

2025 FEDERAL LEGISLATIVE PROGRAM GOALS

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

Proposed Activities:

In 2025, Metro will continue to strongly advocate for our 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 is included in the Federal Transit Administration's Fiscal Year 2026 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 2026 Budget.

GOAL #2: CONTINUE TO WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES – INCLUDING SUPPORT FOR OUR FISCAL YEAR 2026 BUDGET REQUEST

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 the 2028 Olympic and Paralympic Games held in the United States. In coordination with key stakeholders, Metro will continue to work with officials at 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 related to the Games included in the President's Fiscal Year 2026 Budget.

GOAL #3: PREPARE A POLICY DOCUMENT THAT WILL INCLUDE PROPOSED REFORMS AND NEW POLICY INITIATIVES FOR 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, we will prepare a document that will serve to advance provisions to enhance the mobility Metro provides across Los Angeles County through robust Federal assistance and improvements in project delivery. Previously, Metro launched initiatives, like the America Fast Forward program, that demonstrably improved our ability to draw federal funds to our agency. This document will outline our agency's support for maintaining and

in some cases growing BIL funding levels, including advance appropriations. In addition, this document will include 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 a broad range of stakeholders on this policy document, with the goal of presenting our document to members of Congress and their professional staff before the end of calendar year 2025.

GOAL 4#: CONTINUE TO ACTIVELY SUPPORT THE JUSTICE40 INITIATIVE – TO BRING FEDERAL RESOURCES TO PROJECTS SERVING DISADVANTAGED COMMUNITIES ACROSS LOS ANGELES COUNTY

Proposed Activity:

Continue our agency's leadership in working with the Executive Branch and 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 seek to encourage the broad application of Justice40 on federal transportation programs in order 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 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: WORK CLOSELY WITH THE NEXT ADMINISTRATION AND 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 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. 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

Proposed Activity:

Continue our 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. Our agency is currently working to respond to an FTA notice that was published in the Federal Register noting that they are "issuing a General Directive to address the significant and continuing national-level safety risk related to assaults on transit workers." According to the FTA, "the General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to conduct a safety risk assessment, identify safety risk mitigations or strategies, and provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers. Metro will be providing our feedback with respect to the FTA's General Directive, including information related to safety risk assessments, identifying safety risk mitigation and strategies, and detailed information on how the FTA should assess, mitigate, and monitor the safety risk associated with assaults on transit workers. In addition to responding to the FTA's General Directive on transit operator safety, our agency will continue to explore all avenues, with the U.S. Department of Transportation and the U.S. Congress, to enact rules and regulations that will serve to enhance transit operator safety.

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. As part of this work, Metro will work with the appropriate federal agencies, including but not limited to the U.S. Department of Commerce, to secure support for our Center for Transportation Excellence from funding made available through either the Bipartisan Infrastructure Law and/or the CHIPS and Science Act of 2022.

GOAL #11: WORK TO ADVANCE FEDERAL POLICY AND FUNDING OPPORTUNITIES IN SUPPORT OF METRO'S FARELESS SYSTEM INITIATIVE

Proposed Activities:

Continue to be a national leader in advocating for pending legislation that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Staff will work with all relevant stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services across Los Angeles County in any appropriate legislative vehicles during the upcoming 119th Congress.

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 bikeshare and other 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 reach Vision Zero goals of improving safety and 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.