



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

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EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE September 2025 Federal and State Legislative Report.

DISCUSSION

Executive Management Committee Remarks Prepared by Raffi Haig Hamparian Government Relations, Executive Officer: Federal Affairs

Chair Dutra and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to our agency. This report was prepared on September 3, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on September 18, 2025. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated monthly.

U.S. Department of Transportation - 2026 FIFA World Cup / 2028 Olympic and Paralympic Games

With the strong support from Metro's Board of Directors, staff continues to advance our effort to secure federal funding for mobility projects related to the 2028 Olympic and Paralympic Games.

The President's FY26 Budget Request did not include any transportation funding for the 2028 Games. Metro's initial request for this funding was submitted in a letter from the Board to the President-elect on November 21, 2024. Former Chair Hahn shared a follow-up letter (April 2025) to U.S. Department of Transportation Secretary Sean Duffy, reiterating the critical importance of this funding. More recently, the agency has held meetings with senior U.S. Department of Transportation officials to reiterate our request for federal funding tied to the 2028 Games.

Metro staff continues working with the White House, the U.S. Department of Transportation, and key Congressional stakeholders to ensure that the agency's request for federal funding for mobility projects related to the 2028 Olympic and Paralympic Games remains under active consideration for

mobility projects related to the 2028 Olympic and Paralympic Games. Most recently, the U.S. Senate's transportation funding bill for Fiscal Year 2026 included \$68 million in transportation assistance for the 2028 Olympic and Paralympic Games.

The agency has also been working with a national coalition of stakeholders seeking federal funding related to transit services set to be delivered for the 2026 FIFA World Cup Games. The U.S. Senate's transportation funding bill for Fiscal Year 2026 included \$78 million to help domestic host cities for the 2026 FIFA World Cup (Atlanta, Boston, Dallas, Houston, Kansas City, Los Angeles, Miami, New York/New Jersey, Philadelphia, San Francisco/Bay Area, and Seattle) provide transit services for spectators.

Los Angeles County Congressional Delegation

Metro was pleased to see support for several projects in the FY 2026 Community Project Funding (CPF) process. As reported in July of this year, the Los Angeles Metro Regional Bus Stop Enhancement Program was submitted by several House members from across Los Angeles County through the CPF process. Staff will continue to track CPF outcomes and will provide an update once the House Appropriations Committee publicly releases final selections.

Staff is pleased to continue to be fully engaged with District and Washington, DC based staffers for members of the Los Angeles County Congressional Delegation. This work includes, but is not limited to, addressing questions related to Metro's capital projects, initiatives, and operations across Los Angeles County.

America's Next Surface Transportation Authorization Bill

At the Executive Management Committee meeting set to be held on September 18, 2025, Metro's Government Relations team looks forward to presenting the agency's priorities for the upcoming federal surface transportation authorization bill to the Board. This document outlines several policy reforms and provisions that the agency would recommend for inclusion in the nation's next surface transportation authorization legislation. The current surface transportation authorization measure, the Bipartisan Infrastructure Law (P.L. 117-58), is set to expire on September 30, 2026. Congressional committees with jurisdiction over this legislation are expected to begin drafting components of the bill later this year, with the goal of finalizing it in 2026. As with past surface transportation reauthorization measures, Congress has frequently adopted extensions to permit more time for the final bill to be crafted, so achieving a final bill by the Fall of 2026 is aspirational.

Metro has successfully secured key legislative recommendations in past federal transportation bills. Notably, our "America Fast Forward" initiative, which reformed the TIFIA low-interest loan program, was included in MAP-21. More recently, working closely with then-Congresswoman Karen Bass, Metro led the effort to include Local Hire provisions in the Bipartisan Infrastructure Law signed by President Biden in November 2021.

Transit Operator Safety

In alignment with Metro's Board-approved 2025 Federal Legislative Program, we continue to prioritize transit operator safety and maintain active communication with the Los Angeles County Congressional Delegation on this issue. The upcoming reauthorization of federal surface transportation programs provides an important opportunity to advocate for enhanced protection and

safety measures for transit operators across the country.

Federal Transportation Grants

Metro remains committed to aggressively pursuing competitive federal grants to support a range of transit projects and programs. Most recently, the agency submitted a Bus and Bus Facilities grant and a Low or No Emission grant request for Metro's Division 5. These funds would be used to purchase zero-emissions buses and depot charging stations.

Consistent with ongoing efforts, staff is working closely with the Los Angeles County Congressional Delegation and strategic partners-including the LA/Orange County Building and Construction Trades Council and the Los Angeles Area Chamber of Commerce-to build support for both our current and future grant applications.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for September 18, 2025.

**Executive Management Committee
Remarks Prepared by Madeleine Moore
Government Relations, Deputy Executive Officer: State Affairs**

Chair Dutra and members of the Board, I am pleased to provide an update on several state matters of interest to our agency. This report was prepared on September 3, 2025, and will be updated, as appropriate, at the Executive Management Committee on September 18, 2025. The status of relevant pending legislation is monitored monthly on the [Metro Government Relations Legislative Matrix](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf). [<https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf)

Cap-and-Trade/Cap-and-Invest

The State Legislature returned from summer recess on August 18, and has been focused on the renewal of the cap-and-trade, now cap-and-invest, program. Throughout the year, Metro staff have been actively engaged in advocacy for LA's fair share of cap-and-invest transit funding. The following is an update on Metro's recent advocacy efforts, pursuant to the 2025 Board-approved Legislative Program.

In June, Metro transmitted a letter from the CEO to the Legislature regarding our cap-and-trade priorities as the Senate, Assembly, and the Governor began to seriously consider the program's extension beyond the current 2030 expiration. This letter became the cornerstone of a packet of materials that was hand-delivered to every member of the LA County Delegation. Prior to summer recess, Metro staff met with key members of the Legislature and the entire LA Delegation to discuss Metro's priorities and share these materials. Our advocacy materials include the CEO letter, district

maps of investment from the Transit and Intercity Rail Capital Program, and the projects from the Measure M expenditure plan that Metro plans to complete using state investment in the coming years.

Throughout this advocacy, Metro Senior Executive Officer for Government Relations, Michael Turner, has been Chair of the California Transit Association's cap-and-trade working group, bringing together agencies around the State to speak with one voice on the importance of an equitable extension for meeting the State's climate goals.

In mid-August, the CEOs of Metro, Metrolink, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Southern California Association of Governments, and Ventura County Transportation Commission issued a joint letter to the California Legislature, outlining key perspectives on reauthorization. This Southern California coalition wanted to ensure that the region was speaking collectively on transportation priorities for 2030 and beyond.

The full letter has four main points:

1. If the Legislature provides long-term, guaranteed minimum funding to high-speed rail, a proportionate share of that funding must be directed to Southern California.
2. Urging the Legislature to maintain or increase the share of cap-and-trade funding directed towards the Transit and Intercity Rail Capital Program (TIRCP).
3. Urging the Legislature to maintain or increase the share of cap-and-trade funding dedicated towards the Low Carbon Transit Operations Program (LCTOP).
4. A request that reauthorization provides a flexible dedicated funding source for regional rail agency operations, a critical tool for meeting the State's climate goals.

Metro staff continues to engage with leadership and the LA County delegation on these priorities as we enter the final weeks of this legislative session. Staff will have a full report at the Executive Management Committee on the results of the negotiations.

On August 28, 30 members of the Los Angeles County legislative delegation signed a letter to Governor Newsom, Assembly Speaker Rivas, and Senate pro Tem McGuire, expressing support for the reauthorization of cap-and-trade/invest and requesting that the State invest \$3.3 billion over the life of the program into LA County Transportation. The letter calls for funding that would support operations to increase bus and rail frequency and improve reliability, fund capital projects, including those that would connect to the future California High-Speed Rail Project, and provide good-paying jobs that support disadvantaged communities. Senator Henry Stern and Assemblymember Tina McKinnor led the joint effort on this critical show of support for LA County transportation as we enter the final weeks of the legislative session. Metro values our partnership with our elected representation in this County as we work towards the same goal - a safer, faster, cleaner transportation system.

Legislative Update

The legislature returned from recess on August 18 and will end the first year of the legislative session on Friday, September 12. The following is an update on the status of Metro's sponsored and monitored legislation. A full report on the outcome of legislation will be available during the Executive Management Committee.

Sponsored Legislation

Metro is a co-sponsor of SB 71 (Wiener), along with the California Transit Association, the Bay Area Council, and SPUR. SB 71 builds upon previous legislation (SB 288, SB 922) by the Senator that expedites bike, pedestrian, light rail, and bus rapid transit projects by exempting these projects from the California Environmental Quality Act (CEQA). SB 71 removes the SB 922 sunset date and clarifies that transit infrastructure maintenance projects, bus shelters and lighting, and shuttle and ferry service and terminal projects are also eligible for the exemption. The bill is currently awaiting a final vote on the Assembly floor.

Additional Relevant Legislation

Metro-supported AB 394 by Assemblymember Lori Wilson (D - Suisun City) passed in the Senate Appropriations Committee on August 29. This bill would strengthen penalties for assaults against all transit employees that currently exist for bus and rail operators only. The bill would also broaden enforcement against trespassing on transit systems and empower courts to issue prohibition orders restricting access to individuals convicted of violent offenses against transit workers. Metro has continued to utilize all tools at our disposal to ensure greater safety for all, and AB 394 would be another critical tool in our toolbox. AB 394 is currently awaiting a final vote on the Senate floor.

LA County Legislative Delegation Coordination

Staff continues prioritizing member engagement and updating state Senate and Assembly offices on projects and programs relevant to their districts. CEO Wiggins has been meeting with members in order to better familiarize them with Metro and gauge their legislative priorities for potential partnerships between the State and our agency.

EQUITY PLATFORM

Government Relations will continue reviewing legislation introduced in Sacramento and Washington, DC, to address any equity issues in proposed bills and the budget process. Securing levels of federal transportation funding allows our agency to advance projects that improve equitable access and mobility for the ten million individuals who live, work, and travel throughout Los Angeles County.

VEHICLE MILES TRAVELED OUTCOME

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.

This item supports Metro's systemwide strategy to reduce VMT through administrative and legislative advocacy activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Increased state and federal funding received benefits Metro's projects and programs to reduce VMT. Metro's Board-adopted 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.*

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
September 18, 2025

Federal Affairs Update

- **U.S. Department of Transportation – 2026 FIFA World Cup/2028 Olympic and Paralympic Games**
- **Los Angeles County Congressional Delegation**
- **America's Next Surface Transportation Authorization Bill**
- **Transit Operator Safety**
- **Federal Transportation Grants**

State Affairs Update

- **Cap-and-Invest Update**
- **Legislative Update:**
 - **SB 71 (Wiener)**
 - **AB 394 (Wilson)**