



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 OCTOBER 16, 2025

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE October 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 30, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on October 16, 2025. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB Attachments/10%20-%20October%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/10%20-%20October%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated monthly.

Federal Government - Fiscal Year 2026 Funding/Potential Government Shutdown

As a result of the U.S. House of Representatives, U.S. Senate, and the White House failing to reach an agreement on annual spending measures, the federal government entered into a general shutdown on October 1, 2025. A meeting held earlier this week between House and Senate leaders and the President failed to break the deadlock that could have avoided a federal shutdown through the adoption of a continuing resolution that could have served as a stop-gap measure to keep federal agencies fully funded.

On September 30, 2025, the U.S Department of Transportation (USDOT) issued a document entitled, "Plans for Operations During a Lapse in Annual Appropriations by Operating Administration." This document outlines what specific impact a potential shutdown would have on the USDOT. In addition to this document released by the USDOT, the Office of Management and Budget had previously released a guidance document on a potential shutdown, which includes a process to implement

Reductions in Force. Mindful that the Federal Transit Administration (FTA) and Federal Highway Administration employees are paid through the Highway Trust Fund, they should be largely spared from the worst effects of the shutdown. These employees are “exempt” since they are paid using funds other than annual appropriations. The plan does outline furloughing 239 Federal Railroad Administration (FRA) employees out of a total FRA workforce of 1,023 employees. With respect to discretionary funds, including FTA Capital Investment Grant dollars and grants like the Bus and Bus Facilities Program, the federal shutdown will likely not have an impact on the funds themselves (i.e., a shutdown would not automatically rescind these funds), but it could impact the USDOT’s timeliness in allocating those funds to recipients due to a general slowdown and staffing furloughs throughout the USDOT.

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

Metro, with the strong support of our Board, continues to advance our request for \$3.2 billion for mobility projects related to the 2028 Olympic and Paralympic Games. The President’s FY26 Federal 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 our Board to the President-elect on November 21, 2024. More recently, former Board Chair and LA County Supervisor Janice Hahn sent a follow-up letter to U.S. Department of Transportation Secretary Sean Duffy, reiterating the critical importance of this funding. Our former Chair received a response from Secretary Duffy dated June 4, 2025, regarding our request. Metro staff continue working with the White House, U.S. Department of Transportation, and other federal stakeholders to ensure this request remains under active consideration

Los Angeles County Congressional Delegation

Metro was pleased to see support for several of our projects in the FY 2026 Community Project Funding (CPF) process. The Los Angeles Metro Regional Bus Stop Enhancement Program received recommendations from Representatives Brownley (CA-26), Gomez (CA-34), Friedman (CA-30), and Rivas (CA-29). In addition, Representative Gomez also recommended funding for the LA River Path project (between Riverside Drive and Atlantic Boulevard). The status of these earmarks will be understood once Congress completes their work in the Fall on final spending bills.

America’s Next Surface Transportation Authorization Bill

Metro’s Government Relations team was pleased to present our agency’s priorities for the upcoming federal surface transportation authorization bill at the Executive Management Committee on September 18, 2025, and subsequently at the full Board meeting held on September 25, 2025. Our proposal, known as the USA Build Initiative, was unanimously adopted, as amended by the Board of Directors at the full Board meeting.

The USA Build Initiative outlines policy reforms and provisions Metro recommends for inclusion in the next multi-year bill. The current authorization-*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.

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 protections and safety measures for transit operators across the country.

Federal Transportation Grants

Metro is committed to aggressively pursuing competitive federal grants to support a range of transit projects and programs. Consistent with our ongoing efforts, we are 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 current and future applications.

At present, we are awaiting the status of our bus grant submitted through the Bus and Bus Facilities and Low or No Emissions Grant Programs for our Bus Division 5. The FTA is expected to announce grant awards from these bus programs at the end of this month.

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 October 16, 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 30, 2025, and will be updated, as appropriate, at the Executive Management Committee on October 16, 2025. The status of relevant pending legislation is monitored monthly in the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/10%20-%20October%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/10%20-%20October%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf).

Legislative Update/Cap-and-Invest

On September 13, the California Senate and Assembly adjourned for the first year of the 2025-26 legislative session. Extending past the original Friday deadline was necessary in order to pass AB

1207 and SB 840, the bills officially extending the cap-and-invest program until 2045. The two cap-and-invest bills joined four other pieces of related legislation around energy as part of a larger agreement spearheaded by the Governor, with particular interest in reducing energy costs. These bills were signed by the Governor on September 20 and will go into effect next year.

Sponsored and Supported Legislation

Metro's co-sponsored SB 71 (Wiener) passed both houses and is on the Governor's desk for a signing decision. SB 71 would extend CEQA exemptions for certain transportation projects, including pedestrian and bicycle facilities, transit prioritization projects, bus, BRT, and light rail projects, and projects for the construction or maintenance of infrastructure of facilities related to zero-emission buses, trains, or ferries. Metro has utilized the previously-established SB 922/SB 288 exemptions for several significant projects, including improvements related to the North San Fernando Valley bus improvements, as well as NextGen Bus improvements.

Additionally, AB 394 (Wilson) also passed its final concurrence vote and is on the Governor's desk. AB 394 would strengthen penalties for assaults against all transit employees that currently exist for bus and rail operators only, and was formally supported by Metro. The Governor has until October 12 to make all signing decisions, and staff will have a full report on major legislation at the October 16 Executive Management Committee.

Senate Leadership Update

During the last few days of the session, Senators voted that their colleague Monique Limón (D-Santa Barbara) will be the next President pro Tem of the Senate earlier than originally announced. She will now take that position in November. Senator Limón was elected to the Senate in November 2020 and represents the 21st Senate district, which includes Santa Barbara County and parts of Ventura and San Luis Obispo Counties. Metro looks forward to working with the Senator as she assumes this new leadership role.

LA County Legislative Delegation Coordination

Staff continue to prioritize 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

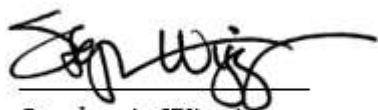
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets 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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Stephanie Wiggins
Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
October 16, 2025

Federal Affairs Update

- **Federal Government Shutdown Update**
- **Federal FY 2026–2027 Budget & Transportation Update**
- **Interim Final Rule – Disadvantaged Business Enterprise Program**
- **Surface Transportation Authorization Bill**
- **2026 FIFA World Cup / 2028 Olympic and Paralympic Games**
- **Federal Transportation Grants**



State Affairs Update

- **Legislative Wrap-up**
 - **Leadership Update**
- **Engagement with Legislature During Recess**
- **2026 Legislative Program**