



Zero Emission Bus (ZEB) Program Quarterly Update

VEHICLE ENGINEERING & ACQUISITION

Operations, Safety, and Customer Experience Committee
July 16, 2026

Charging Infrastructure Project Updates



Division 9 & El Monte Transit Center

- EMTC and bus yard opportunity chargers are complete and supporting J Line.
- Civil construction complete. Charger installation and commissioning will be completed in phases through the fall.

Division 18 & 7

- Charging concept development and design in process.

Opportunity Charging Sites (Countywide)

- Civil design in process for North Hollywood Transit Center, North San Fernando Valley Transit Improvements Project sites, and sites supporting Division 9 buses.

J Line Electrification

- J Line soft launch on December 14, 2025.
- The mechanical issue that paused BEB service has been identified. Repairs are in progress, with buses returning to service as they are completed.
- Line currently averaging 65% electric service daily.

G Line Charger Replacements

- All 8 charger replacements completed and commissioned



Photo: G Line North Hollywood Station

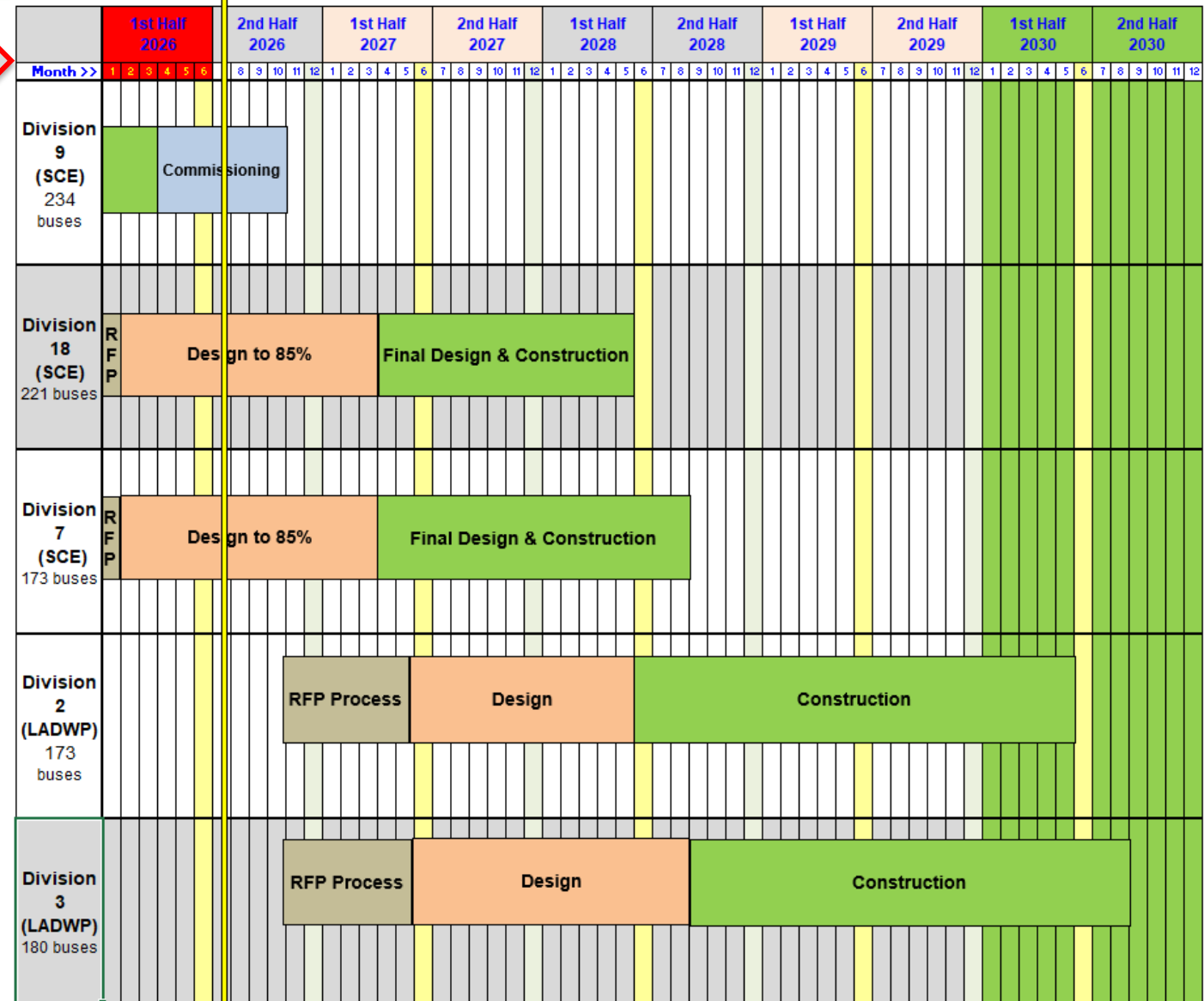


Photo: Division 9 Depot Chargers



Metro

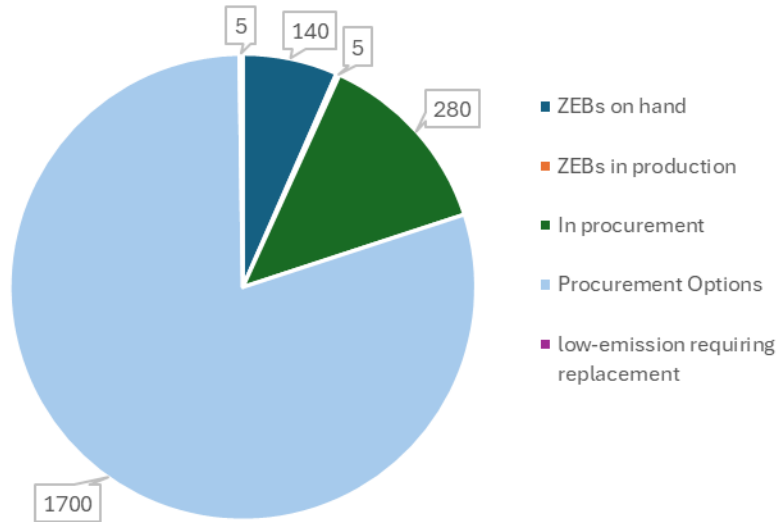
Funding for Division 2 and subsequent divisions remains to be identified.



Status of Bus Acquisition



Status of ZEB Fleet Transition



*Assumes future fleet size of 2,130 buses
Data as of 6/16/26



Bus Procurement

- New RFPs for 240 BEBs with options up to 1,600 released on December 22, 2025
 - Reduced prescriptive requirements
 - Focus on safety and proposers' ability to align with Metro's schedule
- State contract
 - Up to 40 BEBs
 - In the process of negotiating with OEMs to complete award

BYD Bus Deliveries

- 90 of 95 K9MD buses have been delivered
- BYD is currently 5 buses behind schedule
 - Liquidated damages (LDs) for delayed buses, buses out of service over 30 days and manuals
- Root cause of recent mechanical issues identified and repairs in process

Ebusco Pilot Results



Ebusco 3.0 40' BEB

6-week pilot conducted to evaluate long range European-manufactured BEB viability in LA Metro operating conditions.

Outcome

- Ebusco 3.0 demonstrated significantly better energy economy at 1.44 kWh/mile (2.2 to 3.3 times more efficient than Metro BEBs)
- Estimated range on a single charge is between 300 and 320 miles
- 41% regenerative braking recovery rate
- The feedback from operators was positive, particularly regarding ride quality, acceleration, and maneuverability.
- Challenges include time-consuming manual ride height adjustments and rear clearance issues due to the bus design.



Photo: Ebusco pilot bus

Continuing Activities



Upcoming project activities

- Finalize procurement processes for award of contracts for BEBs.
- Continue commissioning of Division 9 depot chargers.
- Continue concept development and design of Divisions 18 and 7 depot electrification projects.
- Pursuing aggressive grant strategy for Division charging infrastructure and buses.



Photo: BYD K9MD bus at Harbor Gateway Transit Center

THANK YOU

