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Metropolitan Transportation Authority

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**EXECUTIVE MANAGEMENT COMMITTEE
MARCH 21, 2013**

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

H.R. 1124 (Waters) – Would provide a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Program over the next two years. **SUPPORT**

ATTACHMENT

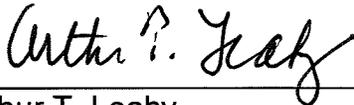
H.R. 1124 (Waters) Legislative Analysis

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for

Paul C. Taylor
Deputy Chief Executive Officer



Arthur T. Leahy
Chief Executive Officer

BILL: HR 1124
AUTHOR: U.S. REPRESENTATIVE MAXINE WATERS (California - 43)
SUBJECT: TIGER GRANTS FOR JOBS CREATION ACT
STATUS: HOUSE RULES COMMITTEE
POSITION: SUPPORT

RECOMMENDATION

Staff recommends that the Board adopt a SUPPORT position on H.R. 1124 which provides a \$1 billion emergency supplemental appropriation for the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program over the next two years for Federal FY 2013 to FY 2014 funding for transit projects at \$500 million dollars per year. In June of last year, the Board adopted a SUPPORT position on H.R. 5976 (Waters) a resolution with similar provisions that was offered in the 112th Congress.

ISSUE

TIGER grants have a current funding level of \$500 million in Federal FY 2012, but this amount is not included in the U.S. House of Representatives' FY 2013 Transportation Appropriations Bill.

As a recipient of a TIGER grant in 2010 for the Crenshaw/LAX Transit Corridor, Metro understands the benefits of a merit-based Discretionary Grant Program for transportation projects.

Metro has applied for all four cycles of the TIGER grant program funding and was successful in the second round in securing \$20 million to assist with the TIFIA loan subsidy for the Crenshaw/LAX Transit Corridor project. By ensuring TIGER stays funded at current levels over the next two fiscal years, Metro can continue to apply for federal grants, which average \$15 million per grantee, to complement Metro's current funding stream.

DISCUSSION

The TIGER program is a highly competitive program that is able to fund innovative projects difficult to fund through other federal programs. These federal funds are being leveraged with money from private sector partners, states, local governments, metropolitan planning organizations and transit agencies.

The TIGER 2012 grant program received 703 applications from all 50 states, U.S. territories and the District of Columbia totaling \$10.2 billion, far exceeding the \$500 million set aside for the program.

On November 18, 2011, President Obama signed the Fiscal Year 2012 Appropriations Act, which provided \$500 million for Department of Transportation national infrastructure investments. Like the first three rounds, the TIGER IV grants are for capital investments in surface transportation infrastructure and are awarded on a competitive basis.

Under all four rounds combined, the TIGER program has provided \$3.1 billion to 218 projects in all 50 states, the District of Columbia and Puerto Rico. Demand for the program has been overwhelming, and during all four rounds, the Department of Transportation received more than 4,050 applications requesting more than \$105.2 billion for transportation projects across the country.

H.R. 1124 includes language similar to prior legislation offered in the 112th Congress. It provides general selection criteria, with more detailed selection criteria to be provided by the Secretary of Transportation (anticipated to be the same as in prior solicitations).

The current TIGER grant program eligibility criteria includes urban/rural split of funds, a ceiling for funds awarded in a single state.

Currently, the resolution is co-sponsored by sixty members of Congress including the following from the Los Angeles County Congressional Delegation:

- Rep. Karen Bass
- Rep. Janice Hahn
- Rep. Gloria Negrete McLeod
- Rep. Alan Lowenthal
- Rep. Lucille Roybal-Allard
- Rep. Adam Schiff
- Rep. Julie Brownley

Consistent with Metro Board action last year to support H.R. 5976 (Waters), staff recommends a support position for H.R. 1124.

DETERMINATION OF SAFETY IMPACT

Staff has reviewed this proposal and has determined that the legislation will not have an impact on safety.

FINANCIAL IMPACT

Should the Board of Directors decide to support this legislation, a new funding source for potential grant awards will be made available under the TIGER Discretionary Grant Program. This could result in supplementary funding of up to \$20 million in any given year for our long range plan related projects.

ALTERNATIVES CONSIDERED

Staff has considered two alternatives to the proposed recommendation. First, Metro could opt not to take a formal position on the legislation, second, our agency could take an oppose position on the legislation. These alternatives were rejected because it would not be consistent with our board approved Legislative Program.

NEXT STEPS

Should the Board decide to support H.R. 1124, staff will prepare a support letter for the bill, and will work with U.S. Representative Maxine Waters in securing additional co-sponsors for the resolution.