

Annual Report on Funding Recommendations

Fiscal Year 2017 Capital Investment Grant Program

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 USC 5309(o)(1) and
Section 3005(b)(11) of the Fixing America's Surface Transportation Act

2016

Prepared by:
Federal Transit Administration

Available from:
Federal Transit Administration
Office of Planning and Environment
1200 New Jersey Avenue, SE
Washington, DC 20590

<http://www.fta.dot.gov>

Table of Contents

Introduction.....	1
General Commitment Guidelines for Capital Investment Grant Program Projects.....	2
The FY 2017 Funding Allocations and Recommendations	6

Tables and Maps

Table 1 FY 2017 Funding Proposed for Capital Investment Grant Program	4
Table 2A Summary of Capital Investment Grant Program FY 2017 Project Ratings.....	9
Table 2B Detailed Summary of FY 2017 Local Financial Commitment Ratings.....	11
Table 2C Detailed Summary of FY 2017 Project Justification Ratings	13
Map of Capital Investment Grant Projects Recommended for Funding in FY 2017... ..	15

Introduction

This *Annual Report on Funding Recommendations* is issued by the United States Secretary of Transportation to help inform the appropriations process for the upcoming fiscal year (FY) by providing information on projects included in the Federal Transit Administration's (FTA) discretionary Capital Investment Grant Program.

The Capital Investment Grant Program

The Capital Investment Grant (CIG) Program outlined in 49 USC 5309, was most recently authorized in December 2015 by the Fixing America's Surface Transportation Act¹ (FAST).

The CIG Program is the Federal Government's primary financial resource for supporting transit capital projects that are locally planned, implemented, and operated. It provides funding for fixed guideway investments such as new and expanded heavy rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries as well as corridor-based bus rapid transit investments that emulate the features of rail. Over the years, the program has helped to make possible dozens of new or extended transit systems across the country. These public transportation investments, in turn, have improved the mobility and quality of life of millions of Americans, provided alternatives to congested roadways, and fostered the development of more economically vibrant communities.

There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity. New Starts and Core Capacity projects are required by law to go through a three phase process - Project Development, Engineering, and Construction. Small Starts projects are required by law to go through a two phase process - Project Development and Construction. As newly defined in FAST, New Starts projects are those whose sponsors request \$100 million or more in Capital Investment Grant Program funds or have an anticipated total capital cost of \$300 million or more. Previously under MAP-21 these thresholds were \$75 million and \$250 million. Core Capacity projects are substantial investments in existing fixed-guideway corridors that are at capacity today or will be in five years, where the proposed project will increase capacity by not less than 10 percent. Small Starts projects are newly defined in FAST as those whose sponsors request less than \$100 million in Capital Investment Grant Program funds and have an anticipated total capital cost of less than \$300 million. Previously under MAP-21 these thresholds were \$75 million and \$250 million.

All CIG projects must be evaluated and rated on a set of statutorily defined project justification and local financial commitment criteria and receive and maintain at least a "Medium" overall rating to advance through the various phases and be eligible for funding. Ratings are point in time evaluations by FTA and may change as the proposed project proceeds through planning and design when information concerning costs, benefits, financial plans, and impacts is refined. Once a construction grant agreement is awarded, the project is no longer evaluated and rated.

¹ The mandate for the *Annual Report* (49 USC 5309(o)(1)) is a continuation of the detailed reporting requirement established by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, reauthorized by SAFETEA-LU in August 2005, reauthorized by MAP-21 in July 2012, and reauthorized by FAST in December 2015.

This Report provides general information about the CIG Program, including the guidelines that the United States Department of Transportation (DOT) uses to make funding recommendations for proposed projects in the development pipeline and for projects currently in construction. Table 1 identifies the FY 2017 funding amount recommended for individual CIG projects, with information on each project's cost and funding history. Tables 2A, 2B, and 2C provide the results of FTA's evaluation and rating of the CIG projects.

This report also includes a recommended FY 2017 funding level for the newly established Expedited Delivery Pilot Program as required in Section 3005(b)(11) of FAST. This pilot program allows FTA to select up to eight projects for participation in the pilot. Eligible projects include New Starts, Small Starts, and Core Capacity projects that are seeking no more than 25 percent in Federal funding, are supported in part through a public private partnership, and will be operated and maintained by an existing public transportation provider.

Information Available on the FTA Web Site

More information on the CIG program can be found on FTA's website at <http://www.fta.dot.gov/12304.html>. Also available on the website are profiles of each of the projects in the program pipeline in the row labeled "Current Projects." There you can find project descriptions, project maps, notes on the projects' progress, and a discussion of any significant issues since FTA's last evaluation.

General Funding Recommendation and Funding Commitment Guidelines for CIG Projects

- Any project recommended for funding by FTA in the *Annual Report* must meet the project justification, local financial commitment, and process criteria established in Section 5309, and should be consistent with Executive Order 12893, *Principles for Federal Infrastructure Investments*, issued January 26, 1994.
- Funding recommendations are based on the results of the project evaluation process and resulting project justification, local financial commitment, and overall project ratings, as well as considerations such as project readiness and the availability of funds.
- FTA does not sign a construction grant agreement committing CIG funding until after the project sponsor has demonstrated that its project is ready for such an agreement. This includes assurance that the project's development and design have progressed to the point where its scope, costs, benefits, and impacts are considered firm and final, the project sponsor has obtained all non-CIG funding commitments, and the project sponsor has completed all critical third party agreements.
- The construction grant agreement, called either a Full Funding Grant Agreement (FFGA) for New Starts and Core Capacity projects or a Small Starts Grant Agreement (SSGA) for Small Starts projects, defines the project including its cost, scope, schedule, and level of service; commits to a maximum level of annual and total Capital Investment Grant Program financial assistance (subject to Congressional appropriation); establishes the terms and conditions of Federal financial participation; defines the period of time for completion of the project, and

helps FTA and the project sponsor manage the project in accordance with Federal law. Upon completion of the payment scheduled outlined in an FFGA or SSGA, the Section 5309 funding commitment has been fulfilled. Additional Section 5309 funding will not be recommended for the project. Any additional costs beyond the scope of the commitment outlined in the FFGA or SSGA are the responsibility of the project sponsor. FTA works closely with project sponsors to identify and implement strategies for containing capital costs at the level indicated in the FFGA or SSGA at the time it was signed.

- When preparing funding recommendations for the upcoming fiscal year, FTA first honors the commitments made in existing construction grant agreements before any new projects not yet under construction grant agreements are recommended for funding.
- Initial planning efforts conducted prior to entry into the first phase of the Capital Investment Grant process are not eligible for Section 5309 funding, but funding may be provided for that work through grants under the Section 5303 Metropolitan Planning Program, the Section 5307 Urbanized Area Formula Program, or Title 23 “flexible funding.”
- FTA encourages project sponsors to provide an overmatch as a means of funding more projects and leveraging State and local financial resources as well as other Federal financial resources.

FTA emphasizes that the process of project evaluation and rating is ongoing. As a proposed project proceeds through planning and design, information concerning costs, benefits, financial plans, and impacts is refined and the project rating may be reassessed to reflect new information.

Table 1 - FY 2017 Funding for Capital Investment Grant Program

Project	Rating	Mode	Total Project Cost	5309 Request	5309 Share	5309 Funds Appropriated/ Allocated Through FY 2016	Remaining 5309 Funding Needs After FY 2016	FY 2017 Budget Recommendations
Existing New Starts FFGA Commitments								\$ 1,382,808,931
New Starts Not Yet Under Construction Grant								\$ 950,000,000
Small Starts Not Yet Under Construction Grant								\$ 598,843,238
Core Capacity Not Yet Under Construction Grant								\$ 457,847,831
Expedited Delivery Pilot Program								\$ 75,500,000
Oversight takedown								\$ 35,000,000
GRAND TOTAL								\$ 3,500,000,000
Existing New Starts Full Funding Grant Agreements - Projects Under Construction or Open for Service								
CA Los Angeles, Regional Connector	FFGA	LRT	\$ 1,402,932,490	\$ 669,900,000	48%	\$ 265,000,000	\$ 404,900,000	\$ 125,000,000
CA Los Angeles, Westside Subway Section 1	FFGA	HR	\$ 2,821,957,153	\$ 1,250,000,000	44%	\$ 265,000,000	\$ 985,000,000	\$ 125,000,000
CA San Francisco, Third Street Light Rail Phase 2 - Central Subway	FFGA	LRT	\$ 1,578,300,000	\$ 942,200,000	60%	\$ 769,181,899	\$ 173,018,101	\$ 173,018,101 *
CA San Jose, Silicon Valley Berryessa Extension Project	FFGA	HR	\$ 2,230,021,971	\$ 900,000,000	40%	\$ 702,585,423	\$ 197,414,577	\$ 125,000,000
CO Denver, Eagle Commuter Rail	FFGA	CR	\$ 2,043,143,000	\$ 1,030,449,000	50%	\$ 817,186,415	\$ 213,262,585	\$ 175,000,000
FL Orlando, SunRail Phase II South	FFGA	CR	\$ 186,869,330	\$ 93,434,665	50%	\$ 77,376,477	\$ 16,058,188	\$ 16,058,188 *
HI Honolulu, High Capacity Transit Corridor Project	FFGA	HR	\$ 5,121,693,163	\$ 1,550,000,000	30%	\$ 1,306,267,358	\$ 243,732,642	\$ 243,732,642 *
MA Boston Green Line Extension	FFGA	LRT	\$ 2,297,618,856	\$ 996,121,000	43%	\$ 250,000,000	\$ 746,121,000	\$ 150,000,000
NC Charlotte, LYNX Blue Line Extension - Northeast Corridor	FFGA	LRT	\$ 1,160,084,496	\$ 580,042,248	50%	\$ 405,807,660	\$ 174,234,588	\$ 125,000,000
OR Portland, Portland-Milwaukie Light Rail Project	FFGA	LRT	\$ 1,490,350,173	\$ 745,175,087	50%	\$ 479,510,943	\$ 265,664,144	\$ 125,000,000
Total Existing New Starts Full Funding Grant Agreements			\$ 20,332,970,632	\$ 8,757,322,000				\$ 1,382,808,931
New Starts Projects Not Yet Under Construction Grants								
CA Los Angeles, Westside Purple Line Extension, Section 2	MH	HR	\$ 2,466,595,535	\$ 1,187,000,000	48%	\$ 100,000,000	\$ 1,087,000,000	\$ 125,000,000
CA San Diego, Mid-Coast Corridor Transit Project	MH	LRT	\$ 2,171,200,545	\$ 1,043,380,000	48%	\$ 108,009,516	\$ 935,370,484	\$ 125,000,000
CA Santa Ana, Santa Ana / Garden Grove Streetcar Project	MH	SC	\$ 288,748,876	\$ 144,373,915	50%	\$ -	\$ 144,373,915	\$ 125,000,000 +
MD Maryland National Capital Purple Line	MH	LRT	\$ 2,448,223,084	\$ 900,000,000	37%	\$ 203,000,000	\$ 697,000,000	\$ 125,000,000
MN Minneapolis, Southwest Light Rail Transit	MH	LRT	\$ 1,774,379,025	\$ 887,189,513	50%	\$ 5,000,000	\$ 882,189,513	\$ 125,000,000
TX Fort Worth, TEX Rail	MH	CR	\$ 996,075,581	\$ 498,037,790	50%	\$ 154,000,000	\$ 344,037,790	\$ 125,000,000
WA Seattle, Lynnwood Link Extension	MH	LRT	\$ 2,345,925,753	\$ 1,172,728,284	50%	\$ -	\$ 1,172,728,284	\$ 125,000,000 +
Other New Starts Projects That May Become Ready During FY2017								\$ 75,000,000
Total New Starts Not Yet Under Construction Grants			\$ 12,491,148,400	\$ 5,832,709,502		\$ 570,009,516		\$ 950,000,000

Table 1 - FY 2017 Funding for Capital Investment Grant Program

Project	Rating	Mode	Total Project Cost	5309 Request	5309 Share	5309 Funds Appropriated/ Allocated Through FY 2016	Remaining 5309 Funding Needs After FY 2016	FY 2017 Budget Recommendations
Core Capacity Projects Not Yet Under Construction Grants								
CA San Carlos, Peninsula Corridor Electrification Project	MH	CR	\$ 1,758,518,000	\$ 447,000,000	25%	\$ 72,956,593	\$ 374,043,407	\$ 125,000,000 +
IL Chicago, Red and Purple Line Modernization Project Phase One	MH	HR	\$ 1,993,250,222	\$ 956,607,772	48%	\$ 156,131,641	\$ 800,476,131	\$ 125,000,000 +
NY New York City, Canarsie Line Power and Station Improvements	MH	HR	\$ 273,640,421	\$ 100,000,000	37%	\$ 16,321,385	\$ 83,678,615	\$ 83,678,615 +*
TX Dallas, DART Red and Blue Lines Platform Extension	MH	LRT	\$ 118,759,597	\$ 58,759,597	49%	\$ 9,590,380	\$ 49,169,217	\$ 49,169,217 +*
Other Core Capacity Projects That May Become Ready During FY2017								\$ 75,000,000
Total Core Capacity Not Yet Under Construction Grant			\$ 4,144,168,240	\$ 1,562,367,369		\$255,000,000		\$ 457,847,831
Small Starts Projects Not Yet Under Construction Grants								
AZ Tempe, Tempe Streetcar	MH	SC	\$ 182,851,740	\$ 74,999,999	41%	\$ -	\$ 74,999,999	\$ 74,999,999 +*
CA Sacramento, Downtown Riverfront Streetcar	MH	SC	\$ 150,000,000	\$ 74,999,999	50%	\$ -	\$ 74,999,999	\$ 74,999,999 +*
FL Fort Lauderdale, Wave Streetcar	MH	SC	\$ 172,928,481	\$ 60,794,912	35%	\$ 49,650,000	\$ 11,144,912	\$ 11,011,801
FL Jacksonville, First Coast Flyer East Corridor BRT	MH	BRT	\$ 33,860,407	\$ 16,930,204	50%	\$ -	\$ 16,930,204	\$ 16,930,204 +*
IN Indianapolis, Red Line All-Electric BRT	M	BRT	\$ 96,330,294	\$ 74,989,999	78%	\$ -	\$ 74,989,999	\$ 74,989,999 +*
MI Grand Rapids, Laker Line BRT	MH	BRT	\$ 71,014,000	\$ 56,811,200	80%	\$ -	\$ 56,811,200	\$ 56,811,200 +*
MO Kansas City, Prospect MAX	M	BRT	\$ 53,819,555	\$ 29,886,460	56%	\$ -	\$ 29,886,460	\$ 29,886,460 +*
NM Albuquerque, Rapid Transit Project	MH	BRT	\$ 126,156,088	\$ 69,023,577	55%	\$ -	\$ 69,023,577	\$ 69,023,577 +*
WA Everett, Swift II BRT	M	BRT	\$ 66,590,000	\$ 43,190,000	65%	\$ -	\$ 43,190,000	\$ 43,190,000 +*
WA Seattle, Seattle Streetcar Center City Connector	MH	SC	\$ 134,881,680	\$ 74,999,999	56%	\$ -	\$ 74,999,999	\$ 74,999,999 +*
Other Small Starts Projects That May Become Ready During FY2017								\$ 72,000,000
Total Small Starts Not Yet Under Construction Grants			\$ 1,254,440,759	\$ 651,626,348		\$ 124,649,999		\$ 598,843,238

+ First time funding recommendation

* CIG payout completed with FY17 recommendation

Ratings abbreviations -- L = Low, ML = Medium-Low, M = Medium, MH = Medium-High, H = High

Mode abbreviations -- BRT = bus rapid transit, CR = commuter rail, HR = heavy rail, LRT = light rail transit, SC = streetcar

The FY 2017 Funding Allocations and Recommendations

FTA is recommending a total appropriation of \$3,500.00 million in Section 5309 Capital Investment Grant Program funds in FY 2017. FTA recommends it be distributed as follows:

- \$1,382.81 million for ten existing FFGAs
- \$ 950.00 million to New Starts Projects not yet under construction grants
- \$ 457.85 million to Core Capacity projects not yet under construction grants
- \$ 598.84 million to Small Starts Projects not yet under construction grants
- \$ 75.50 million for Expedited Delivery Pilot Program
- \$ 35.00 million for management and oversight (1.0% of the FY 2017 funding level.)

The funding proposed for the existing FFGAs shown above includes the negotiated payment outlined in each FFGA plus an additional \$25 million for each project or the amount needed to complete the New Starts commitment, whichever is smaller. FTA believes accelerating FFGA payments can not only potentially lower financing costs incurred on these projects, but also allow FTA to better manage the overall program given the ever growing demand for funds.

FTA has recently allocated prior year Core Capacity funding appropriated by Congress in FY 2014, FY 2015, and FY 2016 to the four Core Capacity projects recommended in the FY 2017 budget. The funding recommended for Core Capacity in FY 2017, combined with the prior year allocations, would allow two of the four projects to have their CIG funding completed.

The funds proposed for New Starts, Core Capacity and Small Starts include specific project funding recommendations. FTA has also recommended a small amount of funds for each of these categories that is not tied to specific projects at this time but would be available for projects currently in the program pipeline that might successfully advance through the process prior to the conclusion of FY 2017. Importantly, FTA has been encouraging project sponsors to submit information for evaluation and rating on an on-going basis throughout the year, not simply by one fixed deadline for annual budget considerations. By providing projects in the pipeline the potential to advance to construction grant agreements when they are ready, rather than making them wait for the next federal budget cycle to be completed, an opportunity exists to advance the projects more quickly and thereby minimize cost escalation and possible financing costs. To the extent that pipeline projects can be advanced after the FY 2017 budget submittal, but sooner than the FY 2018 budget submittal, they would be eligible for some portion of the funding proposed in this category.

The FY 2017 budget proposal also includes \$75.50 million for the Expedited Delivery Pilot Program. FAST requires FTA to approve or deny grant awards within 120 days of receipt of an application to this program. Funding for this category must be appropriated before FTA could award any grants.

Project Evaluation and Ratings

The Capital Investment Grant project evaluation and ratings included in this report are based on a process specified in statute. FAST establishes various criteria on which proposed projects must

be evaluated and specifies a five-point rating scale: *High, Medium-High, Medium, Medium-Low, and Low*. To advance in the process toward a funding recommendation in the President's budget and a construction grant agreement, a project must be rated *Medium* or higher overall. Receipt of project funding through a construction grant agreement is subject to Congressional appropriation, and is only obligated when the grantee can assure FTA that the proposed project scope, cost estimate, and budget are firm and reliable, local funding commitments are in place, and all critical third party agreements have been complete. Once a project receives a construction grant agreement from FTA, it is no longer required to be evaluated and rated.

FTA does not require project sponsors to submit information annually for evaluation and rating for the *Annual Report*. Rather, FTA only requires sponsors to submit information for an updated evaluation and rating of the project for the *Annual Report* if: 1) the project sponsor wants the project to be considered as a candidate for a funding recommendation in the budget; 2) significant issues have been raised in prior year evaluations that warrant a rerating; or 3) there has been a significant change to the project since the last evaluation.

Projects can be expected to continue to change as they progress through the development process. Hence, the ratings included in this *Annual Report* should not be construed as statements about the ultimate success or failure of those projects. Rather, the ratings provide assessments of the projects' strengths and weaknesses at the point in time when they were rated.

Tables 2A, 2B, and 2C present the ratings for all projects currently advancing through the process. Table 2A is the Summary of FY 2017 Project Ratings; Table 2B is the Detailed Summary of FY 2017 Local Financial Commitment Ratings; and Table 2C is the Detailed Summary of FY2017 Project Justification Ratings.

Since publication of the FY 2016 *Annual Report* in February 2015, seven projects received construction grant agreements. In addition, four projects entered the New Starts Engineering phase, one project entered the Core Capacity Engineering phase, and 17 projects entered the New Starts, Small Starts, or Core Capacity Project Development phase. These include the following:

New Starts Projects that Received Construction Grant Agreements

- FL Orlando, SunRail Phase 2 South

Small Starts Projects that Received Construction Grant Agreements

- CA Fresno, Blackstone-Kings Canyon BRT
- FL Jacksonville, BRT North Corridor
- FL Jacksonville, BRT Southeast Corridor
- OR Eugene, West Eugene EmX Extension
- TX El Paso, Dyer Corridor BRT
- WA Vancouver, Fourth Plain BRT

New Starts Projects Entered into Engineering

- CA San Diego, Mid Coast Corridor Transit Project
- CO Denver, Southeast Rail Extension
- TX Fort Worth, TEX Rail
- WA Seattle, Lynwood Link Extension

Core Capacity Projects Entered into Engineering

- IL Chicago, Red and Purple Line Modernization Phase One

New Starts Projects Entered into Project Development

- AZ Phoenix, South Central LRT Extension
- CA Santa Ana and Garden Grove Streetcar
- FL Ft. Lauderdale, Central Broward Transit Study, Phase I
- NY New York, Woodhaven Select Bus Service

Small Starts Projects Entered into Project Development

- FL Jacksonville, East Corridor
- FL Jacksonville, Southwest Corridor
- FL Orlando, SunRail Connector to Orlando Airport
- IN Indianapolis, Red Line Rapid Transit
- MI Grand Rapids, Laker Line BRT
- MO Kansas City, Prospect MAX Bus Rapid Transit
- NY Albany, River Corridor/Blue Line Bus Rapid Transit
- OR Portland, Powell-Division Transit and Development
- WA Spokane, Central City Line

Core Capacity Projects Entered into Project Development

- CA Caltrain Peninsula Corridor Electrification Project
- CA San Francisco, Transbay Corridor
- NC Charlotte, Blue Line Capacity Expansion
- TX Dallas, DART Second LRT Alignment, Phase I

Table 2A --Capital Investment Grant Program Summary of FY 2017 Project Ratings

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	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
Core Capacity Engineering								
IL Chicago, Red and Purple Modernization Phase One	\$1,839.4	\$153.9	\$1,993.3	\$956.6	48.0%	Medium-High	Medium-High	Medium-High
Core Capacity Project Development								
CA San Carlos, Peninsula Corridor Electrification Project	\$1,753.4	\$5.1	\$1,758.5	\$447.0	25.4%	Medium-High	Medium-High	Medium-High
^ CA San Francisco, Transbay Corridor Core Capacity Project	\$1,600 - 2,000	---	\$1,600 - 2,000	\$900.0	---	---	---	---
^ NC Charlotte, LYNX Blue Line Capacity Expansion	\$40.2	---	\$40.2	\$24.1	60.0%	---	---	---
NY New York City, Canarsie Line Power and Station Improvements	\$262.6	\$11.1	\$273.6	\$100.0	36.5%	Medium-High	Medium-High	Medium-High
TX Dallas, CBD Second Light Rail Alignment (D2)	\$606.8	\$43.7	\$650.5	\$325.2	50.0%	Medium-High	Medium-High	Medium-High
TX Dallas, DART Red and Blue Line Platform Extensions	\$118.8	\$0.0	\$118.8	\$58.8	49.5%	Medium-High	High	Medium

^ This project entered Project Development (PD) under the MAP-21 and FAST procedures. PD 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.

--- This project has not been rated because it entered PD under the MAP-21 and FAST procedures, which do not require a rating to be assigned upon entry into PD.

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	Overall Project Rating	Local Financial Commitment Rating	Project Justification Rating
New Starts Engineering								
CA Los Angeles, Westside Purple Line Extension Section 2	\$2,377.9	\$88.7	\$2,466.6	\$1,187.0	48.1%	Medium-High	Medium-High	Medium-High
CA San Diego, Mid-Coast Corridor Transit Project	\$1,813.8	\$357.4	\$2,171.2	\$1,043.4	48.1%	Medium-High	Medium-High	Medium-High
CO Denver, Southeast Rail Extension	\$218.1	\$5.5	\$223.6	\$92.0	41.1%	Medium-High	High	Medium
MD Maryland National Capital Purple Line	\$2,325.1	\$123.1	\$2,448.2	\$900.0	36.8%	Medium-High	Medium-High	Medium-High
TX Fort Worth, TEX Rail	\$970.4	\$25.7	\$996.1	\$498.0	50.0%	Medium-High	Medium-High	Medium
TX Houston, University Corridor LRT	\$1,461.6	\$101.5	\$1,563.1	\$781.5	50.0%	Medium	Medium	Medium
WA Seattle, Lynnwood Link Extension	\$2,151.6	\$194.3	\$2,345.9	\$1,172.7	50.0%	Medium-High	Medium	Medium-High
New Starts Project Development								
^ AZ Phoenix, South Central LRT Extension	\$466.8 - 530.7	---	\$466.8 - 530.7	---	---	---	---	---
CA Santa Ana, Santa Ana / Garden Grove Streetcar Project	\$288.7	\$0.0	\$288.7	\$144.4	50.0%	Medium-High	Medium-High	Medium
^ FL Fort Lauderdale, Central Broward Transit - Phase I	---	---	---	---	---	---	---	---
^ MN Minneapolis, METRO Blue Line Extension	\$1,002.0	---	\$1,002.0	\$501.0	50.0%	---	---	---
MN Minneapolis, Southwest Light Rail Transit	\$1,719.4	\$55.0	\$1,774.4	\$887.2	50.0%	Medium-High	Medium-High	Medium
^ NC Durham, Durham-Orange LRT	\$1,820.6	---	\$1,820.6	\$910.3	50.0%	---	---	---
^ NY New York City, Woodhaven Boulevard Select Bus Service	\$231.0	---	\$231.0	---	---	---	---	---

^ This project entered Project Development (PD) under the MAP-21 and FAST procedures. PD 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.

--- This project has not been rated because it entered PD under the MAP-21 and FAST procedures, which do not require a rating to be assigned upon entry into PD.

Table 2A --Capital Investment Grant Program Summary of FY 2017 Project Ratings

SMALL STARTS PROJECTS								
Phase	Capital Cost	Financing	Total Capital Cost	Total CIG	CIG Share of	Overall Project	Local Financial	Project
State, City, Project	(millions)	Costs	(millions)	Funding	Capital Costs	Rating	Commitment	Justification
		(millions)		Request			Rating	Rating
				(millions)				
Small Starts Project Development								
AZ Tempe, Tempe Streetcar	\$177.5	\$5.3	\$182.9	\$75.0	41%	Medium-High	High	Medium
^ CA Los Angeles, Downtown Los Angeles Streetcar	\$153 - 162	---	\$153 - 162	\$75.0	---	---	---	---
CA Sacramento, Downtown Riverfront Streetcar	\$150.0	\$0.0	\$150.0	\$75.0	50%	Medium-High	High	Medium
CA San Francisco, Van Ness Avenue BRT	\$162.8	\$0.0	\$162.8	\$75.0	46%	High	High	High
^ CA San Jose, El Camino Real Corridor BRT Project	\$188.0	---	\$188.0	\$75.0	40%	---	---	---
CA San Rafael, SMART Regional Rail - San Rafael to Larkspur Extension	\$42.5	\$0.0	\$42.5	\$22.5	53%	Medium	Medium	Medium
FL Fort Lauderdale, Wave Streetcar	\$172.9	\$0.0	\$172.9	\$60.8	35%	Medium-High	High	Medium
FL Jacksonville, First Coast Flyer East Corridor BRT	\$33.9	\$0.0	\$33.9	\$16.9	50%	Medium-High	High	Medium
^ FL Jacksonville, First Coast Flyer Southwest Corridor BRT	\$19.0	---	\$19.0	\$9.5	50%	---	---	---
^ FL Orlando, SunRail Connector to the Orlando International Airport	\$75.0	---	\$75.0	---	---	---	---	---
+++ FL Orlando, SunRail Phase II North	\$68.2	\$0.5	\$68.7	\$34.3	50%	Not Rated	Not Rated	Not Rated
^ IL Chicago, Ashland Avenue BRT Phase I	\$116.9	---	\$116.9	\$58.3	50%	---	---	---
IN Indianapolis, Red Line All-Electric BRT	\$96.3	\$0.0	\$96.3	\$75.0	78%	Medium	Medium	Medium
MI Grand Rapids, Laker Line BRT	\$71.0	\$0.0	\$71.0	\$56.8	80%	Medium-High	Medium	Medium-High
^ MI Lansing, Michigan Avenue/Grand River Avenue BRT	\$215.4	---	\$215.4	\$75.0	35%	---	---	---
^ MN Minneapolis, METRO Orange Line BRT	\$150.7	---	\$150.7	\$64.6	43%	---	---	---
MO Kansas City, Prospect MAX	\$53.8	\$0.0	\$53.8	\$29.9	56%	Medium	Medium	Medium
NC Charlotte, CityLYNX Gold Line Phase 2	\$150.0	\$0.0	\$150.0	\$75.0	50%	Medium-High	High	Medium
NM Albuquerque, Rapid Transit Project	\$126.2	\$0.0	\$126.2	\$69.0	55%	Medium-High	Medium	Medium-High
NV Reno, 4th St/Prater Way Bus RAPID Transit	\$52.6	\$0.0	\$52.6	\$6.5	12%	Medium-High	High	Medium
^ NV Reno, Virginia Street BRT Extension	\$60.0	---	\$60.0	\$30.0	50%	---	---	---
^ NY Albany, River Corridor/Blue Line Bus Rapid Transit	\$34.7	---	\$34.7	---	---	---	---	---
^ NY Albany, Washington/Western Bus Rapid Transit Line	\$64.0	---	\$64.0	---	---	---	---	---
OH Columbus, Cleveland Avenue BRT	\$46.8	\$0.0	\$46.8	\$37.5	80%	Medium	Medium	Medium
^ OR Portland, Powell-Division Transit and Development	---	---	---	\$75.0	---	---	---	---
TX El Paso, Montana RTS Corridor	\$47.0	\$0.0	\$47.0	\$28.2	60%	Medium	Medium	Medium
^ TX San Antonio, Downtown Modern Streetcar	\$232.0	---	\$232.0	\$75.0	32%	---	---	---
UT Provo-Orem, Provo-Orem Bus Rapid Transit	\$150.0	\$0.0	\$150.0	\$75.0	50%	Medium-High	High	Medium
WA Everett, Swift II BRT	\$66.6	\$0.0	\$66.6	\$43.2	65%	Medium	Medium	Medium
WA Seattle, Seattle Streetcar Center City Connector	\$134.9	\$0.0	\$134.9	\$75.0	56%	Medium-High	Medium	Medium-High
^ WA Spokane, Spokane Central City Line	\$72.0	---	\$72.0	---	---	---	---	---
WA Tacoma, Tacoma Link Expansion	\$166.0	\$0.0	\$166.0	\$75.0	45%	Medium-High	High	Medium

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the project.

^ This project entered Project Development (PD) under the MAP-21 and FAST procedures. PD 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.

--- This project has not been rated because it entered PD under the MAP-21 and FAST procedures, which do not require a rating to be assigned upon entry into PD.

Table 2B -- Detailed Summary of FY 2017 Local Financial Commitment Ratings

CORE CAPACITY PROJECTS Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors			
		Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Program Funding Share
Core Capacity Engineering IL Chicago, Red and Purple Modernization Phase One	Medium-High	Medium	Medium-High	Medium-Low	48%
Core Capacity Project Development CA San Carlos, Peninsula Corridor Electrification Project	Medium-High	Medium	High	Low	25%
CA San Francisco, Transbay Corridor Core Capacity Project	---	---	---	---	---
NC Charlotte, LYNX Blue Line Capacity Expansion	---	---	---	---	60%
NY New York City, Canarsie Line Power and Station Improvements	Medium-High	Medium	Medium	Medium-Low	37%
TX Dallas, CBD Second Light Rail Alignment (D2)	Medium-High	Medium-High	High	Medium	50%
TX Dallas, DART Red and Blue Line Platform Extensions	High	N/A	N/A	N/A	49%

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.

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's August 2015 Interim Policy Guidance.

NEW STARTS PROJECTS Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors			
		Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Program Funding Share
New Starts Engineering CA Los Angeles, Westside Purple Line Extension Section 2	Medium-High	Medium-Low	Medium-High	Medium	48%
CA San Diego, Mid-Coast Corridor Transit Project	Medium-High	Medium-High	High	Medium-Low	48%
CO Denver, Southeast Rail Extension	High	Medium	Medium-High	Medium-High	41%
MD Maryland National Capital Purple Line	Medium-High	Medium	Medium-High	Medium-Low	37%
TX Fort Worth, TEX Rail	Medium-High	Medium-High	High	Medium	50%
^ TX Houston, University Corridor LRT	Medium	*	*	*	50%
WA Seattle, Lynnwood Link Extension	Medium	Medium-High	Medium	Medium	50%
New Starts Project Development AZ Phoenix, South Central LRT Extension	---	---	---	---	---
CA Santa Ana, Santa Ana / Garden Grove Streetcar Project	Medium-High	Medium-High	Medium-High	Medium	50%
FL Fort Lauderdale, Central Broward Transit - Phase I	---	---	---	---	---
MN Minneapolis, METRO Blue Line Extension	---	---	---	---	50%
MN Minneapolis, Southwest Light Rail Transit	Medium-High	Medium-High	Medium-High	Medium-High	50%
NC Durham, Durham-Orange LRT	---	---	---	---	50%
NY New York City, Woodhaven Boulevard Select Bus Service	---	---	---	---	---

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.

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

* The rating shown is from the last evaluation and rating that was performed under the SAFETEA-LU process. Because the subfactors in the SAFETEA-LU process differ from those in the MAP-21 and FAST process, only the summary rating is shown.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's August 2015 Interim Policy Guidance.

Table 2B -- Detailed Summary of FY 2017 Local Financial Commitment Ratings

SMALL STARTS PROJECTS Phase State, City, Project	Local Financial Commitment Summary Rating	Local Financial Commitment Factors			
		Current Financial Condition Rating	Commitment of Funds Rating	Reasonableness of the Financial Plan Rating	CIG Program Funding Share
Small Starts Project Development					
AZ Tempe, Tempe Streetcar	High	Medium	High	Medium-High	41%
CA Los Angeles, Downtown Los Angeles Streetcar	---	---	---	---	---
CA Sacramento, Downtown Riverfront Streetcar	High	N/A	N/A	N/A	50%
^ CA San Francisco, Van Ness Avenue BRT	High	*	*	*	46%
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	40%
CA San Rafael, SMART Regional Rail - San Rafael to Larkspur Extension	Medium	Medium-High	High	Medium-Low	53%
FL Fort Lauderdale, Wave Streetcar	High	N/A	N/A	N/A	35%
FL Jacksonville, First Coast Flyer East Corridor BRT	High	N/A	N/A	N/A	50%
FL Jacksonville, First Coast Flyer Southwest Corridor BRT	---	---	---	---	50%
FL Orlando, SunRail Connector to the Orlando International Airport	---	---	---	---	---
+++ FL Orlando, SunRail Phase II North	Not Rated	Not Rated	Not Rated	Not Rated	50%
IL Chicago, Ashland Avenue BRT Phase I	---	---	---	---	50%
IN Indianapolis, Red Line All-Electric BRT	Medium	Medium	Medium-High	Medium	78%
MI Grand Rapids, Laker Line BRT	Medium	N/A	N/A	N/A	80%
MI Lansing, Michigan Avenue/Grand River Avenue BRT	---	---	---	---	35%
MN Minneapolis, METRO Orange Line BRT	---	---	---	---	43%
MO Kansas City, Prospect MAX	Medium	N/A	N/A	N/A	56%
NC Charlotte, CityLYNX Gold Line Phase 2	High	N/A	N/A	N/A	50%
NM Albuquerque, Rapid Transit Project	Medium	N/A	N/A	N/A	55%
NV Reno, 4th St/Prater Way Bus RAPID Transit	High	N/A	N/A	N/A	12%
NV Reno, Virginia Street BRT Extension	---	---	---	---	50%
NY Albany, River Corridor/Blue Line Bus Rapid Transit	---	---	---	---	---
NY Albany, Washington/Western Bus Rapid Transit Line	---	---	---	---	---
OH Columbus, Cleveland Avenue BRT	Medium	N/A	N/A	N/A	80%
OR Portland, Powell-Division Transit and Development	---	---	---	---	---
TX El Paso, Montana RTS Corridor	Medium	Medium	High	Medium-Low	60%
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	32%
UT Provo-Orem, Provo-Orem Bus Rapid Transit	High	N/A	N/A	N/A	50%
WA Everett, Swift II BRT	Medium	N/A	N/A	N/A	65%
WA Seattle, Seattle Streetcar Center City Connector	Medium	N/A	N/A	N/A	56%
WA Spokane, Spokane Central City Line	---	---	---	---	---
WA Tacoma, Tacoma Link Expansion	High	N/A	N/A	N/A	45%

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.

+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the project.

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

* The rating shown is from the last evaluation and rating that was performed under the SAFETEA-LU process. Because the subfactors in the SAFETEA-LU process differ from those in the MAP-21 and FAST process, only the summary rating is shown.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

"N/A" signifies that this subfactor does not apply because the project qualified for the financial rating "warrant" outlined in FTA's August 2015 Interim Policy Guidance.

Table 2C -- Detailed Summary of FY 2017 Project Justification Ratings

<u>CORE CAPACITY PROJECTS</u>							
Phase	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Capacity Needs Rating
State, City, Project							
Core Capacity Engineering							
IL Chicago, Red and Purple Modernization Phase One	Medium-High	Medium	High	Medium-High	High	Medium	Medium-High
Core Capacity Project Development							
CA San Carlos, Peninsula Corridor Electrification Project	Medium-High	Medium	Medium-High	Medium	High	Medium	Medium
CA San Francisco, Transbay Corridor Core Capacity Project	---	---	---	---	---	---	---
NC Charlotte, LYNX Blue Line Capacity Expansion	---	---	---	---	---	---	---
NY New York City, Canarsie Line Power and Station Improvements	Medium-High	Medium	High	Medium	High	Medium	Medium-High
TX Dallas, CBD Second Light Rail Alignment (D2)	Medium-High	Medium	Medium	High	High	Medium	Medium
TX Dallas, DART Red and Blue Line Platform Extensions	Medium	Medium	Medium	Medium	High	Medium	Medium

--- This project entered Project Development (PD) under the MAP-21 and FAST, which does not require FTA to perform an evaluation and rating of projects entering PD.

<u>NEW STARTS PROJECTS</u>							
Phase	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating
State, City, Project							
New Starts Engineering							
CA Los Angeles, Westside Purple Line Extension Section 2	Medium-High	High	Medium	Medium	Medium	Medium-High	Medium-High
CA San Diego, Mid-Coast Corridor Transit Project	Medium-High	Medium-High	Medium	Medium-High	Medium	Medium-High	Medium
CO Denver, Southeast Rail Extension	Medium	High	Low	Medium-Low	Medium	Medium-High	Medium-Low
MD Maryland National Capital Purple Line	Medium-High	High	Medium-High	Medium	Medium	Medium-High	Medium
TX Fort Worth, TEX Rail	Medium	High	Medium-Low	Medium	Medium-Low	Medium	Medium-Low
^ TX Houston, University Corridor LRT	Medium	High	Medium-High	N/A	Medium	Medium	Medium-Low
WA Seattle, Lynnwood Link Extension	Medium-High	High	Medium-High	High	Medium-High	Medium-High	Medium
New Starts Project Development							
AZ Phoenix, South Central LRT Extension	---	---	---	---	---	---	---
CA Santa Ana, Santa Ana / Garden Grove Streetcar Project	Medium	Medium-High	Medium-Low	Medium	Medium	Medium-High	Medium-High
FL Fort Lauderdale, Central Broward Transit - Phase I	---	---	---	---	---	---	---
MN Minneapolis, METRO Blue Line Extension	---	---	---	---	---	---	---
MN Minneapolis, Southwest Light Rail Transit	Medium	Medium	Medium	Medium	Medium	Medium-High	Medium
NC Durham, Durham-Orange LRT	---	---	---	---	---	---	---
NY New York City, Woodhaven Boulevard Select Bus Service	---	---	---	---	---	---	---

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

"N/A" signifies that this criterion does not apply because the project rating shown is based on the SAFETEA-LU evaluation and rating process rather than the MAP-21 and FAST process.

Table 2C -- Detailed Summary of FY 2017 Project Justification Ratings

SMALL STARTS PROJECTS Phase State, City, Project	Project Justification Summary Rating	Environmental Benefits Rating	Mobility Improvements Rating	Congestion Relief Rating	Cost Effectiveness Rating	Economic Development Rating	Land Use Rating
Small Starts Project Development							
AZ Tempe, Tempe Streetcar	Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium-Low
CA Los Angeles, Downtown Los Angeles Streetcar	---	---	---	---	---	---	---
CA Sacramento, Downtown Riverfront Streetcar	Medium	High	Low	Medium	Medium-High	Medium-High	Medium
^ CA San Francisco, Van Ness Avenue BRT	High	N/A	N/A	N/A	High	High	High
CA San Jose, El Camino Real Corridor BRT Project	---	---	---	---	---	---	---
CA San Rafael, SMART Regional Rail - San Rafael to Larkspur Extension	Medium	High	Low	Medium	Medium	Low	Medium-Low
FL Fort Lauderdale, Wave Streetcar	Medium	Medium-Low	Low	Medium	Medium	Medium-High	Medium-High
FL Jacksonville, First Coast Flyer East Corridor BRT	Medium	High	Medium	Medium	Medium	Medium-Low	Medium-Low
FL Jacksonville, First Coast Flyer Southwest Corridor BRT	---	---	---	---	---	---	---
FL Orlando, SunRail Connector to the Orlando International Airport	---	---	---	---	---	---	---
+++ FL Orlando, SunRail Phase II North	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated	Not Rated
IL Chicago, Ashland Avenue BRT Phase 1	---	---	---	---	---	---	---
IN Indianapolis, Red Line All-Electric BRT	Medium	Low	Medium	Medium	Medium	Medium-Low	Medium
MI Grand Rapids, Laker Line BRT	Medium-High	High	Medium-Low	Medium	High	Medium	Medium
MI Lansing, Michigan Avenue/Grand River Avenue BRT	---	---	---	---	---	---	---
MN Minneapolis, METRO Orange Line BRT	---	---	---	---	---	---	---
MO Kansas City, Prospect MAX	Medium	High	Medium-Low	Medium-Low	High	Medium	Medium
NC Charlotte, CityLYNX Gold Line Phase 2	Medium	Medium	Low	Medium	Medium-High	Medium	Medium
NM Albuquerque, Rapid Transit Project	Medium-High	Medium-High	Medium	Medium	High	Medium-High	Medium
NV Reno, 4th St/Prater Way Bus RAPID Transit	Medium	Medium-High	Medium-Low	Medium-Low	High	Medium-Low	Medium-Low
NV Reno, Virginia Street BRT Extension	---	---	---	---	---	---	---
NY Albany, River Corridor/Blue Line Bus Rapid Transit	---	---	---	---	---	---	---
NY Albany, Washington/Western Bus Rapid Transit Line	---	---	---	---	---	---	---
OH Columbus, Cleveland Avenue BRT	Medium	High	Low	Medium	High	Medium	Medium
OR Portland, Powell-Division Transit and Development	---	---	---	---	---	---	---
TX El Paso, Montana RTS Corridor	Medium	High	Low	Medium	Medium-High	Medium	Low
TX San Antonio, Downtown Modern Streetcar	---	---	---	---	---	---	---
UT Provo-Orem, Provo-Orem Bus Rapid Transit	Medium	High	Medium-Low	Medium	High	Medium-Low	Medium
WA Everett, Swift II BRT	Medium	High	Low	Medium-Low	Medium-High	Medium	Medium-Low
WA Seattle, Seattle Streetcar Center City Connector	Medium-High	High	Medium	Medium	High	High	High
WA Spokane, Spokane Central City Line	---	---	---	---	---	---	---
WA Tacoma, Tacoma Link Expansion	Medium	High	Low	Medium	Medium	Medium	Medium

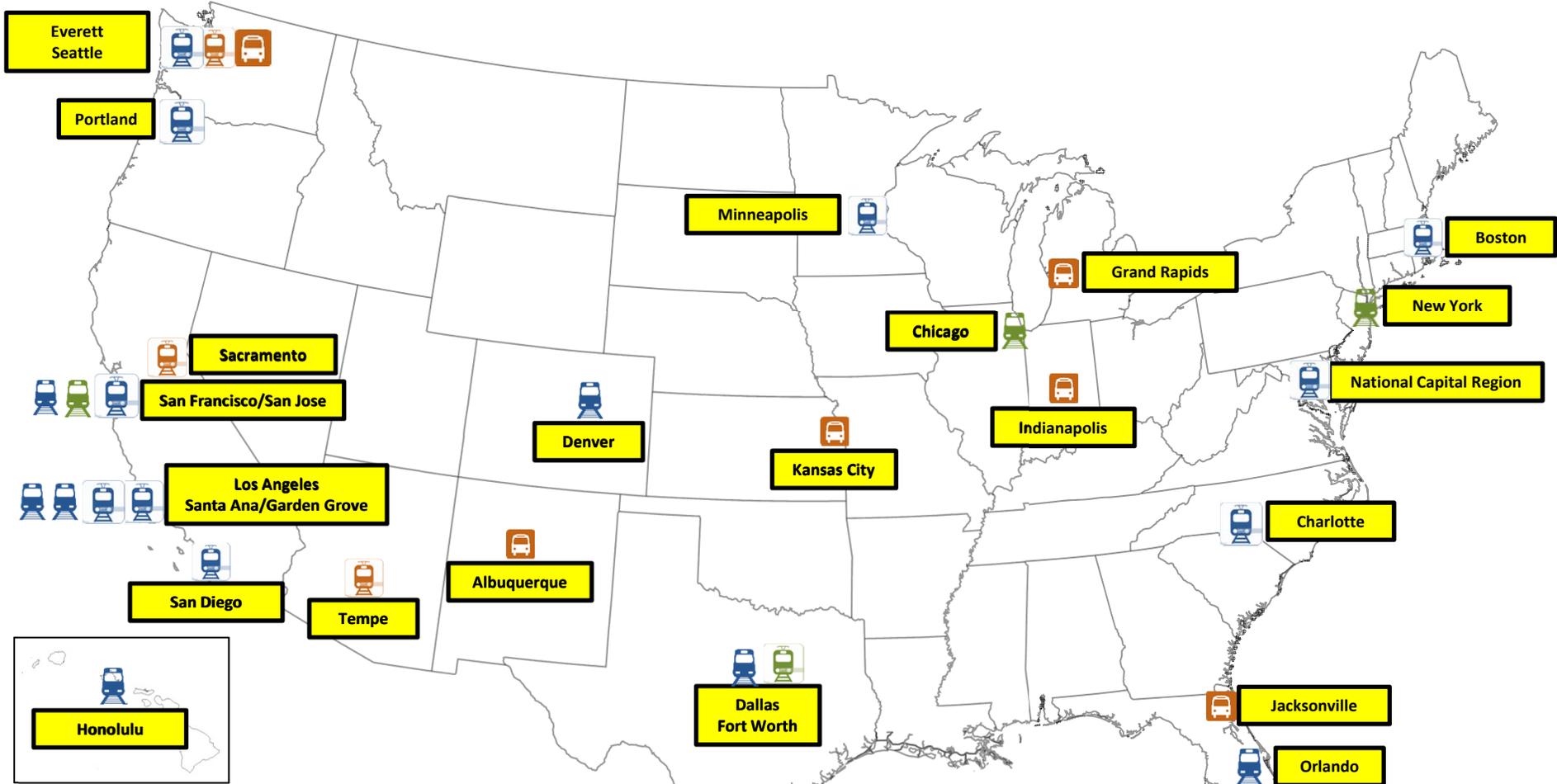
+++ Questions remain on the capital and operating costs submitted by the project sponsor. Therefore, FTA was unable to develop ratings for the project.

--- This project entered Project Development (PD) under the MAP-21 and FAST process, which does not require FTA to perform an evaluation and rating of projects entering PD.

^ This project was grandfathered under the SAFETEA-LU evaluation and rating process.

"N/A" signifies that this criterion does not apply because the project rating shown is based on the SAFETEA-LU evaluation and rating process rather than the MAP-21 and FAST process.

Capital Investment Grant Projects Recommended for Funding in FY2017



Legend

-  = Light Rail/Streetcar
-  = Heavy Rail/Commuter Rail
-  = Bus Rapid Transit
-  = New Starts
-  = Small Starts
-  = Core Capacity