

## Federal Transit Administration Capital Investment Grants

(Millions of dollars.)

	Total Project Cost	Total Federal Share	Fed. Share Pct.	Federal Approps. To Date	FY 2016 Request	FY 2016 Omnibus
<b>Projects With Signed FFGAs</b>						
CA Los Angeles Regional Connector	\$1,402.9	\$669.9	48%	\$165.0	\$115.0	\$100.0
CA Los Angeles Westside Subway Ext.	\$2,822.0	\$1,250.0	44%	\$165.0	\$115.0	\$100.0
CA San Francisco Third Street Phase 2	\$1,578.3	\$942.2	60%	\$619.2	\$165.0	\$150.0
CA San Jose Berrysea Extension	\$2,230.0	\$900.0	40%	\$552.6	\$165.0	\$150.0
CO Denver, Eagle Commuter Rail	\$2,043.1	\$1,030.4	50%	\$667.2	\$165.0	\$150.0
HI Honolulu High Capacity Transit	\$5,121.7	\$1,550.0	30%	\$1,056.3	\$265.0	\$250.0
MA Cambridge-Bedford Green Line	\$2,297.6	\$996.1	43%	\$0.0	\$165.0	\$150.0
NC Charlotte LYNX Blue Line Extension	\$1,160.1	\$580.0	50%	\$305.8	\$115.0	\$100.0
OR Portland-Milwaukie Light Rail	\$1,490.4	\$745.2	50%	\$379.5	\$115.0	\$100.0
<b>Total, Projects With Signed FFGAs</b>	<b>\$20,146.1</b>	<b>\$8,663.9</b>	<b>43%</b>	<b>\$3,910.5</b>	<b>\$1,385.0</b>	<b>\$1,250.0</b>
<b>Proposed New Start FFGAs*</b>						
CA Los Angeles Westside Section 2*	\$2,374.4	\$1,187.0	50%	\$0.0	\$100.0	\$100.0
CA San Diego Mid-Coast Corridor*	\$2,112.1	\$1,043.4	49%	\$8.0	\$150.0	\$100.0
CO Denver, Southeast Extension	\$224.3	\$92.0	41%	\$0.0	\$92.0	\$92.0
MD Baltimore Red Line	\$2,997.7	\$900.0	30%	\$0.0	\$100.0	\$0.0
MD Maryland Purple Line	\$2,448.2	\$900.0	37%	\$0.0	\$100.0	\$100.0
MN Minneapolis Southwest LRT	\$1,653.4	\$826.7	50%	\$0.0	\$150.0	\$5.0
TX Fort Worth TEX Rail	\$891.9	\$445.9	50%	\$0.0	\$100.0	\$100.0
<b>Total, Proposed New FFGAs</b>	<b>\$12,702.2</b>	<b>\$5,395.1</b>	<b>42%</b>	<b>\$8.0</b>	<b>\$792.0</b>	<b>\$497.0</b>
<b>Core Capacity Projects</b>					<b>\$351.0</b>	<b>\$50.0</b>
<b>Recommended Small Start Projects</b>						
CA Fresno FAX Blackstone/Kings Canyon	\$48.5	\$38.8	80%	\$27.8	\$11.0	\$11.0
CA San Francisco Van Ness Avenue	\$162.1	\$75.0	46%	\$45.4	\$29.6	\$30.0
CA San Rafael to Larkspur	\$45.5	\$22.5	49%	\$2.5	\$20.0	\$20.0
NC Charlotte LYNX Gold Line Phase 2	\$150.0	\$75.0	50%	\$0.0	\$75.0	\$75.0
NV Reno, 4th St/Prater Way Corridor	\$52.6	\$6.5	12%	\$0.0	\$6.5	\$6.0
OH Columbus -Cleveland Avenue BRT	\$47.7	\$38.1	80%	\$0.0	\$38.1	\$38.0
TX El Paso Montana Corridor BRT	\$45.5	\$27.0	59%	\$0.0	\$27.0	\$27.0
UT Provo Orem BRT	\$149.9	\$75.0	50%	\$4.0	\$70.9	\$71.0
WA Tacoma Link Light Rail Expansion	\$166.0	\$75.0	45%	\$0.0	\$75.0	\$75.0
<b>Total, Small Starts</b>	<b>\$867.9</b>	<b>\$432.9</b>	<b>50%</b>	<b>\$79.7</b>	<b>\$353.2</b>	<b>\$353.0</b>
<b>Accelerated Project Delivery and Development</b>					<b>\$320.0</b>	<b>\$0.0</b>
<b>FAST Act Sec. 3005(b) Pilot Project</b>					<b>\$0.0</b>	<b>\$5.0</b>
<b>Oversight Set-Aside</b>					<b>\$48.8</b>	<b>\$22.0</b>
<b>FY 2016 Appropriated Total for CIG Account</b>					<b>\$3,250.0</b>	<b>\$2,177.0</b>

\*The omnibus appropriations conference agreement provides \$200 million to be split between the LA Westside Section 2 project and the San Diego Mid-Coast Corridor project, but it does not say how that \$200 million should be split. It was easier to divide the \$200 million in half than it was to figure out a way to combine the two projects into one line in a table at 4 in the morning.