



Board Report

File #: 2024-1031, File Type: Federal Legislation / State Legislation (Position)

Agenda Number:

REVISED
REGULAR BOARD MEETING
DECEMBER 5, 2024

SUBJECT: 2025 LEGISLATIVE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2025 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2025 State Legislative Program as outlined in Attachment B.

HAHN AMENDMENT: Include in Attachment B, Goal 2, support for a Transportation Bond.

ISSUE

On an annual basis, the Board adopts a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro’s authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other Board directives, staff will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. Staff will continue to work with the implementing departments within Metro to develop the broader objectives and will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro’s goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, DC. To achieve these important goals, Government Relations staff will implement a long

-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The [Government Relations Legislative Matrix](https://libraryarchives.metro.net/DB_Attachments/241126%20-%20November%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf) <https://libraryarchives.metro.net/DB_Attachments/241126%20-%20November%202024%20-%20LA%20Metro%20Legislative%20Matrix.pdf>, updated and presented to the Board monthly, highlights several bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2024 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year. Looking forward to next year, the State is expected to continue to see volatility in its revenues. In addition, there will be significant discussion relative to the future of the State's Cap & Trade program. Metro will be working very closely with the LA County legislative delegation and the Newsom Administration to ensure that the structure of this program continues to support our region. For the State to make significant progress in reducing greenhouse gas emissions, it will be important to ensure that investments are made where those emissions are highest, and in the areas that have the highest concentration of disadvantaged communities. Investing in Los Angeles County provides the greatest opportunity to make this impact. Staff have included a specific goal in the legislative program to guide this effort.

In addition to constant collaboration with the Board and other internal Metro departments, Government Relations will continue to ensure that our legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2024, the agency was guided by the Board-approved Federal Legislative Program in Washington, DC.

As previously noted, the Bipartisan Infrastructure Law (BIL) (P.L. 117-58) signed into law by President Biden in November of 2021 significantly increased funding provided through key discretionary and formula grant programs such as Capital Investment Grants, Buses and Bus Facility Grants, Low or No Emission Bus Grants, State of Good Repair Grants, and Urbanized Area Formula Grants. Importantly, the bill also reformed federal Local Hire rules - permitting our agency to hire locally on projects funded in part or in whole by the Federal Government. Metro is deeply appreciative to the Biden-Harris Administration and the Los Angeles County Congressional Delegation for strongly backing the passage of the BIL.

Metro achieved several important successes in partnership with the Federal Government in calendar year 2024.

1. In March of 2024, the agency secured \$139 million through the U.S. Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Grant Program for our application entitled - Removing Barriers by Creating Legacy - A Multimodal Approach for LA County. These funds, in part, will support Metro's goal to provide world-class mobility for the upcoming 2028 Olympic and Paralympic Games.
2. On July 9, 2024, the agency secured a \$77.5 million Low or No Emissions grant from the Federal Transit Administration that will be used to purchase dozens of battery electric buses and install new chargers at Metro Bus Division 7 in West Hollywood. This grant also included a workforce development component and secured strong support from members of the Los Angeles County Congressional Delegation.
3. In July of 2024, because of the agency's direct advocacy, the U.S. Senate's Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development included \$200 million to enhance mobility plans for the upcoming 2028 Olympic and Paralympic Games in their Fiscal Year 2025 Transportation, Housing and Urban Development spending bill. Staff are working with stakeholders in the House and Senate to ensure these funds remain in the final transportation spending measure signed into law by the President.
4. On September 6, 2024, the agency concluded a Full Funding Grant Agreement in the amount of \$893 million for the East San Fernando Valley Light Rail Transit Project. Metro's Government Relations team had worked for years with key federal stakeholders, including U.S. Senator Alex Padilla and Congressman Tony Cardenas, to ensure this project could move forward with significant support from the U.S. Department of Transportation.
5. In July of 2024, Metro was pleased to coordinate a visit by Secretary of Transportation Pete Buttigieg, who held a series of highly successful events and site visits with our agency. At a major event at Exposition Park and later at Metro Bus Division 13, Secretary Buttigieg and our Chair Janice Hahn - along with other Board members - highlighted a series of federal investments provided to our agency in the last several months. The following day Secretary Buttigieg and Director Solis had the opportunity to visit the site of the Humphries Bridge Crossing Project (which received a \$9.7 million RCN Grant) - which Metro will be building in partnership with Caltrans and Los Angeles County Department of Public Works.
6. On September 17 and 18, 2024, Metro worked with Board Chair Hahn as she led a delegation of officials from the Gateway Council of Governments on an ambitious trip to Washington, DC to advocate for the Southeast Gateway Line. Specifically, Chair Hahn's trip focused on ensuring that the Southeast Gateway Line - Metro's top priority for the Federal Transit Administration's Capital Investment Grant Program - is included in the FTA's Fiscal Year 2026 New Starts Report. The delegation held high-level meetings with White House infrastructure officials, with senior aides for Secretary Pete Buttigieg at the U.S. Department of Transportation, and with federal elected officials including U.S. Senator Alex Padilla (D-CA), U.S. Senator Laphonza Butler (D-CA), U.S. Senator Brian Schatz (D-HI), and Congressmembers Adam Schiff (D-CA) and Robert Garcia (D-CA). Participants in the delegation also had an opportunity to discuss the status of the Southeast Gateway Line with senior professional aides for both the House Transportation and Infrastructure Committee and the Senate Banking, Housing and Urban Affairs Committee - both of which have jurisdiction

over transit related matters in Congress.

7. Throughout the year, the CEO also hosted visits by senior federal officials, including FTA Deputy Administrator Veronica Vanterpool, Federal Railroad Administrator Amit Bose, Build America Bureau Executive Director Dr. Morteza Farajian, among others, to learn more about the agency's responsible use of federal funds to enhance mobility across Los Angeles County.

On another important federal matter, Metro staff continued to be actively engaged in a dialogue with the U.S. Department of Transportation as they continue to embed the Justice40 Initiative in their many grant programs, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

Metro looks forward to working closely with the incoming 119th Congress and the next Administration to leverage our local funding to advance transit, highway, and other effective mobility projects across Los Angeles County - in addition to building support to secure major federal funding for mobility initiatives related to the upcoming 2028 Olympic and Paralympic Games. The complete 2025 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2024 State Legislative Session, the California Legislature and Governor Newsom were primarily focused on homelessness, education, housing, as well as climate and infrastructure issues. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce recovery, and funding to support efforts to end homelessness. The Legislature also held its second Extraordinary Session of the two-year cycle, regarding oil and gas pricing. The following summarizes the 2024 legislative session and Metro's advocacy efforts surrounding the budget and legislation relevant to Metro's projects and programs.

State Budget

Metro staff continued to engage in the budget process through working with members of the LA County Delegation in order to ensure that LA County would receive its proportionate share of transportation resources.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year as the State faced a projected \$37.9 billion budget deficit. This deficit number differed from the recent LAO-projected \$68 billion deficit over three fiscal years. To close this projected deficit, the Governor proposed tapping \$13 billion from the State's reserve funds, reducing spending by \$8.5 billion, and implementing funding delays and shifts.

The Governor's initial proposal included maintaining \$13.6 billion of the \$13.8 billion in transportation spending from the 2022 Budget Act. The reduction was primarily the result of a proposed \$200 million cut to the Active Transportation Program. The Governor also proposed a delay of \$1 billion of formula TIRCP funds to fiscal year 2025-26 while keeping \$1 billion for this program in 2024-25. Additionally, the budget proposal included delays in funding for competitive TIRCP cycles to align with expenditure schedules and shifting certain transportation funds from the general fund to the Greenhouse Gas Reduction Fund. There were no programmatic impacts to either of these two proposals. There was also no proposed change to the \$1.1 billion for the Zero Emission Transit Capital Program.

In early April, Governor Gavin Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced a \$17 billion agreement on early actions to significantly reduce the existing budget shortfall, ahead of the May Revision and final budget deliberations in June.

On April 18, CEO Wiggins issued a letter to leadership in the Senate and Assembly, outlining Metro's budget priorities for the legislative session. The letter thanked the Governor and Legislature for their actions so far this year to preserve the critical transportation funding agreed to in the past two budget years and asks that the Legislature maintain that funding, which is so crucial to transit projects in Los Angeles County and around the state. In late April, the California Department of Finance directed agency secretaries and department heads to freeze spending as was authorized under the early action budget agreement between Gov. Gavin Newsom and legislative leaders. This action froze SB 125 TIRCP funding that was passed in last year's budget and was due to be sent to Metro by April 30th.

On May 10, Governor Newsom released the May Revision to his budget proposal for the upcoming fiscal year. The May Revision included budgetary impacts to many areas of State government. Overall, the Revision includes the following in budget solutions: \$4.2 billion in reserves, \$3 billion in efficiencies, \$15.2 billion in reductions, \$14.9 billion in pauses and shifts, and \$7.5 billion in revenues and borrowing. For transportation, the impacts primarily come from fund shifts for the Transit and Intercity Rail Capital Program, along with cuts to the Active Transportation Program. The May Revision maintains the formula TIRCP (\$4 billion) and the Zero Emission Transit Capital Program (\$1.1 billion) funding levels. The Revision shifts \$555.1 million from General Fund to the Greenhouse Gas Reduction Fund above what was proposed in the Governor's Budget, for a total of \$1.3 billion in proposed fund transit shifts. These fund shifts are not expected to have any programmatic impact.

Reductions to transportation were more limited. The May Revision reduced \$148 million not used for awarded projects from the competitive Transit and Intercity Rail Capital Program. The Revision also included an additional \$400 million in Active Transportation Program reductions, for a total of \$600 million over the next few fiscal years.

In mid-June, Governor Newsom, Senate President pro Tempore Mike McGuire, and Assembly Speaker Robert Rivas announced a three-party agreement on the state budget for the 24-25 fiscal year. This agreement was contained in AB 108 and SB 108, with an additional series of trailer bills, including a transportation trailer bill, SB 173.

Crucially, the budget deal maintained \$5.1 billion for public transit capital projects and operations from last year's budget, while adopting the appropriation schedule from the two-party agreement between the Senate and Assembly earlier this year. The appropriation schedule for this transit funding is as follows:

\$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) funding appropriated as follows:

- \$2 billion is appropriated in Fiscal Year 2023-24
- \$1 billion is appropriated in Fiscal Year 2024-25
- \$1 billion is approved for appropriation in Fiscal Year 2025-26

\$1.1 billion for the formula-based Zero-Emission Transit Capital Program appropriated as follows:

- \$190 million is appropriated in Fiscal Year 2023-24
- \$220 million is appropriated in Fiscal Year 2024-25
- \$230 million is approved for appropriation in Fiscal Year 2026-27
- \$460 million is approved for appropriation in Fiscal Year 2027-28

Governor Newsom signed the final budget deal in late June. The budget deal also rejected cuts to the Active Transportation Program and provided \$260 million for the Regional Early Action Planning (REAP 2.0) program. Finally, while the Safety Grade Separations Program was originally proposed to be cut by \$350 million, the deal partially restored this funding, for a total allocation of \$150 million.

In July, the California State Transportation Agency (CalSTA) released the first allocation of SB 125 (2023) funding, totaling over \$1.9 billion to regional transportation planning agencies statewide. These funds were due to be disbursed in April, prior to the Department of Finance funding freeze. With the recent passage of the state budget, this freeze was lifted.

Metro's full SB 125 allocation package includes funding for the A Line (Gold) Foothill Extension Project, the Southeast Gateway Line Project, and zero emission bus and charging infrastructure. The authorization in July meant that Metro received a disbursement of \$498.65 million in Transit and Intercity Rail Capital Program funding for the Foothill Extension Project. Additionally, Metro received \$119.49 million in Zero Emission Transit Capital Program funding for buses and charging infrastructure. Additional funding from the allocation package will be dispersed according to the existing funding schedule, starting this fiscal year.

Metro's budget advocacy this year helped secure continued funding for the SB 125 program, and Government Relations plans to continue to advocate to protect the last allocations of this funding so that they are included in future budget deals.

Transit and Intercity Rail Capital Program Cycle 7

In October, the CalSTA announced the Transit and Intercity Rail Capital Program (TIRCP) Cycle 7 grants for transit projects. Metro was named the recipient of \$231 million in TIRCP funds for the Southeast Gateway Line Project. This investment represents an important infusion of funds to the project that will allow us to leverage additional funding in order to bring a much-needed rail link to the Gateway Cities and was the single-largest TIRCP grant this cycle. This grant award would not have been possible without the strong advocacy of Metro's Board.

Legislative Update

In the 2024 legislative session, the advocacy efforts focused heavily on Board-directed State Legislative Program goals, as well as several proposals that would have impacted Metro programs. Metro's 2024 State Legislative priorities focused on sponsoring a bill to align Metro's ethics laws to those that govern other local officials around the state, as well as continuing to advocate for maintaining the increased funding levels for transportation for Los Angeles County.

The 2023-24 regular legislative session in Sacramento ended on August 31st. Governor Newsom had until September 30th to act on every bill that the legislature passed. Overall, this was a typical session year in terms of number of bills introduced, which was 2,159. Of those, 56% were sent to the Governor, and 84% of those bills sent to the Governor were signed.

Metro was successful in advocating for the passage and signing of our sponsored measure. Additionally, two formally supported bills were passed and signed by the Governor. The advocacy efforts for our sponsored bill included legislative support and collaboration that helped to advance each measure. Staff would like to acknowledge the Board for its forward thinking and support of the measures. Staff would also like to note that the diligent staff support from the agency was integral to the success of the measures and coalition building efforts. The bills, which will become law on January 1, 2025, are summarized below:

- AB 3123 by Assemblymember Jones-Sawyer, sponsored by Metro, will ensure that ethics laws that govern elected officials statewide apply equally to LA Metro's Board, by repealing a statute that currently only applies to those Board Members. AB 3123 also contains provisions that clarify Metro's definition of lobbying and strengthen the role of the Ethics Office.
- AB 761 by Assemblymember Friedman will extend the period of available EIFD tax increment from 45 years to 75 years for districts intended to fund zero-emission LA Metro transit projects with federal financing through TIFIA loans.
- SB 1297 by Senator Allen will authorize, until January 1, 2032, the City of Malibu to establish a speed safety pilot program for speed enforcement that utilizes up to 5 speed safety systems on Pacific Coast Highway. This bill was supported by Metro on the grounds of promoting policies that support Vision Zero.

LA County Delegation Engagement

Metro's State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation, in support of the Board-adopted Legislative program, Equity Platform, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, reimagined public safety system, and affordable housing.

This legislative engagement also includes quarterly legislative roundtables briefings with staff, subregional project briefings, and tours with individual legislators. The legislature will reconvene for the first year of the legislative session on December 2, 2024. Government Relations staff will continue to brief staff and elected officials on Metro priorities and projects during the legislative recess.

Following the November election, the LA County Legislative Delegation in the Senate and Assembly

will undergo a number of changes to its membership. Metro is pleased to welcome these new members to the Delegation and will be coordinating with the staff of these new members to meet with CEO Wiggins. At these meetings, members are introduced to key projects in their districts and the overall structure of the operations of transportation in the County, along with information about the funding and Board structure of the agency. These meetings ensure that we are establishing good working relationships with everyone who represents a portion of the County, along with any new members of legislative leadership.

In addition to the activities described in the updates above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2025 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Supporting the continued appropriation of transit funding through the SB 125 (2023) program.
- Supporting legislative efforts that improve Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults.
- Supporting legislation that would equitably extend the Cap & Trade program beyond its current 2030 expiration.
- Supporting legislation that would enable Metro and other transit agency joint development projects to qualify for streamlining provisions under the California Environmental Quality Act;
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;

EQUITY PLATFORM

Adopting the 2025 State and Federal Legislative Program goals helps Metro advocate for policy changes and investments that support Metro's core riders and Equity Focus Communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2025 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA County region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery throughout LA County.

Ensuring Metro's advocacy efforts are effective and equitable requires regular assessment of equity impacts for specific measures and proposals. Staff will continue to work with partners in the office of Civil Rights, Racial Equity and Inclusion regularly to assess equity impacts and strategically communicate Metro's commitment to equitable transportation in our advocacy efforts.

DETERMINATION OF SAFETY IMPACT

Approval of this item supports funding for safety initiatives and rules and regulations that improve safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The adoption of the 2025 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

NEXT STEPS

Staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the Presidential Administration. Staff has and will continue to emphasize briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills.

In Sacramento, staff will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Staff will initiate briefings for the new members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to several transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan, staff will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

ATTACHMENTS

Attachment A - 2025 Federal Legislative Program

Attachment B - 2025 State Legislative Program

Prepared by: Michael Turner, Executive Officer, Government Relations, (213) 922-2122

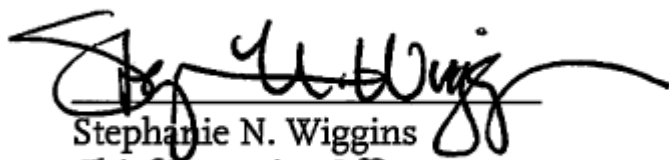
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Stephanie N. Wiggins
Chief Executive Officer

2025 FEDERAL LEGISLATIVE PROGRAM GOALS

GOAL #1: CONTINUE TO BUILD FEDERAL SUPPORT FOR METRO'S AMBITIOUS CAPITAL PROGRAM

Proposed Activities:

In 2025, Metro will continue to strongly advocate for our agency's New Starts transit capital projects to receive funding through the Federal Transit Administration's (FTA) Capital Investment Program (CIG) – working in concert with all relevant stakeholders across Los Angeles County. This work, in part, will include working to ensure that the Southeast Gateway Line Project is included in the Federal Transit Administration's Fiscal Year 2026 New Starts Report and recommended for federal funding in this report – which will be released early next year in tandem with the President's Fiscal Year 2026 Budget.

GOAL #2: CONTINUE TO WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES – INCLUDING SUPPORT FOR OUR FISCAL YEAR 2026 BUDGET REQUEST

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility for the 2028 Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials at the White House, the U.S. Department of Transportation, and Congress to promote and advance the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency and our local, regional and state partners. Specifically, Metro is seeking to have funds for a range of mobility projects related to the Games included in the President's Fiscal Year 2026 Budget.

GOAL #3: PREPARE A POLICY DOCUMENT THAT WILL INCLUDE PROPOSED REFORMS AND NEW POLICY INITIATIVES FOR OUR NATION'S NEXT SURFACE TRANSPORTATION AUTHORIZATION BILL

Proposed Activities:

The historic Bipartisan Infrastructure Law (BIL) (P.L. 117-53) will expire on September 30, 2026. Given our agency's strong and successful track record in providing Congress with policy and funding recommendations related to surface transportation authorization bills, we will prepare a document that will serve to advance provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previously, Metro launched initiatives, like the America Fast Forward program, that demonstrably improved our ability to draw federal funds to our agency. This document will outline our agency's support for maintaining and

in some cases growing BIL funding levels, including advance appropriations. In addition, this document will include a set of reforms to the FTA's CIG Program – which has been essential in funding the expansion of Metro's transit network. We look forward to working with a broad range of stakeholders on this policy document, with the goal of presenting our document to members of Congress and their professional staff before the end of calendar year 2025.

GOAL 4#: CONTINUE TO ACTIVELY SUPPORT THE JUSTICE40 INITIATIVE – TO BRING FEDERAL RESOURCES TO PROJECTS SERVING DISADVANTAGED COMMUNITIES ACROSS LOS ANGELES COUNTY

Proposed Activity:

Continue our agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity for disadvantaged communities. We will continue to seek to encourage the broad application of Justice40 on federal transportation programs in order to directly benefit these communities across Los Angeles County.

GOAL #5: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown significantly under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the MEGA/INFRA Grant Program, RAISE Grant Program, Bus, and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund – among other federal grant opportunities.

GOAL #6: WORK CLOSELY WITH THE NEXT ADMINISTRATION AND USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Executive Branch continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented in the Federal rulemaking process. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our goals.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Executive Branch, Congress, and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program and on the communities Metro serves.

GOAL #8: CONTINUE TO ACTIVELY SUPPORT FEDERAL EFFORTS TO ENHANCE TRANSIT OPERATOR SAFETY

Proposed Activity:

Continue our agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to advance federal initiatives to enhance transit operator safety. The current surface transportation authorization measure – the Bipartisan Infrastructure Law - will be expiring in late 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety. Our agency is currently working to respond to an FTA notice that was published in the Federal Register noting that they are "issuing a General Directive to address the significant and continuing national-level safety risk related to assaults on transit workers." According to the FTA, "the General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to conduct a safety risk assessment, identify safety risk mitigations or strategies, and provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers. Metro will be providing our feedback with respect to the FTA's General Directive, including information related to safety risk assessments, identifying safety risk mitigation and strategies, and detailed information on how the FTA should assess, mitigate, and monitor the safety risk associated with assaults on transit workers. In addition to responding to the FTA's General Directive on transit operator safety, our agency will continue to explore all avenues, with the U.S. Department of Transportation and the U.S. Congress, to enact rules and regulations that will serve to enhance transit operator safety.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Continue efforts to encourage federal support for Metro's Board-approved goal of creating a Center of Transportation Excellence within Los Angeles County – which would

result in having a rolling stock production facility in Los Angeles County. This facility may also include, but not be limited to, suppliers of rail and bus parts, a rail test track, and a climate-controlled facility for testing purposes. As part of this work, Metro will work with the appropriate federal agencies, including but not limited to the U.S. Department of Commerce, to secure support for our Center for Transportation Excellence from funding made available through either the Bipartisan Infrastructure Law and/or the CHIPS and Science Act of 2022.

GOAL #11: WORK TO ADVANCE FEDERAL POLICY AND FUNDING OPPORTUNITIES IN SUPPORT OF METRO'S FARELESS SYSTEM INITIATIVE

Proposed Activities:

Continue to be a national leader in advocating for pending legislation that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Staff will work with all relevant stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services across Los Angeles County in any appropriate legislative vehicles during the upcoming 119th Congress.

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPPRA in coordination with all relevant state and federal partners;
2. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
3. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
4. Work with the Executive Branch to avoid or mitigate negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;
5. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work with Congress to allow art and non-functional landscaping expenses related

- to transit projects to be eligible for federal funding;
8. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
 9. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
 10. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.

2025 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs;

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1; and

Support the continued appropriation of transit funding through the SB 125 (2023) program.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies, or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles; and

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD-ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS, SUPPORT METRO'S MULTILAYERED APPROACH TO PUBLIC SAFETY, AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system;

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Explore legislation that supports Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as improving the customer experience; and

Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to Enroll members into LIFE upon qualification without undergoing an additional LIFE application and enable social benefit cards to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs

which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share;

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors;

Support Legislation that would equitably extend the Cap & Trade program beyond its current 2030 expiration; and

Consistent with Goal #12, ensure that any extension of Cap & Trade funds for the California High-Speed Rail Project continue to invest in essential high speed rail projects that provide connectivity and utility in Los Angeles County.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations; and

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Explore and pursue opportunities to accelerate and reduce costs on Metro projects.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to establish and enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes

revenues.

3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to:

1. Reduce the costs and time to deliver affordable housing;
2. Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
3. Reduce Surplus Land Act impacts to Metro's Joint Development Program;
4. Stabilize and enhance housing affordability in existing communities;
5. Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities.

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Support legislation that would enable Metro and other transit agency joint development project to qualify for streamlining provisions under the California Environmental Quality Act;

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses;

Seek to program modifications that recognize Metro's land discount as a significant

contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture, Enhanced Infrastructure Financing Districts, or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

Metro has identified a series of investments in Los Angeles County that would support future high-speed rail and would provide current benefits to commuters across the region. These investments are on shared corridors and create independent utility.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves "book-end" funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans' NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO FUND AND IMPLEMENT THE I-710/LONG BEACH-EAST LA CORRIDOR ZERO EMISSION TRUCK PROGRAM AND SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION AND OTHER STATE AGENCIES

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

Support funding for projects and programs designed to mitigate impacts (air quality, public health, noise, safety, etc.) on communities adjacent to goods movement infrastructure.

GOAL #14: CONTINUE TO WORK WITH THE GOVERNOR'S OFFICE AND STATE TRANSPORTATION AGENCY TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for funding, legislation, and regulation streamlining that helps support mobility projects associated with the Olympic and Paralympic Games in Los Angeles; and

Continue to work with Games Mobility Executives (GME) Partners, the County of Los Angeles, and venue cities to support Metro's Mobility Concept Plan.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.



Government Relations 2025 State and Federal Legislative Program Summary

**Board of Directors Meeting
December 5, 2024**

2025 Federal Legislative Program New and Updated Goals

Coordinate for the 2028 Olympics: Work with the federal government to secure funding for mobility projects associated with the 2028 Olympic and Paralympic Games.

Surface Transportation Authorization Policy Document: In advance of the expiration of the current surface transportation authorization bill in 2026, prepare a document outlining proposed reforms and funding initiatives that would directly benefit Metro.

Transit Operator Safety: Advocate for federal policies to improve safety for transit operators, including supporting new safety measures and responding to FTA safety directives.

2025 State Legislative Program New and Updated Goals

Added:

- Support for final SB 125 allocation
- Support for actions that may be needed for Metro's multilayered approach to public safety
- Coordination with relevant social service agencies to make necessary technical updates to TAP for LIFE enrollment upon qualification, and enable social benefit cards to be used in lieu of Metro Tap cards
- Support for CEQA streamlining for joint development projects
- Continue to work with the Governor's office and State Transportation Agency to successfully coordinate for the 2028 US Olympic and Paralympic Games



2025 State Legislative Program New and Updated Goals

Removed:

- Support for ethics legislation due to recent passage of bill