



Metro

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

Agenda - Final

Thursday, April 16, 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

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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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Live public comment can be given by telephone or in-person.

The Meeting begins at 11:00 AM Pacific Time on April 16, 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.

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 16 de Abril de 2026. Puedes unirse 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."

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Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

27. **SUBJECT: METRO CLIMATE CARD PILOT PROGRAM** [2026-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743.

Attachments: [Presentation](#)

28. **SUBJECT: FEDERAL AND STATE REPORT** [2026-0254](#)

RECOMMENDATION

RECEIVE AND FILE April 2026 Federal and State Legislative Report.

Attachments: [Presentation](#)

29. **SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) QUARTERLY UPDATE** [2026-0185](#)

RECOMMENDATION

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

30. **SUBJECT: HOME QUARTERLY REPORT** [2026-0190](#)

RECOMMENDATION

RECEIVE AND FILE the HOME Quarterly Report.

Attachments: [Attachment A - Additional Data](#)
[Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2026-0263](#)

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 #: 2026-0211, File Type: Program

Agenda Number: 27.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 16, 2026

SUBJECT: METRO CLIMATE CARD PILOT PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743.

ISSUE

A VMT Mitigation Program (VMP) is a framework that allows cities, counties, or regional agencies to offset or reduce the added driving that comes from new development projects, while also:

- Reducing transportation-related greenhouse-gas emissions
- Encouraging sustainable transportation (transit, walking, biking)
- Complying with state environmental laws (e.g., in California: CEQA with SB743)
- Reducing infrastructure costs by lowering long-term dependency on car travel
- Supporting smart growth and infill development

Local real estate developers have requested Metro's help in making VMP projects/programs available to offset project VMT reduction requirements that remain after other efforts have been exhausted. The creation of a Climate Card, a new multi-modal pass (Metro bus, rail, bike, and micro transit), for participating developers, to generate quantifiable VMT credits is an opportunity to address CEQA mitigation while generating revenue and promoting sustainability.

BACKGROUND

Research and practice from around the globe shows that incentivizing people to take transit, carpool, walk, or bike can meaningfully reduce driving trips - and that lower car ownership reduces both miles traveled and time spent in traffic. In 2013, SB743 changed the method of transportation mitigation required for new construction from Level of Service (LOS - traffic delay) to Vehicle Miles Traveled (VMT), but it took agencies a few years to act on the change. In 2018, Metro staff presented at a Southern California Association of Governments (SCAG) summit on SB743 implementation to show

how the bill could be applied to utilize mitigation from private developers to offset the cost of transit pass programs for students and employers. In 2019, Metro and LADOT submitted a joint application for a SCAG SB743 assistance grant, and in 2020, Metro and LADOT were chosen to implement a research project under this grant to show how a VMT Bank could be established using the U-Pass Program as an example. The final report on that research was published in June 2021 (<https://www.scag.ca.gov/sites/default/files/2024-12/ladot-vmt-mitigation-program-report.pdf>).

Metro launched the One Car Challenge Phase 1 in Santa Monica in 2023. Drawing on behavioral science research and a similar initiative in Seattle, the pilot explored how incentives could motivate residents to leave a motor vehicle at home and shift toward more sustainable modes of travel.

The pilot offered approximately 300 two-or-more-car households up to \$120 per week - a total of \$599 - plus a \$50 TAP transit pass and 5 FREE rides on bike share if they agreed to keep their second car parked at home for five weeks. Outcomes were measured through weekly odometer readings for each household vehicle. Results showed statistically significant mode shift away from single-occupancy vehicles, with the highest shift to walking and micromobility modes, though the small sample size limited the statistical significance of the vehicle miles traveled (VMT) findings.

International Examples

Germany and Korea offer monthly unlimited passes for various modes. Specifically, Seoul Metro offers a Climate Card as a monthly/unlimited pass for public transportation within Seoul city limits, which includes subways, Seoul-licensed buses, and Seoul's public bike system (Ttareungi). The goal in the creation of this card is to encourage public transit use and reduce carbon emissions. Seoul launched their pilot program in January 2024 and sold more than 62,000 cards on their official launch day, July 1, 2024. By September 2024, 11.8% of public transport users in Seoul used the Climate Card.

DISCUSSION

Metro's existing Vehicle Miles Traveled (VMT) Mitigation Program is an effort to help reduce vehicle miles created by highway projects in Los Angeles County. In line with SB 743 and CEQA, the program evaluates how Metro's highway projects may increase driving and develops strategies to offset those impacts.

To do this, Metro has chosen specific investments, such as expanded transit service, bike infrastructure, and affordable housing near rail, to reduce the need to drive for LA County residents. These strategies help Metro meet the CEQA requirements for highway projects while also supporting cleaner air, healthier communities, and more transportation choices for all.

Implementing a separate VMP program will generate additional revenue for Metro while also giving LA County residents more travel options and reducing vehicle trips to reduce traffic and improve the environment. It is important to note that per SB743, developer contributions cannot supplant funding/subsidies on existing programs (i.e. GoPass & U-Pass).

Metro's goal for the Metro Climate Card Pilot is to build on lessons from existing programs to develop

a multi-modal transit pass that private developers can sponsor, enabling measurable VMT reductions that participating developers can apply toward meeting their CEQA mitigation and sustainability objectives. Sponsored passes could be provided at no cost to riders who agree to reduce their vehicle trips and track their progress. The sponsored passes will also generate additional revenue for Metro, which can be reinvested in other VMT-related projects needed to meet the total VMT credits required by participating developers to satisfy their mitigation. Individual projects included in the pilot program will be chosen based on the level of VMT-reduction required and the amount of developer funding available.

CEQA requires documentation of vehicle trip reduction for mitigation. In order to verify vehicle miles saved, distribution of the pass would be to participants who opt-in to share their before-and-after travel data to verify a change from driving to transit, or other VMT-reducing modes like telecommuting, biking, or walking, and to quantify the driving miles saved to be converted into credits. In order to satisfy developer mitigation, the total VMT savings from the MCC and other VMT-reducing programs (that are not already being used for Metro's own highway mitigation) would need to match the total VMT credits purchased by developers.

Developers who are not able to meet their mitigation requirements in other ways are looking to be able to purchase VMT credits from Metro and other transportation agencies. If Metro is successful in working with developers to fund MCC and other VMT-saving programs, it would be one of the first public-private VMT exchange programs in the state and could lead to establishing a regional VMT bank, one of the outcomes studied in the 2021 SCAG VMT Mitigation Program Pilot Project report.

Proposed Pricing

For the Metro Climate Card, the proposed pricing would use current base fares to calculate the cost of a monthly pass for each mode of transportation (e.g., bus, rail, bikeshare, and micro transit). Currently, fare capping only applies to Bus and Rail. However, the MCC would include unlimited riders for all modes, including Bikeshare and Micro Transit ,at a higher monthly cost (an increase in the 40% to 50% price range).

This program is anticipated to incur additional administrative costs for Metro (including coordinating with developers, monitoring and reporting program usage, and marketing efforts). To cover these costs, a 10% administrative fee is recommended to be added on top of the overall cost to the developer for participating in the VMT mitigation program.

In addition to MCC, other VMT-reducing activities may need to be included to generate enough VMT credits to satisfy developer mitigation requirements, and Metro will need to provide detailed reporting for the participating developers to demonstrate compliance with CEQA requirements. The cost-per-VMT-reduced would need to be averaged across all VMT-reducing projects included in the pilot program. Payment amounts and options will be further studied during the implementation phase and will be brought back to the Board for approval before pilot launch.

A three-year pilot duration will allow Metro to evaluate program participation, verify VMT reduction methodology, test developer demand for VMT mitigation credits, and assess administrative and financial feasibility before determining whether the program should be expanded or made permanent.

DETERMINATION OF SAFETY IMPACT

The Metro Climate Card Pilot Program will improve safety on the Metro system as it will increase the number of riders present on the system.

FINANCIAL IMPACT

Adoption of the Metro Climate Card Pilot Program would promote additional revenue for the agency. The total revenue created will depend on the level of investment by participating developers.

No financial impact is anticipated in FY26. Since this is a multi-year program, the cost center manager and the Chief Customer Experience Officer will be accountable for budgeting the required administrative costs in future years.

Impact to Budget

The source of funding would be private developer funds, which are eligible for bus and rail operations.

EQUITY PLATFORM

Transit programs are Metro's investment in social mobility and an important tool to assist in the fight against income, health, and environmental inequalities. This pilot program will make Metro more accessible to riders, while also providing Metro with additional funding to support other programs that benefit riders.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (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 customer support activities that will improve and further encourage transit ridership. 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

These programs support Metro's Strategic Plan Goal 3) Enhance communities and lives through mobility and access to opportunity, and Goal 4) Transform LA County through collaboration and leadership. Metro will continue to work toward providing accessible and inclusive services for the residents of Los Angeles County.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended solution. However, that would eliminate a potential new revenue source, as well as additional VMT reductions resulting in climate and social benefits to the region.

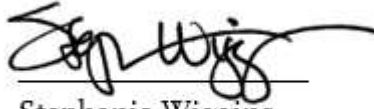
NEXT STEPS

Upon Board approval, staff will finalize program design, including pricing, developer participation agreements, and the methodology for measuring and verifying VMT reductions. Staff will coordinate with local jurisdictions and developers to establish participation processes and prepare the Metro Climate Card pilot for launch.

Staff will report back to the Board prior to program launch with final implementation details and will return at the conclusion of the three-year pilot with an evaluation of program outcomes and recommendations on whether to continue or expand the program.

Prepared by: Devon Deming, Deputy Executive Officer, Fare Programs, Customer Experience, (213) 922-7957
Hayarpi Tosunyan, Senior Director, Finance, Office of Management and Budget, (213) 922-3839
Amber Palacios, Senior Manager, Budget, Office of Management and Budget, (213) 922-5271
Avital Shavit, Senior Director, Special Projects, Office of Strategic Innovation, (213) 922-7518
Jacquilyne Brooks de Camarillo, Senior Director, Transportation Demand Management Policy and Initiatives, Countywide Planning and Development, (213) 547-4335
Yvette Rapose, Deputy Chief Customer Experience, (213) 418-3154

Reviewed by: Michelle Navarro, Deputy Chief Financial Officer, (213) 922-3056
Jennifer Vides, Chief Customer Experience, (213) 922-4060
Seleta Reynolds, Chief Innovation Officer, (213) 922-4098
Ray Sosa, Chief Planning Officer, (213) 547-4274

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

Stephanie Wiggins
Chief Executive Officer

Metro Climate Card (MCC) Pilot Program

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 16, 2026

Objective

- Create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743

Issue

- A VMT Mitigation Program (VMP) is a framework that allows cities, counties, or regional agencies to offset or reduce the added driving that comes from new development projects, while also:
 - Reducing transportation-related greenhouse-gas emissions
 - Encouraging sustainable transportation (transit, walking, biking)
 - Complying with state environmental laws (e.g., in California: CEQA with SB 743)
 - Reducing infrastructure costs by lowering long-term dependency on car travel
 - Supporting smart growth and infill development
- Local real estate developers have requested Metro's help in making VMP projects available to offset project VMT reduction requirements that remain after other efforts have been exhausted.

Background

- Research and practice from around the globe shows incentivizing people to take transit, carpool, walk, or bike can meaningfully reduce driving trips — and that lower car ownership reduces both miles traveled and time spent in traffic
- SB 743 (2013) changed transportation mitigation required for new construction from Level of Service (traffic delay) to Vehicle Miles Traveled (VMT).
- 2018 SCAG summit on SB743 implementation, Metro presented on how bill could be applied to offset the cost of transit pass programs for students and employer.
- In 2019 and 2020, Metro and LADOT applied for and were chosen to receive a SCAG SB743 Implementation Assistance Grant to show how a VMT Bank could be established using the U-Pass Program as an example.
- The final report was published in 2021.



Background (Cont.)

- **LA Metro One Car Challenge**

- Phase 1 offered 300 households up to \$120 per week + \$50 TAP transit pass and 5 free rides on bike share if they agreed to keep a car parked at home for five weeks.
- Outcomes measured through weekly odometer readings for each household vehicle.

- **Seoul Climate Card (SCC)**

- A monthly/unlimited pass for public transportation within Seoul city limits which includes subways, Seoul-licensed buses, and Seoul's public bike system (Ttareungi).
- Seoul launched their pilot program in January 2024 and sold more than 62,000 cards on their official launch day, July 1, 2024. By September 2024, 11.8% of public transport riders used SCC.
- Goal in the creation of this card is to encourage public transit use and reduce carbon emissions.
- The city is also expanding discounts to make it more accessible to its residents.

- **Germany also offers a monthly unlimited passes for various modes.**

Discussion

- **Metro's Highway Vehicle Miles Traveled (VMT) Mitigation Program**
 - In line with SB 743 and CEQA, program evaluates how Metro's highway projects may increase driving and develops strategies to offset those impacts.
 - Metro has chosen specific cost-effective investments, such as expanded transit service, bike infrastructure, and affordable housing near rail, to reduce the need to drive.
 - Different programs would need to be chosen for investment under this new pilot.
- **Metro Climate Card (MCC) Pilot**
 - Develop a multi-modal transit pass that private developers can sponsor, enabling measurable VMT reductions that participating developers can apply toward meeting their CEQA mitigation and sustainability objectives.
 - Sponsored passes could be provided at no cost to riders who agree to reduce their vehicle trips and track their progress, and additional VMT savings could come from other VMT-reducing projects not already being used for Metro's highway mitigation.
 - Total VMT savings would need to match the total VMT credits purchased by developers.
 - If pilot is successful, it would be one of the first public-private VMT exchange programs in the state and could lead to establishing a regional VMT bank, one outcome studied in the 2021 SCAG report.

Pricing

- Would include unlimited rides for all modes – Bus, rail, bike, micro
- Rate would be 40-50% higher than existing (limited) fare
- Additional 10% fee to participating developers to cover Metro’s program administration costs, including monitoring and reporting of VMT savings to meet CEQA compliance
- Other VMT-reducing activities may need to be included to generate enough VMT credits to satisfy developer mitigation requirements
- The cost-per-VMT-reduced would need to be averaged across all VMT-reducing projects included in the pilot program.
- Payment amounts and options will be further studied during the implementation phase and will be brought back to the Board for approval before pilot launch.

Next Steps

- Finalize program design, including pricing, developer participation agreements, and the methodology for measuring and verifying VMT reductions.
- Coordinate with local jurisdictions and developers to establish participation processes and prepare the Metro Climate Card pilot for launch.
- Report back to the Board prior to program launch with final implementation details
- Return at the end of the pilot with an evaluation of program outcomes and recommendations on whether to continue or expand the program.

**Board Report**

File #: 2026-0254, **File Type:** Informational Report

Agenda Number: 28.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 2026**

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE April 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 our agency. This report was prepared on April 3, 2026, and will be updated, as appropriate, at the Executive Management Committee meeting on April 16, 2026. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%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 and projects 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 March 31, 2026, the U.S. Department of Transportation announced \$206 billion in Fiscal Year 2026 funding made possible through the adoption of the Full Year Consolidated Appropriations Act (P.L. 119-75) that was adopted earlier this year. Of this amount, \$14.6 billion will be apportioned to transit agencies across the United States, including to our agency. In addition to this formula funding, the spending bill included \$15 million for transit safety enhancements for the top 10 transit agencies across the United States. Of this amount, our agency will be receiving \$1.2 million in federal funding to enhance safety on our transit system.

Fiscal Year 2027 President's Budget Request

On Friday April 3, 2026, the White House Office of Management and Budget (OMB) released the President's Fiscal Year 2027 Budget Request. The documents issued by the OMB do not include funding for mobility needs related to the 2028 Olympic and Paralympic Games (the Games). Staff expect additional budget details to be released later this month. Metro's Board of Directors and members of Congress from across the State of California have consistently called on the Trump Administration to include \$2.024 billion in the Fiscal Year 2027 Budget Request for Games related mobility needs, including our Games Enhanced Transit System.

With respect to supporting new transit projects, the budget released today proposes to cut the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program by \$486 million and does not recommend making up for the \$1.6 billion in advanced appropriations for the CIG program that will lapse at the end of Fiscal Year 2026. The Budget optimizes amounts provided for the Capital Investment Grants program to ensure funds are directed to the most meritorious projects and that communities are encouraged to direct locally-raised funds to support their public transportation needs. The budget does note that there are \$5 billion in unobligated balances for the FTA CIG Program that can be used for the "liquidation of valid obligations incurred during fiscal years 2019 through 2022."

Metro staff are currently in the process of reviewing all transportation-related details of the President's Fiscal Year 2027 Budget Request and will provide updates as more details become available.

Fiscal Year 2027 Transportation Spending Bill

Members of Congress are in the process of creating their priorities related to the Fiscal Year 2027 appropriations cycle. Consistent with our standard practice, Metro is working with Members of Congress to ensure that Congress funds programs and projects, consistent with our Board-approved Federal Legislative Program. This work will include, but not be limited to, encouraging specific programmatic requests and efforts related to Congressional Directed Spending requests.

Surface Transportation Authorization Bill

Notwithstanding indications that Congress was already going to be crafting a new surface transportation authorization bill, no legislative text has been made available as of the drafting of this report. Metro's government relations team is actively working with members of the Los Angeles County Congressional Delegation and key authorizers in the House and Senate to advance the policy proposals embedded in our Board-approved USA Build Initiative.

Within the coming weeks, staff expect that the House and Senate will likely move to release the text of their draft surface transportation authorization proposals. As Congress begins to work on a new surface transportation bill, we look forward to keeping the Board informed of our important policy related work in this regard.

Transit Operator Safety

As I shared last month and 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 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.

Most recently, last week the USDOT issued a Notice of Funding Opportunity for the Safe Streets for All Grant program. This grant program will make approximately \$1 billion available to help “improve roadway safety by investing in safety strategies that will reduce serious injuries and fatalities.” The application deadline for this grant is on May 26, 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 April 16, 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 April 3, 2026 and will be updated, as appropriate, at the Executive Management Committee on April 16, 2026. The status of relevant pending legislation is monitored monthly on the [Metro Government Relations Legislative Matrix.](https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202026%20-%20Legislative%20Matrix.pdf) [<https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202026%20-%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202026%20-%20Legislative%20Matrix.pdf)

Budget Update

The next major milestone in the FY 26-27 State budget process is the May revision to the Governor’s January budget proposal. This is expected by mid-May. As always, Metro staff remain engaged with partners in the State government as we continue through budget cycle, in order to ensure that transportation is sufficiently funded and we can continue to advance our capital and operating plans. The Senate and Assembly Budget Subcommittees have been meeting on the initial budget proposal, and these hearings will continue throughout the spring.

Legislative Update

Sponsored Legislation

Metro is the sponsor or co-sponsor of two bills this year.

On March 26, Senator Maria Elena Durazo (D - Los Angeles) amended SB 1361 from spot bill to substantive bill form. The new amendments would allow the increased density requirements outlined

in SB 79 (Wiener, 2025) to apply only around light rail and heavy rail stations that were operational or in pre-revenue service as of January 1, 2026.

The bill would limit SB 79 density requirements around future rail transit stops, specifically those not yet in pre-revenue or revenue service. The bill would also limit current and future Bus Rapid Transit projects from SB 79 requirements. This allows for Metro's community partners to engage in thoughtful transit-oriented development planning in a process that is not specifically tied to the construction of a future transit line.

Per the 2026 Board-approved Legislative Program, Metro staff were directed to sponsor legislation to seek "Amendments to SB 79 (Wiener, 2025) that would update definitions and make other changes as needed to ensure that Metro can continue to advance the agency's Long Range Transportation Plan and improve the quality of transit provided in our service area." These amendment ideas were further refined in the Board-approved report to oppose unless amended SB 677 (Wiener) where a key idea presented was to limit SB 79's application to rail projects currently in operation. As a result, Metro signed on as a formal sponsor of SB 1361. As of the writing of this report, the bill is in the Rules Committee, awaiting assignment.

Metro is also a co-sponsor of AB 1837 (M. Gonzalez). On March 23, the Assembly Transportation Committee, chaired by Assemblymember Lori Wilson (D - Suisun City) heard and subsequently passed Assemblymember Gonzalez's AB 1837 on a vote of 14-1-1.

AB 1837 would remove the Jan 1, 2027, sunset date from AB 917 (2021, Bloom), which authorized Metro and other agencies to install front-facing cameras on our buses to capture parking violations in bus-only lanes. The bill has been scheduled for a hearing in the Assembly Privacy and Consumer Protection Committee, and staff will have a report on that outcome at the April 16 Executive Management Committee.

Other Legislation

On March 19, Assemblymember John Harabedian (D - Pasadena) introduced AB 1678, a bill that would both reduce the scope of the light rail project overseen by the Metro Gold Line Foothill Extension Construction Authority to a terminus at Claremont, and create a new construction authority called the Claremontclair Authority, for the purpose of extending the A Line light rail project between Claremont in Los Angeles County and Montclair in San Bernardino County.

AB 1678 would require the new Claremontclair authority to be governed by a board of 5 voting members and one nonvoting member, with appointments from the city councils of the Cities of Claremont and Montclair, Metro, the president of the board of directors of the San Bernardino County Transportation Authority (SBCTA), and the County of San Bernardino Board of Supervisors. The Governor would also appoint a nonvoting member. The bill would require Metro and SBCTA to enter into an agreement with the authority to grant to the authority or hold in trust with the authority all real property and real property rights, and other assets, as necessary for the completion of the project. The bill would also require Metro and the Claremontclair Authority to enter into a memorandum of understanding that specifically addresses the ability of Metro to review any significant changes in the scope of the design or construction of the project. The bill would require Metro to assume responsibility for operating all completed phases of the project, with operation of certain portions of the project being contingent upon Metro entering into an operations and maintenance agreement with

SBCTA.

2028 Olympic and Paralympic Games Advocacy

As previously reported to the Board, on March 5, the Los Angeles County Legislative Delegation, chaired by Assemblymember Tina McKinnor (D - Inglewood) issued a formal letter to the Assembly Budget Committee and the Assembly Budget Subcommittee for Transportation, requesting that they include \$379.29 million in this year's Budget Act for Metro's 2028 Olympic and Paralympic Games transportation needs. The Delegation included the entirety of Metro's budget request in their letter. CEO Wiggins has been invited to present on Metro's preparations for the Games at the April 6 joint hearing of the Assembly Select Committee on 2028 Olympic and Paralympic Games and the Committee on Arts, Entertainment, Sports, and Tourism. A summary of the Committee events will be available at the April 16 Executive Management Committee Metro Board Meeting.

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 April 16, 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.

VEHICLE MILES TRAVELED OUTCOME

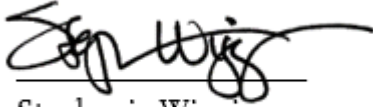
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets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

Prepared by: Michael Turner, Senior Executive Officer, Government Relations, (213) 922-2122
Raffi Hamparian, Executive Officer, Government Relations, (213) 922-3769
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604
Alex Amadeo, Senior Manager, Government Relations, (213) 922-2763

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie Wiggins
Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
April 16, 2026

Federal Affairs Update

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

State Affairs Update

- **Budget Update**
- **Olympic and Paralympic Games Advocacy Update**
- **Legislative Update:**
 - **SB 1361 (Durazo)**
 - **AB 1837 (M. González)**
 - **SB 1411 (Stern)**
 - **Other Legislation**



Board Report

File #: 2026-0185, **File Type:** Informational Report

Agenda Number: 29.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 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 January 2026 through March 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 as the Community Advisory Council to better reflect its values and 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 comprised 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 February and March to discuss various Metro projects,

programs, and agency initiatives.

January 2026 Meeting

The CAC General Assembly did not meet in January. However, on January 8, 2026, after final reviews and formal approval in January by the CAC Executive Committee, the CAC submitted a letter to the Metro Board of Directors, expressing support for the C/K Line Hybrid Alternative.

February 2026 Meeting

2026 FIFA World Cup Preparations Update

During the February General Assembly meeting, Metro staff presented an update on preparations for the 2026 FIFA World Cup. Conan Cheung, Chief Operations Officer, outlined 16 workstreams focused on service operations, transit access, fare payment, and station activations in advance of matches at SoFi Stadium. Planning efforts include deploying additional buses, implementing temporary Park-and-Ride locations, coordinating First and Last Mile connections through a partnership with Uber, and advancing safety, security, and multilingual communications planning to support seamless operations during the event.

CAC members discussed strategies to encourage transit use among visitors, service frequency on key rail lines, improved wayfinding and multilingual signage, and clearer visibility of TAP infrastructure. Members also provided feedback that First/Last Mile safety improvements, coordination with rail and airport connections, and minimizing disruptions to regular commuters should also be considered.

Metro Office of Management and Budget Team Update

Finance Senior Directors Giovanna Gogreve and Oren Ben-Joseph presented an overview of FY27 budget development and introduced the “My Metro Budget” interactive tool, which allows participants to explore tradeoffs across operations, public safety, cleaning, planning, and development priorities. This year, Metro launched a simplified youth-focused version of the activity, increasing youth participation from 1.8 percent to 9 percent. Responses will continue to be collected and analyzed through May before Board consideration.

CAC members provided feedback on survey design, including clarifying fare-related questions, and suggested incorporating cost and return on investment information, and exploring environmental impact metrics in future iterations. Members also discussed ensuring infrastructure improvements, such as elevators and station access, are clearly reflected within budget categories.

Feedback on Improving TAP Card Terminals Design and Visibility

Members raised concerns regarding the visibility and design of (new) TAP fare collection terminals at certain surface stations, noting that some units are not immediately noticeable to riders and visitors. Suggestions included using brighter colors or wraps to improve visibility and wayfinding. Members also discussed accessibility and language considerations, noting limited language options and

potential challenges for visually impaired riders. The Council encouraged Metro to consider best practices from other transit systems to enhance clarity and usability.

Bylaws Ad Hoc Committee Update & Extension

The CAC Ad Hoc Bylaws Committee met on January 13, February 18, and March 11 to review their Bylaws. The Bylaws specify that an ad hoc committee “shall exist for a period of 90 days and may be extended for an additional 90 days by the majority vote of the CAC.” During this period, the committee worked to finalize its Bylaws updates, draft standard operating procedures (SOPs), and revise the CAC Code of Conduct.

Since the committee needed more time to complete these tasks, Chair Shin requested a 90-day extension. The General Assembly approved the request, giving the committee additional time to finalize its work.

March 2026 Meeting

Connectivity & Wayfinding Signage

Deputy Executive Officer Jeff Zimm presented Metro’s evolving approach to connectivity and wayfinding in preparation for the World Cup. He emphasized that traditional A-frame signage is insufficient for large-scale events and will be supplemented with highly visible elements and a multi-channel communications strategy, including print, television, and radio. The effort is intended to promote Los Angeles as a unified regional destination in coordination with the LA Sports and Entertainment Commission. Other planned efforts include pre-event public education campaigns, deployment of staff in clearly identifiable uniforms, and interactive engagement tools.

Accessibility remains a central priority. Improvements include enhanced digital interfaces with more legible fonts, as well as real-world testing of travel routes-particularly around SoFi Stadium-with individuals with disabilities. These efforts have already informed infrastructure upgrades, such as sidewalk improvements. Future phases will expand wayfinding enhancements at LAX/MTC and across the broader transit system.

CAC members emphasized the need for inclusive and clear navigation, including improved signage at LAX/MTC, enhanced audio announcements, and continued use of floor graphics. Members also raised questions about language accessibility and staffing. Metro confirmed it will rely on trained personnel, identifiable by color-coded uniforms, and continue ADA-focused improvements. Staff acknowledged the feedback and will incorporate enhancements while balancing budget priorities.

Contactless Payments and TAP Terminals Visibility

Deputy Executive Officer Kyle Holland, supported by Allison Higgins, presented Metro’s upcoming contactless payment system, with TAP validator payments launching in 2026 and reduced-fare integration in early 2027. Riders will be able to use physical or digital cards, with features including interagency transfers, a two-hour transfer window, fare capping, and multi-rider payments for up to four riders on a single card. Trip history will be accessible online without requiring a TAP account.

The rollout is timed to align with major events, including the World Cup and Olympics, to support system testing and optimization. Updated graphics for TAP terminals were also presented to improve visibility and usability. CAC members were provided a beta testing terminal to evaluate international payment functionality.

CAC members provided feedback focused on clarity, accessibility, and enforcement. Members emphasized the need for clear guidance on transfers, group payments, and all-door boarding. Staff confirmed key features, including the two-hour transfer window and protocols for group fare payment during enforcement - which require groups to stay together if one card was used for payment. Language accessibility was also raised, with confirmation that materials will expand to seven languages in advance of the World Cup.

Concerns regarding the visibility of fare equipment, particularly at light rail stations, were acknowledged. Staff confirmed that enhanced signage and graphics will be implemented systemwide, with a focus on high-traffic locations.

SB 707 Overview- Metro Board Findings, Just Cause Review and Information on Relaxed Teleconferencing Rules (Anticipated Vote)

Staff presented an overview of SB 707, which allows eligible subsidiary bodies to permit virtual participation under specified conditions while maintaining a physical meeting location. The discussion addressed potential impacts on governance, public engagement, and alignment with Metro policies, including compensation and CAC participation expectations. Members also reviewed the applicable Just Cause teleconferencing requirements versus the more Relaxed Teleconferencing Rules. Following discussion, the CAC voted to approve the use of Relaxed Teleconferencing Rules for eligible subsidiary bodies in accordance with Government Code 54953.8.6.

Metro Board Composition Community Listening Session

Staff encouraged CAC members to share information within their networks regarding the upcoming Metro Board Composition Community Listening Sessions scheduled for April. The CAC will host a Listening Session at its April 22, 2026 meeting.

Members were provided with outreach materials, including flyers, fact sheets, and FAQs in English and Spanish, as well as a digital social media toolkit to support broad community awareness and participation.

Membership Update

Chair Shin distributed a quarterly email to Board appointers and their deputies in March. 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 strengthens 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.

There are regular transit riders on the CAC, including the two new members appointed in April 2025 and June 2025, 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 will work more closely with Board deputies to encourage the appointment of qualified women and to consider 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 an 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 April - June will be presented at the July Board meeting. The CAC Executive Committee will continue to provide strategic direction and administrative oversight for the Council.

Prepared by:

Danielle Valentino, Manager, Customer Engagement Integration, (213) 522-9952

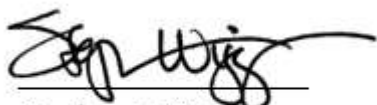
Patricia Soto, Director, Customer Engagement Integration, (213) 922-7273

Lilian De Loza-Gutierrez, Executive Officer, Communications, Community Relations, (213) 922-7479

Yvette Rapose, Deputy Chief Customer Experience Officer, (213) 418-3154

Reviewed by:

Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie Wiggins

Chief Executive Officer



***COMMUNITY ADVISORY COUNCIL (CAC) UPDATE
EXECUTIVE MANAGEMENT COMMITTEE MEETING
APRIL 16, 2026***



February 2026



- Chief Operations Officer, Conan Cheung presented an update on Metro’s preparations for the 2026 FIFA World Cup.
- Finance Senior Directors Gogreve and Ben-Joseph presented an overview of the FY27 Budget Development and “My Metro Budget” Interactive Tool.
- The CAC voted to extend the review period to update their Bylaws and Standard Operation Procedures.



March 2026

- Executive Officer for Creative and Brand, Jeff Zimm, presented updates on Connectivity and Wayfinding signage with a focus on World Cup and other upcoming mega events.
- Kyle Holland, Deputy Executive Officer, TAP Technical Systems, supported by Allison Higgins, Senior Director, Special Projects, presented an update on Contactless Payment.
- Metro staff provided an SB 707 Overview, Just Cause review and shared information on Relaxed Teleconferencing Rules. Members **voted to adopt** the relaxed teleconferencing option, which will begin in April.



Next Steps

- The CAC General Assembly is scheduled to meet on April 22, 2026, which will feature an Ad Hoc Board Composition Committee Community Listening Session.
- The Bylaws Ad Hoc Committee expects to conclude all revisions and updates as early as Spring.





Board Report

File #: 2026-0190, File Type: Informational Report

Agenda Number: 30.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 16, 2026**

SUBJECT: HOME QUARTERLY REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the HOME Quarterly Report.

ISSUE

Los Angeles County is experiencing a homelessness crisis, and the spillover results in many unhoused individuals seeking shelter on Metro's rail and busway system. Since 2017, Metro has been funding, with operations eligible fund sources, local social service agencies to deploy multidisciplinary teams who engage and deliver resources and services to unhoused riders. In addition, Metro has partnered with local homeless shelters to provide beds for the outreach teams to utilize. This is a report on the status and outcomes of Metro's homeless engagements for the second quarter of the fiscal year, October through December of 2025.

BACKGROUND

Metro continues to fund multidisciplinary teams (MDTs) who perform outreach to people experiencing homelessness (PEH) on Metro's rail and bus systems. Metro began contracting with eight MDTs through the LA County Department of Health Services (DHS) in 2017, expanding the number of contracted outreach services to 24 MDTs in 2024. The initial eight teams were employed by the community agency People Assisting the Homeless (PATH); Metro now has five additional community agencies that deploy MDTs: Christ Centered Ministries (CCM), HOPICS, LA Family Housing, Union Station Homeless Services, and Helpline Youth Counseling.

Metro has made notable progress in addressing homelessness on Metro's rail and busway systems since 2017 through the expansion of MDT outreach, increased access to housing resources, and improved partnerships with City, County, and Community partners. Metro MDTs focus on engaging individuals and connecting them to housing and other services and are deployed across the entire rail and bus system seven days a week, with 24-hour coverage Monday through Friday. The six community agencies that deploy the 24 MDTs are based in different areas of LA County and are strategically assigned to segments of the Metro system located in their regions.

In addition to MDT outreach, Metro currently funds, using eligible operations fund sources, a total of

45 interim housing beds through LA County DHS. These beds, located in Central Los Angeles and the San Fernando Valley, are reserved for MDTs to directly refer the people they serve. Metro MDTs also have access to 25 beds through partnerships with the LA County Chief Executive Office Homeless Initiative (LA CEO-HI) and the Los Angeles Homeless Services Agency (LAHSA). Staff is currently coordinating with the City of Long Beach and Supervisorial District 4 to finalize the allocation of 10 beds for utilization by the Metro outreach teams to ensure resources remain available near the A Line Downtown Long Beach station.

Since 2023, Metro has increased the number of interim housing resources (i.e. beds) from 25 to the current total of 75. These beds provide occupants with access to a wide range of resources and programming that address a variety of client needs. All beds are required to provide 24-hour access, offering a vital resource to people experiencing homelessness during the late evening and early morning hours of Metro operation. Through key partnerships with external stakeholders, staff plan for the continued expansion of Metro-specific interim housing resources.

Since 2018, Metro MDTs have enrolled 27,443 individuals into the Homeless Management and Information System (HMIS), allowing them to gain access to homeless resources and services. The teams have successfully connected 7,388 people to interim housing and 1,855 people to permanent housing.

DISCUSSION

The following quarterly report provides an overview of the homeless response activities from October 2025 to December 2025.

Operational Capacity and Deployment

Of the 24 teams currently funded under the active DHS contract, 23 teams have been deployed. Overall, deployment is largely on target with ongoing recruitment for the remaining team. Across the homeless sector, programs are challenged with recruitment and retention. Metro MDT partners have experienced the same, leading to delays in being fully staffed. Despite not having all 24 teams deployed, agency partners have been successful in ensuring full coverage of the rail and busway system.

MDTs perform outreach on the rail and bus system seven days a week, with 24-hour coverage Monday through Friday. Outreach data is collected daily and analyzed to inform strategic deployment planning. Data analysis shows the highest levels of activity on the A, B, D, and E lines, which is where most teams are deployed using three strategic approaches: 1) co-deployment with Metro Ambassadors, Transit Security, and Law Enforcement partners at mutually agreed upon focus stations, 2) rover from station to station along designated lines within their respective deployment zones, and 3) nighttime deployment to End of Line stations Monday through Friday.

Impact

MDTs use a person-centered approach with the primary goal of connecting people to interim or permanent housing. The multidisciplinary nature of these teams allows them to support additional objectives to temporarily supply a variety of resources, from basic food, water, and clothing to substance use and mental health interventions.

During the second quarter of the fiscal year, the MDTs successfully enrolled 1,748 people into HMIS, with each enrollment representing a first-time connection to services and highlighting the program's ability to reach individuals not previously engaged with the system. The HOME department sets an annual housing connection goal for the total number of individuals placed into either interim or permanent housing. Metro's total housing placement goal for this fiscal year is 2,100, which represents a 17% increase over last year's goal of 1,800 total placements. During this quarter, the MDTs enrolled 597 individuals into interim housing and connected 79 individuals to permanent housing. This totals 676 housing placements in quarter two, which is 129% of the Q2 goal.

Multidisciplinary outreach teams are a Countywide effort, led by the Department of Homelessness Services and Housing (HSH). Like Metro MDTs, their County colleagues are charged with connecting people to the HMIS system and have the ultimate goal of connecting people to housing solutions. To gauge effectiveness, HSH provides Metro with outcome comparisons between Metro MDTs and their counterparts. According to HSH data, the collective averages for Metro MDTs are consistently higher than County MDTs. Figure 2 in Attachment A shows comparison data from 2024, 2025, and the current fiscal year.

MDT staff have a variety of housing placement options for both interim and permanent housing. When making connections to housing, teams attempt to prioritize the needs and preferences of everyone they engage with, while balancing the types of housing resources available for referrals. Successful alignment of these factors can be challenging, but MDTs have made strong impacts toward their housing placement goal. So far, this fiscal year, 82% of non-permanent placements were traditional interim housing and recuperative care (58% interim housing & 24% recuperative care). For permanent placements, Metro MDTs have successfully reunited individuals with family or friends, accounting for 63% of placements. Figure 3 and Figure 4 in Attachment A show the breakdown of interim and permanent placements from July 1, 2025, through December 31, 2025.

As a result of sustained outreach efforts, Metro's Point-in-Time count reflects a 39% systemwide reduction in the number of individuals experiencing homelessness over the past two years. Figure 1 in Attachment A shows the quarterly outcomes for the current fiscal year.

Metro engages with riders quarterly through the agency's Pulse Surveys. Addressing homelessness often ranks among the lowest in customer satisfaction, yet it remains a top rider concern. Thanks to ongoing efforts, staff observed consistent improvements in rider satisfaction each quarter. Since 2024, overall satisfaction with Metro's approach to homelessness has increased. Surveys from January 2026 indicate an 8% rise in customer satisfaction related to these efforts.

Metro participates in the regional Leadership Roundtable on Homelessness as part of its broader coordination with county and local partners addressing the homelessness crisis. The Roundtable is primarily focused on developing countywide goals and strategies for consideration by the Executive Committee on Regional Homelessness, with an emphasis on system-level alignment across jurisdictions.

End of Line (EOL) Outreach

HOME deploys swing-shift outreach teams who visit EOL hotspot stations (stations with higher

numbers of PEH) between the hours of 6 pm and 3 am. During these deployments, the teams collect data on the number of PEH exiting the terminating trains, consistent with the data captured in the bi-annual EOL count & survey. Since this data is captured daily and is therefore more representative of EOL stations' activity, it is important to provide it here (and in subsequent reports) for comparison. Figure 5 in Attachment A shows the nightly average number (system nightly average across all EOL hotspot stations is 23) of PEH existing EOL hotspot stations from October 1, 2025, to December 31, 2025.

The HOME team has been engaging with EOL cities to establish partnerships to provide resources for people who shelter on Metro. For example, the city of Pomona provides after-hours beds for Metro MDTs to refer people to when they exit terminating trains. This partnership is essential, as most interim housing beds are unavailable from 7 pm to 7 am. Metro has also established end-of-line beds in North Hollywood, Long Beach, and Central LA (which outreach teams use for all end-of-line stations).

Looking Ahead

Metro MDTs have performed very well in Q1 and Q2, continuing a trend that has shown outcomes continually exceeding expectations year over year. Based on Metro's Point-in-Time count results, the total number of people experiencing homelessness on the rail and busway system declined steadily, from a FY24 range of 1,041-1,092 to 631-684 in FY25. Staff counted again in January 2026 and await the results from LAHSA to determine if the downward trend continues. At the time of this report, the HOME team has received outcome data for the first part of Q3, which continues to look promising. People experiencing homelessness continue to receive housing resources and are enrolled in the HMIS system, helping them connect to safer, more permanent housing solutions.

Metro staff have participated in three San Gabriel Valley COG Committee meetings, particularly around the coordination of homeless outreach efforts at Metro stations within the region. Metro will continue to advance these discussions, with a focus on strengthening all regional partnerships and exploring dedicated housing and shelter resources, including beds specifically designated for Metro clients.

EQUITY PLATFORM

Metro's efforts to address homelessness on the transit system through its homeless outreach program directly benefit unhoused individuals in LA County. Using a multi-layered deployment strategy that combines several departments, Metro strategically engages the most disenfranchised members of the community.

Teams are deployed across the entire rail and busway system, allowing them to outreach to regions with dense populations of people experiencing homelessness. By connecting 9,243 individuals to housing resources since 2018, Metro has improved equitable access to housing for many disenfranchised members of the community. Connecting people with housing resources, mental health services, and other essential interventions positively impacts the overall goal of reducing homelessness across Los Angeles and demonstrates Metro's commitment to providing access to opportunities for disenfranchised populations.

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 provides support for people who seek shelter on Metro. 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.

NEXT STEPS

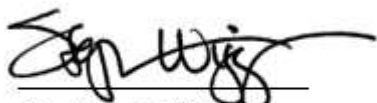
Staff will continue to report quarterly on homeless outreach activity, outcomes and strategic initiatives that address the presence of people experiencing homelessness on Metro's system.

ATTACHMENT

Attachment A - Additional Data

Prepared by: Craig Joyce, Senior Executive Officer, Special Programs, (213) 418-3008
Brittany Mullins, Senior Director, Homeless Outreach Management and Engagement,
(213) 660-7879

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448



Stephanie Wiggins
Chief Executive Officer

Additional Data

Figure 1: Metro MDT Fiscal Year Quarterly Outcomes

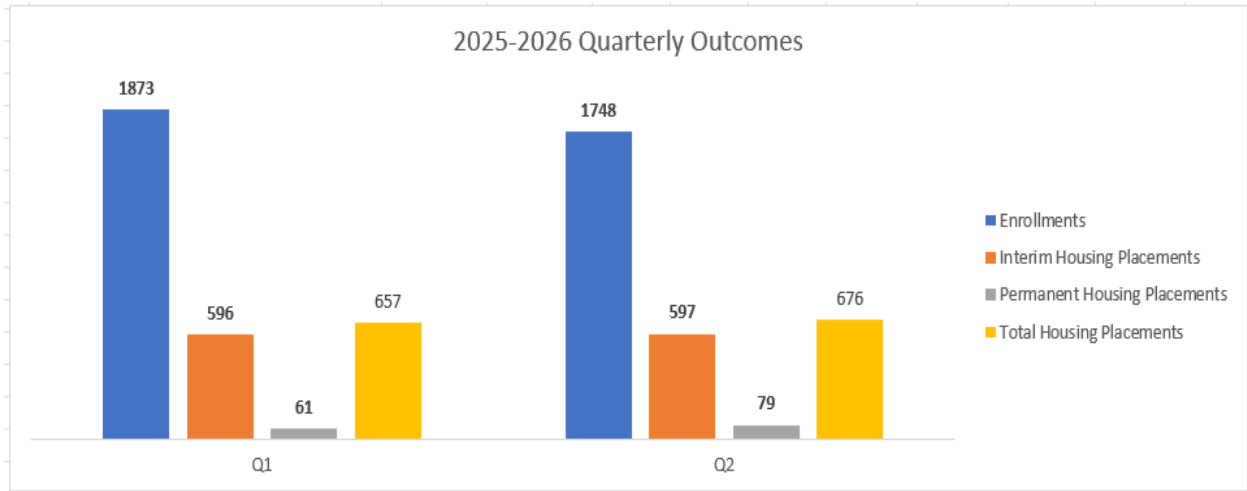


Figure 2: MDT Outcomes Comparison

		METRO MDT	COUNTY MDT	Performance Comparison
2024	INTERIM HOUSING AVG	290	87	233%
	PERMANENT HOUSING AVG	63	22	186%
2025	INTERIM HOUSING AVG	390	107	264%
	PERMANENT HOUSING AVG	62	21	199%
2026	INTERIM HOUSING AVG	264	74	254%
	PERMANENT HOUSING AVG	33	16	110%

Figure 3: Dispersion of Interim Housing Placements

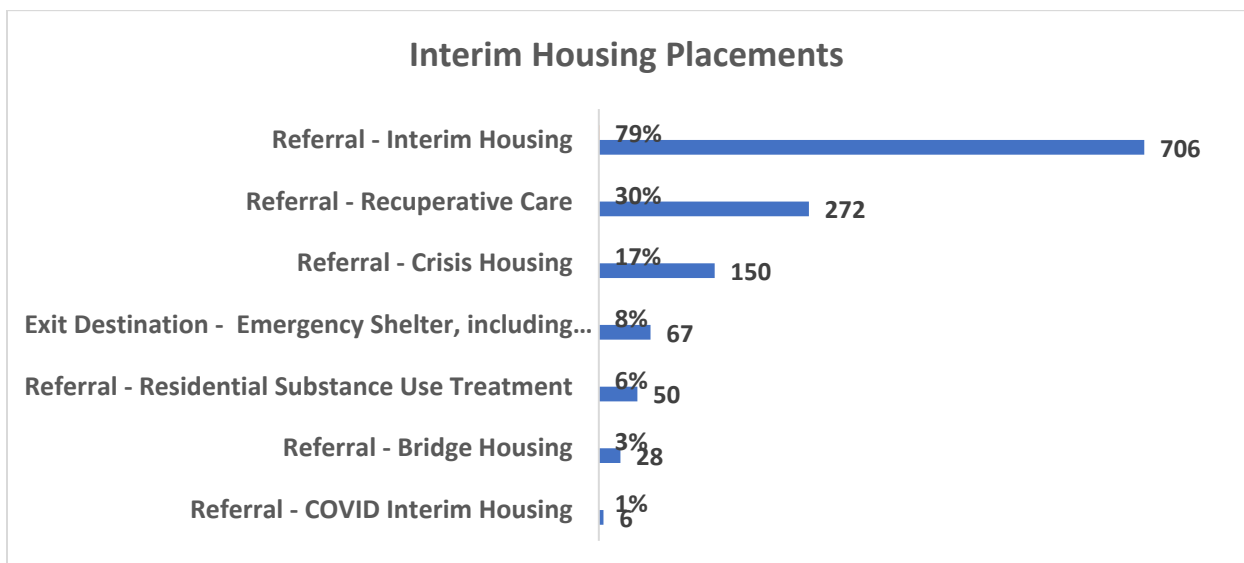


Figure 4: Dispersion of Permanent Housing Placements

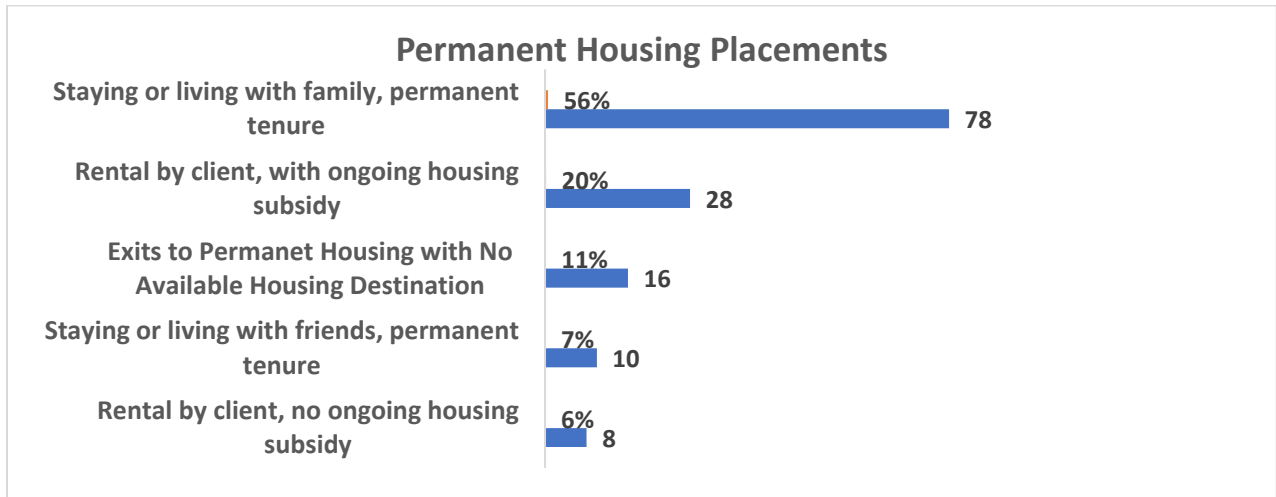


Figure 5: Monthly Average Number of People Exiting Terminating Trains



Metro Homeless
Outreach
Management &
Engagement
(HOME)

Quarterly Report
April 2026



HOME Outreach Teams

- Current staffing and deployment
 - 24 total multidisciplinary teams (MDTs)
 - 23 active, 1 in recruitment
- Deployed across entire rail & busway system seven days/week + 24hr coverage Mon - Fri
- MDTs strategically deployed based on regional knowledge and station data
- 75 Interim beds (all have 24/7 access)



Quarter 2 Performance

Datapoint	Q2 FY25	Q2 FY26
Enrollments	1494	1,748
Interim Housing Placements	615	597
Permanent Housing Placements	113	79
Total Housing Placements	728	676

Quarterly Housing Goal	525
Quarterly Housing Actual	676
% of Quarterly Goal	129%
FY26 Annual Housing Goal	2,100*

****Fiscal Year 2026 Housing Goal increased to 2,100 from FY25 goal of 1,800***

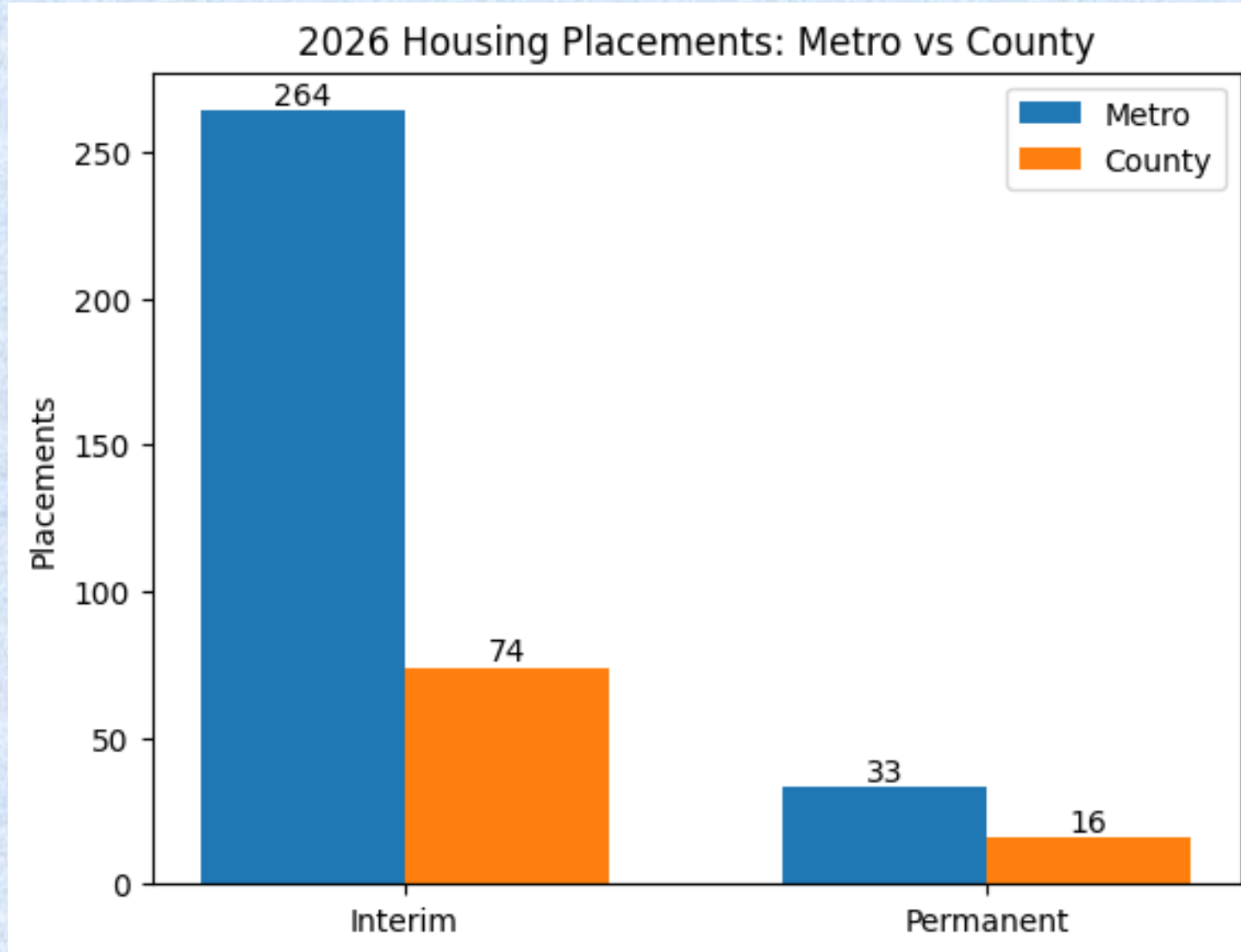
Interim Housing Placement Types:

- Interim Housing (79%)
- Recuperative Care (30%)
- Crisis Housing (17%)
- Emergency Shelter incl. hotel/motel voucher (8%)
- Residential Substance Use Treatment (6%)

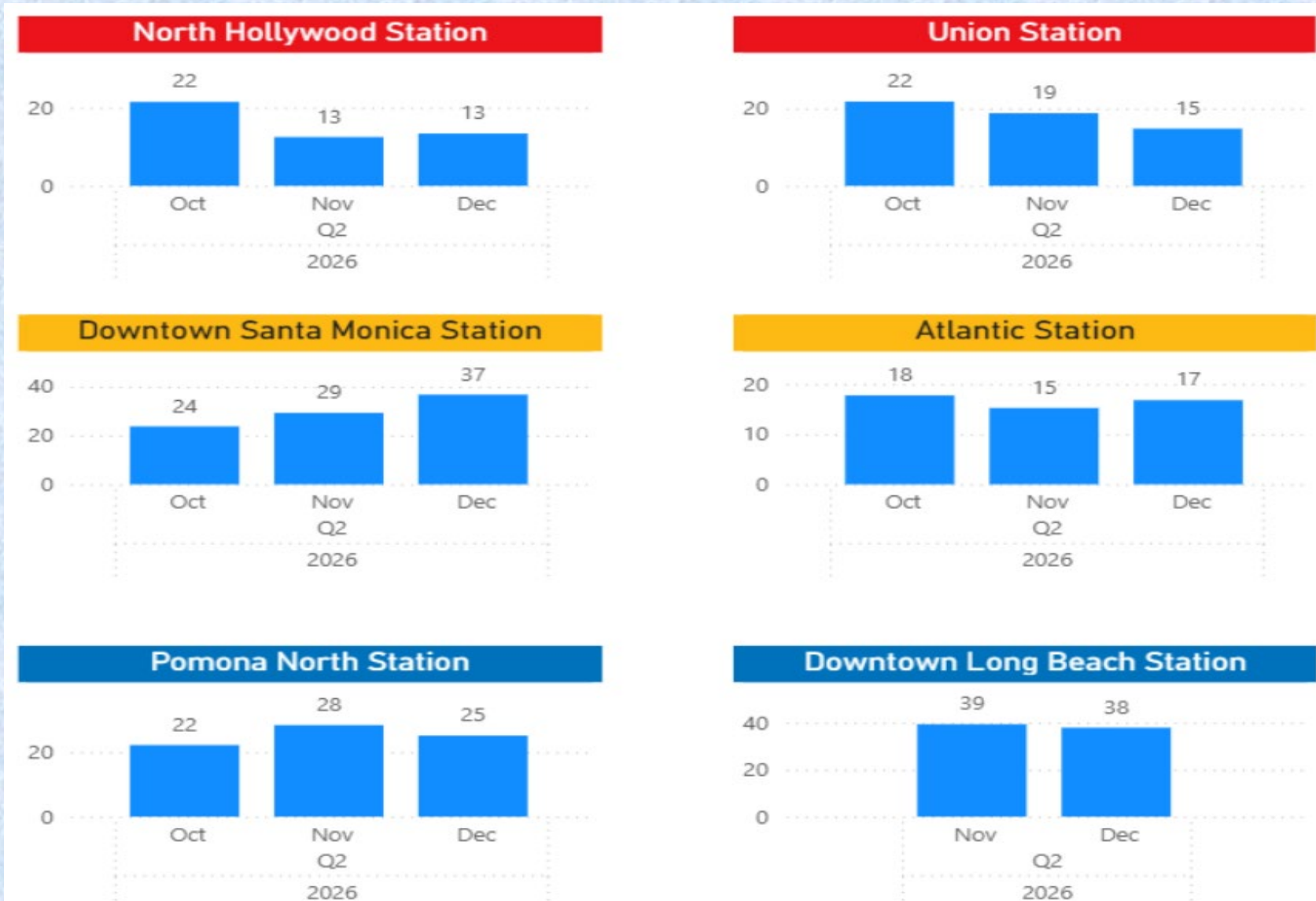
Permanent Housing Placement Types:

- Family Reunification (56%)
- Rental w/ subsidy (20%)
- Permanent placement, unspecified (11%)
- Living w/ Friends, perm tenure (7%)
- Rental without subsidy (6%)

Comparing Housing Connections



FY26 Q2 Swing Shift End of Line Activity



Thank You