

ATTACHMENT A

2026 FEDERAL LEGISLATIVE PROGRAM GOALS

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

Proposed Activities:

In 2026, Metro will continue to advocate for the agency's New Starts transit capital projects to receive funding through the Federal Transit Administration's (FTA) Capital Investment Program (CIG) – working in concert with all relevant stakeholders across Los Angeles County. This work, in part, will include working to ensure that the Southeast Gateway Line Project and other priority transit projects, like the Vermont Bus Rapid Transit Project, are included in the Federal Transit Administration's Fiscal Year 2027 New Starts Report and recommended for federal funding in this report – which will be released early next year in tandem with the President's Fiscal Year 2027 Budget.

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

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility for Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials in the White House, the U.S. Department of Transportation, and Congress to promote and advance the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency and our local, regional and state partners. Specifically, Metro is seeking to have funds for a range of mobility projects and transit services directly related to the Games included in the President's Fiscal Year 2027 Budget. We are also working with a broad coalition of transit agencies and APTA to ensure Congress appropriates funding for transit services set for the 2026 FIFA World Cup venues across the United States, including for the games set to be held at the So-Fi Stadium in Inglewood, California.

GOAL #3: ADVOCATE FOR THE POLICY REFORMS INCLUDED IN METRO'S BOARD-APPROVED USA BUILD INITIATIVE TO BE EMBEDDED IN OUR NATION'S NEXT SURFACE TRANSPORTATION AUTHORIZATION BILL

Proposed Activities:

The historic Bipartisan Infrastructure Law (BIL) (P.L. 117-53) will expire on September 30, 2026. Given our agency's strong and successful track record in providing Congress with policy and funding recommendations related to surface transportation authorization bills, the Metro Board has adopted a list of provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previous Metro initiatives, like the America Fast Forward program, demonstrably improved our ability to draw federal funds to our agency. Our Board-approved USA Build Initiative outlines our agency's support for, among other provisions, a set of reforms to the FTA's CIG Program – which has been essential in funding the expansion of Metro's transit network. We look forward to working with Members of Congress and their professional staff to ensure that the USA Build Initiative's policy proposals are included in the forthcoming surface transportation reauthorization legislation.

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

Proposed Activity:

Continue our agency's leadership in working with the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity for disadvantaged communities. We will continue to support efforts, like the U.S. Department of Transportation's Disadvantaged Business Enterprise program that has historically sought to directly benefit these communities across Los Angeles County.

GOAL #5: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown significantly

under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will continue to work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the MEGA/INFRA Grant Program, RAISE Grant Program, Bus, and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund – among other federal grant opportunities.

GOAL #6: ENGAGE WITH USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Executive Branch continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented in the Federal rulemaking process. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our Board-approved policy goals.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Executive Branch, Congress, and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. In particular, we will work to ensure the next surface transportation reauthorization bill does not diminish these reforms, and, at best, enshrines and advances them. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program and on the communities Metro serves.

GOAL #8: CONTINUE TO ACTIVELY SUPPORT FEDERAL EFFORTS TO ENHANCE TRANSIT OPERATOR SAFETY AND HIGHLIGHT THE SUCCESS OF OUR THREE-PRONGED SAFETY STRATEGY

Proposed Activity:

Continue the agency's leadership in working with the Executive Branch and the Los Angeles County Congressional Delegation to advance federal initiatives to enhance transit operator safety. The current surface transportation authorization measure – the Bipartisan Infrastructure Law - will be expiring in late 2026. This will provide our agency with an opportunity to work with a variety of stakeholders to authorize federal programs to further enhance transit operator safety, as outlined in our Board-approved USA Build Initiative. We will also highlight our agency's successful three-pronged safety strategy; making sure uniformed personnel are visible and engaged; improving access control so that people are only on our system for the purposes of transit, and partnering with Los Angeles County and nonprofit organizations to help people in need on and around our transit system.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Continue efforts to encourage federal support for Metro's Board-approved goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. This facility may also include, but not be limited to, suppliers of rail and bus parts, a rail test track, and a climate-controlled facility for testing purposes.

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

Proposed Activities:

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

GOAL #12: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPPRA in coordination with all relevant state and federal partners;
2. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
3. Work with Metro’s regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
4. Work with the Executive Branch to avoid or mitigate negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;

5. Work to support funding for active transportation such as first/last mile mobility solutions;
6. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
7. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;
8. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
9. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
10. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to improve roadway and rail-related safety measures and the goal of eliminating traffic-related fatalities.

Adoption of this legislative program authorizes Metro's Chief Executive Officer to send correspondence regarding Metro's positions, including but not limited to positions on regulation and legislation. This authorization expressly includes correspondence signed by the majority of Metro Board Members.