



Metro

Board Report

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

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Agenda Number: 17.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 20, 2025

SUBJECT: 2026 LEGISLATIVE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2026 Federal Legislative Program (Attachment A); and
- C. ADOPTING the proposed 2026 State Legislative Program (Attachment B).

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 seek 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 staff and the agency's advocacy activities in Sacramento and Washington, DC. To achieve these important goals, staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout the region, 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/11%20-%20November%202025%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/11%20-%20November%202025%20Legislative%20Matrix.pdf)

[2025%20-%20LA%20Metro%20Legislative%20Matrix.pdf](#)>, updated and presented to the Board on a monthly basis, highlights bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2025 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. Additionally, staff anticipates the need for legislation related to the recent passage of SB 79 (Wiener). In order to address this, there is a proposal in the State Legislative Program to sponsor amendments to SB 79, to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area.

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

Federal Recap

In 2025, Metro was guided by our Board-approved Federal Legislative Program in Washington, DC. Mindful that the Trump Administration outlined new policy priorities with respect to federal transportation programs and projects and with GOP majorities in both the House and Senate, staff has worked in good faith with both the Executive and Legislative Branches to advance Metro's capital projects seeking federal funding and to safeguard the flow of federal formula funds to our agency.

In advancing the Board-approved Federal Legislative Program over the past year, staff is deeply appreciative of the active and constant engagement maintained with all members of the Los Angeles County Congressional Delegation, including our two U.S. Senators Adam Schiff (D-CA) and Alex Padilla (D-CA). From supporting the agency on grant requests, matters related to spending bills, and regulatory issues tied to the U.S. Department of Transportation, the Los Angeles County Congressional Delegation has been an important ally as we have advanced the Board's federal transportation priorities in Washington, D.C.

Metro was active on a number of matters in Washington, DC this year and achieved several important successes in partnership with the Federal Government.

1. In April 2025, Conan Cheung, Chief Operations Officer, presented a comprehensive update on planning efforts for the 2026 FIFA World Cup to key stakeholders on Capitol Hill, ensuring continued federal support for the event's transportation needs.
2. In April of 2025, staff worked with then Metro Board Chair and Los Angeles County Supervisor Janice Hahn to convey (in writing) to the White House and U.S. Department of Transportation our funding request of \$3.2 billion to ensure that our agency can put into place a world-class mobility plan for the 2028 Olympic and Paralympic Games. This letter built upon previous correspondence shared with the Biden Administration in Autumn 2023, and correspondence with the incoming Trump Administration in Autumn 2024.

3. In April of 2025, Congresswoman Julia Brownley offered and then withdrew an amendment at the House Committee on Transportation and Infrastructure for the reconciliation bill to include \$3.2 billion for public transit in advance of the 2028 Olympic and Paralympic Games.
4. On May 28, 2025, LA Metro sent a letter to U.S. Department of Transportation Secretary Sean Duffy outlining the comprehensive safety measures implemented at LA Metro to enhance passenger security and system reliability.
5. On May 30, 2025, the Federal Transit Administration (FTA) allocated the full \$315 million balance of funding for Metro's Westside Purple Line Extension (WPLE) Section 3 Full Funding Grant Agreement (FFGA), advancing a critical infrastructure project. This was the FTA's last installment of FFGA funding (total amount \$1.3 billion) for the WPLE section.
6. On May 30, 2025, FTA's FY26 New Starts Report funding recommendations report highlighted that the Southeast Gateway Line (SGL) may be eligible for Capital Investment Grant (CIG) funding in FY26. The report also included the Vermont Bus Rapid Transit (BRT) Project under the Small Starts program.
7. In June 2025, staff supported Mobility21's successful trip to Washington, D.C., further strengthening the region's advocacy efforts for transportation innovation and infrastructure funding.
8. On July 8, 2025, staff facilitated Metro's response to the U.S. Department of Transportation's concerns regarding system safety.
9. On July 15, 2025, CEO Wiggins led a presentation on 2026 FIFA World Cup planning to the White House Task Force, outlining key transit infrastructure needs to support event operations. CEO Wiggins also led a presentation on the 2026 FIFA World Cup and 2028 Olympic/Paralympic Games planning to USDOT leadership, emphasizing the coordination required for both events to be held successfully, with efficient and effective transit plans.
10. On July 17, 2025, staff engaged with U.S. Representatives Pete Aguilar and Norma Torres to propose funding amendments at the House FY26 Transportation, Housing, and Urban Development (THUD) markup in support of mobility initiatives for the 2026 FIFA World Cup and 2028 Olympic and Paralympic Games.
11. Staff worked with key Congressional stakeholders to support the Vermont BRT Project being recommended for funding in the House FY26 THUD spending bill in the amount of \$149.9 million through the FTA's Small Starts Program.
12. On July 24, 2025, the Senate Appropriations Committee approved the FY26 THUD bill, which includes \$78 million for 11 2026 FIFA World Cup city transit agencies and \$68 million for the 2028 Olympic and Paralympic Games mobility projects. The accompanying committee report also included language staff requested to address Charter Rule, Spare Ratio, and goods movement challenges related to these major events.
13. On August 19, 2025, staff met with USDOT leaders on our agency's surface transportation reauthorization priorities, underscoring the need for continued federal support for our multi-modal mobility enhancing projects.
14. On September 19, 2025, members of the World Cup White House Task Force, including Andrew Giuliani, met with CEO Wiggins and Metro Board Chair Fernando Dutra, and toured Metro's Emergency Security Operations Center (ESOC).
15. On September 26, 2025, the Metro Board adopted the USA Build initiative, which was subsequently presented to Congress and the Administration, securing broad support for key

federal transportation programs that will enhance our agency's ability to provide mobility across Los Angeles County for decades to come.

Metro looks forward to working closely with Congress and the Administration to leverage 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 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. The complete 2026 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2025 State Legislative Session, the California Legislature and Governor Newsom were primarily focused on homelessness, wildfire recovery, 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. Most notably, the Legislature passed a 15-year extension to the Cap-and-Trade program, renaming it Cap-and-Invest. The following summarizes the 2025 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 by working with members of the LA County Delegation to ensure that LA County received its proportionate share of transportation resources.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year. At the time, the Department of Finance projected that the state would enjoy a modest \$363 million surplus for the upcoming fiscal year. However, the budget proposal had been prepared prior to the January Eaton and Palisades wildfires, now projected to be the costliest natural disasters in California history.

Regarding transportation, the initial budget maintained the entire transportation package, including funding from SB 125 of 2023. This package of investments was a historic investment in public transit, but it also required multiple years of advocacy to ensure that the full funding of this program survived the volatility of the State Budget. Through the leadership of the Board and our CEO, staff has been successful in maintaining this funding for key Metro projects.

In mid-May, Governor Newsom released his May Revision to the proposed Fiscal Year 2025-26 budget, based on the latest economic forecasts available to the Governor and his Department of Finance. While the Governor's proposed budget in January presented a balanced budget with a modest surplus of \$363 million, unprecedented events changed the State's fiscal outlook to an estimated state budget deficit of \$12 billion for the coming year.

The May Revision maintained the State's proposed \$1 billion investment in the Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as originally agreed to in the Budget Act of 2023 (AB 102 / SB 125). However, the Revision included other transit-related budget cuts, to the tune

of \$1.1 billion, and Metro staff continued their efforts to ask the Legislature to reject any cuts to transit.

On June 9, Senate President Pro Tem Mike McGuire and Assembly Speaker Robert Rivas announced that their houses had reached a two-party agreement on the state budget. This two-party agreement served as the basis for the Legislature's negotiations with Governor Newsom. The agreement rejected the Governor's proposal to cut \$1.1 billion to transit programs. The rejection of this proposed cut would ensure California transit agencies receive the full balance of their SB 125 and TIRCP Cycle 6 investments. On June 13, the California Senate and Assembly voted to pass budget bill SB 101, with subsequent Budget Bills Junior and Budget Trailer bills passed and signed in late June.

Cap-and-Invest Program

With the release of the May Revision to the state budget proposal, the Governor also announced his desire to extend California's Cap-and-Trade program, renaming it the Cap-and-Invest program. The Governor asked the Legislature to extend the program to 2045, providing greater market certainty and aligning with California's existing 2045 carbon neutrality goal.

Following the passage of the FY 2025-26 budget, the Legislature returned from recess to finish business for the first year of the session, including negotiations for the extension of Cap-and-Invest.

Throughout the year, Metro staff were actively engaged in advocacy for LA's fair share of Cap-and-Invest transit funding. In June, Metro transmitted a letter from the CEO to the Legislature regarding the agency's Cap-and-Invest priorities as the Senate, Assembly, and 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 delivered to every member of the LA County Delegation. Prior to the Legislature's summer recess, Metro staff met with key members of the Senate and Assembly, along with the entire LA Delegation, to discuss Metro's priorities and share these materials. Advocacy materials included 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.

Metro continued engagement with these key offices, working with the LA County delegation on a sign-on letter to ensure Metro's equitable allocation of Cap-and-Invest program funding. That letter to Governor Newsom, Assembly Speaker Rivas, and Senate pro Tem McGuire, was eventually signed by 30 members of the Los Angeles County legislative delegation, expressing support for the reauthorization of Cap-and-Invest and requesting that the State invest \$3.3 billion over the life of the program into LA County transportation. The letter called 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.

Additionally, the CEOs of LA 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. Metro staff also chaired the California Transit Association's Cap and Trade Task Force to ensure that transit agencies in our State spoke with one voice.

On September 10, SB 840 (Limón) and AB 1207 (Irwin) came into print, representing the culmination of the Cap-and-Invest negotiations between the Governor and leadership in the Senate and Assembly. These bills addressed two different components of the Cap-and-Invest program. Together, the bills reauthorized the program for an additional 15 years, to 2045, and aim to provide greater certainty in auctions between now and the original expiration date of 2030.

AB 1207 concerned the mechanism by which the Cap-and-Invest market is run. SB 840 concerned the way that revenues from the auctions are allocated through the Greenhouse Gas Reduction Fund (GGRF). Currently, statutorily required GGRF appropriations are allocated through percentages to programs such as High-Speed Rail, Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), among others. SB 840 will convert these appropriations to fixed numbers and allocate them in a tiered process. The first tier continuously appropriates \$1 billion to the High-Speed Rail Authority. The second tier contains \$1 billion, reserved for appropriation by the Legislature through the annual budget process. For the 2026-27 fiscal year, the bill states that the legislature intends to appropriate \$125 million to fund transit passes, with further details not yet available. The third tier for appropriation, after the previous tiers are fully funded, includes \$400 million for the TIRCP and \$200 million for the LCTOP. If auction revenues fall below the amount needed to fund this tier, reductions would be made proportionately. However, if auction revenues exceed expectations, the excess is returned to the General Fund. These bills were passed on September 13 and subsequently signed by the Governor.

Staff is pleased to report that the fundamental commitments of Cap and Trade to public transit were maintained in the new Cap and Invest Program. This funding has always had risks. The new program will face similar risks in the future. Metro will need to maintain its commitment to vigorous and robust advocacy as the program is implemented in the coming years.

Legislative Update

In the 2025 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 was the official sponsor of two bills this year, as well as the co-sponsor of one additional bill. The following is a summary of activities related to the state legislative process for 2025:

Metro co-sponsored SB 71 by Senator Scott Wiener (D - San Francisco), a transit-related CEQA bill that builds upon legislation that the Senator had sponsored and was co-sponsored or supported formally by this agency. SB 71 extends the sunset date for Senator's previous legislation, SB 922, to 2040 and clarifies which projects are eligible for statutory exemptions. Metro was also a formal supporter of AB 394 by Assemblymember Lori Wilson (D - Suisun City). In March, the agency issued a formal letter in support of AB 394. This bill would strengthen penalties for assaults against all transit employees, who are currently protected by penalties that only apply to bus and rail operators. The bill was passed by the Legislature and signed by the Governor in October and will become law on

January 1, 2026.

Metro was also the sponsor of two bills that did not move forward this year. AB 939 by Assemblymember Nick Schultz (D - Burbank) was a Metro-sponsored \$20 billion transportation bond. This bill is now a “two-year” bill, which may be revisited in the future. Metro staff received feedback on the legislation concerning affordability and the state’s debt capacity at a time of economic uncertainty and other State priorities related to housing and fire recovery. Additionally, AB 1237 by Assemblymember Tina McKinnor (D - Inglewood) would have authorized Metro to impose a charge of up to \$5 on the purchaser of a World Cup ticket, in order to support transit operations. The bill was subsequently amended to apply more broadly, removing the specific nexus to LA Metro. Though these bills did not move forward this year, Metro is grateful to both of these authors for their support of LA County transit.

Finally, Metro formally opposed two transit board restructuring bills this year, both of which were ultimately not approved by the Legislature in 2025. SB 220 (Allen) would, beginning on January 1, 2029, expand the Metro Board of Directors to 18 members (including 1 nonvoting gubernatorial appointee) by adding the County Executive of the County of Los Angeles and 3 public members appointed by the County Executive. The bill would also expand the Metro Board to include each member of the Board of Supervisors. Pursuant to County Measure G approved by voters in 2024, the Board of Supervisors will be expanding to nine members in 2032. Therefore, the final proposed composition of the Board under SB 220 will eventually reach 22 members. Additionally, AB 1070 (Ward) would expand transit boards to include non-voting labor and rider representatives and would require board members to demonstrate they ride public transit to receive compensation for their participation on a transit board. Bills not approved in the first year of a legislative cycle still have the opportunity to move forward in the second year. Finally, Metro Government Relations staff also remained engaged on a number of bills throughout the year through coalitions such as the California Transit Association.

Transit Transformation Task Force

As part of the SB 125 budget deal for Fiscal Year 2023-24, the Legislature created the Transit Transformation Task Force (TTTF). The TTTF included representatives from the California State Transportation Agency (CalSTA), local agencies (including Metro’s Senior Executive Officer for Government Relations, Michael Turner), academic institutions, non-governmental organizations, and other stakeholders. The TTTF, through a series of 13 meetings held in 2024 and 2025, was tasked with developing policy recommendations to increase transit ridership and enhance the transit experience for all users of these services. CalSTA was then required to submit a report of findings and recommendations based on the TTTF’s efforts to the appropriate policy and fiscal committees of the Legislature. This report, as of early November, is still pending release.

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 roundtable briefings with staff, subregional project briefings, and tours with individual legislators. The legislature will reconvene for the first year of the legislative session on January 5, 2026. Government Relations staff will continue to brief staff and elected officials on Metro priorities and projects during the legislative recess.

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 2026 State Legislative Program is outlined in Attachment B). These include but are not limited to:

- Supporting the continued appropriation of transit funding through the extended Cap-and-Invest 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 additional protections against metal theft;
- Sponsoring amendments to SB 79 to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area;
- Sponsoring legislation to make the Camera Bus Lane Enforcement Program permanent; and
- 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 2026 State and Federal Legislative Program goals helps Metro advocate for policy changes and investments that support Metro's core riders and disadvantaged 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 2026 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.

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.

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 2026 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 the Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees, and with officials in the Presidential Administration. Staff will continue to brief 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 the 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. 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 - 2026 Federal Legislative Program

Attachment B - 2026 State Legislative Program

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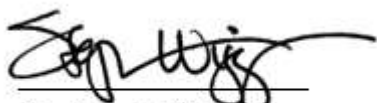
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ATTACHMENT A

2026 FEDERAL LEGISLATIVE PROGRAM GOALS

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

Proposed Activities:

In 2026, Metro will continue to advocate for the 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 and other priority transit projects, like the Vermont Bus Rapid Transit Project, are included in the Federal Transit Administration's Fiscal Year 2027 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 2027 Budget.

GOAL #2: CONTINUE TO WORK WITH THE FEDERAL GOVERNMENT TO SECURE THE FEDERAL FUNDING NECESSARY FOR METRO TO PROVIDE TRANSIT SERVICES FOR BOTH THE 2026 FIFA WORLD CUP AND THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES

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 Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials in 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 and transit services directly related to the Games included in the President's Fiscal Year 2027 Budget. We are also working with a broad coalition of transit agencies and APTA to ensure Congress appropriates funding for transit services set for the 2026 FIFA World Cup venues across the United States, including for the games set to be held at the So-Fi Stadium in Inglewood, California.

GOAL #3: ADVOCATE FOR THE POLICY REFORMS INCLUDED IN METRO'S BOARD-APPROVED USA BUILD INITIATIVE TO BE EMBEDDED IN 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, the Metro Board has adopted a list of provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previous Metro initiatives, like the America Fast Forward program, demonstrably improved our ability to draw federal funds to our agency. Our Board-approved USA Build Initiative outlines our agency's support for, among other provisions, 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 Members of Congress and their professional staff to ensure that the USA Build Initiative's policy proposals are included in the forthcoming surface transportation reauthorization legislation.

GOAL 4#: CONTINUE TO ACTIVELY SUPPORT EFFORTS TO BRING FEDERAL RESOURCES TO PROJECTS SERVING DISADVANTAGED COMMUNITIES ACROSS LOS ANGELES COUNTY – THROUGH PROGRAMS LIKE THE USDOT'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Proposed Activity:

Continue our agency's leadership in working with 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 support efforts, like the U.S. Department of Transportation's Disadvantaged Business Enterprise program that has historically sought 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 continue to 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: ENGAGE WITH 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 Board-approved policy 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. In particular, we will work to ensure the next surface transportation reauthorization bill does not diminish these reforms, and, at best, enshrines and advances them. 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 AND HIGHLIGHT THE SUCCESS OF OUR THREE-PRONGED SAFETY STRATEGY

Proposed Activity:

Continue the 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, as outlined in our Board-approved USA Build Initiative. We will also highlight our agency's successful three-pronged safety strategy; making sure uniformed personnel are visible and engaged; improving access control so that people are only on our system for the purposes of transit, and partnering with Los Angeles County and nonprofit organizations to help people in need on and around our transit system.

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.

GOAL #11: WORK WITH FEDERAL STAKEHOLDERS TO ENHANCE ACCESSIBILITY AND AFFORDABILITY TO OUR TRANSIT SYSTEM

Proposed Activities:

1. Work with Congress and the U.S. Department of Transportation to further strengthen accessibility at our stations and on our rail vehicles and buses.
2. Specifically, work directly with FTA Administrator Marc Molinaro and his professional staff to explore securing federal funding through the All Stations Accessibility Program, which was authorized under the Bipartisan Infrastructure Law. This program “makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs.”
3. Work with Congress to explore federal programs and initiatives, including those that may be pilot projects, that serve to make our system more affordable for transit riders.

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 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 improve roadway and rail-related safety measures and the goal of 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.

2026 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 (2017) 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 zero-emission transit capital 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, cap-and-invest legislative discretionary funds, 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 further protects Metro's transportation infrastructure and operations from critical metal theft, including copper wire theft;

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-INVEST PROGRAMS

Proposed Activities:

Ensure cap-and-invest funds are allocated to transportation, and that Los Angeles County receives a proportionate share;

Support the additional allocation of cap-and-invest 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; and

Consistent with Goal #12, ensure that the extension of cap-and-invest 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 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 SUPPORT 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 Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
4. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
5. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
6. 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.
7. 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 legislation that would allow Metro to set aside units in joint development projects with a preference for Metro employees;

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

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 allocation of cap-and-invest funds to projects that connect to the High Speed Rail Project in Los Angeles County;

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.

PROPOSED SPONSORED LEGISLATION:

Amendments to SB 79 (Wiener, 2025) that would update definitions and make other changes as needed to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area.

To make Metro's Camera Bus Lane Enforcement (CBLE) Program permanent.

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 2026 State and Federal Legislative Program Summary

**Executive Management Committee Meeting
November 20, 2025**

2026 Federal Legislative Program Updates

Updated Goal #2: Work with federal agencies and Congress to secure funding for transportation projects and services needed to support the 2026 FIFA World Cup in Los Angeles and 2028 Olympic and Paralympic Games.

Updated Goal #3: Advance Metro's Board-approved USA Build Initiative policy reforms for inclusion in the next federal surface transportation authorization bill.

Updated Goal #4: Promote federal programs and policies that expand opportunities for disadvantaged, small, and underrepresented businesses participating in Metro projects.

Updated Goal #7: Protect and strengthen federal local hire provisions established under the Bipartisan Infrastructure Law in future reauthorization bills.

Updated Goal #8: Support federal initiatives and programs aimed at improving transit operator safety in coordination with Metro's USA Build Initiative and Metro's three-pronged safety strategy.

2026 State Legislative Program Updates

Proposed Sponsored Legislation:

- Amendments to SB 79 (Wiener, 2025) that would update definitions and make other changes as needed to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area.
- To make Metro's Camera Bus Lane Enforcement (CBLE) Program permanent.

Additional Updates:

Updated Goal #4: Support legislation that further protects Metro's transportation infrastructure and operations from critical metal theft, including copper wire theft.

Updated Goal #6: Modified language to reflect new cap-and-invest extension.

Updated Goal #11: Explore legislation that would allow Metro to set aside units in joint development projects with a preference for Metro employees.

Updated Goal #12: Support allocation of cap-and-invest funds to projects that connect to the High Speed Rail Project in Los Angeles County