

Annual Report on Funding Recommendations

Fiscal Year 2027

Capital Investment Grants Program and
Expedited Project Delivery Pilot Program

Project Ratings

Table 2A -- Capital Investment Grants Program Summary of FY 2027 Project Ratings

Table 2B -- Detailed Summary of FY 2027 Local Financial Commitment Ratings

Table 2C -- Detailed Summary of FY 2027 Project Justification Ratings

April 2026

Table 2A -- Capital Investment Grants Program Summary of FY 2027 Project Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard.

This is because the information below is based on FTA's completed reviews of formal submittals from project sponsors.

CORE CAPACITY PROJECTS								
Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total CIG Funding Request (millions)	CIG Share of Capital Costs	Local Financial Commitment Rating	Project Justification Rating	Overall Project Rating
Core Capacity Engineering								
Core Capacity Project Development *								
MA Boston, Green Line Transformation (GLT) Core Capacity Program	\$3,795.1	\$280.2	\$4,075.3	\$2,037.7	50.0%	Medium	Medium-High	Medium-High
UT Salt Lake City, FrontRunner 2X	\$1,439.4	---	\$1,439.4	\$1,151.5	80.0%	Medium	Medium	Medium

* The CIG amount for each New Starts and Core Capacity project is determined by FTA at the time the project enters the Engineering phase. For projects that are not yet in Engineering, the CIG request amount shown here may change.

^ Project Development is the phase when a project sponsor completes the environmental review process, selects a locally preferred alternative, gets it adopted into the fiscally constrained long range plan, and develops the information necessary for the project to be evaluated and rated by FTA. Thus, the project cost, including financing charges, may not yet be known.

--- The project sponsor has not yet requested a rating.

NEW STARTS PROJECTS								
Phase State, City, Project	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total CIG Funding Request (millions)	CIG Share of Capital Costs	Local Financial Commitment Rating	Project Justification Rating	Overall Project Rating
New Starts Engineering								
CA San Francisco, Transbay Program Downtown Extension	\$7,879.4	\$375.4	\$8,254.8	\$3,384.5	41.0%	Medium-High	Medium-High	Medium-High
CA San Jose, BART Silicon Valley Phase II Extension	\$12,355.6	\$390.0	\$12,745.6	\$5,098.2	40.0%	Medium-High	Medium-High	Medium-High
FL Miami-Dade County, Northeast Corridor Rapid Transit Project	\$927.3	---	\$927.3	\$454.4	49.0%	Medium-High	Medium	Medium-High
# MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	TBD	TBD	TBD	TBD	TBD	Under Review	Under Review	Under Review
SC Charleston, Lowcountry Rapid Transit (LCRT)	\$598.6	\$26.5	\$625.1	\$374.2	59.9%	Medium-High	Medium	Medium-High
VA Fairfax County, Richmond Highway Bus Rapid Transit	\$937.0	---	\$937.0	\$346.7	37.0%	Medium-High	Medium	Medium-High
New Starts Project Development *								
CA Los Angeles, Southeast Gateway Line	\$9,213.5	\$1,338.9	\$10,552.4	\$5,190.0	49.2%	Medium-High	Medium	Medium-High
^ FL Broward County, Broward Commuter Rail South	\$297.0	---	\$297.0	---	---	---	---	---
MD Montgomery County, MD 355 Flash BRT	\$499.0	---	\$499.0	\$246.5	49.4%	Medium-High	Medium	Medium-High
^ MO St. Louis, Jefferson Alignment MetroLink Extension Project	\$1,100.0	---	\$1,100.0	---	---	---	---	---
TX Austin, Light Rail Phase I Project	\$7,148.3	\$1,085.3	\$8,233.6	\$4,067.4	49.4%	Medium-High	Medium	Medium-High
^ WA-OR Vancouver/Portland, Interstate Bridge Replacement Program	\$1,800.0	---	\$1,800.0	---	---	---	---	---

In March 2021, the project sponsor began a process of public outreach on several revised alignments under consideration.

* The CIG amount for each New Starts and Core Capacity project is determined by FTA at the time the project enters the Engineering phase. The amount shown here may change.

^ Project Development is the phase when a project sponsor completes the environmental review process, selects a locally preferred alternative, gets it adopted into the fiscally constrained long range plan, and develops the information necessary for the project to be evaluated and rated by FTA. Thus, the project cost, including financing charges, may not yet be known.

--- The project sponsor has not yet requested a rating.

Table 2A -- Capital Investment Grants Program Summary of FY 2027 Project Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard.

This is because the information below is based on FTA's completed reviews of formal submittals from project sponsors.

SMALL STARTS PROJECTS								
Phase	Capital Cost (millions)	Financing Costs (millions)	Total Capital Cost (millions)	Total CIG Funding Request (millions)	CIG Share of Capital Costs	Local Financial Commitment Rating	Project Justification Rating	Overall Project Rating
State, City, Project								
Small Starts Project Development								
AZ Tucson, Stone Avenue BRT	\$137.1	---	\$137.1	\$82.3	60.0%	Medium	Medium	Medium
CA Los Angeles, Vermont Avenue BRT	\$339.1	---	\$339.1	\$149.9	44.2%	High	Medium-High	High
CA Sacramento, Downtown Riverfront Streetcar Project	\$164.3	---	\$164.3	\$86.2	52.5%	Medium	Medium	Medium
CO Denver, Federal Boulevard BRT Project	\$318.4	---	\$318.4	\$150.0	47.1%	High	Medium	Medium-High
^ CO Fort Collins, West Elizabeth BRT Corridor Project	\$74.3	---	\$74.3	---	---	---	---	---
GA Atlanta, MARTA Rapid Campbellton	\$319.5	---	\$319.5	\$150.0	46.9%	High	Medium	Medium-High
GA Atlanta, MARTA Rapid Southlake	\$355.6	---	\$355.6	\$69.0	19.4%	High	Medium	Medium-High
^ LA New Orleans, East-West Bank BRT Corridor	\$326.0	---	\$326.0	---	---	---	---	---
MA Boston, Blue Hill Ave Transit Action Plan	\$162.5	---	\$162.5	\$80.3	49.4%	High	Medium-High	High
MD Montgomery County, Veirs Mill Road Bus Rapid Transit	\$193.7	---	\$193.7	\$150.0	77.5%	Medium	---	---
MN Minneapolis, METRO F Line Bus Rapid Transit	\$98.0	---	\$98.0	\$53.4	54.5%	Medium	Medium-High	Medium-High
NC Chapel Hill, North-South Bus Rapid Transit (NSBRT)	\$179.0	\$4.0	\$183.0	\$146.4	80.0%	Medium	Medium	Medium
NC Raleigh, Wake Bus Rapid Transit: Southern Corridor	\$173.9	---	\$173.9	\$85.9	49.4%	High	Medium	Medium-High
NC Raleigh, Wake Bus Rapid Transit: Western Corridor	\$388.6	---	\$388.6	\$150.0	38.6%	Medium-High	Medium	Medium-High
^ NY Nassau County, Nassau Hub Bus Rapid Transit	\$35.0	---	\$35.0	---	---	---	---	---
OH Cincinnati, Hamilton Avenue Corridor BRT Project	\$171.6	---	\$171.6	\$137.3	80.0%	Medium	Medium	Medium
OH Cincinnati, Reading Road Corridor BRT Project	\$166.8	---	\$166.8	\$116.8	70.0%	Medium	Medium	Medium
OH Cleveland, MetroHealth Line BRT Project	\$52.0	---	\$52.0	\$20.5	39.4%	High	Medium-High	High
OH Columbus, East Main Street BRT	\$385.0	---	\$385.0	\$150.0	39.0%	High	Medium	Medium-High
^ OH Columbus, Northwest Corridor BRT	\$145 - \$180	---	\$145 - \$180	---	---	---	---	---
OH Columbus, West Broad Street Bus Rapid Transit	\$339.9	---	\$339.9	\$150.0	44.1%	High	Medium	Medium-High
^ OK Oklahoma City, MAPS 4 Bus Rapid Transit Corridor	\$96.0	---	\$96.0	\$34.6	36.0%	---	---	---
OR Portland, 82nd Avenue Transit Project	\$319.9	---	\$319.9	\$150.0	46.9%	High	Medium	Medium-High
^ OR Portland, Montgomery Park Transit Project	\$170 - \$190	---	\$170 - \$190	---	---	---	---	---
^ OR Portland, TV Highway Transit and Safety Project	\$300.0	---	\$300.0	\$150.0	50.0%	---	---	---
^ TX Houston, METRORapid Gulfon Corridor Project	\$220.0	---	\$220.0	---	---	---	---	---
TX San Antonio, Advanced Rapid Transit East/West Corridor Project	\$289.2	---	\$289.2	\$142.9	49.4%	Medium-High	Medium	Medium-High
UT Salt Lake City, Davis-Salt Lake City Community Connector	\$71.9	---	\$71.9	\$35.4	49.3%	High	Medium	Medium-High
^ WA Everett, Swift Gold Line Bus Rapid Transit	\$189 - \$199	---	\$189 - \$199	---	---	---	---	---
WA King County, RapidRide K Line Bus Rapid Transit	\$105.9	---	\$105.9	\$51.9	49.0%	High	Medium	Medium-High
WA Spokane, Division Street Bus Rapid Transit	\$166.5	---	\$166.5	\$82.0	49.2%	High	Medium	Medium-High
WI Madison, North-South Bus Rapid Transit Project	\$146.9	\$3.8	\$150.7	\$118.1	78.4%	Medium	Medium	Medium

^ Project Development is the phase when a project sponsor completes the environmental review process, selects a locally preferred alternative, gets it adopted into the fiscally constrained long range plan, and develops the information necessary for the project to be evaluated and rated by FTA. Thus, the project cost, including financing charges, may not yet be known.

--- The project sponsor has not yet requested a rating.

Table 2B -- Detailed Summary of FY 2027 Local Financial Commitment Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard. This is because the information below is based on FTA's completed reviews of formal submittals from project sponsors.

CORE CAPACITY PROJECTS Phase State, City, Project	Local Financial Commitment Factors				Local Financial Commitment Summary Rating
	Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Share of Capital Costs	
Core Capacity Engineering					
Core Capacity Project Development *					
MA Boston, Green Line Transformation (GLT) Core Capacity Program	Medium-High	Medium	Medium-Low	50.0%	Medium
UT Salt Lake City, FrontRunner 2X	Medium-High	High	Medium-Low	80.0%	Medium

If the summary local financial commitment rating is rated at least Medium and the CIG Program share is less than 50 percent of the project's capital cost, then the summary local financial commitment rating is raised one level.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's Final Interim Policy Guidance.

* The CIG amount for each New Starts and Core Capacity project is determined by FTA at the time the project enters the Engineering phase. The amount shown here may change.

--- The project sponsor has not yet requested a rating.

NEW STARTS PROJECTS Phase State, City, Project	Local Financial Commitment Factors				Local Financial Commitment Summary Rating
	Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Share of Capital Costs	
New Starts Engineering					
CA San Francisco, Transbay Program Downtown Extension	Medium	Medium-High	Medium-Low	41.0%	Medium-High
# CA San Jose, BART Silicon Valley Phase II Extension	Medium-High	High	Medium-Low	40.0%	Medium-High
FL Miami-Dade County, Northeast Corridor Rapid Transit Project	Medium-High	Medium-High	Medium-Low	49.0%	Medium-High
MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	Under Review	Under Review	Under Review	TBD	Under Review
SC Charleston, Lowcountry Rapid Transit (LCRT)	Medium-High	High	Medium	59.9%	Medium-High
VA Fairfax County, Richmond Highway Bus Rapid Transit	Medium-High	Medium-High	Medium-Low	37.0%	Medium-High
New Starts Project Development *					
CA Los Angeles, Southeast Gateway Line	Medium	High	Medium-Low	49.2%	Medium-High
@ FL Broward County, Broward Commuter Rail South	---	---	---	---	---
MD Montgomery County, MD 355 Flash BRT	Medium-High	High	Medium-Low	49.4%	Medium-High
MO St. Louis, Jefferson Alignment MetroLink Extension Project	---	---	---	---	---
TX Austin, Light Rail Phase 1 Project	Medium-High	Medium	Medium-Low	49.4%	Medium-High
WA-OR Vancouver/Portland, Interstate Bridge Replacement Program	---	---	---	---	---

If the summary local financial commitment rating is rated at least Medium and the CIG Program share is less than 50 percent of the project's capital cost, then the summary local financial commitment rating is raised one level.

In March 2021, the project sponsor began a process of public outreach on several revised alignments under consideration.

@ In November 2024, the project sponsor informed FTA that the estimated total capital cost of the project had exceeded \$400 million. FTA reclassified the project from Small Starts to New Starts. The project sponsor has not yet provided FTA detailed costs.

* The CIG amount for each New Starts and Core Capacity project is determined by FTA at the time the project enters the Engineering phase. The amount shown here may change.

--- The project sponsor has not yet requested a rating.

Table 2B -- Detailed Summary of FY 2027 Local Financial Commitment Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard.

This is because the information below is based on FTA's completed reviews of formal submittals from project sponsors.

<u>SMALL STARTS PROJECTS</u> Phase State, City, Project	Local Financial Commitment Factors				Local Financial Commitment Summary Rating
	Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Share of Capital Costs	
Small Starts Project Development					
AZ Tucson, Stone Avenue BRT	N/A	N/A	N/A	60.0%	Medium
CA Los Angeles, Vermont Avenue BRT	N/A	N/A	N/A	44.2%	High
CA Sacramento, Downtown Riverfront Streetcar Project	N/A	N/A	N/A	52.5%	Medium
CO Denver, Federal Boulevard BRT Project	N/A	N/A	N/A	47.1%	High
CO Fort Collins, West Elizabeth BRT Corridor Project	---	---	---	---	---
GA Atlanta, MARTA Rapid Campbellton	N/A	N/A	N/A	46.9%	High
GA Atlanta, MARTA Rapid Southlake	N/A	N/A	N/A	19.4%	High
LA New Orleans, East-West Bank BRT Corridor	---	---	---	---	---
MA Boston, Blue Hill Ave Transit Action Plan	Medium-High	Medium-High	Medium	49.4%	High
MD Montgomery County, Veirs Mill Road Bus Rapid Transit	Medium-High	High	Medium-Low	77.5%	Medium
MN Minneapolis, METRO F Line Bus Rapid Transit	N/A	N/A	N/A	54.5%	Medium
NC Chapel Hill, North-South Bus Rapid Transit (NSBRT)	N/A	N/A	N/A	80.0%	Medium
NC Raleigh, Wake Bus Rapid Transit: Southern Corridor	Medium-High	Medium-High	Medium	49.4%	High
NC Raleigh, Wake Bus Rapid Transit: Western Corridor	High	Medium-High	Medium-Low	38.6%	Medium-High
NY Nassau County, Nassau Hub Bus Rapid Transit	---	---	---	---	---
OH Cincinnati, Hamilton Avenue Corridor BRT Project	N/A	N/A	N/A	80.0%	Medium
OH Cincinnati, Reading Road Corridor BRT Project	N/A	N/A	N/A	70.0%	Medium
OH Cleveland, MetroHealth Line BRT Project	N/A	N/A	N/A	39.4%	High
OH Columbus, East Main Street BRT	N/A	N/A	N/A	39.0%	High
OH Columbus, Northwest Corridor BRT	---	---	---	---	---
OH Columbus, West Broad Street Bus Rapid Transit	N/A	N/A	N/A	44.1%	High
OK Oklahoma City, MAPS 4 Bus Rapid Transit Corridor	---	---	---	36.0%	---
OR Portland, 82nd Avenue Transit Project	N/A	N/A	N/A	46.9%	High
OR Portland, Montgomery Park Transit Project	---	---	---	---	---
OR Portland, TV Highway Transit and Safety Project	---	---	---	50.0%	---
TX Houston, METRORapid Gulfton Corridor Project	---	---	---	---	---
TX San Antonio, Advanced Rapid Transit East/West Corridor Project	High	Medium	Medium-Low	49.4%	Medium-High
UT Salt Lake City, Davis-Salt Lake City Community Connector	N/A	N/A	N/A	49.3%	High
WA Everett, Swift Gold Line Bus Rapid Transit	---	---	---	---	---
WA King County, RapidRide K Line Bus Rapid Transit	N/A	N/A	N/A	49.0%	High
WA Spokane, Division Street Bus Rapid Transit	N/A	N/A	N/A	49.2%	High
WI Madison, North-South Bus Rapid Transit Project	N/A	N/A	N/A	78.4%	Medium

If the summary local financial commitment rating is rated at least Medium and the CIG Program share is less than 50 percent of the project's capital cost, then the summary local financial commitment rating is raised one level.

--- The project sponsor has not yet requested a rating.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's Final Interim Policy Guidance.

Table 2C -- Detailed Summary of FY 2027 Project Justification Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard.

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<u>CORE CAPACITY PROJECTS</u>							
Phase	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Capacity Needs Rating	Project Justification Summary Rating
State, City, Project							
Core Capacity Engineering							
Core Capacity Project Development							
MA Boston, Green Line Transformation (GLT) Core Capacity Program	Medium	High	High	Medium	Medium	Medium	Medium-High
UT Salt Lake City, FrontRunner 2X	Medium	Medium-Low	High	Medium	Medium	Medium	Medium

--- The project sponsor has not yet requested a rating.

<u>NEW STARTS PROJECTS</u>							
Phase	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating	Project Justification Summary Rating
State, City, Project							
New Starts Engineering							
CA San Francisco, Transbay Program Downtown Extension	High	Medium	Medium	Low	Medium-High	High	Medium-High
CA San Jose, BART Silicon Valley Phase II Extension	High	Medium	Medium	Low	High	Medium-High	Medium-High
FL Miami-Dade County, Northeast Corridor Rapid Transit Project	High	Medium	Medium	Medium-Low	Medium	Medium	Medium
# MN Minneapolis, METRO Blue Line Extension (Bottineau LRT)	Under Review	Under Review	Under Review	Under Review	Under Review	Under Review	Under Review
SC Charleston, Lowcountry Rapid Transit (LCRT)	Medium	Medium	Medium-Low	Medium-Low	Medium	Medium-High	Medium
VA Fairfax County, Richmond Highway Bus Rapid Transit	High	Medium-Low	Medium-Low	Medium	Medium	Medium	Medium
New Starts Project Development							
CA Los Angeles, Southeast Gateway Line	High	Medium-High	Medium	Low	Medium	Medium	Medium
FL Broward County, Broward Commuter Rail South	---	---	---	---	---	---	---
■ MD Montgomery County, MD 355 Flash BRT	High	Medium	Medium	Medium	Medium	Medium	Medium
MO St. Louis, Jefferson Alignment MetroLink Extension Project	---	---	---	---	---	---	---
TX Austin, Light Rail Phase 1 Project	Medium	Medium	Medium-High	Low	Medium-High	Medium	Medium
WA-OR Vancouver/Portland, Interstate Bridge Replacement Program	---	---	---	---	---	---	---

In March 2021, the project sponsor began a process of public outreach on several revised alignments under consideration.

■ Project qualifies for Project Justification warrants outlined in FTA's Final Interim Policy Guidance.

--- The project sponsor has not yet requested a rating.

Table 2C -- Detailed Summary of FY 2027 Project Justification Ratings

The latest information on CIG projects can be found on the FTA public website dashboard. In some cases, the data in this table may not match the latest data on the dashboard.

This is because the information below is based on FTA's completed reviews of formal submittals from project sponsors.

<u>SMALL STARTS PROJECTS</u>	Environmental	Mobility	Congestion	Cost	Economic	Land Use	Project Justification
Phase	Benefits	Improvements	Relief	Effectiveness	Development	Rating	Summary Rating
State, City, Project	Rating	Rating	Rating	Rating	Rating		
Small Starts Project Development							
AZ Tucson, Stone Avenue BRT	High	Medium	Low	Medium	Medium-High	Medium	Medium
■ CA Los Angeles, Vermont Avenue BRT	High	Medium	Medium	Medium	Medium	Medium-High	Medium-High
CA Sacramento, Downtown Riverfront Streetcar Project	High	Low	Medium-Low	Medium	Medium-High	Medium	Medium
CO Denver, Federal Boulevard BRT Project	High	Medium	Medium-Low	Medium	Medium-High	Medium	Medium
CO Fort Collins, West Elizabeth BRT Corridor Project	---	---	---	---	---	---	---
GA Atlanta, MARTA Rapid Campbellton	High	Medium-Low	Medium-Low	Medium	Medium	Medium	Medium
GA Atlanta, MARTA Rapid Southlake	High	Low	Low	Medium-High	Medium	Medium-Low	Medium
LA New Orleans, East-West Bank BRT Corridor	---	---	---	---	---	---	---
■ MA Boston, Blue Hill Ave Transit Action Plan	High	Medium	Medium	Medium	Medium-High	Medium	Medium-High
■ MD Mont gomery County, Veirs Mill Road Bus Rapid Transit	High	Medium	Medium	Medium	---	---	---
■ MN Minneapolis, METRO F Line Bus Rapid Transit	High	Medium	Medium	Medium	Medium	Medium-High	Medium-High
NC Chapel Hill, North-South Bus Rapid Transit (NSBRT)	Medium	Medium-Low	Medium-Low	Medium	Medium	Medium-Low	Medium
NC Raleigh, Wake Bus Rapid Transit: Southern Corridor	High	Low	Medium-Low	Medium	Medium-High	Medium	Medium
NC Raleigh, Wake Bus Rapid Transit: Western Corridor	High	Low	Medium-Low	Medium	Medium-High	Medium	Medium
NY Nassau County, Nassau Hub Bus Rapid Transit	---	---	---	---	---	---	---
OH Cincinnati, Hamilton Avenue Corridor BRT Project	High	Medium	Medium-Low	Medium	Medium	Medium	Medium
OH Cincinnati, Reading Road Corridor BRT Project	High	Medium-Low	Medium-Low	Medium	Medium	Medium-High	Medium
■ OH Cleveland, MetroHealth Line BRT Project	High	Medium	Medium	Medium	Medium-High	Medium	Medium-High
OH Columbus, East Main Street BRT	High	Medium-Low	Medium-Low	Medium-Low	Medium	Medium	Medium
OH Columbus, Northwest Corridor BRT	---	---	---	---	---	---	---
OH Columbus, West Broad Street Bus Rapid Transit	High	Medium-Low	Medium-Low	Medium-Low	Medium	Medium	Medium
OK Oklahoma City, MAPS 4 Bus Rapid Transit Corridor	---	---	---	---	---	---	---
OR Portland, 82nd Avenue Transit Project	Medium	Medium	Medium-Low	Medium	Medium-High	Medium	Medium
OR Portland, Montgomery Park Transit Project	---	---	---	---	---	---	---
OR Portland, TV Highway Transit and Safety Project	---	---	---	---	---	---	---
TX Houston, METRORapid Gulfon Corridor Project	---	---	---	---	---	---	---
TX San Antonio, Advanced Rapid Transit East/West Corridor Project	Medium	Medium-Low	Medium-Low	Medium-High	Medium	Medium	Medium
UT Salt Lake City, Davis-Salt Lake City Community Connector	High	Medium-Low	Medium-Low	Medium	Medium	Medium	Medium
WA Everett, Swift Gold Line Bus Rapid Transit	---	---	---	---	---	---	---
■ WA King County, RapidRide K Line Bus Rapid Transit	High	Medium	Medium	Medium	Medium-High	Medium-Low	Medium
WA Spokane, Division Street Bus Rapid Transit	High	Medium	Medium-Low	Medium	Medium	Medium-Low	Medium
WI Madison, North-South Bus Rapid Transit Project	Medium	Low	Medium-Low	Medium	Medium-High	Medium	Medium

--- The project sponsor has not yet requested a rating.

■ Project qualifies for Project Justification warrants outlined in FTA's Final Interim Policy Guidance.