

Overview of the Capital Investment Grants Program

October 2023



Capital Investment Grants (CIG) Program

- **Largest FTA discretionary grant program**
 - Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects
 - Demand for funds exceeds supply
- **Complex Statutory Framework:**
 - Project sponsor must be a State or Local Government Authority
 - Projects must complete a multi-year, multi-step process to be eligible for funds
 - FTA must evaluate and rate projects on multiple statutory criteria
 - FTA must perform project oversight
 - FTA must prepare Annual Report to Congress with proposed funding levels & project ratings
 - Sponsor must complete a study comparing service, cost and ridership predictions before grant award with actual numbers 2 years after opening for service
- **Three types of eligible projects: New Starts, Small Starts, and Core Capacity**

Types of Eligible CIG Projects

New Starts

Fixed guideway projects

> **\$400 M** in total cost or that are seeking **≥\$150 M** in CIG funds

CIG max share = 60%

Small Starts

Fixed guideway or corridor-based BRT projects

< **\$400 M** in total cost and that are seeking **<\$150 M** in CIG funds

CIG max share = 80%

Core Capacity

Project expands capacity by $\geq 10\%$ in an existing fixed guideway corridor that is at capacity today or will be in ten years without regard to temporary measures taken by sponsor

CIG max share = 80%



CIG Program – BRT Eligibility – Key Differences

Fixed Guideway BRT (New Starts or Small Starts)

Majority operates in a separate ROW dedicated for public transportation during peak periods

Represents a substantial investment in a defined corridor as demonstrated by features that emulate rail including:

- defined stations
- traffic signal priority
- short headway bidirectional services for a substantial part of weekdays and weekends
- any other features the Secretary may determine

Corridor Based BRT (Small Starts only)

Represents a substantial investment in a defined corridor as demonstrated by features that emulate rail including:

- defined stations
- traffic signal priority
- short headway bidirectional services for a substantial part of weekdays
- any other features the Secretary may determine

Core Capacity Eligibility

In addition to the corridor being at capacity today or will be in 10 years, the project:

- Must be a corridor-based investment (not system-wide improvements)
- Cannot include State of Good Repair elements
- Cannot include improvements to general station facilities, parking, or acquisition of rolling stock alone



Core Capacity Eligibility for Light & Heavy Rail

Average Useable Space Per Passenger in the Corridor Today During the Peak Hour Going the Peak Direction

If	Then
Less than or equal to 5.4 square feet	Corridor is considered at or above capacity today and is eligible for the program
Between 5.4 square feet and 10.8 square feet	Corridor is anticipated to be at capacity within ten years and is eligible for the program
Greater than 10.8 square feet	Corridor is not at capacity today or anticipated to be at capacity in ten years and is not eligible for the program

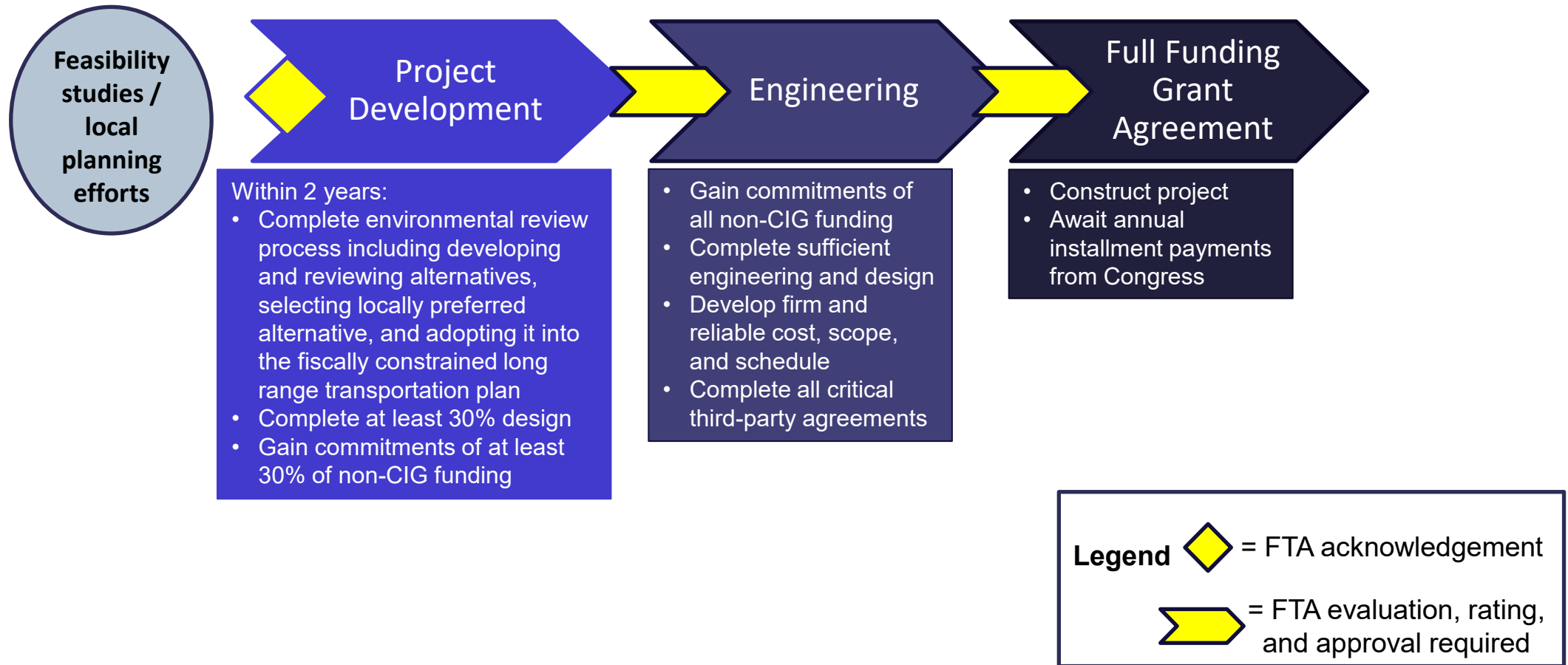
Calculating Capacity for Commuter Rail

- Seated load calculation based on existing ridership (not projected)
- If 80% or more of available seats are used today in the peak hour going the peak direction, corridor is at capacity today or will be in 10 years



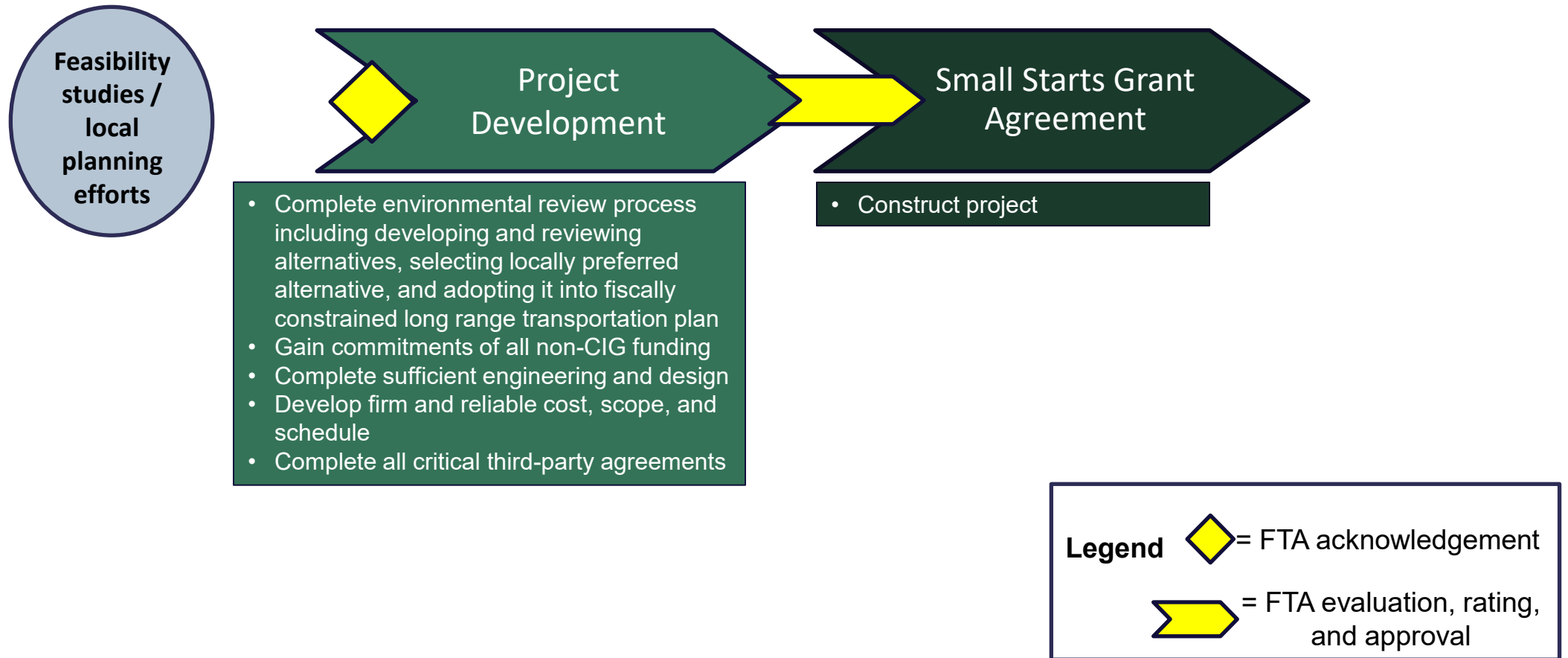
Statutory Multi-Year, Multi-Step CIG Process

New Starts and Core Capacity Process

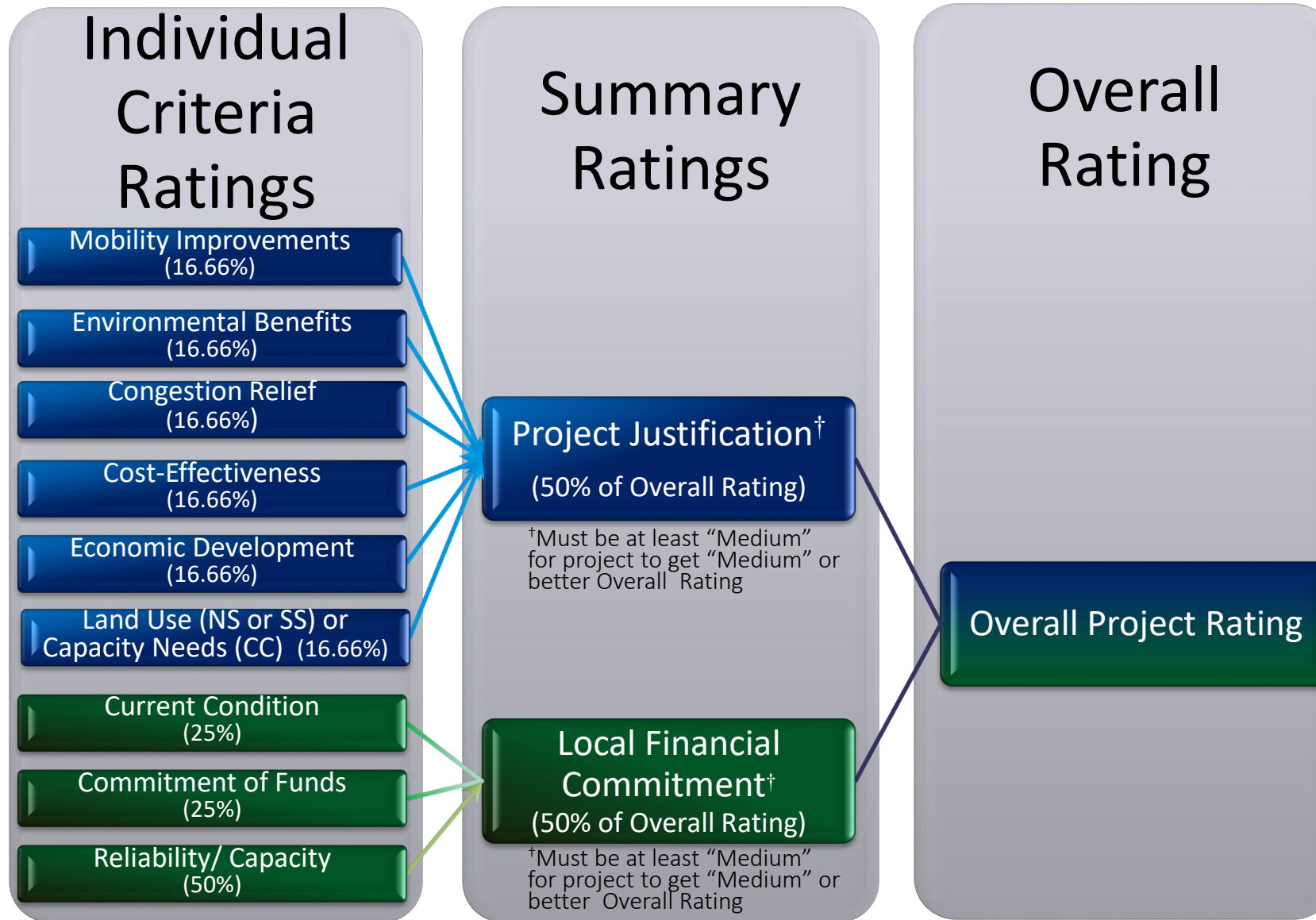


Statutory Multi-Year, Multi-Step CIG Process

Small Starts Process



Statutory CIG Project Evaluation and Rating Framework



CIG Funding Awards

- CIG funding awarded in a construction grant agreement
 - not awarded during project development or engineering
- CIG funding provides a portion of the total project cost that includes the cost of project development, engineering, and construction.
- Congressional reviews required before signing
 - New Starts and Core Capacity – 15 days
 - Small Starts – 10 days



CIG Construction Grant Agreement Requirements

- ✓ Completed the steps in law
- ✓ Obtained at least Medium rating
- ✓ All non-CIG funding committed including USDOT loans
- ✓ Critical 3rd party agreements signed (e.g., utility, railroad)
- ✓ Demonstrated progress toward meeting Transit Asset Management targets
- ✓ FTA readiness requirements met
 - ✓ Reliable cost, scope, and schedule
 - ✓ Technical capacity to deliver project



FTA Website – CIG Resources

Extensive materials on FTA website at <https://www.transit.dot.gov/CIG>

- Recorded webinars
- CIG regulation, policy guidance, reporting instructions, templates, etc.
- Guidance on Transit Financial Plans
- Guidance on how FTA conducts financial, land use, and economic development reviews
- Travel Forecasting information
- Before and After Studies
- Project information/CIG Dashboard

FTA Mission, Vision, Values

MISSION

Improve America's Communities through Public Transportation



VISION

A Better Quality of Life for All Built on Public Transportation Excellence



VALUES



SERVICE	Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs
INTEGRITY	Commitment to the highest professional and ethical standards
INNOVATION	Foster new ideas, concepts, and solutions for improved outcomes
SUSTAINABILITY	Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety
EQUITY	Remove barriers for systemically underserved communities to access all aspects of economic, social, and civic life