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3rd Floor, Metro Board Room*

Agenda - Final

Thursday, September 17, 2026

11:00 AM

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Executive Management Committee

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Kathryn Barger, Vice Chair

Jacquelyn Dupont-Walker

Tim Sandoval

Hilda Solis

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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The Meeting begins at 11:00 AM Pacific Time on September 17, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 11:00 AM, hora del Pacifico, el 17 de Septiembre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Item: 25.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 25. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL
MEMBER APPOINTMENT**

[2026-0562](#)

RECOMMENDATION

APPROVE the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

Attachments: [Presentation](#)

NON-CONSENT

- 26. SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE**

[2026-0583](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the use of \$1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;
- B. AMENDING the FY27 Budget by \$1,000,000 to authorize expenditures for Recommendation A; and
- C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

Attachments: [Attachment A - Proposed Criteria and Requirements for Cycle 8](#)
[Presentation](#)

27. SUBJECT: OPEN STREETS - CRITERIA FOR 2027 REQUEST FOR PROPOSALS MOTION

[2026-0688](#)

RECOMMENDATION

APPROVE Motion by Bass, Yaroslavsky, Padilla, Butts, and Solis to direct the CEO to:

- A. Ensure the following criteria will be applied when evaluating the grant applications for Open Streets events held in FY 2027;
 - 1. Establish a maximum grant amount of \$250,000, while maintaining the existing minimum local match requirement;
 - 2. A minimum of 3 consecutive miles of street closure per event;
 - 3. Applications should prioritize events that bring multiple communities and local businesses together around a unifying theme; and
- B. Report back to the Board within 120 days to formalize the request made in Board Report - 2025-0854, with alternatives that identify funding to support Open Streets programming and events beginning in FY 2028 and continuing thereafter.

28. SUBJECT: RAIL STATION NAMES – WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3

[2026-0621](#)

RECOMMENDATION

ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:

Official Station Name: Wilshire/UCLA

Operational Station Name: Wilshire/UCLA

Official Station Name: Wilshire/VA Medical Ctr

Operational Station Name: Wilshire/VA Medical Ctr

Attachments: [Attachment A - Map of Purple \(D Line\) Extension Project Section 3 Stations](#)

**29. SUBJECT: KEEPING METRO AFFORDABLE, EXPANDING METRO'S
SUBSIDIZED FARE AND FARELESS PROGRAMS MOTION**

[2026-0689](#)

RECOMMENDATION

APPROVE Motion by Bass, Dupont-Walker, Richardson, Mitchell, and Solis to direct the CEO to:

- A. Develop a plan to increase participation in Metro's subsidized fare and fareless programs by at least 30 percent, including the LIFE Program, GoPass, U-Pass, the Employer Program and all existing programs that provide free or reduced-cost transit to eligible riders. The plan should include strategies to increase employer participation and encourage more employers to subsidize or provide free or reduced-cost transit with their employees;
- B. Report back to the Board within 90 days with recommendations for achieving the 30 percent expansion for calendar year 2027, including but not limited to;
 - 1. Current enrollment and utilization levels for each subsidized or fareless fare program;
 - 2. An assessment of eligible riders consistent with an equity lens who are not currently enrolled or regularly utilizing available benefits;
 - 3. Strategies to increase enrollment, retention, and utilization;
 - 4. Identification of administrative, technological, or other barriers to participation;
 - 5. Opportunities to simplify enrollment and eligibility verification;
 - 6. Opportunities to expand digital access to fare benefits through the TAP app and other TAP system enhancements;
 - 7. Recommendations for measuring the impact of the expansion on ridership, customer access, public safety, and other relevant outcomes.
 - 8. Gather data that analyzes the demographics and ridership in the City of Los Angeles, the 87 cities, and unincorporated areas of Los Angeles County;
 - 9. An assessment of the resources necessary to sustain increased participation, including potential federal, state, local, philanthropic, and other funding sources and fare recovery;

- C. Expand outreach and enrollment efforts, in coordination with community-based organizations, schools, local governments, social service agencies, and other community partners, with an emphasis on reaching eligible residents who are not currently participating in Metro's subsidized fare programs; and
- D. Analyze the 2021 Fareless System Initiative Study to identify opportunities for potential implementation, including consideration of operational, financial, equity, and regional impacts.

30. SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) UPDATE [2026-0438](#)

RECOMMENDATION

RECEIVE AND FILE the Community Advisory Council (CAC) Update.

31. SUBJECT: FEDERAL AND STATE REPORT [2026-0631](#)

RECOMMENDATION

RECEIVE AND FILE September 2026 Federal and State Legislative Report.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2026-0666](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Metro

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

Board Report

File #: 2026-0562, File Type: Appointment

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2026

SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

ISSUE

The TBAC was created in 1992 by Assembly Bill 152 and codified into law as Public Utilities Code Section 130051.19(c). The purpose of TBAC is to advise the Metro on matters regarding small business enterprises.

Small business organizations interested in TBAC membership must submit applications to the TBAC membership committee. TBAC's membership committee evaluates applications to determine whether the organization's mission aligns with TBAC's purpose. Organizations recommended for TBAC membership are forwarded to Metro's Board of Directors for consideration and appointment.

BACKGROUND

Public Utilities Code section 130051.19(c), states: "The authority shall establish a Transportation Business Advisory Council to advise it on matters regarding the disadvantaged business enterprise program to enable the authority to meet or exceed small business enterprise participation goals. Members of the council shall be selected by the authority and shall include representatives of professional organizations and other groups that advocate on behalf of greater participation of women and minority business enterprises in public contracts. The chairperson of the authority or his or her designee shall meet with the council, and the authority shall provide adequate staff support for the council and shall consider all recommendations made by the council."

The TBAC meets monthly to provide recommendations on strategies, programs, and processes that enhance small business participation in Metro's procurement opportunities. TBAC also has standing committees including Construction, Professional Services, Commodities, Membership, and Legislative, which focus on issues relevant to their respective areas. Metro staff provides administrative support and attends all monthly TBAC general and committee meetings.

TBAC currently consists of 17 member organizations, excluding CACP, as listed below.

Public Utilities Code Section 130051.19(c) provides that “Members of the council shall be selected by the authority...” The term “authority,” although not expressly defined in the statute, has been generally interpreted to mean Metro’s Board of Directors. To comply with Section 130051.19(c), the Metro Board must select or appoint TBAC members.

DISCUSSION

CACP is a nonprofit professional organization that has served Southern California’s design and construction industry for more than four decades. CACP’s membership includes architects, engineers, contractors, and other professionals representing a broad range of design, construction, and development disciplines. CACP is committed to enhancing the competitiveness of its members, providing professional and business networking opportunities, serving the community and construction industry, and developing the next generation of design and construction professionals.

CACP previously served as a member of TBAC before withdrawing its membership on July 1, 2015. CACP has since expressed renewed interest in participating in TBAC and is seeking to rejoin the council. CACP submitted a TBAC membership application with the required supporting documentation to TBAC in June 2026 for review and approval. Staff confirmed that CACP’s application satisfied the membership criteria established in Section 3 (Membership Criteria) of the TBAC Bylaws. The TBAC membership criteria include the following:

- The organization must have a membership of at least 25 small business owners.
- The organization must advocate for the development and success of small businesses.
- The organization must support TBAC’s mission, purpose, and objectives.
- The organization’s principal business address must be located within Los Angeles County.
- The organization must submit a complete application with all required supporting documentation listed in the requirements section of the application.

Additionally, CACP’s mission and established presence within the construction industry and its representation of architects, engineers, contractors, and other design and construction professionals will bring valuable industry perspectives to TBAC and support the council’s efforts to promote the development, capacity, and participation of small businesses in Metro’s contracting and procurement opportunities.

TBAC reviewed and approved CACP’s membership application and forwarded it to Metro staff for review and approval per TBAC’s bylaws. In accordance with the defined statute, staff is advancing the CACP organization for approval to be appointed by Metro’s Board of Directors to the TBAC membership.

If appointed by the Metro Board, the CACP will be added to the current TBAC organization membership listed below:

-
1. American Indian Chamber of Commerce of California
 2. Arab American Association of Engineers & Architects: California Chapter
 3. Asian American Architects & Engineers Association
 4. Black Business Association
 5. Filipino American Society of Architects & Engineers
 6. Latin Business Association
 7. Los Angeles Chapter - Elite Service Disabled Veteran Owned Business Network
 8. Los Angeles Chapter of National Organization of Minority Architects
 9. Los Angeles Chapter of the Disabled Veteran Business Alliance
 10. Los Angeles Latino Chamber of Commerce
 11. National Association of Minority Contractors
 12. National Association of Women Business Owners - Los Angeles
 13. Regional Hispanic Chamber of Commerce
 14. Society of Hispanic Professional Engineers - Los Angeles Chapter
 15. US Veteran Business Alliance (USVBA)
 16. Women's Business Enterprise National Council - West
 17. Women's Transportation Seminar - Los Angeles Chapter

TBAC recruits member organizations through semi-annual or annual membership drives, supported by Metro staff. The most recent recruitment effort was conducted in conjunction with the Meet the Primes event on March 12, 2026. Over the past 10 years, TBAC has maintained a membership of approximately 15 to 20 organizations, providing broad representation of the small business community, including African American, Asian/Pacific Islander, Arab American, Native American, Hispanic American, women, disabled veteran, and small business organizations. TBAC is responsible for managing its membership and recruiting organizations that align with its mission. Should membership decline or representation gaps be identified, Metro staff may recommend additional organizations for TBAC's consideration.

DETERMINATION OF SAFETY IMPACT

There is no safety impact related to this action.

FINANCIAL IMPACT

There is no financial impact related to this action.

EQUITY PLATFORM

TBAC plays a vital role in connecting Metro with the small business community throughout Los Angeles County. Representing hundreds of small businesses, TBAC supports firms that contribute to local job creation and economic activity, helping to ensure that transportation-related investments continue to circulate within the region. The Council's membership includes businesses that have historically faced barriers to participation in public contracting opportunities, including small, women-owned, and minority-owned firms.

Expanding TBAC membership will strengthen the council by broadening representation and

increasing engagement from historically underrepresented businesses seeking to participate in Metro contracting opportunities. Increased membership will also enhance Metro's ability to support the small business community by expanding outreach, gathering valuable stakeholder feedback, and disseminating information regarding contracting opportunities, policies, and programs to a wider audience. Through continued relationship-building and a deeper understanding of the challenges facing small businesses, the Diversity and Economic Opportunity Department (DEOD) can further strengthen its support framework. A strong small business presence in Metro contracting contributes to regional economic growth, supports the long-term viability of small businesses, and promotes wealth-building opportunities in historically disadvantaged communities.

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.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports small, disadvantaged, minority-owned, and women-owned businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro" by increasing the number of small businesses engaged.

ALTERNATIVES CONSIDERED

The Board could elect not to approve CACP's appointment to TBAC. This alternative would limit TBAC's access to the perspectives and experiences of CACP's small business members, particularly those within the construction and professional services industries, when developing recommendations to Metro on strategies to increase small business participation in contracting opportunities. It would also limit the breadth and diversity of industry representation on TBAC.

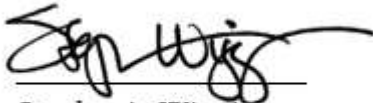
NEXT STEPS

Upon the approval of this appointment by the Metro Board, the CACP will be added to the TBAC membership.

Prepared by: Keith A. Compton, Director, Diversity Economic Opportunity Department, (213) 922-2406

Elke Campbell, Senior Executive Officer, Diversity Economic Opportunity Department, (213) 418-3081

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



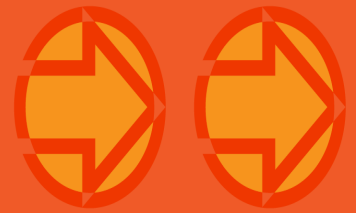
Stephanie Wiggins
Chief Executive Officer

TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT

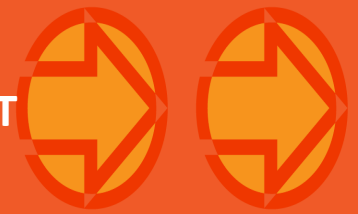
Executive Management Committee
September 17, 2026



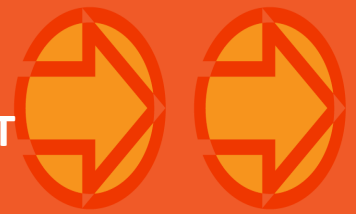
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- APPROVE the appointment of the Chinese American Construction Professionals (CACCP) to the Transportation Business Advisory Council (TBAC) membership.

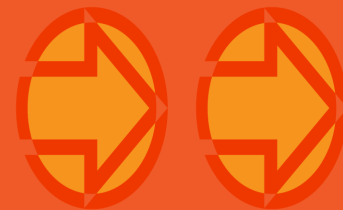


- TBAC was established in 1992 by Assembly Bill 152 and codified in California Public Utilities Code §130051.19(c).
- Serves as Metro's advisory body on matters affecting small business participation in Metro contracting opportunities.
- Meets monthly and provides recommendations regarding policies, programs, outreach, and procurement processes that support small businesses.
- Membership consists of organizations representing diverse segments of the small business community, including minority-, women-, disabled veteran-, and other business advocacy organizations.
- Pursuant to Public Utilities Code §130051.19(c), Metro's Board of Directors appoints TBAC members following review and recommendation by the TBAC Membership Committee.



- CACP has served the Southern California's design and construction industry for more than four decades.
- CACP satisfies all TBAC membership criteria established in the TBAC Bylaws.
- TBAC reviewed and approved the application before forwarding it to Metro.

Next Steps



Upon the approval of this appointment by the Metro Board, the CACP organization will be added to the Transportation Business Advisory Council membership.



Board Report

File #: 2026-0583, File Type: Program

Agenda Number: 26.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2026

SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the use of \$1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;
- B. AMENDING the FY27 Budget by \$1,000,000 to authorize expenditures for Recommendation A; and
- C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

ISSUE

At its July 2026 meeting, the Board approved an amendment by Directors Horvath and Bass to the Open and Slow Streets directing the Chief Executive Officer (CEO) to report back with the identification of \$1 million in Metro-controlled funding for the Open and Slow Streets Program.

BACKGROUND

Metro's Open and Slow Streets grant program was created as a pilot in 2013 to help subsidize the operating expenses for civic events that help people experience public transportation, walking, and biking, potentially for the first time. The program aims to encourage the adoption of sustainable transportation modes and promote civic community engagement to develop policies and infrastructure for multiple modes of transportation with an emphasis on advancing equity. Since 2013, the Open and Slow Streets grant program has proceeded through seven funding cycles, committing funding to 113 events through a competitive process.

In June 2021, the Board authorized staff to update and release Open and Slow Streets program guidelines for future cycles. On August 11, 2025, criteria and goals for Cycles Six and Seven were

released. One of the objectives of Cycles Six and Seven was to encourage active transportation and transit use both during and beyond Open and Slow Streets events, and to support connections to the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

At its December 2025 meeting, the Board [approved <https://boardagendas.metro.net/board-report/2025-0854/>](https://boardagendas.metro.net/board-report/2025-0854/) the award of \$10 million of Metro funds under Cycles Six and Seven of the Open and Slow Streets Grant Program, and amended the report to direct the CEO to report back on a series of recommendations and analysis including obtaining input from community stakeholders to identify ways to make the program permanent, initiating an abbreviated cycle with identified funding for events occurring between September 2026 and March 2028, and offering technical assistance, including alternative sources of funding for events not funded through Cycles Six and Seven.

Staff provided a response to Board direction at the July 2026 meeting. The Board approved the recommendation to provide assistance to local jurisdictions to use Local Return and TDA Article 3 funding for Open and Slow Street events occurring between September 2026 and March 2028, and amended the report to direct the CEO to identify an additional \$1 million of Metro-controlled funding for the Open and Slow Streets Program by September 2026. The amendment also referred a proposed program mission statement to the Planning and Programming Committee for review.

DISCUSSION

Funding

Local Proposition C 25% (PC25) is the only Metro-controlled, non-operations-eligible funding source available to fund Open and Slow Street events. Staff have identified \$1 million of deobligated Call for Projects PC25 funding that can be applied towards the Open and Slow Streets Program. These PC25 funds previously funded bicycle and pedestrian capital improvement projects. The funds are eligible for transportation system/demand management (TSM/TDM) programs, such as open street events, and are not eligible for Metro bus and rail operations expenses.

While this funding can be used to fund Open and Slow Street events, PC25 funds, specifically set aside for reserves from deobligated Call for Projects, have been used for the Call process which prioritizes Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP).

Allocation Process

Pending Board direction, the additional \$1 million of reserve funding will be made available to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government.

In prior Open and Slow Street cycles, awards were generally capped at \$500,000 per event. In order for the \$1 million to support more events, staff propose that the maximum award for this funding will be \$200,000 per event. This could add at least 5 more events to the 29 events awarded in December 2025 and planned to be held during the World Cup and the Games. Additionally, given the timeline to execute events by March 2028, staff propose awarding grants to events on a first-come, first served basis that meet the following criteria for Cycle 8 (also outlined in Attachment A):

- Submission of a Letter of Interest
- Submission of a Scope of Work

- Distance of 2 miles or greater
- Event date no later than March 2028
- Dollar-for-dollar match to supplement limited available Metro funding and to support the use of Local Return and TDA Article 3 funds

Of note, staff are proposing a minimum 2-mile event length. This is in consideration of a preliminary review of Open and Slow Street events that took place during the 2026 FIFA World Cup, noting that longer events were better attended and better supported the program goals of encouraging sustainable transportation modes. Additionally, staff are proposing that this additional funding be subject to a dollar-for-dollar match in light of broad availability of TDA Article 3 and Local Return funding, which are eligible to be used for Open and Slow Streets matching funds.

Engagement

Staff have contacted various cities to confirm interest in developing an event during this time frame. Staff have already had five favorable preliminary discussions with jurisdictions interested in supporting Open and Slow Street events during this time frame. If approved, staff will implement a robust outreach program.

DETERMINATION OF SAFETY IMPACT

The Open and Slow Streets Program will not have a direct safety impact on Metro or its employees as the events are held outside Metro-owned property.

FINANCIAL IMPACT

The amount of \$4,564,174 is currently included in the FY27 Adopted Budget for the Open and Slow Streets Program in Cost Center 0441 Project 410077. Upon Board approval of this action, \$1,000,000 of PC25 funding will be taken out of the Call for Projects Reserve and added to the budget in that line item. Since these are likely to be multi-year projects, cost center managers and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The fund source for these activities is PC25 funding, which is not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The recently awarded Cycles Six and Seven of the Open and Slow Streets Grant Program give residents of Los Angeles County, especially those in EFCs, the opportunity to walk, bike, or roll through their neighborhoods. Of the 29 proposed projects recommended for funding in Cycles Six and Seven, 25 (86%) are located in EFCs. By hosting Open and Slow Streets events in EFCs, community members from disadvantaged areas will also have the chance to enjoy car-free activities.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

The Open and Slow Streets Program encourages and promotes taking transit and using active transportation. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Open and Slow Streets Grant Program supports the third goal of Metro's Strategic Plan. The Program seeks to promote car-free and car-light mobility options within local communities, giving them opportunities to experience these transportation modes in a safe environment. This helps Metro encourage sustainable transportation choices through open streets events. Additionally, these events enable Metro staff, through outreach activities such as staffing information booths at Open Streets events, to share the latest information and address any questions from the communities they serve.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the staff-recommended action to approve the use of \$1 million of previously deobligated PC25 funds to support potentially five more events to the 29 events funded by the Open and Slow Streets Program approved by the Board in January 2026. The 29 events approved by the Board in December 2025 are not affected by this action.

NEXT STEPS

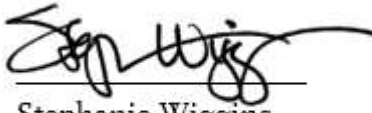
With the Board's approval, staff will solicit Letters of Interest from eligible applicants.. Staff will confirm eligible submissions by November 2026 and will allocate funding to events based on the criteria outlined in this Board Report. Staff will continue to meet with local jurisdictions to inform them of Local Return and TDA Article 3 balances that can be used toward open street events. Initial conversations with local jurisdictions have yielded positive responses.

ATTACHMENT

Attachment A - Proposed Criteria and Requirements for Cycle 8

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Stephanie Wiggins
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

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Attachment A

Proposed Criteria and Requirements for Cycle 8

Program Objective:

Helping communities reimagine streets by funding events that make walking, biking, and rolling safer, more accessible, and more enjoyable across Los Angeles County.

Program Goals:

- Usage of, and access to, sustainable modes of transportation (bicycling, walking, and transit) and promoting mode shift from single-occupancy vehicles by encouraging transit use, experiencing streets that are safe for active transportation, providing opportunities for civic engagement that can foster support for multimodal policy and infrastructure change, and/or encouraging community members to rethink streets as shared car-free/car-light public spaces for community members to enjoy during the event and beyond.
- Access to safe and accessible streets, especially in communities lacking high-quality bike and pedestrian infrastructure, with higher severe and fatal traffic injury rates for bicyclists and pedestrians, with an emphasis on Equity Focus Communities (EFC).
- Creative approaches to access and integrate arts and culture activities, recreation opportunities, and venues by non-driving modes.
- High value to cost-per-mile of the proposed program.
- Repeat, multiple-day, or regularly recurring events to maximize the benefits of the above goals.
- Events that lead to permanent or semi-permanent safety improvements for people walking, biking, and rolling in Los Angeles County.

Eligibility:

All Los Angeles County jurisdictions, including cities, the county, and Councils of Government are eligible grantees.

Funding:

Total Funding Available: \$1 million

Maximum Award Per Event: \$200,000



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Proposed Criteria and Requirements for Cycle 8

Submission Process and Timeline:

Grants will be awarded on a first-come, first-served basis, and must meet the following criteria for Cycle 8:

- Submission of a Letter of Interest
- Submission of a Scope of Work
- Distance of 2 miles or greater
- Event date no later than March 2028
- Dollar-for-dollar match to supplement limited available Metro funding and to support the use of Local Return and TDA Article 3 funds

The Cycle 8 submission requirements will be posted to Metro's Open and Slow Streets Grant Program website at: <https://www.metro.net/projects/open-and-slow-streets-grant-program/>

Metro will advertise the submission process through email and outreach methods in coordination with Metro Community Relations.

Eligible submissions will be confirmed by November 2026.



Open and Slow Streets Program Update 2026-0538

Executive Management Committee
September 17, 2026

Recommendation

- A. APPROVING the use of \$1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028.
- B. AMENDING the FY27 Budget by \$1,000,000 to authorize expenditures for Recommendation A; and
- C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process outlined in Attachment A.

Background

- In December 2025, the Board approved to award 29 events with \$10 million of Metro funds under Cycles Six and Seven of the Open and Slow Streets Grant Program
- July 2026 amendment (Directors Horvath and Bass) to the Open and Slow Streets report directed Metro to report back with the identification of \$1 million in Metro-controlled funding



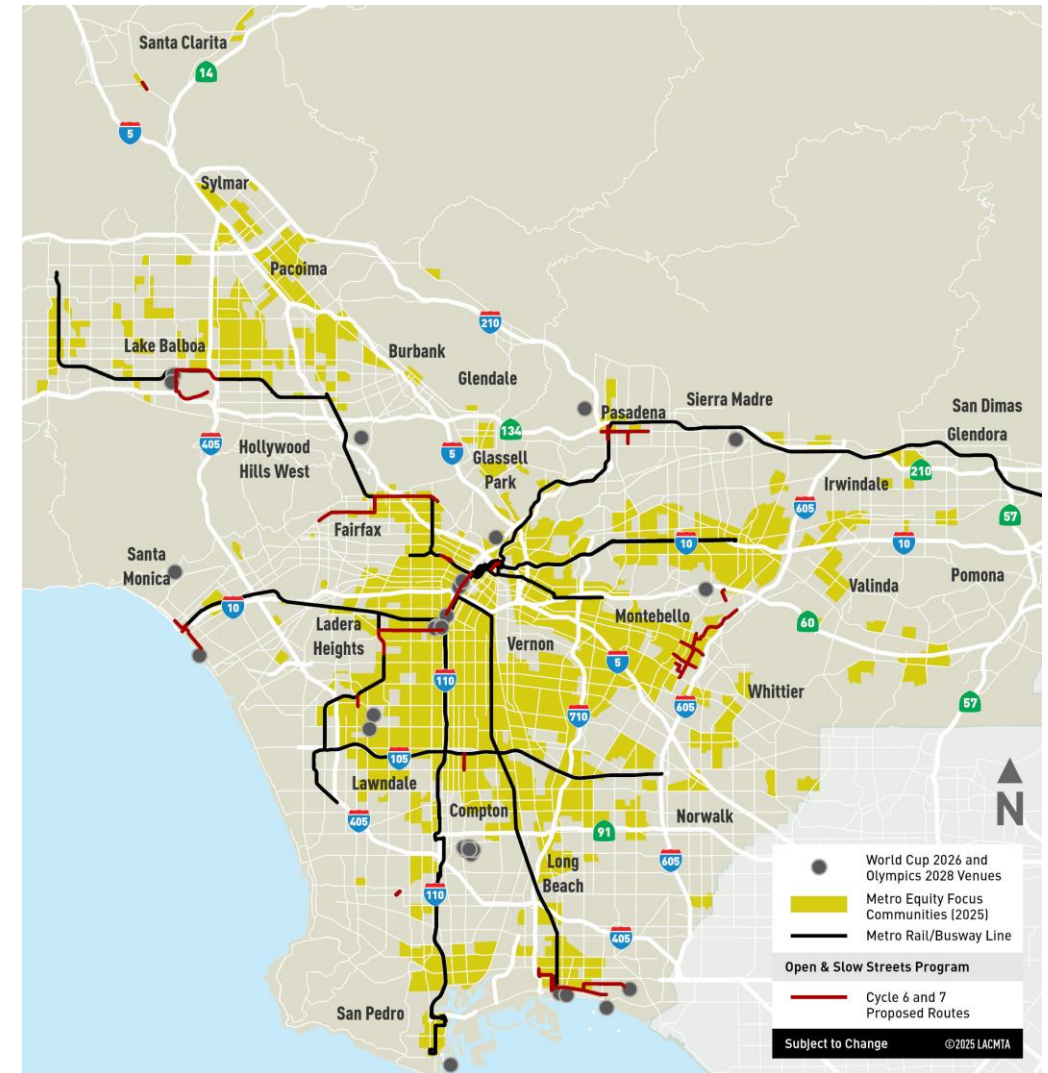
Discussion

- **Funding:** Staff have identified \$1 million of previously deobligated Call for Projects PC25 funding for Open and Slow Street events between the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games
- **Allocation:** Funding to be made available to all Los Angeles County jurisdictions, including cities, the county, and Councils of Government
- **Engagement:** Positive preliminary conversations with local jurisdictions



Equity

- 25 (86%) of the 29 events funded in Cycles 6 and 7 are located in Equity Focus Communities (EFCs).
- Applicants were:
 - Encouraged to focus on EFCs while also addressing the diverse needs of communities.
 - Required to explain how their event would reach marginalized communities through their route proposal, outreach, programming, and other considerations.
 - Encouraged to partner with CBOs or non-profits; if they couldn't, they were advised to describe how they would reach the community.



Next Steps

With the Board's approval, staff will:

- Solicit Letters of Interest from eligible applicants,
- Confirm eligible submissions by November 2026,
- Allocate funding to events based on the criteria outlined in this Board Report and Attachment A, and
- Continue to meet with local jurisdictions to inform them of Local Return and TDA Article 3 balances that can be used toward open street events.



Board Report

File #: 2026-0621, **File Type:** Program

Agenda Number: 28.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2026

SUBJECT: RAIL STATION NAMES - WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:

Official Station Name: Wilshire/UCLA

Operational Station Name: Wilshire/UCLA

Official Station Name: Wilshire/VA Medical Ctr

Operational Station Name: Wilshire/VA Medical Ctr

ISSUE

Metro is procuring signage and other permanent station identification materials for the Westside Purple (D Line) Extension Project, Section 3 stations. As construction is fully underway an official and operational station name, consistent with 'Metros Property Naming Policy' <<https://boardagendas.metro.net/board-report/2017-0080/>> approved in February 2017, needs to be adopted by the Board to enable Metro's contractor to produce wayfinding and station signage for the new stations.

BACKGROUND

The revenue service date for the Westside Purple (D Line) Extension Project, Section 3, is expected to be in fall 2027. The project is currently making significant headway at 85% completion overall as running rail installation was completed and systems testing has started for the Section 3 project. Both stations also have permanent electrical power. In accordance with Metro's Property Naming Policy, Community Relations began soliciting suggestions for permanent station names from community stakeholders, which included residents, commercial stakeholders, the Business Improvement Districts, adjacent cities to the alignment, elected officials, and institutional stakeholders in late 2025.

DISCUSSION

The 2003 Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. The policy states that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash.

Properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices while the operational name may be used more commonly in signage and customer materials.

Community Input

From September through November 2025, Metro Community Relations conducted a comprehensive outreach and engagement program to gather public input on the permanent names of the two Section 3 D Line stations, Westwood/UCLA and Westwood/VA Hospital stations, located at Wilshire Boulevard and Gayley Avenue and Wilshire Boulevard and Bonsall Avenue, respectively.

Metro Community Relations conducted targeted outreach throughout the project area to explain Metro's station naming process and solicit public input. Engagement activities included approximately 15 community events and organizational meetings in Westwood and Century City, as well as presentations to the City of Los Angeles Board of Public Works, the Westwood Village Improvement Association, the Westside Cities Council of Governments' Transportation Committee, University of California, Los Angeles (UCLA) students, UCLA Government & Community Relations, Westwood residents, and attendees of D Line Extension construction update meetings.

Veteran-focused outreach included a four-day information booth at the West Los Angeles VA Medical Campus and email solicitations to 87 veteran-affiliated contacts and community leaders, resulting in 386 responses related to the Westwood/VA Hospital Station.

Metro also promoted participation through social media, the Section 3 project website, weekly construction notices, targeted project emails, monthly newsletters, and the digital platforms of community and institutional partners. Collectively, these in-person and online efforts generated more than 1,285 submissions for the two stations.

Following the public submission period, Metro Research reviewed proposed names for consistency with Metro's Property Naming Policy and conducted a rider survey to evaluate eligible alternatives. The recommended station names reflect the community input, rider survey findings, and staff policy review.

Survey Results

More than 1,200 station names submitted by the community were reviewed and screened by Metro staff based on the property naming guidelines. The most common and highly suggested community submitted names were then included as part of a research survey. The survey was fielded in January 2026 with 200 Metro riders and 200 Infrequent/Non-Metro riders, in which the ease of navigation of each potential station name was evaluated. The demographic composition of survey respondents mirrors Metro On-Board Survey and Census demographics, respectively. The top names from community input were included.

For the Westwood/UCLA station, “Wilshire/UCLA” is perceived as the easiest name option among both Metro Riders and Infrequent & Non-Riders. The ease of all potential name options for the Westwood/VA Hospital Station are similar among both Monthly Riders and Infrequent & Non-Riders.

% Who Perceive Name will be Easy for Navigation - Westwood/UCLA Station

	Westwood/ UCLA (A)	Wilshire/ UCLA (B)	Wilshire/ Westwood (C)	Westwood Village/UCLA (D)
Monthly Riders	72%	77%	74%	67% ^{B, C}
Infrequent/Non-Riders	66%	70%	66%	69%

% Who Perceive Name will be Easy for Navigation - Westwood/VA Hospital Station

	VA Medical Ctr/West LA (A)	Wilshire/VA Medical Ctr (B)	West LA/Veterans Med Ctr (C)	Wilshire/ Veterans Med Ctr (D)
Monthly Riders	59%	64%	64%	63%
Infrequent/Non-Riders	68%	69%	67%	70%

Significance Results (McNemar’s test with continuity correction): A, B, C, D indicates statistical significance at 95% confidence vs. the column indicated by letter.

Staff Recommendation

The table below shows the Original Placeholder names and the Recommendation for Official and Operational Station Name. The recommended official and operational station names are the result of community outreach and engagement, a rider survey, and staff review to ensure consistency with Metro’s Property Naming Policy.

A map of these stations showing the proposed official and operational names is included as Attachment A.

Original Placeholder	Recommended Official and Operational Station Name
Westwood/Wilshire	Wilshire/UCLA
Westwood/VA Hospital	Wilshire/VA Medical Ctr

Wilshire/UCLA

The new station is located in the neighborhood of Westwood at the intersection of Wilshire Bl and Gayley Av. Consistent with Metro's Property Naming Policy, Wilshire/UCLA is recommended as the new station name because it provides a clear geographic reference, identifies a major regional destination, and remains concise for wayfinding and customer use. The station is located less than a mile from the UCLA campus and will serve as one of the primary transit gateways to the university.

Metro's Property Naming Policy states:

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward, and unified way to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

Transit system context - Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.

Property area context - Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.

The staff recommendation meets these guidelines and principles by providing clarity and maximum benefit for the transit user. Consistent with Metro's Property Naming Policy, the staff recommendation is "Wilshire/UCLA" for the official name and for the operational name.

Wilshire/VA Medical Ctr

Consistent with Metro's Property Naming policy, the Recommended Official Station Name, Wilshire/VA Medical Ctr, provides a clear geographic reference, identifying a major regional destination, and remaining concise for wayfinding and custom use. The name also accurately reflects the station's location adjacent to the current VA Medical Center campus while maintaining consistency with Metro's established naming conventions along the Wilshire corridor, helping riders quickly identify the station's location and destination served.

The staff recommendation meets these guidelines and principles by providing clarity and maximum benefit for the transit user. Consistent with Metro's Property Naming Policy, the staff recommendation is "Wilshire/VA Medical Ctr" for the official name and for the operational name. The VA was notified of the proposed station name recommendation in July 2026 and, to date, has informally not objected. Metro is currently awaiting their formal concurrence.

DETERMINATION OF SAFETY IMPACT

Adoption of these names does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Station identification signage in the right-of-way has been fabricated for train testing. Costs are

expected to be incurred to fabricate station name signs and will be borne by the LOP budget of Purple (D Line) Extension Project Section 3 - 865523. The costs are estimated to range from \$500,000 to \$680,000

Impact to Budget

The funding sources for the Purple (D Line) Extension Section 3 project are the combination of federal grant, Measure R 35%, and Measure M 35%. These funds are not eligible for bus & rail operating and capital expenses.

EQUITY PLATFORM

This staff recommendation will benefit all Metro riders utilizing the new stations and navigating the Metro system by improving customer experience. The recommended station names were voted on by the public and are consistent with Metro's Property Naming Policy. The outreach performed by Metro Community Relations to solicit suggestions for permanent station names was open to all members of the community, regardless of race, residency, or other social and demographic factors.

Should the Board adopt the recommended station names, new and existing transit users will find the new stations easy to locate and use, thereby increasing transit equity in 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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve Metro's customer experience, safety, and community engagement strategies and further encourage transit ridership, ridesharing, and active transportation. 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's goal of providing high-quality mobility options that enable people to spend less time traveling. The recommendation also supports Metro's goal of enhancing communities and lives through mobility and access to opportunity.

Both goals are supported because, when completed, the Purple (D Line) Extension subway will make

travel between downtown Los Angeles and the Westside easier and more convenient for riders, especially riders in underserved communities, who do not have access to a vehicle or cannot carpool or afford rideshare services.

Adding seven new stations to Metro's ever-expanding transit network, the Westside Purple (D Line) Extension subway will provide all Metro transit riders a reliable connection between downtown LA and Westside communities, including West LA and Westwood.

Adoption of the permanent station names will make navigating the stations of the Purple (D Line) Extension simpler by using names that are easily recognizable and that reflect the stations' locations relative to known communities and familiar neighborhoods.

ALTERNATIVES CONSIDERED

The Board could choose to select alternate names for the stations. This alternative is not recommended because the community input received during the station naming process overwhelmingly supported maintaining the original geographically based station names.

NEXT STEPS

Staff will work with the Westside Purple (D Line) Extension, Section 3 to implement the station names as adopted by the Board.

ATTACHMENT

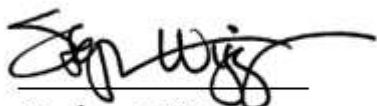
Attachment A - Map of Purple (D Line) Extension Project Section 3 Stations

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Stephanie Wiggins
Chief Executive Officer

Attachment B – Purple (D) Line Section 3 Station Map





Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

File #: 2026-0631, **File Type:** Informational Report

Agenda Number: 31.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 17, 2026

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE September 2026 Federal and State Legislative Report.

DISCUSSION

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

Chair Bass and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to the agency. This report was prepared on September 1, 2026, and will be updated, as appropriate, at the Executive Management Committee meeting on September 17, 2026. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202026%20-%20Legislative%20Matrix.pdf), which is updated monthly.

USDOT Approves TIFIA Loan for I-105 ExpressLanes Project

On July 28, 2026, the U.S. Department of Transportation (USDOT) gave final approval to a loan in the amount of \$844 million for our I-105 ExpressLanes Project. The Build America Bureau's Council on Credit and Finance recommended approving this loan to Metro in early July.

Chief Executive Officer (CEO) Wiggins addressed the status of this TIFIA loan with USDOT Secretary Sean Duffy during his visit to our Emergency Security Operations Center on June 11, 2026. Previously, at the request of Metro's Government Relations team, U.S. Senator Alex Padilla posed a question on the I-105 ExpressLanes TIFIA loan to Federal Highway Administration Administrator Sean McMaster at a hearing held by the U.S. Senate Committee on Environment and Public Works on June 3, 2026.

The agency very much appreciates the USDOT action in approving this TIFIA loan. Metro welcomes the opportunity to advance this project with a low interest TIFIA loan provided by the USDOT's Build

America Bureau.

FTA Provides \$149.9 Million Grant for the Vermont Avenue BRT Project

Last week, the Federal Transit Administration (FTA) provided a grant in the amount of \$149.9 million through the Capital Investment Grant Small Starts Program for the Vermont Avenue Bus Rapid Transit (BRT) Project. This is the first time Metro has received a Small Starts Grant. The federal funding provided by the FTA for this project is the maximum amount permitted for Small Starts Projects. The Vermont Avenue BRT Project, which will operate across several federally designated Opportunity Zones, will include 12.4 miles of all-day dedicated side-running bus lanes. The project will also provide 26 enhanced bus stations along the route with upgraded lighting to improve public safety, as well as installing safety-focused crosswalks. The Vermont Avenue BRT Project is projected to have the highest ridership of any BRT project in the United States once it is complete and fully operational. According to ridership projections, the Vermont Avenue BRT will serve over 66,200 daily riders, dramatically improving transit access along one of LA County's busiest transportation corridors. The project will generate meaningful economic benefits, supporting more than 1,000 jobs during each year of construction and an estimated 260 permanent operations and maintenance jobs annually once the project is operational, delivering both immediate and long-term employment opportunities along the corridor.

Metro intends to have this project completed before the 2028 Olympic and Paralympic Games, due to the critical role it plays in connecting multiple rail and bus lines. We are proud the project will improve transit access by connecting tens of thousands of individuals daily to jobs, schools, medical services, and to other major transit corridors, including Metro's B, C, D, and E rail lines and several other major bus routes. According to our studies, the Vermont Avenue BRT Project will reduce travel time by 24%.

Metro extends our appreciation to U.S. Department of Transportation Secretary Sean Duffy and the FTA for their strong support for the Vermont Avenue BRT Project. Our agency is also deeply appreciative to members of the LA County Congressional Delegation for their strong backing for this project: including our two U.S. Senators Alex Padilla and Adam Schiff and our Representatives Maxine Waters, Sydney Kamlager-Dove, Jimmy Gomez, and Laura Friedman. Staff appreciates the robust support of our Board members for this worthwhile project and the outstanding work of our Planning and Program Management staff whose efforts positioned the Agency to secure \$149.9 million in federal funding for the Vermont Avenue BRT Project.

Federal Funding for the 2028 Olympic and Paralympic Games

Consistent with our Board-approved 2026 Federal Legislative Program, we are continuing to work with the Executive Branch and Congress to secure mobility funding for the 2028 Olympic and Paralympic Games. While approximately \$90 million was provided to our agency for Games-related mobility efforts through a Fiscal Year 2026 Congressional appropriation, the broader funding needed by our agency and our partners has yet to be secured. We continue to work with a wide range of stakeholders, including LA28, to encourage the Executive Branch and Congress to provide the federal funding needed to provide world class mobility for the upcoming Games, which will be the largest sporting event ever held in the United States.

Continuing Resolution - Federal Funding for Federal Fiscal Year 2027

Congress was not able to complete the appropriations process for Federal Fiscal Year 2027, which begins Oct 1, 2026. On September 1, 2026, the U.S. House of Representatives adopted a continuing resolution (CR), that was previously adopted by the U.S. Senate, to extend federal funding through December 11, 2026. Both the House and Senate will have to work to adopt a full year funding bill when they return for their lame duck session of Congress after the mid-term elections.

Proposed Federal Regulation to Permit Suspension of Federal Grants

On May 26, 2026, the White House Office of Management and Budget (OMB) published a proposal to revise government-wide policies and requirements related to the management of grants, cooperative agreements, and other forms of assistance. The proposed revisions to 2 CFR Part 200 would empower executive branch political appointees to terminate federal grants if they conclude that the grant does not align with current agency and administration priorities, even if the recipient is in full compliance with all award terms. The proposed rule would impact a wide swath of federal funding mechanisms-everything from medical research, to education, to transit.

The revisions apply primarily to discretionary grants. However, non-discretionary (formula) grants are also impacted by new restrictions and conditions, including codifying policies of President Trump's Administration opposing Diversity, Equity and Inclusion and inclusive attitudes toward diverse gender identities, among other policies included in Executive Orders the President signed since January 2025. Although OMB justifies the proposed revisions to ensure that every discretionary award program is designed by Federal agencies to effectively achieve its underlying statutory purpose, the intent is for discretionary grant awards to advance the administration policies and priorities set by the President. The effective date of the proposed revisions is October 1, 2026.

Staff have concluded that the proposed revisions adversely affect the entire federal grant cycle, from pre-award through post-award to closeout. Key among staff's many concerns are that the proposed revisions would create greater uncertainty for agencies seeking and receiving grant awards from the Federal Government, increase the risk of suspension or termination of grants after award, expand compliance and oversight obligations, and reduce predictability and long-term funding stability.

The notice attracted more than 496,000 comments from the public. Metro Government Relations staff engaged with the American Public Transit Association (APTA) in support of APTA's submission to the federal register in response to the proposal.

The proposed rule has drawn bipartisan concern from Congress, as it presumably impinges on Congress' constitutional prerogatives regarding appropriations. Consequently, H.R. 6500, the continuing resolution (CR) enacted by Congress on September 1 suspends implementation of the proposed rule through December 11, 2026.

Surface Transportation Authorization Bill

The current authorization legislation for our nation's surface transportation programs, the

Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, is set to expire on September 30, 2026. The Senate version of the CR extends the IIJA's authorities through December 11, 2026, though crucially it does not extend the advance appropriations included in the IIJA. Consequently, under the current legislative trajectory, there is expected to be \$4.25 billion per year less in federal funds for transit available after September 30, 2026.

As Congress begins to work on a new surface transportation bill, staff will keep the Board informed of important policy related work in this regard, including efforts to promote the Board-approved USA Build Initiative.

Transit Operator Safety

In full alignment with Metro's Board-approved 2026 Federal Legislative Program, staff 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 presents an important opportunity to advance enhanced protections for transit operators nationwide.

Federal Transportation Grants

Metro remains committed to aggressively pursuing competitive federal grants to advance a wide range of transit projects and programs. In alignment with this effort, staff continue to work closely with the Los Angeles County Congressional Delegation and key regional 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 grant applications.

Conclusion

Chair Bass 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 17, 2026.

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

Chair Bass and members of the Executive Management Committee, I am pleased to provide an update on several key state matters of interest to the agency. This report was prepared on September 1, 2026, and will be updated, as appropriate, at the Executive Management Committee meeting on September 17, 2026. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202026%20-%20Legislative%20Matrix.pdf), which is updated monthly.

Legislative Update

The Senate and Assembly ended the 2025-26 legislative session on August 31, 2026. Metro was the sponsor or co-sponsor of two bills this year, SB 1361 (Durazo) and AB 1837 (M. Gonzalez).

SB 1361 limits cities' abilities to take certain actions against transit projects on the basis of opposition to increased density requirements in 2025's SB 79 (Wiener). These actions include requesting that the transit agency reduce service to that stop so that SB 79 does not apply, condition approval of a project on the basis of the impacts of increased height or density required by SB 79, or withhold support of an application for funding of a transit project on the basis of the additional height or density required by SB 79. SB 1361 passed its final vote on August 30 and is awaiting a signature decision by the Governor.

AB 1837 by Assemblymember Mark Gonzalez (D - Los Angeles) would extend the sunset for transit agencies to use front-facing cameras on buses to capture parking violations in bus-only lanes. Transit agencies would be authorized to use this technology until January 1, 2034, extending the current authorization due to expire in January. Metro is a proud co-sponsor of this legislation and thanks the author again for his work on supporting transit in Los Angeles County and around the state. AB 1837 passed its final vote on August 20 and is awaiting a signing decision by the governor.

Budget and Greenhouse Gas Reduction Fund Update

On August 20, California Senate Budget Chair John Laird (D - Santa Cruz) outlined a proposal for Greenhouse Gas Reduction Fund (GGRF) spending for the 2026-27 fiscal year, following a May vote at the California Air Resources Board that would significantly reduce available funding for "tier 3" programs, including transit. Under the Senate plan, the following investments would have been reserved for transit specifically:

- Low Carbon Transit Operations Program (LCTOP) Funding: \$198 million statewide.
- SB 125 Zero-Emission Transit Capital Program Funding: \$230 million.
- Transit and Intercity Rail Capital Program (TIRCP) Funding: \$76 million.

The proposal also included funding for other tier 3 programs, such as affordable housing and clean drinking water. The Assembly did not release a budget proposal on GGRF before the final budget deal was later announced.

On August 29, Senate Budget Chair Laird and Assembly Budget Chair Gabriel (D - Encino) released [SB 113 <\[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260SB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0\]\(https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260SB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0\)>](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260SB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0) and [AB 113 <\[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260AB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0\]\(https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260AB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0\)>](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fleginfo.ca.gov%2Ffaces%2FbillTextClient.xhtml%3Fbill_id%3D202520260AB113&data=05%7C02%7CAmadeoA%40metro.net%7Cce3e725b3e30417ba06708df0606ee31%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C639236299031252527%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIsIlAiOiJXaW4zMilslkFOljoITWlFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=dHsFfVFpnmWoMjtRndIF1pbGVGkz0TmJNEhZF4vVyQo%3D&reserved=0). The bills represented the Legislature's final budget package for FY26-27.

The following list outlines the investments that will be reserved for transit:

SB 125 Zero-Emission Transit Capital Program Funding: \$230 million. This represents the full missing funding this year for the zero-emission transit funding program created by SB 125 (2022).

Metro was due to receive \$67 million this fiscal year for this program.

Low Carbon Transit Operations Program (LCTOP) Funding: \$48 million statewide. This is less than the \$198 million maximum statewide that would have been authorized under the Cap-and-Invest program before the May California Air Resources Board (CARB) decision.

Transit and Intercity Rail Capital Program (TIRCP) Funding: \$95 million. This is higher than the \$76 million that was in the Senate proposal, however it is less than the \$400 million statewide that would have been authorized under Cap-and-Invest before the May CARB decision.

Transit Funding for Major Events: \$20 million. The Legislature allocated up to \$20 million in funding to assist transit agencies in preparing and meeting transit needs of major events that occur in California.

Olympics Advocacy Update

Metro continues to advocate for the inclusion of \$379 million for 2028 Olympic and Paralympic Games transportation projects. The \$20 million in the final budget deal allocated to assist transit agencies with planning and execution of major events was a welcome development and represents an acknowledgement of the critical role that transit plays in major events. Additionally, \$10 million will be made available to assist local governments in meeting security needs of major events that occur in California. Metro believes the State will be an important partner in preparing for and executing the 2028 Olympic and Paralympic Games, and is pleased to see this investment included in the final budget deal. Staff will continue to work with our local, state, and federal partners to identify avenues to advance the improvements outlined in our advocacy.

Conclusion

Chair Bass 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 17, 2026.

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. Mindful that Metro staff have concluded that the OMB's proposed revisions as to how federal grants are issued will negatively affect the entire grant cycle, we have and will remain engaged with key stakeholders, including the U.S. Congress, to ensure any change to federal grant regulations do not negatively impact our agency.

On the state side, Metro continues to be concerned about the California Air Resources Board vote on Cap-and-Invest regulations earlier this year. The Board's vote for regulations that will reduce the available funding in the Transit and Intercity Rail Program and the Low Carbon Transit Operations Program will have profound impacts on transit agencies. Reducing funding to projects and operations would harm some of the most economically vulnerable populations, those who rely on transit for all of their transportation needs. Additionally, as transit is a key component of the State's goal to reduce greenhouse gas emissions and improve air quality for vulnerable populations, it is critical that the State keep funding these activities. Though the outcome of the vote was not what Metro supported,

the agency will continue budget advocacy in the next session to increase funding for these important programs.

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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Government Relations Federal and State Affairs Update

Executive Management Committee
September 17, 2026

Federal Affairs Update

- **USDOT Approves I-105 ExpressLanes TIFIA Loan**
- **FTA Approves \$149.9 Million Grant For Vermont Avenue Bus Rapid Transit Project**
- **Continuing Resolution - Federal Funding for Federal Fiscal Year 2027**
- **Federal Funding for the 2028 Olympic and Paralympic Games**
- **OMB Proposed federal regulation on Federal Grants**
- **Update: status of Surface Transportation Authorization Bill**

State Affairs Update

- **Budget Update – Final Deal**
- **Olympic and Paralympic Games Advocacy Update**
- **Legislative Update:**
 - **SB 1361 (Durazo)**
 - **AB 1837 (M. González)**
 - **Other Legislation**