



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Thursday, February 19, 2026

11:00 AM

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Executive Management Committee

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Karen Bass, Vice Chair

Kathryn Barger

Jacquelyn Dupont-Walker

Janice Hahn

Hilda Solis

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(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.

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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
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323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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The Meeting begins at 11:00 AM Pacific Time on February 19, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
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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.

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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 19 de Febrero de 2026. Puedes unirme a la llamada 5 minutos antes del comienzo 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

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

15. **SUBJECT: FEDERAL AND STATE REPORT** [2026-0052](#)

RECOMMENDATION

RECEIVE AND FILE February 2026 Federal and State Legislative Report.

Attachments: [Presentation](#)

16. **SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) QUARTERLY UPDATE** [2025-1001](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2026-0090](#)

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**



Board Report

File #: 2026-0052, File Type: Informational Report

Agenda Number: 15.

EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 19, 2026

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE February 2026 Federal and State Legislative Report.

DISCUSSION

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

Chair Dutra and members of the Executive Management Committee, I am pleased to provide an update on several key federal matters of interest to the agency. This report was prepared on February 3, 2026, and will be updated, as appropriate, at the Executive Management Committee meeting on February 19, 2026. The status of relevant pending legislation is monitored in the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB Attachments/2%20-%20February%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/2%20-%20February%202026%20-%20Legislative%20Matrix.pdf), which is updated monthly.

Los Angeles County Congressional Delegation

Metro's government relations team continues to provide timely and accurate information about our agency's initiatives with members of the Los Angeles County Congressional Delegation, our two U.S. Senators, and with the U.S. Department of Transportation.

Fiscal Year 2026 Transportation Spending Bill

On February 3, 2026, Congress adopted and the President signed into law the Fiscal Year 2026 Transportation Appropriations bill. Metro was pleased that this bill includes funding for key Metro priorities, including:

Capital Investment Grants: \$1,700,000,000

(Note: with advanced appropriations from IIJA, this will provide a total of \$3,656,200,000 in budgetary resources for CIG in FY26)

2028 Olympics Transit: \$94,316,766

2026 FIFA World Cup Transit: \$100,250,212 (Metro's share of this national figure is approximately \$9 million)

The Joint Explanatory Statement accompanying the bill also included funding for specific Metro priorities:

Vermont Avenue BRT: \$149,900,000

LACMTA Regional Bus Stop Enhancement Program: \$2,600,000

Consistent with our Board-adopted Federal Legislative Program, Metro's Government Relations team has advocated for the funding levels included in these bills and will continue to closely monitor the progress of this bill.

Metro deeply appreciates the strong and consistent leadership of our Board in providing clear direction, through our Board-adopted Federal Legislative Program, in our successful effort to secure federal mobility funding related to the 2028 Olympic and Paralympic Games. Staff is also deeply appreciative to all members of the Los Angeles County Congressional Delegation for backing our work to secure funding for our agency in the Fiscal Year 2026 Transportation spending bill. Staff wants to express appreciation to our champions in Congress, including key House and Senate appropriators and their aides who worked with Metro's Government Relations Department on the Metro-related provisions. Staff also appreciates the ongoing work with key stakeholders on this vital spending legislation, which is now law, including our collaboration with the U.S. Department of Transportation, LA28, and other key individuals and organizations who worked with Metro to ensure the final transportation spending bill, including so many provisions favorable to Metro.

Surface Transportation Authorization Bill

As shared last month, Metro continues to advance the Board-approved USA Build Initiative as Congress prepares to consider in 2026 a new surface transportation authorization bill. The current measure, the Bipartisan Infrastructure Law, will expire on September 30, 2026. Metro's government relations team is working with members of the Los Angeles County Congressional Delegation and key authorizers in the House and Senate to smartly and effectively advance the policy proposals embedded in the USA Build Initiative.

It is expected that the House and Senate may move within the next 60 days to release the text of their draft surface transportation authorization proposals. As Congress begins to work on a new surface transportation authorization bill, we look forward to keeping the Board fully apprised of the work in this regard.

Transit Operator Safety

In 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.

Representative Laura Friedman (CA-30) has introduced the "Safe and Affordable Transit Act of 2025," legislation that supports several of Metro's key priorities. The bill would create a new Transit Security Grant Program funded at \$50 million annually for FY 2026-2030 to support efforts such as hiring additional officers to patrol transit systems, contracting with local law enforcement to increase police presence, and implementing physical infrastructure upgrades-including monitoring devices and operator shields-to improve passenger and operator safety. Additionally, the bill directs the U.S. Secretary of Transportation to collaborate with the Transportation Research Board, with input from transit employees, on a comprehensive study of crime prevention strategies on public transportation systems. Metro has endorsed this legislation as it directly aligns with the agency's recently adopted federal legislative program.

Federal Transportation Grants

Metro remains committed to smartly and 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.

Metro is currently preparing an application to the U.S. Department of Transportation's National Railroad Partnership Program/Federal-State Partnership for Intercity Passenger Rail Program (FSP-National Program) to secure funding for the construction of the Link US Project. Los Angeles Union Station (LAUS), the busiest transit hub in the western United States, serves as the backbone of the 351-mile LOSSAN Corridor and supports the Pacific Surfliner. The Pacific Surfliner is Amtrak's second busiest intercity passenger rail corridor and the nation's busiest state-supported route-underscoring the regional and national significance of this investment.

Last month, the USDOT issued a Notice of Funding Opportunity for the Better Utilizing Investments to Leverage Development (BUILD) grant program. According to the USDOT, this program "provides grants for surface transportation infrastructure projects with significant local or regional impact." Metro is currently reviewing which project(s) we have that would best compete for a BUILD grant. The application deadline for the BUILD grant program is February 24, 2026.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for February 19, 2026.

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

Chair Dutra and members of the Board, I am pleased to provide an update on several State matters of interest to our agency. This report was prepared on February 3, 2026, and will be updated, as appropriate, at the Executive Management Committee on February 19, 2026. The status of relevant pending legislation is monitored monthly in the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/2%20-%20February%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/2%20-%20February%202026%20-%20Legislative%20Matrix.pdf).

Budget Update

On January 9, Governor Newsom formally released his January budget proposal for Fiscal Year 2026-27, the final budget in his gubernatorial tenure. Facing stronger-than-anticipated cash receipts, the Governor's budget projects a relatively small \$2.9 billion deficit. Citing a volatile federal environment, the budget proposal reflects the Newsom administration's caution. As such, the proposed budget does not create any new spending programs. The proposal also allocates \$23 billion into the state's reserves.

Citing caution due to a volatile federal environment, the Governor does not propose any new funding programs. However, the budget maintains all transportation funding from last year's Budget Act. No funds are currently proposed to be clawed back. However, the budget is silent on the state's commitment to the next SB 125 allocation, which is \$230 million for zero-emission vehicles statewide, of which \$67 million would be for LA Metro.

There is also concern that the projections for funding from the new cap-and-invest plan fall short of recent years, as it relates to funding the Transit and Intercity Rail Capital Program (TIRCP) and the

Low Carbon Transit Operations Program (LCTOP). The Governor's proposed FY 26-27 budget projects \$283 million for TIRCP instead of the maximum of \$400 million and \$141 million for LCTOP instead of the \$200 million maximum. Historically, TIRCP has received on average \$301.1 million, and LCTOP has received on average \$144 million. Of the \$1 billion in cap-and-invest GGRF funding that is at the discretion of the legislature, \$250 was carried over from last year's Budget Act, including \$125 million for transit passes. The remaining \$750 is proposed to support CalFire. That does not leave any additional discretionary funding in the cap-and-invest program to support other Metro priorities.

As always, Metro staff remain engaged with partners in the State government as we approach the beginning of the new budget cycle, to ensure that transportation is sufficiently funded and we can continue to advance our capital and operating plans. The Senate and Assembly Budget Committees have begun meeting on the initial budget proposal, and these hearings will continue throughout the spring.

Legislative Update

The second year of the 2025-26 legislative session resumed on January 5, 2026. The following is an update on bills where the Board has taken a formal position:

SB 220

SB 220 by Senator Ben Allen (D - Pacific Palisades), a bill concerning the Metro Board of Directors, was heard in Senate Transportation Committee on January 14. The bill needed 8 votes to pass but failed on a vote of 7-2-6. SB 220 was recently amended to delete the modifications to the Board composition and would instead have imposed a July 1, 2027, deadline for submitting the report required by current law. Metro testified in opposition to the bill, asserting it was unnecessary and citing the recent creation of an ad hoc committee established by Chair Dutra that will consider changes to Board composition and conclude by July 1st of this year. At the Committee hearing, Senator Allen and Chair Dave Cortese also discussed holding an informational hearing regarding Metro Board Governance at some point this legislative year. At this time, no hearing has been formally scheduled, and if that changes, staff will keep the Board apprised.

SB 677

SB 677 by Senator Scott Wiener (D - San Francisco) intends to make technical and clarifying changes to SB 79 (Wiener) which establishes statewide standards for housing development near major transit stops. The bill was heard in Senate Housing Committee on January 6th and was further refined to only include two technical amendments. The current language of SB 677 states for purposes of SB 79, "high-frequency commuter rail" to mean public commuter or intercity rail stations with a total of at least 48 passenger trains on an average weekday across all directions. SB 677 also makes a technical change to the definition of "commuter rail." The bill passed the Senate Local Government Committee on January 14. Last month, Government Relations staff recommended to the Board an oppose unless amended position on SB 677, citing concerns that the passage of SB 79 had created unintended consequences for Metro projects. Metro strongly supports transit-oriented development and operates one of the most robust joint development programs in the country. SB 79 has become a catalyst for local opposition to Metro's transit projects. By linking increased housing density to both existing and future transit investments, the law has intensified resistance from some

cities and community groups that now view new transit projects as a trigger for state-mandated upzoning. Metro's transit expansion program depends on strong, consistent cooperation with cities throughout Los Angeles County. When SB 79 fuels local opposition, it directly threatens Metro's ability to secure permits, obtain competitive funding, coordinate construction, and maintain project schedules. These delays increase costs, jeopardize federal funding timelines, and ultimately slow the delivery of transit service to communities that rely on it most. On January 22, the Metro Board adopted a formal oppose unless amended position on this legislation. Following this, staff have communicated to the author the Board position, and continue to work with partners in the legislature to develop solutions to ensure that Metro transit projects are not negatively impacted.

Conclusion

Chair Dutra and members of the Committee, I look forward to providing further updates and expanding on this report during the Executive Management Committee meeting scheduled for February 19, 2025.

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 federal transportation funding levels enables our agency to advance projects that improve equitable access and mobility for the 10 million individuals who live, work, and travel throughout Los Angeles County.

VEHICLE MILES TRAVELED OUTCOME

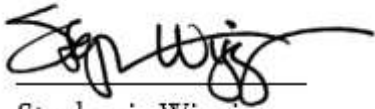
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through administrative and legislative advocacy activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Increased state and federal funding received benefits Metro's projects and programs to reduce VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
February 19, 2026

Federal Affairs Update

- **Los Angeles County Congressional Delegation**
- **Fiscal Year 2026 Transportation Spending Bill**
- **President's Fiscal Year 2027 Budget**
- **Surface Transportation Authorization Bill**
- **Transit Operator Safety**
- **Federal Transportation Grants**

State Affairs Update

- **Budget Update**
- **Olympic and Paralympic Games Advocacy Update**
- **Legislative Update:**
 - **AB 1837 (M. González)**
 - **SB 677 (Wiener)**



Board Report

File #: 2025-1001, **File Type:** Informational Report

Agenda Number: 16.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 19, 2026**

SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) QUARTERLY UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

This report is a quarterly update on the activities of the Community Advisory Council (CAC) for November 2025 through January 2026.

BACKGROUND

Per state statute (AB152), when the Los Angeles County Transportation Commission (LACTC) and Southern California Rapid Transit District (SCRTD) merged to become Metro, a requirement was embedded in the legislation to establish a Citizens' Advisory Committee. In 2022, the CAC rebranded to refer to itself as the Community Advisory Council to better reflect its values and to convey a more inclusive tone.

Per the CAC's Bylaws, the council consults, obtains, and collects public input on matters of interest and concern to the community, as well as those assigned by the Board of Directors or Metro staff. The CAC communicates advisory input, feedback, and/or recommendations concerning key issues to Metro.

The CAC is currently made up of 23 voting members, directly appointed by the Metro Board of Directors. The CAC General Assembly typically meets monthly on the Wednesday evening before the Metro Board of Directors meeting. The CAC's elected officers usually meet as an Executive Committee on the first Thursday of each month.

DISCUSSION

Meetings

During this reporting period, the CAC met in November, and December to discuss various Metro

projects, programs, and agency initiatives. They also hosted their annual holiday meeting with Deputy CEO Sharon Gookin.

November 2025 Meeting

Customer Code of Conduct Educational Campaign

During the November 25 General Assembly meeting, Jeff Zimm, Deputy Executive Officer of Creative & Brand, presented an update on Metro's Code of Conduct educational campaign. He outlined how the campaign aims to boost awareness and encourage safe, respectful behavior across the transit system. Zimm previewed a range of humorous, creative, and promotional materials designed to make the messaging more relatable. He also emphasized that serious violations-such as carrying weapons-would not be treated humorously but communicated clearly and directly to underscore their importance. He noted that campaign materials will roll out in phases across stations, with potential plans for limited-edition merchandise and opportunities for the public to provide feedback to measure impact.

While the response from members was overwhelmingly positive, they offered several recommendations for strengthening youth engagement, including consulting adolescent-behavior experts, partnering with local influencers, and tailoring visuals to Los Angeles by incorporating familiar cultural references and landmarks. Additional suggestions included increasing social media frequency, using explicit calls to action like "Send this to your friend," placing signage at eye level for effectiveness, and adding graphics that address issues such as riders occupying excessive space.

Staff from Department of Public Safety were also present to answer questions related to fare enforcement and code of conduct violations.

December 2025 Meeting

Holiday/End of Year Meeting

At its December 2025 meeting, the CAC hosted a holiday meeting with Metro's Deputy CEO Gookin. The CAC received an end-of-year recap of the agency's key successes, challenges, priorities, and opportunities for the New Year. CAC Members shared their observations, provided feedback, and asked questions on various projects, programs, and initiatives, and reflected on this past year. The Deputy CEO expressed appreciation for CAC's service, engagement, and key advisory inputs shared by the group.

January 2026 Meeting

Even though the CAC Executive Committee met in January, there was no General Assembly meeting due to technical difficulties.

Metro K Line Extension to Torrance Hybrid Alternative

While the CAC did not receive a briefing during this period, they had previously received several updates. During those updates, the CAC agreed to submit a letter of support to the board. That letter was submitted following their Executive Committee meeting in January.

Membership Update

Staff will continue to work with the CAC Chair to inform all Board deputies of opportunities to assess current appointees and fill vacancies.

EQUITY PLATFORM

The CAC's ethnic and geographic diversity strengthen Metro's equity outcomes by ensuring the committee reflects the communities most impacted by transit service. Of the members who self-identified, 71% identify as BIPOC, bringing forward perspectives that help Metro better understand access, safety, affordability, and reliability challenges in historically underserved areas. Geographic diversity further ensures that issues across different parts of the county are represented.

Several CAC members are regular transit riders, including the two new members appointed in April and June, and one long-time member who relies on Access services, providing essential firsthand insight into how Metro's decisions affect riders with disabilities and those who depend most on public transit.

Female representation on the CAC remains low at 29%, which is a concern. This reflects historical appointment patterns and differences in how appointing authorities identify candidates. To address this, Metro staff and the CAC Chair are working more closely with Board deputies to encourage the appointment of qualified women and to prioritize gender and other demographic gaps when filling vacancies. This coordinated approach supports a CAC that more fully reflects Metro's ridership and strengthens equity-centered decision-making.

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. 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 is a formal advisory body that provides community input on key agency priorities, projects, and programs, which can lead to enhanced customer experience. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency and 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 recommendation supports the following strategic plan goals:

Goal 1 - Provide high-quality mobility options that enable people to spend less time traveling.

Goal 2 - Deliver outstanding trip experiences for all users of the transportation system.

Goal 3 - Enhance community and lives through mobility and access to opportunity.

Goal 4 - Transform LA County through regional collaboration and national leadership.

Goal 5 - Provide responsive, accountable, and trustworthy governance within the Metro organization.

The CAC's advisory input to Metro supports Metro's Strategic Vision Goals, as outlined above. Per statute and the CAC's Bylaws, its purview may be broad and need not be specific to one agency issue area or concern.

NEXT STEPS

A follow-up report on CAC activities between February - April will be presented at the May Board meeting.

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Stephanie Wiggins
Chief Executive Officer



***COMMUNITY ADVISORY COUNCIL (CAC) UPDATE
EXECUTIVE MANAGEMENT COMMITTEE MEETING
FEBRUARY 19, 2026***

November 2025



The Creative Voice

Funny, situational/conversational, but serious when it needs to be.



- Creative & Brand shared an update on the Code of Conduct Education Campaign



- The CAC voted to extend the review period to update their Bylaws



Metro

December 2025

- Metro Deputy CEO Gookin addressed the CAC, comments included:
 - Key agency successes
 - Fare discount programs
 - Preparation for upcoming major events
 - Metro Values
- Members engaged in a robust question and answer session



Next Steps

- CAC General Assembly Meeting is anticipated to meet on February 25, 2026.
- The Bylaws Ad Hoc Committee will continue to meet as needed

