

## FY21 New Capital Projects

### State of Good Repair Projects

1	<b>PROJECT: Correct Side Door Opening</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: To be Adopted by future board report <span style="float: right;">FY21: \$170,000</span>
	SCOPE: The new system will ensure the vehicle doors only operate when the vehicle is properly berthed at the platform, providing customers with an additional level of safety and security.
	JUSTIFICATION: The correct side door opening project will mitigate hazards associated with opening doors on the wrong side of light rail vehicles berthed at a platform.
	ELIGIBLE FUNDING SOURCE: PA35% Cash/Bond Proceed
2	<b>PROJECT: Systemwide Signage Upgrade</b>
	PROJECT OWNER: Program Management
	LOP: \$24,100,000 <span style="float: right;">FY21: \$1,767,923</span>
	SCOPE: This project will update and improve systemwide signage to align with the Board-directed naming convention as well as new corridor construction (ex: Regional Connector). The effort will provide improved wayfinding legibility, clarity and consistency through the application of ADA accessible formats and Metro signage design standards to enhance navigation, accessibility, ease of use, and the transfer experience.
	JUSTIFICATION: This project is designed to respond to Metro Board directives to improve the customer experience and deliver a world-class transit environment by increasing system legibility and ease of use at all customer touchpoints. The growth of the transit system in LA County will result in operational changes that impact the current signage and wayfinding infrastructure, which must be updated to reflect these changes. In addition to the implementation of the new Rail Line Letter ID naming convention, all signage and wayfinding at stations will be brought into compliance with the Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) standards and in line with Metro Design Standards. Addressing these issues on a systemwide basis, rather than a piecemeal fashion at a later date, will result in efficiencies of scale and lower overall costs. Two of Metro's busiest stations - 7th/Metro Center and Union Station underground platforms - exhibit signage and wayfinding that is out of date, aged beyond legibility, or vandalized. These stations will receive a comprehensive update to wayfinding for the first time since the stations' construction, setting a new standard for the customer experience and future refurbishments.
	ELIGIBLE FUNDING SOURCE: PA35% Green Bond

### Other Asset Improvement Projects

3	<b>PROJECT: Track and Tunnel Intrusion Detection</b>
PROJECT OWNER: Operations - Regional & Hubs	
LOP: \$8,873,000	FY21: \$2,855,000
SCOPE: Installation of Track intrusion equipment on the tunnel walls, including the power and monitoring systems to detect any intruders on the tracks or in the tunnels.	
JUSTIFICATION: The underground stations are in need of additional security measures to protect Metro systems and increase safety for Metro patrons and staff. Currently, camera's and lighting are insufficient to detect intrusions.	
ELIGIBLE FUNDING SOURCE: MM 2%	

4	<b>PROJECT: Data Center Modernization</b>
PROJECT OWNER: Operations - Technology	
LOP: \$5,500,000	FY21: \$500,000
SCOPE: The existing data center is not energy efficient, lacks adequate power distribution, is spread between multiple locations (2nd Floor Datacenter, 6th floor Datacenter, 2nd Floor Telecommunications Room), and does not have adequate infrastructure (including networking, cabling, power, CCTV, fire suppression, or environmental systems).	
JUSTIFICATION: Update to Metro's primary data center will improve cooling efficiency, reduce energy consumption, revamp power management and rack organization, implement improved datacenter monitoring solutions, and right-size the datacenter environmental systems.	
ELIGIBLE FUNDING SOURCE: TDA Article 4	