

FY26 New Capital Projects

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FY26 New Capital Projects

Capital Improvement Program (CIP)

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| 1 | PROJECT: Metro A Line (Blue) North and E Line (Expo) East CTS |
| | PROJECT OWNER: Operations - Rail – Wayside Systems |
| | LOP: \$75,000,000 Budget Request: \$50,000 |
| | SCOPE: Installing 40 miles of new fiber cables & associated communication equipment on A Line North (7th/Metro - Sierra Madre Station) & E Line (East Extension). |
| | JUSTIFICATION: Existing fiber cables are about 30 years old and are not reliable. In addition, they have limited network capacity and are not able to accommodate future high bandwidth systems such as new CCTV systems and planned security improvements. |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceeds |
| 2 | PROJECT: FY26 Non-Revenue Vehicle Equipment Replacement |
| | PROJECT OWNER: Operations - Bus – Non-Revenue Vehicles |
| | LOP: \$74,677,910 Budget Request: \$2,826,702 |
| | SCOPE: This project is for the replacement of Non-Revenue Vehicles and Equipment scheduled for FY26 for Logistics, Bus Maintenance, Maintenance of Way, Rail Fleet Services, Facilities Maintenance and various other departments. |
| | JUSTIFICATION: Metro owns and operates a fleet of over 2,400 vehicles and pieces of equipment that are used to support the Metro mission of Planning, Designing, Constructing, Administering, and Operating Los Angeles County's largest transportation system. The vehicles identified for replacement have exceeded their useful life in age, mileage or are in poor operating condition, and are now scheduled for retirement. Replacement will decrease the cost of repair and downtime, improve street safety, and positively impact operational effectiveness by ensuring Metro's ability to respond quickly to repair/service activities. |
| | ELIGIBLE FUNDING SOURCE: TDA Art 4 |

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| 3 | PROJECT: Metro B (Red) and D Line (Purple) to NOHO CTS Replacement | |
| | PROJECT OWNER: Operations - Rail – Wayside Systems | |
| | LOP: \$64,500,000 | Budget Request: \$50,000 |
| | SCOPE: Installing six miles of new fiber cables & fiber network equipment at 16 communication rooms in B & D lines stations. | |
| | JUSTIFICATION: Existing fiber cables are about 30 years old and are not reliable. In addition, they have limited network capacity and are not able to accommodate future high bandwidth systems such as new CCTV systems and security improvements. | |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed | |
| 4 | PROJECT: Advanced Transportation Management System II (ATMS) System Integration | |
| | PROJECT OWNER: Operations – OAI - Sys – Technology | |
| | LOP: \$50,000,000 | Budget Request: \$2,000,000 |
| | SCOPE: This contract will provide system integration and oversight of the ATMS II Implementation. The entire bus and rail fleet will be upgraded with a new Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) solution. The new system will integrate with 5 different software packages and related hardware. | |
| | JUSTIFICATION: The existing CAD/AVL system is 20 years old and the outdated technology does not integrate with modern equipment or software. The integration systems are pivotal to ensuring a seamless data interface across Metro’s existing hardware and software platforms. | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |
| 5 | PROJECT: A650 Door and HVAC Overhaul | |
| | PROJECT OWNER: Operations – Rail – Fleet Maintenance | |
| | LOP: \$22,823,547 | Budget Request: \$400,000 |
| | SCOPE: Overhaul the A650 heavy rail vehicle systems impacting vehicle availability and passengers’ comfort. Equipment includes doors and Heating Ventilation & Air Conditioning mini overhaul. | |
| | JUSTIFICATION: Upcoming events including the 2028 Olympics require additional service vehicles to accommodate increased passengers loads. Maintaining the equipment in a state of good repair now will ensure future success. | |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceeds | |

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| 6 | PROJECT: FY26 Non-Revenue Vehicle Equipment Expansion | |
| | PROJECT OWNER: Operations – Bus – Non-Revenue Vehicles | |
| | LOP: \$13,454,463 | Budget Request: \$389,120 |
| | SCOPE: This project is for the expansion of Non-Revenue Vehicles and Equipment scheduled for FY26. This project includes vehicles and equipment for Metro Bus and Rail Operations. | |
| | JUSTIFICATION: Additional Non-Revenue Vehicles and Equipment are required to support the expanding activities of Maintenance of Way (MOW), System Security and Law Enforcement (SSLE), and Rail Facilities Maintenance. MOW provides support, maintenance and emergency response for Metro's Rail System. The vehicles and equipment identified are for expansion due to planned Metro Rail expansion project openings and personnel who support these lines. SSLE ensures the safety and security of Metro employees, customers, and properties. This project will fulfill the need to have additional vehicles for emergency responses on the expanding system. Rail Facilities Maintenance must expand its equipment and vehicle fleet size to meet the demand for maintaining cleanliness and safety of the Metro system. | |
| | The Non-Revenue Vehicles and Equipment will support PLE1, PLE2, Foothill 2B, MCP, and AMC. | |
| 7 | PROJECT: Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID) | |
| | PROJECT OWNER: Operations – Rail – Wayside Systems | |
| | LOP: \$20,000,000 | Budget Request: \$50,000 |
| | SCOPE: Installation of TTID on Metro D Line (Purple) Segments 2B and 3. A TTID system is a warning system for train operators to avoid unnecessary accidents. | |
| | JUSTIFICATION: There are many tunnel intrusion incidents that occur in D Line tunnels. These incidents cause interruptions of train operations, creating schedule delays. In addition, it is a critical safety issue, because unauthorized persons entering rail right of way can cause major accidents that could result in injury or fatality. | |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed | |

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| 8 | PROJECT: High Security Fencing and Installation | |
| | PROJECT OWNER: SSLE – Bus – Facilities Improvements | |
| | LOP: \$20,000,000 | Budget Request: \$4,500,000 |
| | <p>SCOPE: Installation of high-security fencing around facilities that are critically unsecured, including maintenance yards, divisions, and storage facilities. The fencing built from durable, tamper-resistant materials will feature anti-climb technology to further secure these areas. The scope also includes regular maintenance and inspections to ensure the integrity and effectiveness of the fencing over time. High priority locations include Traction Power Substations, crossing signal cabinets, various Metro operating divisions and right-of-way.</p> | |
| | <p>JUSTIFICATION: Metro facilities and critical infrastructure fencing are breached on an almost daily basis, making the agency, its assets and its people susceptible to violence, vandalism and theft. Implementing high-security fencing is crucial for protecting some of Metro's most valuable material assets. High-security fencing prevents cutting and climbing of the material. By preventing unauthorized access and securing vital infrastructure, this project plays a key role in ensuring facilities remain uncompromised and sustain operations. The enhanced protection provided by these barriers is vital to maintaining a secure environment for both personnel and assets.</p> | |
| | ELIGIBLE FUNDING SOURCE: TDA Art 4 | |

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| 9 | PROJECT: Union Station Fencing | |
| | PROJECT OWNER: SSLE – Rail – Wayside Systems | |
| | LOP: \$ 6,465,838 | Budget Request: \$ 4,561,000 |
| | <p>SCOPE: SSLE is requesting approximately 1,203 linear feet of perimeter fencing and gates, 42 impact rated bollards and blast resistant film for Union Station. The funds will support the planning and equipment purchases of the fencing, gates, bollards and blast film, and will support the funding priority of Enhancing the Protection of Soft Targets and Crowded Places. These amounts are considered reasonable amounts per recent quotes from various market sources.</p> | |
| | <p>JUSTIFICATION: Union Station is the largest train station on the West Coast with immeasurable cultural and historic significance to the City of Los Angeles. In 2020 it served as the location for the Oscars and will also host future global events such as the FIFA World Cup in 2026 and the Olympics in 2028. Events such as these attract thousands of visitors to the Los Angeles area and with it, the possibility of political protests. Most recently, Union Station has served as the portal into downtown for protests of the current Israeli-Palestinian conflict, and in 2020 the Black Lives Matter protests, wherein the National Guard and Homeland Security supported the protection of Union Station. Additionally, due to its adjacent location to the largest jail in Southern California, the public, tenants and transit personnel are at risk from non-transit personnel attacks and/or the destruction of the infrastructure of our regional buses and transit partners.</p> <p>The investment of a perimeter fence/gates, impact rated bollards and blast resistant film is the most impactful and cost-efficient method for hardening Union Station as has been proposed by multiple vulnerability and security assessments. With minimal maintenance required, the perimeter fence will allow our personnel to heighten access control measures and better secure operations and personnel safety. The fencing will also serve as a physical deterrent against those who seek to use Union Station as the site for criminal or terrorist activities. The consequence of not receiving this investment can range from criminal physical attacks on the public or transit personnel, to the destruction of key transit operation systems or even the historic Union Station facility.</p> | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |

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| 10 | PROJECT: Payroll Cloud Integration |
| | PROJECT OWNER: Finance and Budget – OAI – Sys -Technology |
| | LOP: \$10,000,000 Budget Request: \$100,000 |
| | SCOPE: This system integration project will allow the new payroll system to interface with Metro's other systems for seamless synchronization of data and for extraction of HR, pension and benefits, and payroll data for analysis and reporting needs. |
| | JUSTIFICATION: The new payroll system is cloud-based and does not allow for easy access to its data to integrate with data from other Metro systems for data synchronization, analysis, or reporting needs. This project will allow payroll data to be extracted and merged with other systems for seamless integration. |
| 11 | ELIGIBLE FUNDING SOURCE: TDA Art 4 |
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| | PROJECT: RFS Wheel Measurement Machine |
| | PROJECT OWNER: Operations – Rail – Fleet Maintenance |
| | LOP: \$8,663,565 Budget Request: \$400,000 |
| | SCOPE: Metro's rail fleet consists of 337 Light Rail Vehicles (LRVs) and 100 Heavy Rail Vehicles (HRVs) with additional vehicles currently under procurement. There are over 5,600 rail vehicle wheels that require frequent inspection and measuring, which is labor intensive and subject to potential human interpretation errors. This project is for the procurement and installation of automatic wheel measurement equipment utilizing state-of-the-art laser technology with real time wheel condition and size updates. This equipment will be installed at each rail Division and will significantly reduce labor hours during wheel inspection and measurements. |
| | JUSTIFICATION: LRV and HRV wheels are safety sensitive equipment. With failures, the vehicles can derail or split switches causing harm or damage to equipment and passengers. This wheel measuring equipment is automated and will eliminate routine inspections and time required to complete and with greater accuracy thereby enhancing Metro's wheel maintenance program. |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed |

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| 12 | PROJECT: Logistics Equipment Replacement Phase 2 |
| | PROJECT OWNER: Logistics – OAI – Sys – Technology |
| | LOP: \$7,496,000 Budget Request: \$1,227,134 |
| | <p>SCOPE: Part 1 of the project includes the AGV system which consists of 11 AGVs, including charging stations, and associated software necessary to operate system. The Contractor shall design, furnish and install a complete AGV wireless system that operates under the supervision of a central controller. The complete system shall consist of the following: a number of Automated Guided Vehicles recommended by the contractor that keeps the efficiency equal or better than current, including batteries, AGV Battery Charging Stations and a portable charging station; wireless devices necessary to interface with AGV units; and programable Logic Controller and operating software that will control the new AGV's and the existing stackers and conveyors. The contractor is responsible to provide and install all necessary cabling, mounting hardware and wireless equipment to interface with new AGV necessary to install the system at Location 30/CMF. The AGV's have been successfully maintained and serviced by Metro over their lifetime in order to keep them in good operating order but have reached their mechanical useful life. Routine maintenance is no longer an adequate measure to ensure the uptime of the AGV's. The Contractor shall also supply a spare parts/accessories analysis to maintain the upkeep of the system. The vendor will develop a recommended Spare Parts List for the specific scope, which will be provided to Metro during the project for future parts consideration.</p> <p>Part 2 of the project will replace the 2-decade old White System Vertical Carousel at A07 Bus Storeroom with a new High Density Storage Machine (HDSM).</p> |
| | <p>JUSTIFICATION: Replacing the 18-year-old Automated Guided Vehicles (AGV) Communications; replacement of the AGV's obsolete and unsupported software/equipment are required to continue the uninterrupted flow of material and supplies from the Central Warehouse and distribution center to Bus and Rail storerooms. Unless these AGV's are replaced, the Central Warehouse and Distribution Center will experience long periods of downtime (stoppage of deliveries within the central warehouse and movements of supportive cranes that retrieve inventory), delays of inventory disbursements to clients thus impacting Metro's ability to put buses and trains into service. These parts have exceeded the manufacturer's rated life cycle and are showing performance degradation.</p> <p>The A07 Storeroom already operates at 100% capacity. The breakdown the White VC at the Storeroom would severely cripple Metro's ability to safely protect and store large quantities of high-dollar Bus assets. The loss of the 1 White VC would not only impact that Storeroom but also ripple throughout the entire Metro Bus Fleet. Given the experience already encountered at A22, a recurrence with the White VC is inevitable in the near future, as Metro has used these machines years beyond their intended lifecycle. This Capital Project will both resolve Metro's current vulnerable situation at A07 and ensure reliable warehousing of Metro assets for the next 20 years.</p> |
| | ELIGIBLE FUNDING SOURCE: TDA Art 4 |
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| 13 | PROJECT: USG Plaza and East Portal Floor | |
| | PROJECT OWNER: Operations – OAI – Sys – Systemwide & Hubs | |
| | LOP: \$6,350,000 | Budget Request: \$75,000 |
| | SCOPE: This project will include the replacement of Patsaouras Bus Plaza flooring and drainage gutters, as well as replacement of flooring in the East Portal entrance and main station. | |
| | JUSTIFICATION: Due to poor tile and surface quality, there are various tripping hazards at the Patsaouras Bus Plaza and East Portal floor. Furthermore, the stormwater drain system requires replacement, as the current configuration tends to fall off-track, creating additional trip hazards. All tiles will be replaced with a type that is more durable and less prone to breakage. | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |

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| 14 | PROJECT: Metro Operations Downtown Hub | |
| | PROJECT OWNER: Operations - Rail Facilities Improvements | |
| | LOP: \$102,000,000 | Budget Request: \$16,236,828 |
| | SCOPE: Acquisition of office space in the Downtown LA area, plus associated construction and moving costs. The \$102M total is based on the latest funding plan provided by OMB. This needs to be updated by revenue/funding staff based on our last meeting on February 27th. | |
| | JUSTIFICATION: Division 10 has been selected as the site for construction of a new ROC/BOC facility that will serve the operational needs of Metro's expanding system through 2070. Currently, Operations Central Instruction, Non-Revenue Vehicles, and MOW/Rail Comm are housed at the D10 site. To make room for the new ROC/BOC facility, and to account for the proportionally expanding needs of the MOW/Rail Comm group, the current MOW/Rail Comm facility must be expanded. These staff will be co-located with additional staff being displaced or added due to leases expiring at One Santa Fe and the PLE 1 IPMO office, Division 20 expansion, and the opening of TID projects for revenue service. | |
| | ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed | |

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| 15 | PROJECT: Tap Plus (Capital) | |
| | PROJECT OWNER: Strategic Financial Management – OAI - Sys - Systemwide & Hubs | |
| | LOP: \$ 66,423,946 | Budget Request: \$ 10,750,000 |
| | SCOPE: Improvements include the ability to pay fares with credit and debit cards on buses and at rail stations, new account-based features that simplifies sign-ups and TAP use for both new and existing customers – with easier access to reduced and free fares programs such as GoPass and LIFE, and an upgraded back office system and fare collection equipment for Metro and the 27 TAP Partner transit agencies. | |
| | JUSTIFICATION: The current TAP fare payment system requires an upgrade to expand its capabilities to meet the features available at transit systems around the world and to improve accessibility to fare payment plans, so customer expectations are satisfied and ensure broad access to free and reduced fares. | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |

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| 16 | PROJECT: Non-Revenue Fleet EV Charging | |
| | PROJECT OWNER: Project Management – OAI - Sys - Non-Revenue Vehicles | |
| | LOP: \$14,772,000 | Budget Request: \$400,000 |
| | SCOPE: This LOP budget will cover the cost of design/engineering, construction, charger purchase, installation, and commissioning of approximately 400 charging ports at Metro divisions through 2030. Each year, based on the existing prioritized plan of facilities and any identified emerging needs among the Non-Revenue fleet, Metro will select facilities to begin detailed planning, design, and utility coordination, eventually moving these projects through construction and charger installation. | |
| | JUSTIFICATION: This capital project funding request is a direct response to Metro's MBS Energy Resource Management Goal to optimize and manage Metro's use of energy from the 2030 Business As Usual Scenario and the Emissions & Pollution Control Goal to reduce regional GHG emissions, including Energy Action 5.3: Partner with regional utilities to implement EV charging infrastructure and Emissions. Action 1.2: Develop, adopt and implement an EV Strategic Plan to expand use of EVs and access to EV charging infrastructure. | |
| | Beyond energy savings and emissions displacement, this project will also bolster cross-departmental collaboration and an agency-wide culture of sustainability. The project will be a collaborative effort between the Office of Sustainability, Non-Revenue Fleet, and Operations. | |
| | ELIGIBLE FUNDING SOURCE: TDA 4 | |

Other Operating Capital

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| 1 | PROJECT: LA Union Station ADA West |
| | PROJECT OWNER: Countywide Planning & Development |
| | LOP: \$10,500,000 Budget Request: \$3,500,000 |
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| | SCOPE: This comprehensive, multi-phased project is designed to address and remediate non-compliant conditions throughout the LA Union Station West Campus, ensuring full adherence to Americans with Disabilities Act (ADA) code requirements. The project encompasses a wide range of improvements, including but not limited to enhancements to paths of travel such as walkways, elevators, and stairwells. It also includes corrections to sloping issues, restroom upgrades, modifications to historic doors, and updates to patio bench configurations. Furthermore, the project will address non-compliant tenant spaces, as well as necessary improvements to parking lots and passenger drop-off areas. |
| | JUSTIFICATION: This project addresses Americans with Disabilities Act (ADA) violations. In response to the April 21, 2023, settlement agreement with the Department of Justice (DOJ), Metro's Union Station Management, Civil Rights and County Counsel has engaged an Independent Licensed Architect (ILA) and Certified Access Specialist (CAsp) team to oversee compliance efforts. This team has developed a comprehensive Transition Plan to guide implementation efficiently and ensure adherence to ADA requirements. |
| | ELIGIBLE FUNDING SOURCE: PC 40% |
| 2 | PROJECT: LA Union Station Plumbing Infrastructure Phase 3 |
| | PROJECT OWNER: Countywide Planning & Development |
| | LOP: \$7,750,000 Budget Request: \$4,800,000 |
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| | SCOPE: Phase 3 of the Plumbing Infrastructure project aims to comprehensively design and repair the plumbing and drainage systems across the entire frontage area of LA Union Station, as well as the exterior of the Northwest (NW) Office Building. This phase includes upsizing storm drains to accommodate a 10-year storm event and replacing deteriorated plumbing lines. Additional drainage systems will be installed where necessary, and grading will be corrected to ensure proper water runoff and prevent pooling. |
| | JUSTIFICATION: LA Union Station Plumbing Infrastructure Phase 3 phase addresses the most critical areas in need of repair or replacement, ensuring the station's long-term structural integrity and operational efficiency. LA Union Station, a historic landmark built in 1939, still relies on much of its original plumbing infrastructure. Decades of deferred maintenance under prior ownership have resulted in significant deterioration and system failures. Water intrusion is widespread in public areas and retail spaces, while flooding is common in the basement, utility chases, and subgrade levels leading to ongoing damage to the building's foundation, flooring, and electrical infrastructure. This project is essential to enhancing public safety by improving drainage and eliminating water infiltration, thereby reducing the risk of slip-and-fall incidents. Following a thorough evaluation, Union Station Management has identified multiple sections of the existing plumbing system that have either failed or become ineffective. |
| | ELIGIBLE FUNDING SOURCE: PC 40% |

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| 3 | PROJECT: LA Union Station Parking Equipment | |
| | PROJECT OWNER: Countywide Planning & Development | |
| | LOP: \$6,600,000 | Budget Request: \$500,000 |
| | SCOPE: Parking technology and equipment purchase and replacement of revenue equipment in the Union Station parking facilities. | |
| | JUSTIFICATION: The current revenue equipment is becoming obsolete and is no longer supported by the manufacturer. Equipment and technology need to be upgraded for continuation of daily operations and in preparation for the LA28 games. | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |

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| 4 | PROJECT: LA Union Station Stationwide HVAC Upgrades | |
| | PROJECT OWNER: Countywide Planning & Development | |
| | LOP: \$6,550,000 | Budget Request: \$1,750,000 |
| | SCOPE: The Stationwide HVAC Upgrades project aims to design and replace the outdated heating, ventilation, and air conditioning (HVAC) systems within the historic Los Angeles Union Station transportation facility. The new systems will be carefully integrated with the station's existing architectural design, avoiding visible ductwork or equipment that could disrupt its historic appearance. Considering the station's aged infrastructure, reinforcement may be necessary to support modern HVAC systems, with a strong emphasis on minimizing disruptions to the building's daily operations. | |
| | JUSTIFICATION: The Stationwide HVAC system has reached its end of life and is inefficient, leading to inconsistent temperature control and increased energy consumption. Upgrading the HVAC system is crucial to meeting contemporary standards for energy efficiency, indoor air quality, and climate control. This not only impacts passenger experience/comfort but also threatens the preservation of the building's historic elements. Los Angeles Union Station is listed on the National Register of Historic Places and features infrastructure that has aged beyond its useful life over its 85-year history. Implementing energy-efficient systems will reduce operating costs and environmental impact, aligning with Metro's sustainability goals while ensuring compliance with regulations governing historic buildings. | |
| | ELIGIBLE FUNDING SOURCE: PC 40% | |