

Attachment A : Metro Transit Capital Improvement Program Details

Metro Transit : Capital Improvement Program (CIP)

To provide world class bus and rail service, assets and infrastructure are maintained in a state of good repair through the CIP program. Projects within the CIP focus on keeping the system assets safe and reliable to ensure Board approved service levels are delivered. CIP is designed to replace assets that have met or exceeded their useful life, or to propose additions for service expansion and enhancement. The FY27 CIP totals approximately \$567.6 M.

	Capital Category (\$ in millions)	FY26 Budget	FY27 Preliminary	\$ Change	% Change	% of Total
1	Fleet Procurement	\$ 35.9	\$ 47.5	\$ 11.6	32.2%	8.4%
2	Fleet Maintenance	50.9	48.0	(2.9)	-5.7%	8.5%
3	Facilities Improvements	83.5	90.5	7.0	8.4%	15.9%
4	Bus Subtotal	\$ 170.3	\$ 186.0	\$ 15.7	9.2%	32.8%
5	Fleet Procurement	\$ 41.1	\$ 38.5	\$ (2.6)	-6.4%	6.8%
6	Fleet Maintenance	106.5	70.4	(36.1)	-33.9%	12.4%
7	Facilities Improvements	20.2	24.4	4.2	20.7%	4.3%
8	Wayside Systems	55.7	53.2	(2.5)	-4.4%	9.4%
9	Rail Subtotal	\$ 223.5	\$ 186.4	\$ (37.0)	-16.6%	32.8%
10	Regional and Hubs	\$ 108.7	\$ 86.7	\$ (22.0)	-20.3%	15.3%
11	Technology	66.8	55.1	(11.7)	-17.5%	9.7%
12	Non MR/MM Major Construction	36.6	42.9	6.2	17.1%	7.6%
13	Non-Revenue Vehicles	14.0	10.5	(3.5)	-25.1%	1.9%
14	Other Asset Improvements Subtotal	\$ 226.2	\$ 195.2	\$ (31.0)	-13.7%	34.4%
15	Total CIP Budget	\$ 619.9	\$ 567.6	\$ (52.3)	-8.4%	100.0%

Note: Totals may not add due to rounding

Bus Program

Fleet Procurement, Fleet Maintenance, and Facilities Improvements make up \$186.0 M or 32.8% of the total CIP budget.

Bus – Fleet Procurement

Bus fleet procurement comprises approximately \$47.5 M or 8.4% of the CIP budget. Metro is continuing its pursuit of a sustainable bus fleet. The Board has adopted a goal of converting Metro's entire fleet of buses from Compressed Natural Gas (CNG) to Zero Emission electric Buses (ZEB). This is an ambitious goal considering Metro has the second largest bus fleet in the United States, and places high mileage and vehicle performance demand on its 2,100 buses. Metro anticipates continued deliveries of 100 forty-foot Battery Electric Buses (BEB) buses and finalizing payment for prior procurements of 40-foot and 60-foot BEB and CNG buses.

Bus - Fleet Maintenance

Bus fleet maintenance projects represent \$48.0 M or 8.5% of the CIP budget. Bus maintenance projects include bus midlife refurbishment and integrated engine replacement. Midlife refurbishment ensures that our buses are operational for their designated useful life, which includes structural integrity checks and change-out of critical system components. All buses scheduled for midlife refurbishment are based on bus age, revenue service miles, and reliability measurements of each bus series.

Bus - Facilities Improvements

Bus facilities improvements make up \$90.5 M or 15.9% of the CIP budget. These projects include electric charging infrastructure, development of master plans for facility upgrades, site refurbishment, and site reconfigurations to upgrade and maintain facilities. Upgrades include regulatory compliance mandates, such as replacement of underground fuel storage tanks, roofs, building ventilation, upgrade of fire alarm systems, and bus division pavement replacement. Development of an Operations Central Instruction (OCI) campus which will create a consolidated training location for bus operators and front-line staff. A significant portion of this budget is related to electric charging infrastructure installation.

Zero Emissions Bus (ZEB) Initiative

Electric and ZEB technology are still in the development stage. Metro will partner with electric bus manufacturers to test, develop, and improve electric bus and charging infrastructure technology to the point of full technological maturity. The FY27 Budget represents a step towards realizing this goal. Approximately \$118.8 M or 21% of the CIP budget is allocated for these efforts and is included within the Bus Fleet Procurement and Bus Facilities Improvements programs, and is not additive to the overall CIP total. In total, this is an increase of \$28.9 M or 32.2% from the FY26 Budget and reflects continued efforts to acquire ZEB buses and develop commensurate infrastructure. Metro is procuring ZEB buses as quickly as technology and vehicle availability allows. Placement of new electric charging equipment and infrastructure will continue at stations on the J Line (Silver), as well as operating divisions.

Rail Program

Rail Fleet Procurement, Vehicle Maintenance, Facilities Improvements, and Wayside Systems repair and replacement total \$186.4 M or 32.8% of the CIP budget.

Rail - Fleet Procurement

Light and heavy rail vehicle procurement is allocated \$38.5 M or 6.8% of the CIP budget. It is dedicated to vehicle deliveries for both rail expansion and existing vehicle replacement. A new Light Rail Vehicle (LRV) procurement continues this year for vehicles to be used on new line openings and replacement of 52 Siemens LRV's that

are approaching the end of their useful life. The procurement of Heavy Rail Vehicles (HRV) includes the purchase of 64 vehicles for replacement of A650 vehicles and 34 for the Purple Line Extension (PLE), of which Section 1 is in progress. This is a major milestone in the process of replacing the original B (Red) Line cars that began service in 1992. These new vehicles will replace the existing vehicles and will have many amenities that will enhance the transit customer experience. Procurement is also underway of an additional 182 vehicles for PLE Sections 2 & 3, and system service expansion.

Rail - Fleet Maintenance

Rail Vehicle Maintenance projects are allocated \$70.4 M or 12.4% of the CIP budget. This is a decrease of -33.9% from \$106.5 M last year predominantly due to better alignment with revised refurbishment and overhaul timelines. Vehicle subsystem overhauls will include refurbishment of gearboxes, Heating, Ventilation, and Air Conditioning (HVAC) systems.

The heavy rail vehicle midlife modernization consists of the change out of critical system components to extend the vehicle useful life on B Line (Red) vehicles. Vehicles scheduled for midlife will be sent offsite and be brought back for testing, inspection, and final acceptance to improve operational reliability.

Rail - Facilities Improvements

Rail facilities improvements projects make up \$24.4 M or 4.3% of the CIP budget. Projects are slated to maintain existing rail facilities with mandated regulatory and safety upgrades such as station/facility fire control panel installation, CCTV installation, platform gate replacement, various lighting retrofits, roof replacements, ventilation, HVAC system repairs, pavement replacement, elevator modernization, and art projects.

Rail - Wayside Systems

Wayside system improvements make up \$53.2 M or 9.4% of the CIP budget. Projects include the on-going replacement of the Supervisory Control and Data Acquisition (SCADA) system, improvements to support increased headway on the A Line (Blue) & E Line (Expo), as well as track system replacement, Overhead Catenary System (OCS) inspection/refurbishment, train control track circuits, tunnel corrosion mitigation, replacement of old wood track ties with composite ties, and replacement of mainline fasteners and many other maintenance projects.

Other Asset Improvements

Other Asset Improvements total \$195.2 M or 34.4% of the CIP budget. These projects are slated for regional construction improvements, replacement of maintenance vehicles/equipment, and technology upgrades. Projects for Olympics related facility and station improvements total \$10.3 M. Metro will be making significant investments in

safety related projects: track and tunnel intrusion technology, faregate retrofits, enhanced CCTV systems, transit security communications enhancements, ESOC alert notifications, improvements to signage throughout the system, along with projects to enhance the station experience. It will also include Traction Power Substation (TPSS) improvements for operational support, and technology upgrades for agency IT infrastructure and customer support systems. A significant technology project is continuing efforts with development and integration of the Enterprise Asset Management System (EAMS). Significant investments will also be made in Transit Signal Priority (TSP) and as a part of NextGen. There will also be continued TAP Salesforce User Interface improvements. Metro is also consolidating various facilities into an Operations Downtown Hub.