

FY24 New Capital Projects

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Capital Improvement Program (CIP)

1	PROJECT: Metro C (Green) Line Mainline Fastener Replacement	
	PROJECT OWNER: Operations - Rail - Wayside Systems	
	LOP: \$17,100,000	Budget Request: \$195,000
	SCOPE: Replace approximately 52,200 mainline fasteners on Metro C line.	
	JUSTIFICATION: C Line has been in service 25 years and the fasteners are showing signs of wear. The fasteners need to be replaced in order to keep the system in a state of good repair, which will mitigate the likelihood of future service delays.	
	ELIGIBLE FUNDING SOURCE: PA 35%	
2	PROJECT: Division 20 Bungalow A Replacement	
	PROJECT OWNER: Operations - Rail - Wayside Systems	
	LOP: \$15,000,000	Budget Request: \$1,000,000
	SCOPE: Acquisition and installation of a new bungalow at Division 20 with associated equipment and systems.	
	JUSTIFICATION: In order to ensure the new bungalow complies with regulatory requirements, new storage racks and equipment must also be installed. The new, regulatory compliant racks and equipment, are a necessary component of the of the yard expansion and tunnel widening project.	
	ELIGIBLE FUNDING SOURCE: MR 35% / Bond Proceeds	
3	PROJECT: L.A. Union Station South Patio Plumbing and Pavers	
	PROJECT OWNER: Planning	
	LOP: \$13,500,000	Budget Request: \$3,550,000
	SCOPE: Replacement of deteriorated and non-functional underground plumbing systems in South Patio; Replacement of subterranean waterproofing systems along building substructure to prevent water intrusion; Repair and or replacement of damaged pavers throughout to achieve level and compliant walking surfaces; Replacement of root bound trees impacting drainage functionality; Installation of surface drainage to pull water away from walking surfaces and prevent long term deterioration of historic paver surfaces.	
	JUSTIFICATION: Union Station South Patio has uneven pavers causing trip/fall safety hazards which increase liability for claims. The hazard is increased due to rain spout drainage from roof, tree roots and non-functional plumbing systems that flood.	
	ELIGIBLE FUNDING SOURCE: PC 40%	

4	PROJECT: Metro A (Blue), E (Expo) and L (Gold) Line Led Tunnel Lights	
	PROJECT OWNER: Operations - Rail - Wayside Systems	
	LOP: \$6,800,000	Budget Request: \$300,000
	SCOPE: Hire a contractor to decommission the original tunnel lighting systems on the L, E, and A Lines, and install a new tunnel lighting system with low-wattage LED fixtures.	
	JUSTIFICATION: Metro received an Unsolicited Proposal to replace the lighting systems for the L, E and A line tunnel sections. The proposal was advanced to implementation and the project direction was approved by the CEO. By replacing the existing systems with energy efficient LED lighting systems, it will reduce Metro's lighting-related energy use as much as 67%. Modernizing the lighting system will improve the reliability, resilience, and safety of Metro's tunnels.	
	ELIGIBLE FUNDING SOURCE: PA 35%	
5	PROJECT: Metro C (Green) Line Mainline Turnout Tie Replacement	
	PROJECT OWNER: Operations - Rail - Wayside Systems	
	LOP: \$6,000,000	Budget Request: \$350,001
	SCOPE: Remove old wood ties at all C Line mainline turnouts and replace with composite turnout ties.	
	JUSTIFICATION: C Line has been in service for 25 years and the wood turnout ties are rotting and need to be replaced. These old timber trackwork ties hold the switch and turnout components together and Metro has required that all new rail projects include concrete ties for critical trackwork and turnout areas. Timber ties in special trackwork areas are deteriorating due to environmental exposure. Installation of composite turnout ties is a cost-effective alternative to wood ties.	
	ELIGIBLE FUNDING SOURCE: PA 35%	
6	PROJECT: Metro A (Blue) Line Gate Mechanism Replacement	
	PROJECT OWNER: Operations - Rail - Wayside Systems	
	LOP: \$5,950,000	Budget Request: \$699,999
	SCOPE: Replace crossing gate mechanism system on A Line with like equipment.	
	JUSTIFICATION: The gate mechanism systems are at the end of their useful life and need replacement. Safe and reliable at-grade crossing equipment is a California Public Utilities Commission (CPUC) required safety mechanism that controls pedestrians and motor vehicles and keeps them from the path of an on coming train.	
	ELIGIBLE FUNDING SOURCE: PC 25% / Bond Proceeds	

Transportation Infrastructure Development (TID)

1	PROJECT: PLE Section 1 Systems Integration Testing & Training
	PROJECT OWNER: Operations – Central Oversight and Analysis
	LOP: \$22,200,000 Budget Request: \$13,576,509
	SCOPE: Pre-revenue system integration, inspection, testing, professional services, equipment, and staff training necessary to ensure the Purple Line Extension Section 1 project will be operational and compatible with the rest of the rest of the network.
	JUSTIFICATION: These activities are required for the Operations Department to ensure the project is ready for revenue service.
	ELIGIBLE FUNDING SOURCE: MR 35%
2	PROJECT: PLE Section 2 Systems Integration Testing & Training
	PROJECT OWNER: Operations – Central Oversight and Analysis
	LOP: \$14,700,000 LOP: \$1,392,465
	SCOPE: Pre-revenue system integration, inspection, testing, professional services, equipment and staff training necessary to ensure the Purple Line Extension Section 2 project will be operational and compatible with rest of the network.
	JUSTIFICATION: These activities are required for the Operations Department to ensure the project is ready for revenue service.
	ELIGIBLE FUNDING SOURCE: MR 35%

Note: Funding sources can change based on eligibility and availability at the time of expenditure.