## Attachment C : Total Bus Investments

## Total Bus Investment in FY26 Preliminary Budget

Metro prioritizes its investments in bus services, which includes the cost of the operations, maintenance, NextGen initiatives, capital improvements, planning and construction efforts, as well as other customer experience initiatives and studies. The FY26 Budget includes \$2.47 billion in bus investments as shown in the table below.

	Bus Investments	FY25		FY26	\$	%	Life Of
	(\$ in thousands)	Budget	Pr	reliminary	Change	Change	Project
1	Operations & Maintenance						
2	Directly Operated Service Delivery - Labor	\$ 701,590.6	\$	741,490.7	\$ 39,900.2	5.7%	
3	Directly Operated Service Delivery - Parts, Supplies, CNG, Other	580,101.9		623,148.9	43,047.0	7.4%	
4	Cleanliness	116,303.8		120,691.6	4,387.7	3.8%	
5	Public Safety						
6	Security (LE/Private/Metro)	\$ 104,346.3	\$	108,849.8	\$ 4,503.5	4.3%	
7	Transit Ambassador Program	4,744.0		5,071.4	327.4	6.9%	
8	Homeless Outreach	7,808.2		6,651.7	(1,156.4)	-14.8%	
9	Public Safety Subtotal	\$ 116,898.5	\$	120,572.9	\$ 3,674.5	3.1%	
10	Other Operating and Support						
11	Workers Compensation	\$ 76,870.9	\$	85,232.3	\$ 8,361.4	10.9%	
12	PLPD	44,660.6		45,294.5	633.9	1.4%	
13	Customer Care Call Center	24,085.3		27,147.1	3,061.7	12.7%	
14	Supply Chain, Warehouse & Inventory Management	59,708.6		65,190.8	5,482.2	9.2%	
16	Purchased Transportation	72,644.2		68,487.5	(4,156.7)	-5.7%	
15	Other Operating and Support Subtotal	\$ 277,969.6	\$	291,352.1	\$ 13,382.5	4.8%	
17	Operations & Maintenance Subtotal	\$ 1,792,864.4	\$ 1	1,897,256.2	\$ 104,391.9	5.8%	
18	NextGen						
19	Bus Mobile Validators (BMV) (All Door Boarding)	\$ 1,711.3	\$	-	\$ (1,711.3)	-100.0%	\$ 18,100.0
21	Camera Bus Lane Enforcement	\$ 2,500.0	\$	2,001.6	\$ (498.4)	-19.9%	\$ 11,000.0
20	Transit Signal Priority	\$ 3,569.3	\$	4,624.6	\$ 1,055.2	29.6%	\$ 25,620.0
22	NextGen Bus Priority Lanes	\$ 4,788.6	\$	4,776.1	\$ (12.5)	-0.3%	\$-
23	NextGen Curb Improvements	\$ 8,130.1	\$	7,741.0	\$ (389.1)	-4.8%	\$-
24	NextGen Bus Stops and Shelters	16,401.8		16,429.2	27.4	0.2%	-
25	Bus Termini and Layover Improvement	3,000.0		3,570.8	570.8	19.0%	-
26	NextGen Bus Lanes	4,740.2		4,209.9	(530.3)	-11.2%	-
27	NextGen Subtotal	\$ 44,841.4	\$	43,353.2	\$ (1,488.1)	-3.3%	\$ 54,720.0

Table Continues on next page.

	Bus Investments (Continued)		FY25	FY26		\$	%		Life Of
20	(\$ in thousands) Bus Fleet Procurement		Budget	Preliminary		Change	Change		Project
28 29	40' Battery Electric Zero Emission Buses	\$	41,118.3	\$ 21,497.1	¢	(19,621.2)	-47.7%	¢	163,534.0
30	40 Battery Electric Zero Emission Buses 40' Compressed Natural Gas Buses	φ	692.9	φ 21,497.1 604.0	φ	(19,021.2) (89.0)	-47.7%	φ	420,913.3
31	60' Battery Electric Zero Emission Buses		1,971.7	7,525.9		5,554.2	281.7%		80,003.3
32	60' Battery Electric Zero Emission Buses - Grant Funded		680.7	196.9		(483.8)	-71.1%		8,109.5
33	60' Compressed Natural Gas Buses		441.9	378.7		(63.2)	-14.3%		149,311.4
34	40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure		1,500.0	4,111.4		2,611.4	174.1%		-
35	Battery Electric Buses & Chargers		1,142.0	1,708.0		566.0	49.6%		-
36	Bus Fleet Procurement Subtotal	\$	47,547.6	\$ 36,022.0	\$	(11,525.6)	-24.2%	\$	821,871.6
37	Bus Facilities Improvements								
38	Bus Division Improvements IV	\$	4,773.9	\$ 2,224.0	\$	(2,549.9)	-53.4%	\$	28,000.0
39	Division 1 Street Closure		1,893.2	1,960.4		67.2	3.6%		9,500.0
40	Metro G Line (Orange) Reclaimed Water Project		92.7	122.8		30.1	32.4%		655.4
41	Electric Bus Charging Infrastructure J (Silver) Line		16,374.9	8,434.0		(7,940.9)	-48.5%		50,000.0
42	Division 8 Charging Infrastructure		8,000.0	2,505.2		(5,494.8)	-68.7%		65,150.0
43	Resilience Charging System		5,000.4	2,430.0		(2,570.4)	-51.4%		22,450.0
44	Division Zero Emission Bus Infrastructure Transition		2,000.0	3,175.8		1,175.8	58.8%		-
45	Environmental Compliance Capital Project (FY23-FY27)		4,941.5	13,084.7		8,143.2	164.8%		35,000.0
46	Fire Alarm Panel Replacement Throughout Metro Facilities		1,174.8	1,513.4		338.5	28.8%		9,830.0
47	Energy Resiliency		-	550.0		550.0	N/A 4337.4%		-
48 49	Division 7, ZEB Charging Infrastructure Division 18, ZEB Charging Infrastructure		500.0 500.0	22,186.9 16.213.8		21,686.9 15,713.8	4337.4%		218,410.0 350.000.0
49 50	Bus Facilities Improvements Subtotal	\$	45,251.5	<b>\$ 74,400.9</b>	\$	<b>29,149.4</b>	64.4%	\$	788,995.4
50	Bus Fleet Maintenance	φ	40,201.0	\$ 74,400.9	φ	29,149.4	04.4 /0	φ	700,993.4
52	Bus Engine Replacements	\$	3,287.9	\$ 3,379.4	\$	91.4	2.8%	\$	13,518.0
53	New Flyer/El Dorado Bus Midlife	Ψ	44,816.1	46,535.1	Ψ	1,719.0	3.8%	Ψ	205,000.0
54	Bus Maintenance Equipment Acquisition		1,000.0	1,291.7		291.7	29.2%		3,900.0
55	Collision Avoidance Demo		-	-		-	100.0%		-
56	Bus Fleet Maintenance Subtotal	\$	49,104.0	\$ 51,206.2	\$	2,102.2	4.3%	\$	222,418.0
					φ		4.3/0		
57	Regional & Hubs	Ť	.0,10110	¢ 01,200.2	φ	2,102.2	4.370	•	
57 58		\$	78.5	\$ -	\$	(78.5)	-100.0%		3,448.8
	Regional & Hubs								3,448.8 4,912.0
58	Regional & Hubs Passenger Screen-Facility Hardening		78.5	\$ -		(78.5)	-100.0%		
58 59	Regional & Hubs Passenger Screen-Facility Hardening Validators For Muni Buses		78.5 2,722.1	\$ -		(78.5)	-100.0% -100.0%		4,912.0
58 59 60	Regional & Hubs     Passenger Screen-Facility Hardening     Validators For Muni Buses     Patsaouras Bus Plaza Station Improvements		78.5 2,722.1 15.0	\$- - 15.0		(78.5) (2,722.1)	-100.0% -100.0% 0.0%		4,912.0 50,913.0
58 59 60 61	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V		78.5 2,722.1 15.0 2,818.0	\$- - 15.0 1,786.2	\$	(78.5) (2,722.1) - (1,031.8)	-100.0% -100.0% 0.0% -36.6%		4,912.0 50,913.0
58 59 60 61 62	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology	\$ \$	78.5 2,722.1 15.0 2,818.0 340.3	\$ - 15.0 1,786.2 250.0	\$ \$	(78.5) (2,722.1) (1,031.8) (90.3) (3,922.8)	-100.0% -100.0% 0.0% -36.6% -26.5% -65.7% 0.0%	\$ \$	4,912.0 50,913.0 35,000.0 <b>94,273.8</b>
58 59 60 61 62 63	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement	\$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3	\$ - 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> - \$ 11,207.3	\$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7%	\$ \$	4,912.0 50,913.0 35,000.0 - <b>94,273.8</b> - 117,000.0
58 59 60 61 62 63 64 65 66	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal	\$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b>	\$ - 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> - \$ 11,207.3	\$ \$	(78.5) (2,722.1) (1,031.8) (90.3) (3,922.8)	-100.0% -100.0% 0.0% -36.6% -26.5% -65.7% 0.0%	\$ \$	4,912.0 50,913.0 35,000.0 <b>94,273.8</b>
58 59 60 61 62 63 64 65 66 67	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction	\$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b>	\$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0	-100.0% -100.0% -36.6% -26.5% <b>-65.7%</b> 0.0% 3.7% <b>3.7%</b>	\$ \$ \$	4,912.0 50,913.0 35,000.0 - <b>94,273.8</b> - 117,000.0 <b>117,000.0</b>
58 59 60 61 62 63 64 65 66 67 68	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Mon MR/MM Major Construction Rosa Parks/Willowbrook Station	\$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> 739.9	\$	\$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9)	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3%	\$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - <b>94,273.8</b> - 117,000.0 <b>117,000.0</b> 128,348.4
58 59 60 61 62 63 64 65 66 67 68 69	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal	\$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>739.9</b> <b>739.9</b>	\$	\$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - - 400.0 400.0 (334.9) (334.9) (334.9)	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% 3.7% -45.3% -45.3%	\$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0  94,273.8 - 117,000.0 117,000.0 128,348.4 128,348.4
58 59 60 61 62 63 64 65 66 67 68 69 70	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal	\$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> 739.9	\$	\$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9)	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% 3.7% -45.3% -45.3%	\$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - <b>94,273.8</b> - 117,000.0 <b>117,000.0</b> 128,348.4
58 59 60 61 62 63 64 65 66 67 68 69 70 71	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.3</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>10,907.5</b> <b>1</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b>	\$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) (334.9)	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 128,348.4 128,348.4 172,907.1
58 59 60 61 62 63 64 65 66 67 68 69 70 71 72	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Mon MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements	\$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> 739.9 <b>739.9</b> <b>739.9</b> <b>159,424.2</b> 106,859.9	\$ - 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b>	\$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) 15,868.4 32,249.3	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0  94,273.8 - 117,000.0 117,000.0 128,348.4 128,348.4
58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Mon MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>159,424.2</b> 106,859.9 114,433.2	\$ - 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> - <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> 84,492.6	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) (334.9) 15,868.4 32,249.3 53,703.5	-100.0% -100.0% 0.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 117,000.0 117,000.0 128,348.4 128,348.4 128,348.4 172,907.1
58     59     60     61     62     63     64     65     66     67     68     69     70     71     72     73     74	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>159,424.2</b> 106,859.9	\$ - 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) 15,868.4 32,249.3	-100.0% -100.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 128,348.4 128,348.4 172,907.1
58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Transit Construction Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>11,443.3</b> <b>221,293.1</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> <b>84,492.6</b> <b>\$ 219,388.8</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (3	-100.0% -100.0% 0.0% -36.6% -26.5% 0.0% 3.7% 3.7% 3.7% 45.3% -45.3% 10.0% 101.1% -26.2% 35.3%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 117,000.0 128,348.4 128,348.4 128,348.4 ,172,907.1 149,683.0 - 149,683.0
58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Planning   Countywide BRT Planning	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> 10,807.3 10,907.3 10,907	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> 84,492.6 <b>\$ 299,388.8</b> <b>\$ 3,473.4</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (598.1) (598.1)	-100.0% -100.0% 0.0% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 101.1% -26.2% 35.3% 44.5%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 1128,348.4 128,348.4 128,348.4 ,172,907.1 149,683.0 -
58   59     60   61     62   63     63   64     65   66     67   68     69   70     71   72     73   74     75   76     77   74	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Mon MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Transit Planning   Countywide BRT Planning   North San Fernando Valley BRT	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,90.3</b> <b>114,433.2</b> <b>22,404.5</b> <b>1,150.8</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> 84,492.6 <b>\$ 299,388.8</b> <b>\$ 3,473.4</b> 409.7	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) 53,703.5 78,095.7 (598.1) (1,317.2)	-100.0% -100.0% 0.0% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2% 35.3% 44.5% -64.4%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 117,000.0 117,000.0 128,348.4 128,348.4 ,172,907.1 149,683.0 - - 149,683.0
58   59     60   61     62   63     64   65     66   66     67   68     69   70     71   72     73   74     75   76     77   78	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Mon MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Countywide BRT Planning   Countywide BRT Planning   North San Fernando Valley BRT   San Gabriel Valley (SGV) Feasibility Study	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,907.3</b> <b>1159,424.2</b> <b>221,293.1</b> <b>2,404.5</b> <b>1,150.8</b> <b>9,56.7</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> 84,492.6 <b>\$ 299,388.8</b> <b>\$ 3,473.4</b> 409.7 1,402.7	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (538.1) (1,317.2) (978.2)	-100.0% -100.0% 0.0% -26.5% -26.5% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2% 35.3% 44.5% -64.4% 46.6%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 1128,348.4 128,348.4 128,348.4 ,172,907.1 149,683.0 -
58   59     60   61     62   63     64   65     66   67     68   69     70   71     72   73     74   75     76   77     78   79	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Image: Construction Subtotal   Transit Planning   Countywide BRT Planning   North San Fernando Valley BRT   San Gabriel Valley (SGV) Feasibility Study   Vermont Transit Corridor	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>739.9</b> <b>159,424.2</b> <b>106,859.9</b> <b>114,433.2</b> <b>221,293.1</b> <b>2,404.5</b> 1,150.8 956.7 19,945.5	\$ - 15.0 1,786.2 250.0 <b>\$</b> 2,051.2 - \$ 11,207.3 <b>\$</b> 11,207.3 <b>\$</b> 11,207.3 <b>\$</b> 405.0 <b>\$</b> 405.0 <b>\$</b> 405.0 <b>\$</b> 405.0 <b>\$</b> 405.0 <b>\$</b> 405.0 <b>\$</b> 214,896.2 84,492.6 <b>\$</b> 299,388.8 <b>\$</b> 3,473.4 409.7 1,402.7 22,326.9	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (334.9) (598.1) (1,317.2) (978.2) 13,683.5	-100.0% -100.0% 0.0% -36.6% -26.5% -65.7% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2% 35.3% 44.5% -64.4% -66.6% 11.9%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 117,000.0 117,000.0 128,348.4 128,348.4 ,172,907.1 149,683.0 - 149,683.0 - -
58   59     60   61     62   63     64   65     66   67     68   69     70   71     72   73     74   76     77   78     79   80	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Transit Construction Subtotal   Transit Planning   Countywide BRT Planning   North San Fernando Valley BRT   San Gabriel Valley (SGV) Feasibility Study   Vermont Transit Corridor   Other Bus Planning & Studies	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>114,433.2</b> <b>221,293.1</b> <b>2,404.5</b> <b>1,150.8</b> <b>9,945.5</b> <b>19,945.5</b> <b>37,2</b>	\$ - - - - - - - - - - - - -	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 (334.9) (334.8) (338.8) (338.8) (4.8)	-100.0% -100.0% 0.0% -36.6% -26.5% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2% 35.3% 44.5% -64.4% 46.6% 11.9% -13.0%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 117,000.0 117,000.0 128,348.4 128,348.4 172,907.1 149,683.0 - 149,683.0 - - - - - -
58   59     60   61     62   63     64   65     66   67     68   69     70   71     72   73     74   75     76   77     78   79     80   81	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Tensit Construction   Countywide BRT Planning   Countywide BRT Planning   North San Fernando Valley BRT   San Gabriel Valley (SGV) Feasibility Study   Vermont Transit Corridor   Other Bus Planning & Studies   Transit Planning Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>114,433.2</b> <b>21,293.1</b> <b>2,404.5</b> <b>1,150.8</b> <b>956.7</b> <b>19,945.5</b> <b>37.2</b> <b>24,494.7</b>	\$ 	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 400.0 (334.9) (3	-100.0% -100.0% 0.0% -36.6% -26.5% 0.0% 3.7% 3.7% 445.3% -45.3% 101.1% -26.2% 35.3% 44.5% -64.4% 46.6% 11.9% -13.0% 12.9%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 94,273.8 - 117,000.0 117,000.0 128,348.4 128,348.4 172,907.1 149,683.0 - - - - - - - - - - -
58   59     60   61     62   63     64   65     66   66     70   71     72   73     74   75     76   77     78   79     80   81     82   81	Regional & Hubs   Passenger Screen-Facility Hardening   Validators For Muni Buses   Patsaouras Bus Plaza Station Improvements   Bus Division Improvements V   Bus Stop Lighting   Regional & Hubs Subtotal   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology   Advanced Transportation Management System II (ATMS) Replacement   Technology Subtotal   Non MR/MM Major Construction   Rosa Parks/Willowbrook Station   Non MR/MM Major Construction Subtotal   Bus Capital Improvements Subtotal   Transit Construction   G Line (Orange) Bus Rapid Transit (BRT) Improvements   North Hollywood to Pasadena BRT Connector   Transit Construction Subtotal   Transit Construction Subtotal   Transit Planning   Countywide BRT Planning   North San Fernando Valley BRT   San Gabriel Valley (SGV) Feasibility Study   Vermont Transit Corridor   Other Bus Planning & Studies	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	78.5 2,722.1 15.0 2,818.0 340.3 <b>5,973.9</b> - 10,807.3 <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>10,807.3</b> <b>114,433.2</b> <b>221,293.1</b> <b>2,404.5</b> <b>1,150.8</b> <b>9,945.5</b> <b>19,945.5</b> <b>37,2</b>	\$ 15.0 1,786.2 250.0 <b>\$ 2,051.2</b> <b>\$ 11,207.3</b> <b>\$ 11,207.3</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 405.0</b> <b>\$ 214,896.2</b> <b>84,492.6</b> <b>\$ 214,896.2</b> <b>84,492.6</b> <b>\$ 299,388.8</b> <b>\$ 3,473.4</b> 409.7 1,402.7 2,326.9 <b>\$ 3,473.4</b> <b>\$ 3,27,645.1</b> <b>\$ 327,033.9</b> <b>\$ 327,033,01</b> <b>\$ 327,033,01</b> <b>\$ 327,033,01</b> <b>\$ 327,033,01</b> <b>\$ 327,033,01</b> <b>\$ 31111111111111</b>	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	(78.5) (2,722.1) - (1,031.8) (90.3) (3,922.8) - 400.0 (334.9) (334.8) (338.8) (338.8) (4.8)	-100.0% -100.0% 0.0% -36.6% -26.5% 0.0% 3.7% 3.7% -45.3% -45.3% 10.0% 101.1% -26.2% 35.3% 44.5% -64.4% 46.6% 11.9% -13.0%	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,912.0 50,913.0 35,000.0 - 117,000.0 117,000.0 128,348.4 128,348.4 172,907.1 149,683.0 - 149,683.0 - - - - - -