

Overview of Capital Investment Grant Program



CIG Program Overview

- Discretionary & Competitive Federal Grant Program
 - Demand for funds exceeds supply; 63 projects currently in the program
 - FAST authorized level = \$2.3 billion each year through 2020
- Legislatively directed multi-year, multi-step process to receive funds, with FTA project evaluation & rating required at specific points during the process
- FTA required to submit Annual Report to Congress including:
 - Proposed amount to be available for the program
 - Ratings for all projects in the program
 - List of projects recommended for funding

Eligible CIG Projects

- New Starts

- Fixed guideway \geq \$300 million or seeking \geq \$100 million in CIG funds

- Small Starts

- Fixed guideway or corridor-based BRT $<$ \$300 million and seeking $<$ \$100 million in CIG funds

- Core Capacity

- Expands capacity by \geq 10% in an existing fixed guideway corridor that is at capacity today or will be in five years



BRT Eligibility

Corridor Based BRT



- Operates in mixed traffic
- Frequent bi-directional service on weekdays
- Defined Stations
- Traffic Signal Priority

Fixed Guideway BRT



- Operates in exclusive lane on >50% of alignment during peak periods
- Frequent bi-directional service on weekdays and weekends
- Defined stations
- Traffic Signal Priority

Core Capacity Eligibility

- Corridor-based investment
- Cannot include State of Good Repair elements
- Cannot include improvements to general station facilities, parking, or acquisition of rolling stock alone



Core Capacity Eligibility Light Rail and Heavy Rail

Existing space per passenger - peak hour, peak direction

≤ 5.4 square feet per passenger

Corridor at or above capacity today

5.4 – 5.7 square feet per passenger

Corridor at capacity within 5 years

> 5.7 square feet per passenger

Corridor not eligible

5.4 square feet per passenger = least
amount of space that still remains at a
“comfortable” loading level

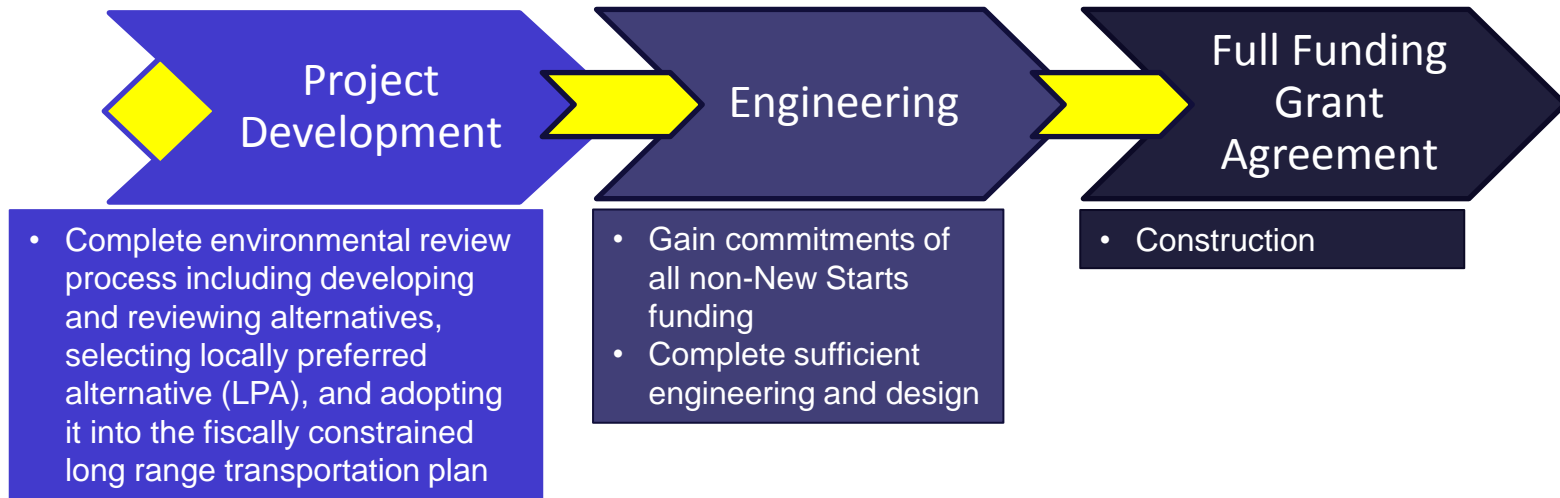


Core Capacity Eligibility Commuter Rail

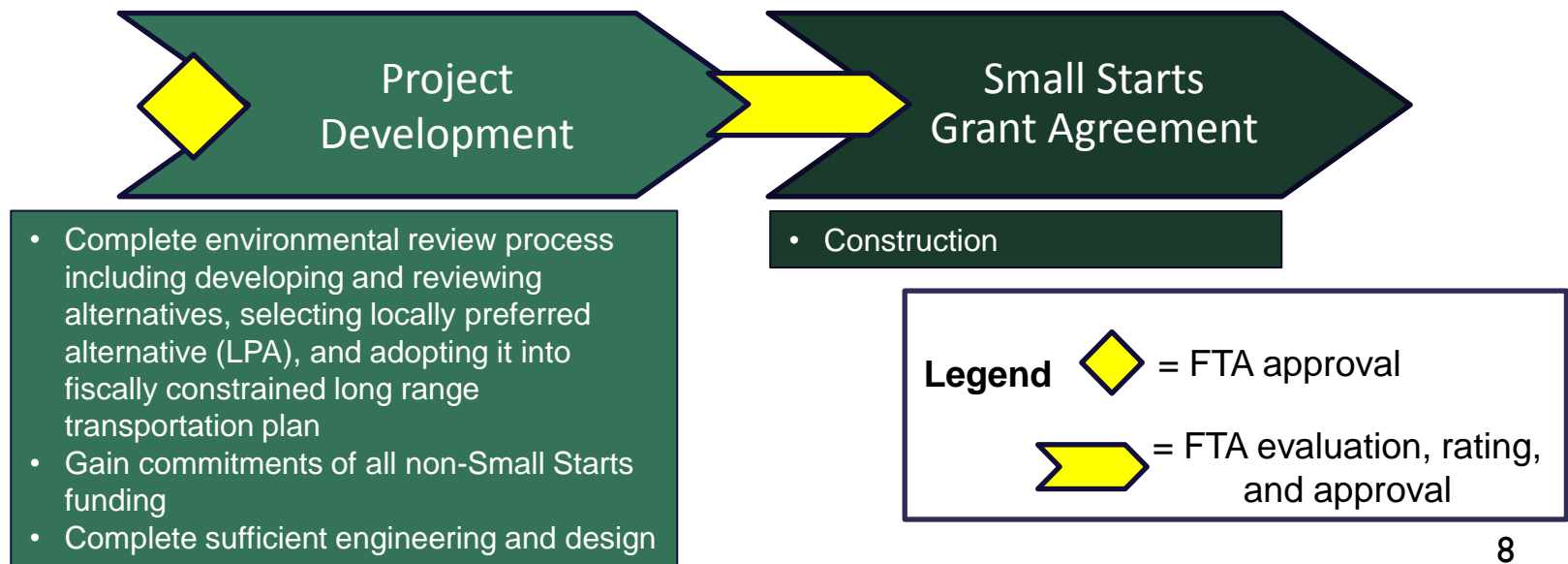
- Seated load calculation
- If 95% or more of available seats are used in peak hour, peak direction, corridor is at capacity today or will be in 5 years



New Starts and Core Capacity Process



Small Starts Process



CIG Project Evaluation and Rating

Individual Criteria Ratings

Mobility Improvements
(16.66%)

Environmental Benefits
(16.66%)

Congestion Relief
(16.66%)

Cost-Effectiveness
(16.66%)

Economic Development
(16.66%)

Land Use (NS or SS) or
Capacity Needs (CC) (16.66%)

Current Condition
(25%)

Commitment of Funds
(25%)

Reliability/ Capacity
(50%)

Summary Ratings

Project Justification[†]
(50% of Overall Rating)

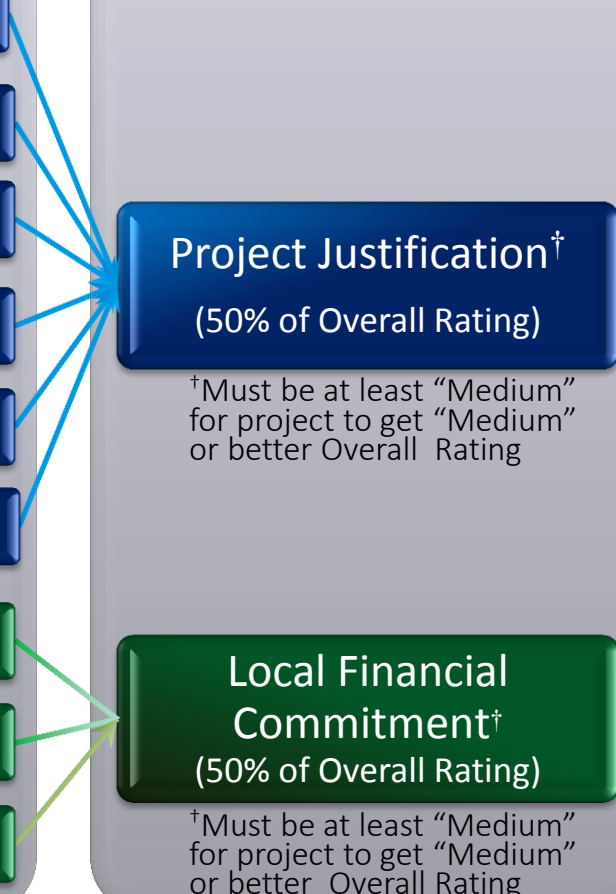
[†]Must be at least "Medium"
for project to get "Medium"
or better Overall Rating

Local Financial
Commitment[†]
(50% of Overall Rating)

[†]Must be at least "Medium"
for project to get "Medium"
or better Overall Rating

Overall Rating

Overall Project Rating



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. Maximum CIG share allowed in law:
 - New Starts 60%
 - Small Starts and Core Capacity 80%
- Congressional reviews required before signing
 - New Starts and Core Capacity – 30 days
 - Small Starts – 10 days



Getting a Construction Grant

- ✓ Completed the steps in law
- ✓ Obtained at least Medium rating
- ✓ Included in the President's budget
- ✓ CIG funding appropriated by Congress
- ✓ All non-CIG funding committed
- ✓ Critical 3rd party agreements signed
- ✓ FTA readiness requirements met
 - ✓ Reliable cost, scope, and schedule
 - ✓ Technical capacity to do project

