv) deadlines. Per the NOFA, we may apply for most of the \$500 million appropriated for this FFY 2015 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. 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. TIGER 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 \$125 million (25% of the total funding available nationwide) may be awarded to projects in a single state. In addition, each successful project may be awarded no less than \$10 million in urban areas and \$1 million in rural areas.

Based on comments that we have received from USDOT staff for prior TIGER funding cycles, we expect most grants not to exceed \$20 million. The average TIGER grant per capital project in urban areas awarded through the previous competitive cycle was about \$14 million, and the largest grant award was \$25 million.

Internal Process for Requesting, Evaluating, and Selecting Projects

On April 7, 2015 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 the checklist shown in Attachment C, so that their candidate projects may be evaluated for further consideration. On April 10, 2015 we informed the Board of Directors of the FY 2015 TIGER funding opportunity and of our internal process to identify projects that can best compete for funding. We also shared with the Board of Directors the checklist for candidate projects shown in Attachment C. Following this process, we received a total of eight candidate projects. In reviewing each candidate project, we assessed the extent to which each project meets the requirements and evaluation criteria included in the NOFA.

After follow-up discussions and meetings with department staff who have 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 we are recommending be submitted to USDOT. Attachment D lists the other five projects that we are not recommending be submitted to USDOT because they were determined to be less competitive, may be completed without a TIGER grant, or are ineligible for TIGER funding.

NEXT STEPS

We will develop and submit pre-applications and final grant applications for the three projects identified in Attachment A by USDOT's May 4, 2015 and June 5, 2015 deadlines, respectively. We will inform the Board of Directors of any further developments on our applications, as information becomes available. It is anticipated that USDOT will announce the projects selected for a funding award by September 2015. We also will continue to pursue other federal discretionary funding opportunities as they arise for our projects.

ATTACHMENTS

- A. Projects Recommended for TIGER Pre-applications and Final Applications
- B. Summary of TIGER Discretionary Grant Opportunity
- C. FFY 2015 TIGER Grant Opportunity Checklist for Candidate Projects
- D. Projects Not Recommended for TIGER Pre-applications and Final Applications

PROJECTS RECOMMENDED FOR TIGER PRE-APPLICATIONS AND FINAL APPLICATIONS

PROJECT	DESCRIPTION	FUNDING
<p>Orange Line Zero Emission Articulated Buses & Charging Stations</p> <p><u>Proposed By:</u> Vehicle Technology and Acquisition</p>	<p>The Project consists of the purchase of 15 replacement electric 60-foot articulated buses and the procurement and installation of on-route charging systems for the Metro Orange Line in the San Fernando Valley. The Project is proposed to be in partnership with the Advanced Transit Vehicle Consortium, which consists of the City of Los Angeles, County of Los Angeles, and the South Coast Air Quality Management District.</p> <p>The Project is regionally significant and may address the evaluation criteria, including developing a benefit-cost analysis. However, the benefits may be limited due to the replacement scope of the Project. In June 2013 the Board of Directors (Item #43) approved a life-of-project budget of \$30 M for the procurement of zero emission buses.</p>	<p>Total Cost: \$20.0 M</p> <p>TIGER Request: \$16.0 M</p> <p>Proposed Additional Local Match: \$0.0 M</p> <p>Committed Match: Metro: \$4.0 M</p>
<p>All-Door Bus Boarding Project</p> <p><u>Proposed By:</u> Office of Management & Budget</p>	<p>The Project consists of: i) the installation of bus mobile validators on the front, middle (for 60-foot articulated buses) and rear doors of Metro's Rapid and Silver Line bus fleet to facilitate faster boarding and improve the overall reliability and travel times; ii) building pre-boarding fare payment infrastructure by expanding the regional ticket vending machine (TVM) network at high-volume bus nodes and providing tablet-based Regional Point-of-Sale (RPOS) devices to third party vendor partners to allow bus riders to load and manage stored value on their TAP cards at more locations; and iii) building a Business Intelligence (BI) digital infrastructure to enhance Metro's analytical and evaluation capabilities of the transportation system, including real-time farebox reporting to deal with fare evasion and revenue collection.</p> <p>The Project is regionally significant and may address the evaluation criteria, but would require three separate benefit-cost analyses as it appears that each one of the Project's three components has independent utility. The Project is relevant to the April 2015 motion (Item #24) that was approved by the Board of Directors and the implementation of the Wilshire Bus Rapid Transit Program. Project components already authorized include life-of-project budgets for CP210134 (TVM procurement/installation), CP207144 (RPOS devices), and CP207135 (BI data recovery and warehousing).</p>	<p>Total Cost: \$16.6 M</p> <p>TIGER Request: \$13.3 M</p> <p>Proposed Additional Local Match: \$0.0 M</p> <p>Committed Match: Metro: \$3.3 M</p>

PROJECT	DESCRIPTION	FUNDING
<p>Rail to Rail Active Transportation Corridor Connector Project</p> <p><u>Proposed By:</u> Countywide Planning & Development</p>	<p>The Project consists of bicycle and pedestrian transportation linkage improvements (Segment A-1 through A-3) along an approximately 6.4-mile long corridor of Metro-owned rail right-of-way (ROW) in South Los Angeles. The Project enhances transit connectivity to the Metro Blue Line, the Harbor Transitway, the Metro Crenshaw/LAX Line, and to multiple Metro and municipal bus lines. The Project is proposed to be in partnership with the City of Los Angeles, and is supported by local jurisdictions including the County of Los Angeles, and the Cities of Vernon, Inglewood and Huntington Park.</p> <p>The Project is regionally significant, multimodal, and may address the evaluation criteria and result in a useful qualitative analysis. As discussed in the "Rail to River Intermediate Active Transportation Corridor Feasibility Study" that was shared with the Board of Directors in October 2014, negotiation with Burlington Northern Santa Fe (BNSF) would be required for the abandonment of freight rail operating on the Metro-owned ROW. BNSF currently runs service on portions of the corridor through an existing easement agreement with Metro. The negotiation with BNSF may have an impact on the Project's cost and schedule. In October 2014, the Board authorized \$2.85 M for environmental, design, and outreach activities for an approximately 8.3-mile long corridor (\$2.0 M estimated to be needed for Segment A-1 through A-3). A May 2015 Board Report may request approval to commit \$10.8 M in non-federal funds and Metro ROW currently estimated at \$42.5 M as in-kind match for a TIGER FY 2015 grant application.</p>	<p>Total Cost: \$76.6 M</p> <p>TIGER Request:\$21.3 M</p> <p>Proposed Additional Local Match: Metro: \$10.8 M Metro ROW: \$42.5 M</p> <p>Committed Match: Metro: \$2.00 M Partners: \$0.0 M</p>

SUMMARY OF TIGER DISCRETIONARY GRANT OPPORTUNITY

Project Eligibility

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

- (1) Highway or bridge projects eligible under title 23 of the United States Code (USC), including bicycle and pedestrian related projects;
- (2) Public transportation projects eligible under chapter 53 of title 49 of the USC;
- (3) Passenger and freight rail transportation projects;
- (4) Port infrastructure investments; and
- (5) Intermodal projects.

To be eligible for TIGER funds, a project or an element of a project must have an "independent utility" (i.e., provides transportation benefits in and of itself and will be ready for its intended use upon completion of the component's construction). Research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility. 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. Pre-construction activities (i.e., planning, preliminary engineering, and design) may be eligible to the extent that they are part of an overall construction project that is proposed to receive a TIGER grant award. Right-of-way acquisition and maintenance activities are not eligible for TIGER funds.

Funding Requirements

- o No more than 25% of the \$500 million made available nationwide (\$125 million) may be awarded to projects in rural and urban areas in a single state.
- o An amount not to exceed \$100 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.
- o Grants may be not less than \$10 million (except \$1 million in rural areas) and not greater than \$200 million (applicable to multi-state projects).
- o There is no minimum grant size for planning, preparation, or design proposals.
- o 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 for prior TIGER funding cycles, 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.

Funding Conditions

- Project costs spent or otherwise encumbered 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.
- Applicants must provide a useful benefit-cost analysis for the project, with annual projections for the build and no-build scenarios at least 20 years after its completion.

Funding Priorities

- Projects requesting TIGER grants to complete an overall financing package and demonstrate significant non-federal financial contribution.
- Projects that will lead to transformative change(s) in the community and increase economic opportunities, particularly for disadvantaged groups.
- Projects with no risk of delays that can quickly proceed to construction after grant award.
- Projects that have a significant impact on desirable long-term outcomes for the United States, a 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 significantly enhance the operational performance of the transportation system.
- Projects that propose innovative practices in contracting, project delivery, congestion management, safety and asset management, or long-term operations and maintenance.
- Projects with a detailed and useful benefit/cost analysis.
- Projects that can best address the evaluation criteria and meet the deadlines listed herein.

Selection Criteria

- Primary (all equally important): safety, state of good repair, economic competitiveness, quality of life (particularly for disadvantaged groups), and environmental sustainability.
- Secondary: innovation (i.e., technology, finance, contracting, etc.) and partnerships (jurisdictional/stakeholder collaboration and coordination with other public services).

Deadlines

- Applicants must demonstrate that the proposed project can be included in relevant federal, state, metropolitan, and local planning documents by March 31, 2017.
- 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, 2017.
- TIGER funds must be obligated by USDOT no later than September 30, 2017.
- All funds from TIGER grants must be used to reimburse eligible expenses incurred no later than September 30, 2022.

**FY 2015 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 location (urban or rural).	
Is Metro the lead applicant?	
If Metro is not the lead applicant, identify the lead applicant.	
Identify any project partners.	
Total project cost (in 2015 dollars).	
Total project pre-construction (planning, engineering, design) activities cost (in 2015 dollars).	
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 Metro'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?	
Can the project be included in all relevant federal, state, metropolitan, and local planning documents by March 31, 2017?	
Can the project receive all applicable federal, state, and local permits and approvals by June 30, 2017?	
Can all TIGER related expenses be incurred by September 30, 2022?	
Project pre-construction activities start date.	
Project construction start date.	
Project construction completion date.	
Can provide a detailed benefit-cost analysis for the project?	
Discuss the project's scalability (i.e., reduced scope of work, independent utility of project component, etc.)	
Contact information of Project Manager.	

PROJECTS NOT RECOMMENDED FOR TIGER PRE-APPLICATIONS AND FINAL APPLICATIONS

PROJECT	DESCRIPTION	FUNDING
<p>Red/Purple Line Tunnel Portal Widening Project</p> <p><u>Proposed By:</u> Transit Operations</p>	<p>The Project consists of widening the tunnel portal for the Red/Purple Line trains that lead underground south of Union Station to facilitate train movement to/from Metro's Red Line main rail yard. It is the first essential step in preparing for the expansion of Metro's heavy rail service with the Purple Line Extension and is needed to achieve the required two-minute headways through Union Station by 2024.</p> <p>The Project is regionally significant and may address the evaluation criteria and result in a useful benefit-cost analysis. The portal widening on both the east and west sides is necessary to increase train speeds and ensure the reliability of operations, while reserving the option to support future passenger stations and expand revenue service into the Arts District and further south. The Project is not included in Metro's Capital Program and has no Board action authorizing a life-of-project budget. Proposal withdrawn by Project management.</p>	<p>Total Cost: \$30.0 M</p> <p>TIGER Request: \$24.0 M</p> <p>Proposed Additional Local Match: \$6.0 M</p> <p>Committed Match: Metro: \$0.0 M</p>
<p>Mid-Tunnel Ventilation Shaft</p> <p><u>Proposed By:</u> Transit Operations</p>	<p>The Project consists of the construction of a ventilation shaft in the Hollywood Hills area of the Metro Red Line that would allow for the creation of two ventilation zones and the simultaneous operation of two trains along the 3.3-mile segment connecting the Universal City and the Hollywood/Highland stations. The Project would increase service headways and the passenger carrying capacity of the Metro Red Line. The single ventilation zone that currently exists between the stations does not allow the operation of two trains. The Project is needed to achieve the four-minute headways specified in the Full Funding Grant Agreement for the Purple Line Westside Extension.</p> <p>The Project is not included in Metro's Capital Program and has no Board action authorizing a life-of-project budget or committing local funds. The funding request exceeds the maximum amount (\$125 M) that all projects in a state combined can receive. Therefore, USDOT would not evaluate the application if submitted. Proposal withdrawn by Project management.</p>	<p>Total Cost: \$156.0 M</p> <p>TIGER Request: \$134.6 M</p> <p>Proposed Additional Local Match: \$21.4 M</p> <p>Committed Match: Metro: \$0.0 M</p>
<p>Soundwall Project (Package 10)</p> <p><u>Proposed By:</u> Highway Programs</p>	<p>The Project consists of the construction of about 3 miles of soundwalls on I-210 in Pasadena and in Arcadia, as well as a soundwall extension in the City of Los Angeles on SR-134. The Project is proposed in partnership with Caltrans, which will lead the design effort. The Project's design is almost complete (about \$4.5 M in local funds already spent for pre-construction).</p> <p>The Project does not meet the TIGER Program's regional significance eligibility criterion. Also, a detailed benefit-cost analysis cannot be developed for the Project. The Project is included in Metro's Capital Program (CP460323), but the life-of-project budget has yet to be approved.</p>	<p>Total Cost: \$50.9 M</p> <p>TIGER Request: \$35.0 M</p> <p>Proposed Additional Local Match: \$8.4 M</p> <p>Committed Match: \$7.5 M</p>

DEPARTMENT	DESCRIPTION	FUNDING
<p>Soundwall Project (Package 11)</p> <p><u>Proposed By:</u> Highway Programs</p>	<p>The Project consists of the construction of 5 miles of soundwalls on SR-170 in the City of Los Angeles from US-101 to Sherman Way. The Project is proposed in partnership with Caltrans. Design and right-of-way activities are ongoing. About \$5.3 M in local funds has already been approved for pre-construction activities.</p> <p>The Project does not meet the TIGER Program's regional significance eligibility criterion. Also, a detailed benefit-cost analysis cannot be developed for the Project. The Project is included in Metro's Capital Program (CP460324), but the life-of-project budget has yet to be approved.</p>	<p>Total Cost: \$93.7 M</p> <p>TIGER Request: \$70.0 M</p> <p>Proposed Additional Local Match: \$18.4 M</p> <p>Committed Match: Metro: \$5.3 M</p>
<p>Culver City Bus Procurement and First/Last Mile Access Improvements Project</p> <p><u>Proposed By:</u> Countywide Planning & Development (Sustainability Programs)</p>	<p>The Project consists of the implementation of first/last mile access improvements to/from the Culver City Metro Expo Rail Line Station, including the following feeder bus service and pedestrian and bicycle non-motorized elements: i) procurement and installation of real-time bus arrival information system at 60 bus stops and at the Culver City Metro Expo Line Station, procurement and operation of five 40-foot electric buses for service expansion bus routes (including the installation of one fast-charging and five overnight charging stations), and procurement of one heavy duty lift to be used for the maintenance of the electric buses; and ii) construction of ADA-compliant access ramps at signalized intersections and advanced accessible pedestrian signals at all signalized crosswalks, as well as a Class II bicycle lane east from the Metro Expo Line Culver City Station along Washington Boulevard, among other improvements. The Project is proposed to be in partnership with Culver City (lead applicant).</p> <p>The Project comprises three modes from Metro's Call for Projects. With USDOT limiting the maximum number of TIGER pre-applications and final applications that an agency may submit as the lead applicant to three projects, Culver City can submit a TIGER application as the lead applicant without limiting the number of TIGER applications that Metro may submit. A TIGER grant award would release funds allocated or to be allocated for components of the Project through Metro's Call for Projects.</p>	<p>Total Cost: \$15.0 M</p> <p>TIGER Request: \$12.0 M</p> <p>Proposed Additional Local Match: \$0.0 M</p> <p>Committed Match: Partners: \$3.0 M</p>