

**Board Report**

File #: 2025-0228, **File Type:** Informational Report**Agenda Number:** 22.

**EXECUTIVE MANAGEMENT COMMITTEE
APRIL 17, 2025****SUBJECT: FEDERAL AND STATE REPORT****ACTION: RECEIVE AND FILE****RECOMMENDATIONS**

RECEIVE AND FILE April 2025 Federal and State Legislative Report.

DISCUSSION

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

Chair Hahn 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 2, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on April 17, 2025. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated monthly.

Continuing Resolution - Fiscal Year 2025

After considerable debate on Capitol Hill, the House and Senate recently moved to adopt a continuing resolution that will keep federal departments and agencies funded through September 30, 2025. Without this spending measure, the federal government would have faced a shutdown - leading the U.S. Department of Transportation - among others - to shutter a significant part of their operations. As a result of the continuing resolution being funded, our agency can expect to receive formula funding levels consistent with the authorized levels in the Bipartisan Infrastructure Law.

Our agency should expect to receive funding for the Westside Purple Line Extension (Section 3), consistent with the Full Funding Grant Agreement we concluded in 2020 with the Federal Transit Administration (FTA). Unfortunately, as a direct result of the continuing resolution being signed into law, all "earmark" requests secured by our agency in FY 2025 spending measures will not be funded.

Metro will once again be submitting several Community Project Funding (CPF) requests this year, like those submitted last year. Specifically, we plan to submit funding requests for the Los Angeles Metro Regional Bus Stop Enhancement Program to members of the Los Angeles County Congressional Delegation for their consideration. The Los Angeles Metro Regional Bus Stop Enhancement Program entails upgrades to bus stop facilities with better bus stop design (reflecting community needs, benches, shade, accessibility, and technology).

Fiscal Year 2026 President's Budget

In the coming weeks, it is anticipated that the Trump Administration will release their Fiscal Year 2026 President's Budget that will include, among many other provisions, the funding recommended for the U.S. Department of Transportation. Metro will carefully review this document - along with the Fiscal Year 2026 New Start Report that is issued concurrently with this document and that outlines how the FTA will spend Capital Investment Grant Program funds for the coming federal fiscal year. We will also be closely reviewing this document to see how much federal funding the Budget will recommend for initiatives - including for mobility - in advance of the 2028 Olympic and Paralympic Games.

Trump Administration Executive Orders/USDOT Order

As noted in last month's report, Metro's Government Relations team is actively engaged with our Los Angeles County Congressional Delegation on the Executive Orders and other actions being taken by the U.S. Department of Transportation (USDOT) on policy matters that could negatively impact the free flow of federal transportation dollars to our agency. Given our longstanding and positive relationship with the USDOT, we are carefully monitoring any actions that may diminish the amount of both formula and discretionary funding that our agency receives on an annual basis.

U.S. Department of Transportation/2028 Olympic and Paralympic Games

Unfortunately, the continuing resolution adopted by Congress last week served to eliminate the \$200 million provision included in the FY2025 Senate Transportation, Housing and Urban Development spending bill for mobility related projects for the upcoming 2028 Olympic and Paralympic Games. We will revisit this provision with members of the Los Angeles County Congressional Delegation as Congress prepares their Fiscal Year 2026 spending bill.

We continue to advance our request that President Trump include \$3.2 billion for mobility projects related to the 2028 Olympic and Paralympic Games in the President's Fiscal Year 2026 White House Budget. This request was formally made by the Board in a letter shared with the President-elect on November 21, 2024.

Los Angeles County Congressional Delegation

Consistent with our standard practice, our agency is actively setting up briefings with Members of Congress and/or their aides to see how our agency can continue to work cooperatively with federal

officials representing Los Angeles County residents in Washington, DC.

Most recently, Metro participated in the LA Area Chamber of Commerce 2025 Access DC Advocacy trip to Washington, D.C. Metro's Government Relations staff participated in a series of meetings with business and civic leaders, including productive conversations with Congressman Jimmy Gomez, Congresswoman Julia Brownley, and senior staffers at the U.S. Department of Transportation.

Staff continues to collaborate with our LA County Congressional Delegation on a variety of subjects, including with respect to federal grants, wildfire assistance, matters related to spending bills for both Fiscal Years 2025 and 2026, and the anticipated Fiscal Year 2026 Budget that will be issued by the White House this Spring.

America's Next Surface Transportation Authorization Bill

Metro's Government Relations team, in concert with other Metro departments, is working to craft a surface transportation authorization document that will outline certain provisions/reforms we would like to see embedded in the next surface transportation authorization bill. The current surface transportation authorization bill, the Bipartisan Infrastructure Law (P.L. 117-59) expires on September 30, 2026. House and Senate committees with jurisdiction over this measure will begin crafting parts of this bill later this year.

Transit Operator Safety

Consistent with our Board-approved 2025 Federal Legislative Program, Metro maintains open lines of communication with the Los Angeles County Congressional Delegation on 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.

Federal Transportation Grants

With the start of the Trump Administration and a new team of leaders set to begin their work at the U.S. Department of Transportation, Metro will aggressively pursue federal grant opportunities to fund Metro projects and initiatives. Consistent with our past practice, we will work closely with members of the Los Angeles County Congressional Delegation and other key stakeholders - like the LA/Orange County Building and Construction Trades Council, the LA Area Chamber of Commerce, among others - to solicit their support for our current and future grant applications.

Conclusion

Chair Hahn and members of the committee, I look forward to expanding on this report at the Executive Management Committee meeting scheduled for April 17, 2025, with any new developments that may occur over the next several weeks.

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

Chair Hahn 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 2, 2025 and will be updated, as appropriate, at the Executive Management Committee on April 17, 2025. 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%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf). [<https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf)

Legislative Update

The following is an update on the status of Metro's sponsored and monitored legislation.

Sponsored Legislation

AB 939 by Assemblymember Nick Schultz (D - Burbank), the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026, has been referred to the Assembly Committee on Transportation, though a hearing has not yet been scheduled. This legislation, sponsored by Metro, originated from Board direction during the December 2024 Board meeting, where staff were directed to explore a transportation bond that would provide agencies with ongoing capital funding from the State. AB 939 would, if passed by the Legislature by a 2/3 vote, be placed on the November 2026 ballot, where it would need a simple majority to pass. If approved, the bond would authorize the issuance of \$20 billion in State General Obligation Bonds to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, grade separations, and other critical safety improvements.

At the March Board of Directors meeting, Metro took an official Support-Work with Author/Sponsor position on AB 1237, by Assemblymember Tina McKinnor (D - Inglewood). AB 1237, as amended on April 1st, would authorize Metro to impose a charge of up to \$5 on the purchaser of a ticket from a ticket vendor to a sporting event in the County of Los Angeles for the 2026 FIFA World Cup. The bill would require Metro to use any revenues collected from that charge to support its transit operations. This bill, as amended, has also expanded to include the Santa Clara Valley Transportation Authority (VTA) as the transportation agency representing the other California venue for the World Cup. The bill is first due to be heard on April 7th in the Assembly Transportation Committee.

Metro is a co-sponsor of SB 71 (Wiener), along with the California Transit Association, the Bay Area Council, and SPUR. SB 71 build upon previous legislation (SB 288, SB 922) by the Senator that expedites bike, pedestrian, light rail, and bus rapid transit projects by exempting these projects from the California Environmental Quality Act (CEQA). SB 71 removes the SB 922 sunset date and clarifies that transit infrastructure maintenance projects, bus shelters and lighting, and shuttle and

ferry service and terminal projects also eligible for the exemption. The bill passed out of the Senate Environmental Quality Committee on March 19th and will be heard by the Senate Transportation Committee on April 8th.

Additional Relevant Legislation

Metro-supported AB 394 by Assemblymember Lori Wilson (D - Suisun City) This bill would strengthen penalties for assaults against all transit employees that currently exist for bus and rail operators only. The bill would also broaden enforcement against trespassing on transit systems, and empower courts to issue prohibition orders restricting access to individuals convicted of violent offenses against transit workers. Metro has continued to utilize all tools at our disposal to ensure greater safety for all, and AB 394 would be another critical tool in our toolbox. The bill will be heard at the Assembly Public Safety Committee on April 1st.

Metro has recently issued a letter of opposition on AB 1070, by Assemblymember Chris Ward (D - San Diego). This bill would require the governing board of a transit district to include 2 additional nonvoting members and 4 alternate nonvoting members, and prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system.

Pursuant to Metro's Board-approved 2025 State Legislative Program Goals, Metro will "Oppose legislation that would seek to restructure the Metro Board of Directors." We oppose any attempt by the State Legislature to change our Board without Metro's input. Additionally, Metro has a number of advisory bodies that contribute to Metro's successes. For example, our Community Advisory Council, Metro Youth Council, and Public Safety Advisory Committee. These committees ensure a great deal of public participation in Metro decision making. Metro Senior Executives also meet regularly with our labor partners, who help elevate frontline worker experiences for action and policy change. Finally, we also believe that any changes to the composition of our Board should be undertaken through a local process, in partnership with LA County stakeholders. For these reasons, Metro has issued a letter of opposition.

SB 220 by Senator Ben Allen (D - Santa Monica) which was previously in intent form that stated that it sought to restructure the Metro Board of Directors, was substantially amended on March 26th. SB 220 now would, beginning on January 1, 2029, expand the Metro Board of Directors to 18 members (including 1 nonvoting gubernatorial appointee) by adding the County Executive of the County of Los Angeles and 3 public members appointed by the County Executive. The bill also expands the Metro Board to include each member of the Board of Supervisors. Pursuant to County Measure G approved by voters in 2024, the Board of Supervisors will be expanding to nine members in 2032. Therefore, the final proposed composition of the Board under SB 220 will eventually reach 22 members. Metro's Board-approved state legislative program states that we will oppose any attempt by the State to change the composition of our Board. Metro contends that any change to the Board should be a locally-driven process. Metro respectfully opposes SB 220 and will work with our partners to communicate this opposition to the Legislature.

First, AB 861 by Assemblymember Jose Luis Solache (D - Lynwood) was introduced on February 19.

This bill would establish the LA Metro Los Angeles Community College GoPass and Student Ambassador Program to promote the use of public transportation by students enrolled at a campus of the Los Angeles Community College District by (1) providing all students with a free transit pass to access the public transportation services provided by Metro, and (2) establishing a student ambassador program within LA Metro where students assist with security, rider assistance, and facility upkeep on LA Metro rail and bus lines serving campuses of the Los Angeles Community College District. The bill would appropriate \$2.5 million from the general fund to the Community College District and Metro to develop and implement the free transit pass program and the student ambassador program. Staff have met with the author and sponsors of this legislation and look forward to working with all parties to ensure that our GoPass program is supported and advanced.

Budget Update

Following the release of the Governor's January budget proposal, the Senate and Assembly budget committees have begun holding hearings regarding the FY 25-26 process, including regarding the transportation budget proposal. The next milestone will be in May with the May Revision to the Governor's budget proposal. Due to the uncertainty surrounding the direct impact of wildfire recovery, along with impacts to tax receipts and deadlines, Metro anticipates that the budget process will extend beyond the June 15 constitutional deadline to pass a budget with subsequent trailer bills through the fall.

On March 12, Metro issued a letter to Legislative leadership that outlines the agency's budget priorities for this year and beyond. The letter emphasizes the need to allocate the remaining SB 125 funds, the support for additional operating funds in the short term, and the need for long-term funding solutions such as the bond proposed in AB 939, and the extension of cap-and-trade. Staff are also in the process of planning the annual Board Advocacy Trip in the spring, to coincide with the next milestones in the budget process.

LA County Legislative Delegation Coordination

Government Relations staff continue to prioritize new member engagement and updating state Senate and Assembly offices on projects and programs relevant to their districts. CEO Wiggins has begun meeting with new members in order to introduce them formally to Metro and gauge their legislative priorities for potential partnerships between the State and our agency. In late March, CEO Wiggins visited Sacramento to both discuss Metro's key budget priorities with legislators, as well as welcome some new Senators and Assemblymembers to the LA Delegation. During the trip, the CEO and staff had the opportunity to discuss Metro's commitment to, among other things, maintaining SB 125 funding with Senators Wiener and Durazo and Assemblymember Bennett, discussing potential partnerships and legislative priorities with new members Senator Strickland and Assemblymembers Elhawary and Michelle Rodriguez, as well as discussing some key projects in Assemblymember Irwin's district. In addition to welcoming Assemblymember Schultz, we also had the opportunity to personally thank him for authoring AB 939, Metro's sponsored \$20 billion transportation bond bill.

EQUITY PLATFORM

Government Relations will continue to work with the Office of Civil Rights, Racial Equity, and Inclusion in reviewing legislation introduced in Sacramento and Washington, DC, to address any equity issues in proposed bills and the budget process.

VEHICLE MILES TRAVELED OUTCOME

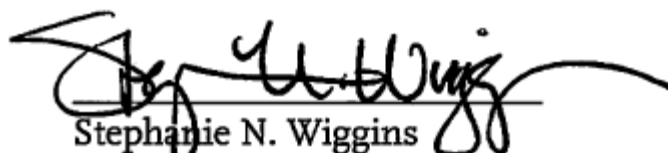
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets 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, Executive Officer, Government Relations, (213) 922-2122
Madeleine Moore, Deputy Executive Officer, Government Relations, (213) 922-4604
Raffi Hamparian, Deputy Executive Officer, Government Relations, (213) 922-3769

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



Stephanie N. Wiggins
Chief Executive Officer