



Board Report

File #: 2025-0432, File Type: Budget

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 19, 2026

SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING quarterly status report on the ZEB Program;
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute the necessary agreements to accept the transfer of 19 New Flyer battery electric buses (BEBs) from Lane Transit District; and
- C. ESTABLISHING a Life-Of-Project (LOP) Budget for the relocation and make-ready of 19 used New Flyer BEBs, capital project number 201080, in the amount of \$2,180,000.

ISSUE

This update provides a status report on the ZEB transition plan, including bus acquisition, division electrification, funding status, and upcoming program activities. This report also requests Board action on 19 New Flyer battery electric buses that will be donated to Metro by Lane Transit District.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emission by 2030. This was contingent upon cost and performance equivalence with Compressed Natural Gas (CNG) buses, as well as continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emission by 2023, 50% by 2026, and 100% by 2029.

Metro has met all state-mandated program requirements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas. Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Master Plan in 2022 and a Master Plan Update in 2023. In

September 2024, staff prepared a more detailed plan to deliver a 100% ZEB fleet no later than 2035. This ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

In 2021, Metro electrified the G Line, which has accumulated more than six million miles of zero-emission service to date. In 2025, Metro installed all charging infrastructure to electrify the J Line. Electrification of Division 9 (El Monte) is nearing completion, and design is underway for Divisions 18 (Carson) and 7 (West Hollywood).

Transit agencies across North America continue to delay or shift away from a transition to zero emission buses. While the Toronto Transit Commission has a goal to transition its bus fleet by 2040, the Board recently approved the purchase of 200 diesel hybrid buses, with options for additional hybrid buses, and additional contract language to convert future BEB orders to hybrid, to ensure service reliability and operational readiness. The Chicago Transit Authority, which also has a 2040 transition goal, recently received a federal Low or No Emission grant to purchase 150 diesel hybrid buses, and New Jersey Transit recently purchased 375 hybrid diesel buses. Foothill Transit recently cancelled its design-build contract for a new hydrogen fueling station in Arcadia and issued a change order to switch the propulsion type of hydrogen buses to CNG. King County Metro's currently proposed two-year budget would delay its electrification goal from 2035 to beyond 2040.

DISCUSSION

Bus Acquisition

Metro has acquired 71 BYD K9MD buses, with an additional 24 BYD battery electric buses (BEBs) currently in production and on track for delivery.

On December 22, 2025, Metro issued two solicitations, one for 220 BEBs and another for 20 BEBs, for a total base buy of 240 BEBs, including options for up to 1,600 additional units, with the goal of awarding the contracts by the summer of 2026. The technical specifications were refined by eliminating prescriptive requirements for less critical features while ensuring a continued focus on the safety of both operators and riders.

Simultaneously, Metro plans to leverage the Colorado State contract currently in procurement or the renewed Washington State contract, expected to be finalized in April, to procure up to 40 BEBs, targeting delivery by the end of FY27.

In addition, Lane Transit District (LTD) has offered to transfer 19 used BEBs to Metro. The 40-foot New Flyer XCELSIOR buses were delivered to the Lane Transit District between 2022 and 2023, and they have accumulated an average of 50,000 miles. According to the leadership at LTD, the extreme weather conditions in Lane County, Oregon, have affected the range of the BEBs, complicating the scheduling of reliable service. LTD will invest in diesel hybrid buses moving forward. While the LTD electric buses will be donated, Metro will take on the remaining federal equity associated with the equipment, which averages approximately \$464,956 per bus. Staff is seeking authorization for the CEO to execute the required agreements to accept the transferred BEBs. Additionally, staff requests approval for a Life of Project budget in the amount of \$2.18 million for the relocation and make-ready

of the used BEBs as part of capital project number 201080.

Finally, next month, Metro is launching a pilot program featuring a BEB with extremely long range, manufactured by the Netherlands-based company Ebusco. Renowned for its commitment to innovation in the battery electric transit bus sector, Ebusco incorporates composite materials in the primary structure of the bus, resulting in a 27% reduction in weight. The Ebusco 3.0 model involved in the pilot boasts the capability to travel over 300 miles on a single charge based on operating conditions within the European Union, which exceeds the standard range of U.S.-made buses by 100 miles. The pilot bus will operate in non-revenue shadow service for four weeks to assess performance, range, charging capabilities, and operational compatibility with Metro's service requirements. Should the pilot result in success, Metro expects to release a procurement for ten 40' high-range BEBs and ten 60' articulated high-range BEBs with options for up to 60 additional BEBs to encourage the advancement of technology and potential interest in the U.S. market.

Charging Infrastructure

Metro achieved its goal to electrify the J Line by launching the first day of fully electric bus service on December 14, 2025. The J Line fleet consists of brand new BYD electric buses based at Division 9 (El Monte) and 18 (Carson). Buses charge overnight within the divisions and at en route charging locations at El Monte and Harbor Gateway Transit Centers. J Line electrification represents the tenth Twenty-eight by '28 project completed to date. Unfortunately, while Metro achieved several days of electric service levels up to 100% in its first few weeks, in early January, staff identified an issue with the BYD bus electric motors, which required grounding the zero emission bus fleet to prevent further damage. While the issue is under investigation, CNG buses with renewable natural gas fuel are in service. The service will return to zero emission as soon as the mechanical issues have been resolved.

Construction of the gantry structure and installation of depot charging equipment at Division 9 continue to progress. The civil construction scope will be complete in March, while installation and commissioning of the four depot pantograph charging clusters will continue through Fall 2026. The first pantograph charging cluster is expected to be fully commissioned in July.

The Notice to Proceed for the Progressive Design Build Operate and Maintain (PDBOM) contract to electrify Divisions 18 and 7 (West Hollywood) was issued on January 22, 2026. The project will construct more than 400 electric bus charging positions between the two divisions. Staff anticipate that both divisions will be electrified prior to the 2028 Olympic and Paralympic Games.

In 2024, Metro released a solicitation to procure opportunity charging equipment and submitted utility service requests for eleven charging sites in the Los Angeles Department of Water and Power (LADWP) service territory. With an en route charging equipment contract award in January 2026, Metro staff are preparing and negotiating task orders for 100% design packages for the en route charging sites that will support the North Hollywood to Pasadena BRT and North San Fernando Valley Transportation Improvements Project, with a goal to complete these sites no later than 2028.

FINANCIAL IMPACT

Upon Board approval, an LOP budget will be established in the amount of \$2,180,000 under capital

project number 201080. FY26 annual funding for this project in the amount of \$1,218,971 is available within the existing Capital Improvement Program (CIP) and does not require an amendment to the FY26 Adopted Budget. This will be a multi-year project, and the cost center manager, project manager(s), and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

Funding for the requested LOP will come from a mix of State and Local sources that are eligible and available when required and provided to the project based on Board-authorized priorities.

EQUITY PLATFORM

The purpose of this report is to provide a program-level status update; project-specific equity impacts are discussed in detail in their respective project reports. Divisions 1, 2, 3, 5, and 9 are located within Equity Focus Communities (EFCs). Divisions 9 and 5 will be in the first half of the electrification schedule, and Divisions 1, 2, and 3 will be in the latter half. Because EFC residents may have a higher reliance on bus transit, delays to the electrification schedule could disproportionately impact EFCs by delaying air quality improvements through emissions reductions. However, despite these risks, the division electrification schedule and achievement of related air quality improvements currently remain on track. Receiving the 19 donated buses from Lane County Transit will facilitate an accelerated delivery timeline of zero-emission buses.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will maintain and encourage transit ridership. Metro's transition to a ZEB fleet will enhance customer experience with vehicles that are quiet and use zero-emission technology. Metro's Board-approved VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This update supports Goal #3 to enhance communities and lives through mobility and access to opportunity and Goal #4 to transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to approve recommendations B and C. However, this approach is not recommended, as the addition of 19 BEBs will support Metro in achieving its goal of a zero-emission bus fleet by 2035.

NEXT STEPS

Staff will continue to deliver on the charging infrastructure projects at Divisions 9, 18, and 7. Staff will also execute the necessary agreements to receive the Lane Transit District donated buses and prepare them for revenue service.

ATTACHMENTS

Attachment A - Board Motion 50

Attachment B - Lane Transit District Electric Bus Vehicle Summary as of December 15, 2025

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**Board Report**

File #: 2017-0524, **File Type:** Motion / Motion Response**Agenda Number:** 50

**REVISED
REGULAR BOARD MEETING
JULY 27, 2017****Motion by:****DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER****FRIENDLY AMENDMENT BY FASANA**

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

Lane Transit District Electric Bus Vehicle Summary as of December 15, 2025

Coach Number	VIN	Vehicle Year	Vehicle Description	Verified In-Service Date	Out of Service	Federal Useful Life (Years)	Actual Service Years	Remaining Years	Remaining % Based on Years	Minimum Useful Life Mileage
22101	5FYB8FJ07NF105044	2022	40' NEW FLYER XCELSIOR - BEB	10/6/2022	3/31/2026	12	3.5	8.5	71%	500,000
22102	5FYB8FJ09NF105045	2022	40' NEW FLYER XCELSIOR - BEB	10/7/2022	3/31/2026	12	3.5	8.5	71%	500,000
22103	5FYB8FJ00NF105046	2022	40' NEW FLYER XCELSIOR - BEB	1/7/2023	3/31/2026	12	3.3	8.7	73%	500,000
22105	5FYB8FJ04NF105048	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22109	5FYB8FJ06NF105052	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22108	5FYB8FJ04NF105051	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22110	5FYB8FJ08NF105053	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22112	5FYB8FJ01NF105055	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22113	5FYB8FJ03NF105056	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22116	5FYB8FJ09NF105059	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22117	5FYB8FJ05NF105060	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22104	5FYB8FJ02NF105047	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22118	5FYB8FJ07NF105061	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22119	5FYB8FJ09NF105062	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22106	5FYB8FJ03NF107700	2023	40' NEW FLYER XCELSIOR - BEB	9/27/2023	3/31/2026	12	2.5	9.5	79%	500,000
22111	5FYB8FJ0XNF105054	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22114	5FYB8FJ05NF105057	2022	40' NEW FLYER XCELSIOR - BEB	7/21/2023	3/31/2026	12	2.7	9.3	78%	500,000
22115	5FYB8FJ07NF107702	2023	40' NEW FLYER XCELSIOR - BEB	11/2/2023	3/31/2026	12	2.3	9.7	81%	500,000
22107	5FYB8FJ05NF107701	2023	40' NEW FLYER XCELSIOR - BEB	9/27/2023	3/31/2026	12	2.5	9.5	79%	500,000

CONTINUED

Coach Number	VIN	Vehicle Year	Vehicle Description	Actual Mileage	Remaining % Based on Miles	Total Federal Share	Remaining Federal Share Based on Miles	Remaining Federal Share Based on Years	Purchase Price	Straight Line Depreciation	Value
22101	5FYB8FJ07NF105044	2022	40' NEW FLYER XCELSIOR - BEB	65,490	86.90%	507,669.24	441,175	359,599	\$ 945,967.52	275,907.19	670,060.33
22102	5FYB8FJ09NF105045	2022	40' NEW FLYER XCELSIOR - BEB	56,589	88.68%	507,669.24	450,212	359,599	\$ 945,967.52	275,907.19	670,060.33
22103	5FYB8FJ00NF105046	2022	40' NEW FLYER XCELSIOR - BEB	55,320	88.94%	524,223.67	466,224	380,062	\$ 945,967.52	260,141.07	685,826.45
22105	5FYB8FJ04NF105048	2022	40' NEW FLYER XCELSIOR - BEB	29,013	94.20%	551,814.39	519,795	427,656	\$ 945,967.52	212,842.69	733,124.83
22109	5FYB8FJ06NF105052	2022	40' NEW FLYER XCELSIOR - BEB	49,209	90.16%	551,814.39	497,506	427,656	\$ 945,967.52	212,842.69	733,124.83
22108	5FYB8FJ04NF105051	2022	40' NEW FLYER XCELSIOR - BEB	56,807	88.64%	591,229.70	524,058	458,203	\$ 945,967.52	212,842.69	733,124.83
22110	5FYB8FJ08NF105053	2022	40' NEW FLYER XCELSIOR - BEB	49,501	90.10%	591,229.70	532,697	458,203	\$ 945,967.52	212,842.69	733,124.83
22112	5FYB8FJ01NF105055	2022	40' NEW FLYER XCELSIOR - BEB	62,140	87.57%	591,229.70	517,752	458,203	\$ 945,967.52	212,842.69	733,124.83
22113	5FYB8FJ03NF105056	2022	40' NEW FLYER XCELSIOR - BEB	50,876	89.82%	591,229.70	531,071	458,203	\$ 945,967.52	212,842.69	733,124.83
22116	5FYB8FJ09NF105059	2022	40' NEW FLYER XCELSIOR - BEB	36,718	92.66%	591,229.70	547,812	458,203	\$ 945,967.52	212,842.69	733,124.83
22117	5FYB8FJ05NF105060	2022	40' NEW FLYER XCELSIOR - BEB	32,186	93.56%	591,229.70	553,171	458,203	\$ 945,967.52	212,842.69	733,124.83
22104	5FYB8FJ02NF105047	2022	40' NEW FLYER XCELSIOR - BEB	54,769	89.05%	707,347.21	629,866	548,194	\$ 945,967.52	212,842.69	733,124.83
22118	5FYB8FJ07NF105061	2022	40' NEW FLYER XCELSIOR - BEB	63,260	87.35%	707,347.21	617,854	548,194	\$ 945,967.52	212,842.69	733,124.83
22119	5FYB8FJ09NF105062	2022	40' NEW FLYER XCELSIOR - BEB	38,503	92.30%	707,347.21	652,877	548,194	\$ 945,967.52	212,842.69	733,124.83
22106	5FYB8FJ03NF107700	2023	40' NEW FLYER XCELSIOR - BEB	61,050	87.79%	630,645.01	553,643	499,261	\$ 945,967.52	197,076.57	748,890.95
22111	5FYB8FJ0XNF105054	2022	40' NEW FLYER XCELSIOR - BEB	26,467	94.71%	630,645.01	597,262	488,750	\$ 945,967.52	212,842.69	733,124.83
22114	5FYB8FJ05NF105057	2022	40' NEW FLYER XCELSIOR - BEB	38,801	92.24%	630,645.01	581,706	488,750	\$ 945,967.52	212,842.69	733,124.83
22115	5FYB8FJ07NF107702	2023	40' NEW FLYER XCELSIOR - BEB	58,347	88.33%	630,645.01	557,053	509,771	\$ 945,967.52	181,310.44	764,657.08
22107	5FYB8FJ05NF107701	2023	40' NEW FLYER XCELSIOR - BEB	68,738	86.25%	630,645.01	543,946	499,261	\$ 945,967.52	197,076.57	748,890.95



Zero Emission Bus (ZEB) Program Quarterly Update

VEHICLE ENGINEERING & ACQUISITION

Operations, Safety, and Customer Experience Committee
February 19, 2026

Charging Infrastructure Project Updates



Division 9 & El Monte Transit Center

- EMTC and bus yard opportunity chargers complete and supporting J Line service
- Civil construction will be complete in Spring 2026. Pantograph installation and commissioning will continue through Fall.

Division 18 & 7

- Contract signed. NTP issued in January.

Opportunity Charging Sites (Countywide)

- In January Board approved award of contract for 13 opportunity chargers and up to 60 additional chargers as needed
- Prioritizing designs and delivery strategy for North Hollywood Transit Center, North San Fernando Valley Transit Improvements Project, and sites supporting Division 9 buses



Photo: Division 9 Depot Chargers



Photo: Habor Gateway Opportunity Chargers/J Line

J Line Electrification

- J Line soft launch on December 14, 2025.
- Achieved 50-100% zero emission service over first few weeks.
- Recently identified an issue with BYD bus drive motors which required grounding the fleet to prevent further damage. The issue is under investigation and service will return to zero emission as soon as possible.

Status of Division Electrification (First Five Divisions)



Electrification schedule for first five divisions



Civil construction at Division 9 complete in Spring 2026. Commissioning to continue into Fall.

Notice To Proceed for Divisions 18 & 7 issued in January.

	2nd Half 2026					1st Half 2027					2nd Half 2027					1st Half 2028					2nd Half 2028					1st Half 2029					2nd Half 2029					1st Half 2030					2nd Half 2030													
Month >>	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Division 9 (SCE) 234 buses	Construction					Commissioning																																																
Division 18 (SCE) 221 buses	RFP Process					Design to 85%					Final Design & Construction																																											
Division 7 (SCE) 173 buses	RFP Process					Design to 85%					Final Design & Construction																																											
Division 5 (LADWP) 201 buses											RFP Process					Design					Construction																																	
Division 13 (LADWP) 184 buses											RFP Process					Design					Construction																																	



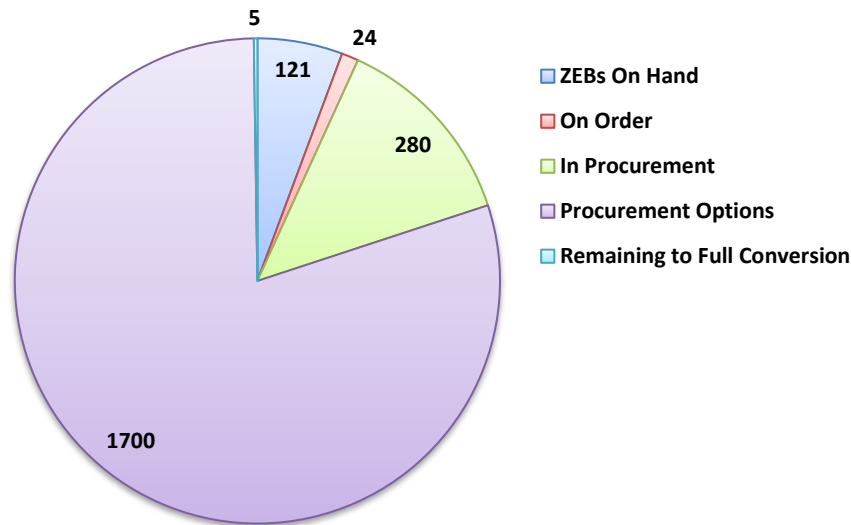
Status of Bus Acquisition



Current Fleet

- 5.7% of fleet converted to ZEB*

Status of ZEB Fleet Transition



*Assumed future fleet size of 2,130 buses
Data as of 1/23/26



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
 - Award by April 2026 and delivery in 2027

BYD Bus Deliveries

- 71 of 95 K9MD buses have been delivered
- BYD is currently 24 buses behind schedule
 - Liquidated damages (LDs) for delayed buses and manuals
- Challenges persist in ensuring quality control on the production line and providing warranty support.

Lane Transit District BEB Donation



RECOMMENDATIONS

- AUTHORIZE the CEO to execute the necessary agreements to accept the donation of 19 New Flyer battery electric buses (BEBs) from Lane Transit District
- ESTABLISH a Life-Of-Project (LOP) Budget for the relocation and make-ready of 19 used New Flyer BEBs, capital project number 201080 in the amount of \$2,180,000.

DISCUSSION

- 19 New Flyer XCELSIOR 40' BEBs
- 3-4 years old / average 50,000 mileage
- Metro to assume remaining Federal equity, pay for bus transport to Los Angeles and carry out necessary make-ready work including the installation of revenue collections systems, communication equipment, passenger information components, operator barrier and bus painting.

Grant Updates and Continuing Activities



Upcoming project activities

- Division 18 & 7 Progressive Design Build Operate and Maintain (PDBOM) contract Phase 1 has commenced.
- Advancing competitive solicitation for a Battery Energy System Storage (BESS) resiliency charger project at Division 18.
- Pilot with a long-range battery electric bus. A 40' composite BEB manufactured by Ebusco will shadow revenue service 4- 6 weeks to test compatibility with Metro service requirements.



Photo: BYD K9MD bus at Harbor Gateway Transit Center



THANK YOU

