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

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EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: 2027 LEGISLATIVE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING the State and Federal Legislative Report;

B. ADOPTING the proposed 2027 Federal Legislative Program (Attachment A); and

C. ADOPTING the proposed 2027 State Legislative Program (Attachment B).

ISSUE

On an annual basis, the Board adopts a legislative program for the upcoming state legislative and federal congressional sessions, which provides guidance to staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other Board directives, staff will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. Staff will continue to work with the implementing departments within Metro to develop the broader objectives and will seek Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to staff and the agency's advocacy activities in Sacramento and Washington, DC. To achieve these important goals, staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout the region, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/11%20-%20November%

202026%20Legislative%20Matrix.pdf>, updated and presented to the Board on a monthly basis, highlights bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2026 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year.

In addition to constant collaboration with the Board and other internal Metro departments, staff will continue to ensure that legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Association of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2026, Metro continued to be guided by the Board-approved Federal Legislative Program in Washington, DC. Mindful of the Trump Administration's transportation policy priorities and the Republican majorities in both the House and Senate, staff worked in good faith with both the Executive and Legislative Branches to advance Metro's capital projects seeking federal funding, safeguard the flow of federal formula funds to the agency, and promote federal policies that support mobility throughout Los Angeles County.

In advancing the Board-approved Federal Legislative Program over the past year, staff is deeply appreciative of the active and ongoing engagement maintained with all members of the Los Angeles County Congressional Delegation, including our two U.S. Senators, Adam Schiff (D-CA) and Alex Padilla (D-CA). From supporting the agency's federal grant requests and capital projects to advancing transportation spending priorities and addressing regulatory matters with the U.S. Department of Transportation (USDOT), the Los Angeles County Congressional Delegation has remained an important partner in our efforts to advance the Board's federal transportation priorities in Washington, DC.

Metro was active on a number of important matters in Washington, DC throughout 2026 and achieved several significant successes in partnership with the Federal Government.

1. On January 15, 2026, Metro's Board of Directors unanimously called on the Trump Administration, through correspondence to U.S. Department of Transportation Secretary Sean Duffy, to include $2 billion for mobility-related needs associated with the 2028 Olympic and Paralympic Games in the President's Fiscal Year 2027 Budget Request. The agency subsequently worked closely with Congresswoman Sydney Kamlager-Dove, who led a letter signed by more than 35 members of Congress from California supporting this funding request.

2. On February 3, 2026, Congress enacted the Fiscal Year 2026 transportation spending bill, which included important federal funding for Metro's capital projects and programs. The measure provided $149.9 million for the Vermont Bus Rapid Transit (BRT) Project, $2.6 million for the Regional Bus Stop Enhancement Program, and funding for the Southeast Gateway

Line Project. The legislation also included funding for transit safety initiatives and mobility needs associated with the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games.

3. On March 31, 2026, USDOT announced $206 billion in Fiscal Year 2026 transportation funding made available through the Full Year Consolidated Appropriations Act. This included $14.6 billion in federal transit formula funding for transit agencies nationwide, including Metro. The legislation also provided $15 million for safety enhancements at the nation's ten largest transit agencies, of which Metro was allocated $1.2 million to enhance safety across our transit system.

4. In April 2026, following the release of the President's Fiscal Year 2027 Budget Request, which did not include funding for mobility initiatives related to the 2028 Olympic and Paralympic Games, Metro continued its bipartisan engagement with Congress and the Administration to identify opportunities to secure federal support for our agency's Games-related transportation needs. This advocacy built upon the approximately $90 million provided to the region for Games-related mobility efforts through Fiscal Year 2026 appropriations.

5. In May 2026, the House Committee on Transportation and Infrastructure approved the bipartisan BUILD America 250 Act (H.R. 8870) by a vote of 62-2. The legislation proposed approximately $580 billion for highway and rail programs through Fiscal Year 2031, including $87.6 billion in guaranteed Federal Transit Administration contract authority. Consistent with Metro's Board-approved USA Build Initiative, our agency's advocacy secured important provisions in the committee-approved legislation, including increasing the federal funding share for the Expedited Project Delivery Program from 25% to 40%, reducing oversight requirements for experienced grantees, expanding transit project eligibility for MEGA grants, broadening eligible safety and security expenditures, and streamlining the Transportation Infrastructure Finance and Innovation Act (TIFIA) process.

6. On June 11, 2026, Metro hosted U.S. Department of Transportation Secretary Sean Duffy at our Emergency Security and Operations Center to discuss transportation and security plans for the 2026 FIFA World Cup. Secretary Duffy met with Metro leadership, including then-Board Chair Fernando Dutra, CEO Wiggins, and Chief of Police and Emergency Management William Scott. During the visit, Metro outlined its plans to provide direct, nonstop transit service to World Cup matches at SoFi Stadium and expressed appreciation for the $9.6 million in federal funding provided by Congress and allocated by FTA to support World Cup transit services.

7. In June 2026, the House Committee on Appropriations advanced its Fiscal Year 2027 Transportation, Housing, and Urban Development (THUD) spending bill, which included a recommendation of $875 million for transportation assistance related to the 2028 Olympic and Paralympic Games. This important development reflected Metro's continued advocacy with congressional leaders to secure federal support for the world-class mobility plan being developed in partnership with local, regional, and national stakeholders. The funding recommendation remained subject to further congressional action.

8. On July 28, 2026, USDOT approved an $844 million TIFIA loan for Metro's I-105 ExpressLanes Project through the Build America Bureau. This important federal financing approval followed sustained engagement with USDOT leadership and congressional stakeholders, including U.S. Senator Alex Padilla, who raised the project during a June 3, 2026, Senate Environment and Public Works Committee hearing. The low-interest federal loan will help advance this major highway mobility improvement project in Los Angeles County.

9. In August 2026, the Federal Transit Administration awarded Metro $149.9 million through the Capital Investment Grants Small Starts Program for the Vermont Avenue Bus Rapid Transit Project. This award represents the maximum federal funding permitted under the Small Starts Program. Once completed, the 12.4-mile project is projected to serve more than 66,200 daily riders, improve connections to Metro's B, C, D, and E rail lines, and reduce travel times by approximately 24%. The project is also an important component of Metro's transportation plans for the 2028 Olympic and Paralympic Games. Metro is deeply appreciative of the support provided by USDOT, FTA, and members of the Los Angeles County Congressional Delegation in securing this important federal investment.

10. On September 1, 2026, Congress adopted a continuing resolution extending federal government funding and existing surface transportation authorization authorities through December 11, 2026. While the measure provided temporary funding continuity, it did not extend the advance appropriations included in the Infrastructure Investment and Jobs Act, resulting in an anticipated reduction of $4.25 billion annually in federal transit funding nationwide. Metro continued working with congressional leaders to protect federal transportation investments and advance the policy priorities outlined in our Board-approved USA Build Initiative as Congress considered the next surface transportation authorization bill.

11. On September 15, 2026,CEO Wiggins, serving as Co-Chair of the Metropolitan Transit Discussion Group, participated in a Safety and Security Summit in Washington, DC, alongside USDOT Secretary Sean Duffy, Acting FTA Deputy Administrator Matt Cahill, senior Office of Management and Budget officials, and leaders of the nation's largest transit agencies. The summit highlighted advances in public transit safety and security and the economic benefits of federal transit investments. Metro's CEO also engaged with senior congressional leaders to underscore the importance of continued federal support for safe, reliable, and effective public transportation.

12. In October1, 2026, the U.S. Department of Transportation (USDOT) awarded Metro $25 million through the Nationally Significant Multimodal Freight & Highway Projects (INFRA) Grant Program for the State Route 71 Gap Closure Phase 2 Project in the City of Pomona. This important federal investment will help advance the final phase of improvements along the SR-71 corridor, transforming the existing expressway into a full-access controlled facility, closing a critical two-mile gap in the regional high-occupancy vehicle (HOV) network, and improving the movement of people and freight between Los Angeles, Riverside, and San Bernardino Counties. The project will also enhance roadway safety, reduce congestion, and support economic development throughout this nationally significant freight corridor.

13. Throughout 2026, Metro continued to prioritize transit operator safety through engagement

with the Los Angeles County Congressional Delegation and federal transportation policymakers. Our agency supported efforts to strengthen federal protections for transit employees, expand eligible uses of federal transportation funds for safety and security, and advance a people-centered approach to transit safety. These efforts remained closely aligned with our Board-approved Federal Legislative Program and our advocacy related to surface transportation reauthorization.

14. Metro also continued to work closely with members of the Los Angeles County Congressional Delegation and key regional partners, including the Los Angeles/Orange County Building and Construction Trades Council and the Los Angeles Area Chamber of Commerce, to support competitive federal grant applications and advance our agency's capital priorities. These efforts included continued advocacy for the Federal Transit Administration's Capital Investment Grants Program, the Southeast Gateway Line, and other projects that will enhance mobility and improve access to transportation throughout Los Angeles County.

Metro looks forward to continuing to work closely with Congress and the Administration to leverage our local funding to advance transit, highway, safety, and other effective mobility projects throughout Los Angeles County. The agency will remain focused on protecting federal formula funding, advancing the Board-approved USA Build Initiative as Congress considers the next surface transportation authorization bill, and securing the additional federal resources needed to support a world-class mobility experience for the 2028 Olympic and Paralympic Games. These efforts will continue to be guided by our Board-approved Federal Legislative Program and our commitment to improving mobility for the millions of people who live, work, and travel throughout Los Angeles County.

State Recap

During the 2026 State Legislative Session, the California Legislature and Governor Newsom were focused on the cost of living, healthcare, continued wildfire recovery, housing, as well as climate and infrastructure issues. The legislature passed a number of proposals that focused on that state's climate change goals, transportation projects, workforce, artificial intelligence, and funding to support efforts to end homelessness. The following summarizes the 2026 legislative session and Metro's advocacy efforts surrounding the budget and legislation relevant to Metro's projects and programs.

Cap-and-Invest Program

In 2025, the Legislature passed two pieces of legislation that together reauthorized the cap-and-trade program, renaming it cap-and-invest. SB 840 (Limón) and AB 1207 (Irwin) addressed two different components of the program. Together, the bills reauthorized cap-and-invest for an additional 15 years, to 2045, and aim to provide greater certainty in auctions between now and the original expiration date of 2030.

In April of 2026, the California Air Resources Board (CARB) released "*Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms"* for consideration at their next Board meeting. The regulations provide additional emissions allowances in the oil refineries and utilities. The practical result of the proposed regulations would be to reduce funding to the "tier 3" programs in the new cap-and-invest structure, including investments in transit, clean drinking water, and affordable housing.

In late May, after a two-day meeting of CARB, the Board adopted the staff recommended regulations. The final vote was 10-3. Metro staff provided public comment at the meeting, with comments that reflected both of Metro's letters on this issue and urged CARB to vote no on the proposed regulations. The reason Metro and other agencies were stressing a no vote was that the regulations would eliminate funding for key transit programs in the state, threaten the ability to reduce greenhouse gas emissions, and harm some of the most economically vulnerable populations. For Metro alone this would have meant a loss of $50 million yearly in LCTOP funds for operations. Public comment overall was heavily skewed towards opposition of the regulations, with a coalition of transit agencies, affordable housing and some labor unions, other coalitions representing the environmental justice and agricultural communities, and transit riders making opposition comments at a rate of 3-to-1 (roughly 150 opponents to 50 supporters). At the hearing, some Board members raised concerns that mirrored Metro's, but ultimately the Board voted to move forward with adopting the regulations.

Metro staff continued to advocate for the inclusion of additional funding in the state budget process that would account for lost transportation funding caused by the CARB vote. In August, during the final hours of the legislative session, the Legislature passed AB 113 (Gabriel), which made a large number of appropriations in the FY 2026-27 state budget. The appropriations related to transportation are outlined in the state budget update below.

State Budget

Metro staff continued to engage in the budget process through working with members of leadership in the Senate and Assembly, the LA County Delegation, and the incoming gubernatorial administration, in order to ensure that LA County would receive its proportionate share of transportation resources.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year. Facing stronger-than-anticipated cash receipts, the Governor's budget projected a relatively small $2.9 billion deficit. Citing a volatile federal atmosphere, the budget proposal reflects caution by Newsom's administration. As such, the proposed budget does not create any new spending programs. The proposal also allocated $23 billion into the state's reserves.

Regarding transportation, the initial budget maintained the entirety of the one-time transportation investments included in last year's Budget Act, totaling $14.6 billion. This included:

- $7.6 billion for high-priority transit and rail infrastructure projects. A portion of these funds can also be used to support transit operations.
- $4.2 billion Proposition 1A for the High-Speed Rail Authority to continue building the 119-mile Central Valley Segment.
- $1.2 billion for goods movement projects.
- $1.1 billion for Active Transportation Program projects and climate adaptation projects.
- $410 million for the Zero Emission Transit Capital Program.
- $150 million for grade separation projects.

In mid-May, Governor Newsom released his May Revision ("May Revise") to the proposed Fiscal Year 2026-27 budget, based on the latest economic forecasts available to the Governor and his

Department of Finance. Primarily due to higher-than-anticipated capital gains revenues, the May Revise projected $16 billion more in revenue than previously forecast. The Governor proposed using this revenue increase to help address the expected out-year budget deficits. The May Revise did not propose new significant ongoing spending, additionally opting to cut spending by nearly $2 billion.

The May Revise provided no updates on public transit or climate investments relative to January, or news on the previously scheduled appropriations for SB 125. Nor did it provide updated Greenhouse Gas Reduction Fund revenue projections or an updated Cap-and-Invest Expenditure Plan.

In late June, Governor Gavin Newsom, Senate President pro Tempore Monique Limón, and Assembly Speaker Robert Rivas announced a three-party agreement on the State's budget for fiscal year 2026-27. This followed the Legislature's passage of a budget bill on June 15 and met the deadline to have the budget signed before the start of the new fiscal year begins. The budget deal included an additional $5 billion in ongoing revenues raised through extending a tax on healthcare insurers, capping corporate tax credits, and imposing a new sales tax on software. The Governor formally signed the budget on June 29.

The June budget deal did not address the funding issues associated with the Greenhouse Gas Reduction Fund that arose following the May CARB vote.

The 2025-26 California legislative session came to a close at the end of August. As part of their last actions, the Senate and Assembly passed the final budget package for the current fiscal year. The deal included the following transportation-related items:

SB 125 Zero-Emission Transit Capital Program Funding: $230 million. This represents the full missing funding this year for the zero-emission transit funding program created by SB 125. Metro was due to receive $67 million this fiscal year for this program.

Low Carbon Transit Operations Program (LCTOP) Funding: $48 million statewide. This is less than the $198 million maximum statewide that would have been authorized under the Cap-and-Invest program before the May California Air Resources Board (CARB) decision.

Transit and Intercity Rail Capital Program (TIRCP) Funding: $95 million. This is higher than the $76 million that was in the Senate proposal however it is less than the $400 million statewide that would have been authorized under Cap-and-Invest before the May CARB decision.

Transit Funding for Major Events: $20 million. The Legislature allocated up to $20 million in funding to assist transit agencies in preparing and meeting transit needs of major events that occur in California.

This deal was signed into law by Governor Newsom in September.

2028 Olympic and Paralympic Games Advocacy

Advocacy efforts to secure additional funding for capital improvements for the 2028 Olympic and Paralympic Games accelerated this year. Chairs of the Olympic Committees in the Legislature, Senator Ben Allen (D- Pacific Palisades) and Assemblymember Tina McKinnor (D- Los Angeles)

attended the Metro Special Board Meeting on September 17, 2025. Board members had the opportunity to hear from them both regarding the role that the State is playing in preparation for the 2028 Olympic and Paralympic Games. At that meeting, Senator Allen and Assemblymember McKinnor expressed a desire to coordinate more closely with our Board on efforts to secure State funding. To that end, Metro issued a letter in January with a State ask of $379 million for projects related to light rail improvements, wayfinding, mobility hubs, and related infrastructure. This letter formed the basis for the majority of Metro's budget advocacy this year. Though the agency expected to stay focused on this as our only budget ask this year, the May CARB vote to reduce funding to transit programs funded through the Greenhouse Gas Reduction Fund forced Metro to pivot to dual requests. Though no additional funds for the 2028 Games were identified in the June budget process, the final budget deal of the year included $20 million for transit needs related to the Games. Metro looks forward to working with our State partners to access these funds for capital improvements, and will continue related advocacy for additional funds in the first part of the new legislative session.

Legislative Update

In the 2026 legislative session, the advocacy efforts focused heavily on Board-directed State Legislative Program goals, as well as several proposals that would have impacted Metro programs. Metro was an official sponsor of two bills this year. The following is a summary of activities related to the state legislative process for 2026:

In January, SB 220 by Senator Ben Allen (D - Pacific Palisades), a bill concerning restructuring the Metro Board of Directors, was heard in Senate Transportation Committee. Needing eight votes to pass, the bill failed committee on a vote of 7-2-6. SB 220 had been recently amended to delete the modifications to Metro's Board composition and would have instead imposed a date of July 1, 2027, to submit the report which is required by current law. The original version of the bill from 2025 would have modified the actual structure of the Board to include the new County CEO and the expansion of the Board of Supervisors. Metro testified in opposition to every version of the bill, including at the January hearing, asserting it was unnecessary and citing the recent creation of an ad hoc committee established by Chair Dutra that will consider changes to Board composition. No additional proposals related to the Metro Board moved forward this year.

SB 1361, authored Senator Durazo, was Metro's first piece of sponsored legislation. The bill was signed into law by Governor Newsom in late September and will limit cities' abilities to take specified actions against transit projects on the basis of opposition to increased density requirements in 2025's SB 79 (Wiener). These actions include requesting that the transit agency reduce service to that stop so that SB 79 does not apply, condition approval of a project on the basis of the impacts of increased height or density required by SB 79, or withhold support of an application for funding of a transit project on the basis of the additional height or density required by SB 79.

AB 1837 by Assemblymember Mark Gonzalez was co-sponsored by Metro and signed into law in late September. This bill will extend the sunset for transit agencies to use front-facing cameras on buses to capture parking violations in bus-only lanes. Transit agencies will be authorized to use this technology until January 1, 2034, extending the current authorization due to expire in January of 2027.

Other transportation-related bills signed into law this year include:

- **AB 1944 (Lee)** - until January 1, 2032, this bill will establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process.
- **AB 1599 (Ahrens)** - this bill will require CalSTA to create, on or before June 1, 2027, and with input from transit operators, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available seating, and unique identifier, and information on whether the transit stop is sheltered.
- **SB 741 (Blakespear)** - This bill will update and streamline the Low Carbon Transit Operations Program (LCTOP).
- Finally, Metro Government Relations staff also remained engaged on a number of bills throughout the year through coalitions such as the California Transit Association and will continue to do so in the upcoming legislative session.

LA County Delegation Engagement

Metro's State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the members of the Los Angeles County State Assembly and Senate delegation, in support of the Board-adopted Legislative program, Equity Platform, Zero-Emission Bus Plan and LRTP goals. State advocacy efforts will also continue to support Metro's Planning Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also continue to engage in discussions and advocate for state policies and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, reimagined public safety system, and affordable housing.

With the upcoming transition to a new gubernatorial administration, Metro will work proactively to establish relationships with the incoming Governor and key administration officials. These efforts will focus on communicating Metro's priorities, identifying opportunities for collaboration, and ensuring that the agency's transportation, infrastructure, funding, and policy objectives are considered as the new administration establishes its priorities. Metro will continue to engage with state leadership to advance regional transportation goals and strengthen its partnership with the State.

This legislative engagement also includes quarterly legislative roundtables briefings with staff, subregional project briefings, and tours with individual legislators. The legislature will reconvene for the first year of the legislative session on January 4, 2027. Government Relations staff will continue to brief staff and elected officials on Metro priorities and projects during the legislative recess.

In addition to the activities described in the updates above, staff will be working to address a variety of other specific policy issues in the Legislative process, budget process as well as in various administrative processes in Sacramento (the entire 2026 State Legislative Program is outlined in Attachment B).

DETERMINATION OF SAFETY IMPACT

Approval of this item supports funding for safety initiatives and rules and regulations that improve

safety.

EQUITY PLATFORM

Adopting the 2027 State and Federal Legislative Program goals helps Metro advocate for policy changes and investments that support Metro's core riders and disadvantaged communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2027 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA County region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery throughout LA 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.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The adoption of the 2027 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency.

Failure to adopt a legislative program could result in Metro being ill-prepared to address the policy and legislative challenges that will arise during the coming year.

NEXT STEPS

Staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for the Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees, and with officials in the Presidential Administration. Staff will continue to brief staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills.

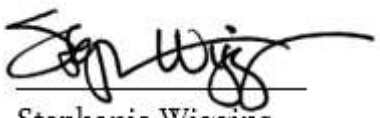
In Sacramento, staff will continue to develop and strategically advance the agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency. Pursuant to the Board adopted Board Advocacy Plan, staff will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

ATTACHMENTS

Attachment A - 2027 Federal Legislative Program
Attachment B - 2027 State Legislative Program

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ATTACHMENT A

2027 FEDERAL LEGISLATIVE PROGRAM GOALS

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

Proposed Activities:

In 2027, 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, such as the Sepulveda Transit Corridor and Eastside Transit Corridor Phase 2, advance through FTA's CIG process. This objective will also include working to ensure that the federal law and guidance that defines CIG project selection and prioritization continues to provide Metro with a level playing field to compete for federal CIG funding. It will further include working with other major transit agencies to advocate for extending the historic transit investments included in the expired surface transportation authorization (P.L 117-53). Staff will also seek opportunities to ensure that federal efforts to streamline infrastructure permitting benefit Metro's capital projects.

GOAL #2: CONTINUE TO WORK WITH THE FEDERAL GOVERNMENT TO SECURE THE FEDERAL FUNDING NECESSARY FOR METRO TO PROVIDE TRANSIT SERVICES FOR 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 Metro's 2028 Games mobility plan. .

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 Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-53) expired 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:

The 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, INCLUDING PERMITTING REFORM

Proposed Activities:

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 MOST RECENT SURFACE TRANSPORTATION AUTHORIZATION (P.L. 117-53)

Proposed Activities:

Work with the Executive Branch, Congress, and other relevant stakeholders to safeguard the reforms included in the expiring surface transportation authorization 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 effort to reauthorize federal surface transportation programs 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 to explore securing federal funding through the All Stations Accessibility Program. 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 PEPRA 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.

11. Work to ensure any federal permitting reform efforts by Congress enable our agency to more efficiently and effectively advance transit project and mobility enhancing infrastructure across LA County.

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.

ATTACHMENT B

2027 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 (2017) for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs;

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1; and

Support the continued appropriation of zero-emission transit capital funding through the SB 125 (2023) program.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;
Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies, or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles; and

Support legislation that protects Metro's authority to collect dedicated local sales tax revenues.

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO'S BOARD- ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs, cap-and-invest legislative discretionary funds, and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS, SUPPORT METRO'S MULTILAYERED APPROACH TO PUBLIC SAFETY, AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system;

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;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Explore legislation that supports Metro's ability to more efficiently implement the Board-approved multi-layered approach to safety and security, including but not limited to increased penalties for operator assaults;

Support legislation that further protects Metro's transportation infrastructure and operations from critical metal theft, including copper wire theft;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as improving the customer experience; and

Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to Enroll members into LIFE upon qualification without undergoing an additional LIFE application and enable social benefit cards to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP-AND-INVEST PROGRAMS

Proposed Activities:

Support legislative proposals that restore funding to the Greenhouse Gas Reduction Fund, following declines caused by May 2026 California Air Resources Board regulatory vote;

Ensure cap-and-invest funds are allocated to transportation, and that Los Angeles County receives a proportionate share;

Support the additional allocation of cap-and-invest funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors; and

Consistent with Goal #12, ensure that the extension of cap-and-invest funds for the California High-Speed Rail Project continues to invest in essential high speed rail projects that provide connectivity and utility in Los Angeles County.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California

Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

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;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs; and

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Support legislation to modernize or restructure the composition and governance of the Metro Board of Directors consistent with Board-adopted policies and actions, and oppose legislation that is inconsistent or conflicts with such actions;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;
Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations; and

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation to align Metro's contracting and procurement authority, including applicable contract thresholds and limits, with state and federal standards to promote consistency, administrative efficiency, flexibility, and the effective delivery of transportation projects and services;
Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations; and

Explore and pursue opportunities to accelerate and reduce costs on Metro projects.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
4. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
5. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
6. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.

7. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.
2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to:

1. Reduce the costs and time to deliver affordable housing;
2. Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
3. Reduce Surplus Land Act impacts to Metro's Joint Development Program;
4. Stabilize and enhance housing affordability in existing communities;
5. Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities.

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Support legislation that would enable Metro and other transit agency joint development project to qualify for streamlining provisions under the California Environmental Quality Act;

Explore legislation that would allow Metro to set aside units in joint development projects with a preference for Metro employees;

Explore legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses;

Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture, Enhanced Infrastructure Financing Districts, or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support allocation of cap-and-invest funds to projects that connect to the High Speed Rail Project in Los Angeles County;

Support legislation that preserves "book-end" funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans' NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO FUND AND IMPLEMENT THE I-710/LONG BEACH-EAST LA CORRIDOR ZERO EMISSION TRUCK PROGRAM AND SECURE

APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION AND OTHER STATE AGENCIES

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

Support funding for projects and programs designed to mitigate impacts (air quality, public health, noise, safety, etc.) on communities adjacent to goods movement infrastructure.

GOAL #14: CONTINUE TO WORK WITH THE GOVERNOR'S OFFICE AND STATE TRANSPORTATION AGENCY TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES COUNTY

Proposed Activities:

Advocate for funding, legislation, and regulation streamlining that helps support mobility projects associated with the Olympic and Paralympic Games in Los Angeles; and

Continue to work with Games Mobility Executives (GME) Partners, the County of Los Angeles, and venue cities to support Metro's Mobility Concept Plan.

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.

Government Relations
2027 State and Federal Legislative Program Summary

Executive Management Committee
November 19, 2026

Metro

2027 Federal Legislative Program Updates

Goal 1 – Federal Support for Metro's Capital Program: Work to secure federal funding for Metro's priority transit projects through the FTA's Capital Investment Grant (CIG) Program, ensure that the FTA's CIG Guidance enhances our ability to secure federal funding for our transit projects, and advocate to extend the forward appropriations included in the 2021 surface transportation authorization (IIJA).

Goal 2 – Olympic and Paralympic Games: Revised to focus on securing federal funding for Metro's 2028 Olympic and Paralympic Games mobility plan, including securing formal White House OMB support for a Congressional appropriation for Games transit.

Goal 3 – USA Build Initiative: Updated to reflect the Infrastructure Investment and Jobs Act's expiration on September 30, 2026, and emphasize incorporating Metro's USA Build Initiative policy reforms into the next surface transportation authorization bill.

Goals #5–8: Updated language to reflect the expiration of the previous surface transportation authorization and the upcoming reauthorization process, while maintaining Metro's priorities for federal discretionary grants, regulatory and permitting reforms, local hiring protections, and transit operator safety.

Metro

2027 State Legislative Program Updates

Goal 6 – added the following: Support legislative proposals that restore funding to the Greenhouse Gas Reduction Fund, following declines caused by May 2026 California Air Resources Board regulatory vote;

Goal 9 – added the following: Support legislation to modernize or restructure the composition and governance of the Metro Board of Directors consistent with Board-adopted policies and actions, and oppose legislation that is inconsistent or conflicts with such actions;

Goal 9 – added the following: Support legislation to align Metro's contracting and procurement authority, including applicable contract thresholds and limits, with state and federal standards to promote consistency, administrative efficiency, flexibility, and the effective delivery of transportation projects and services;

Metro