



Metro

Board Report

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

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>

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

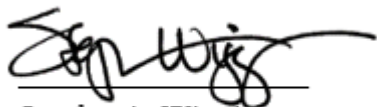
VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets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

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

Stephanie Wiggins
Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
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**