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3rd Floor, Metro Board Room*

Agenda - Final

Thursday, September 18, 2025

11:00 AM

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(ALSO APPLIES TO BOARD COMMITTEES)

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CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 27 and 28.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 27. SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE** [2025-0599](#)

RECOMMENDATION

ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

Attachments: [Attachment A - Service Policies and Standards Compliance Review FY23-25 Presentation](#)

- 28. SUBJECT: 2025 TITLE VI PROGRAM UPDATE** [2025-0622](#)

RECOMMENDATION

ADOPT Metro's 2025 Title VI Program Update.

Attachments: [Attachment A - FTA Circular 4702.1B](#)
[Attachment B - 2025 Title VI Program Update Presentation](#)

NON-CONSENT

- 29. SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION** [2025-0412](#)

RECOMMENDATION

ADOPT the USA BUILD Initiative (Attachment A) as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

Attachments: [Attachment A - USA Build Initiative Presentation](#)

30. SUBJECT: FEDERAL AND STATE REPORT[2025-0703](#)**RECOMMENDATION**

RECEIVE AND FILE September 2025 Federal and State Legislative Report.

Attachments: [Presentation](#)

31. SUBJECT: HOME QUARTERLY REPORT[2025-0636](#)**RECOMMENDATION**

RECEIVE AND FILE the HOME Quarterly Report.

Attachments: [Attachment A - Additional Data](#)

SUBJECT: GENERAL PUBLIC COMMENT[2025-0755](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION****Adjournment**



Board Report

File #: 2025-0599, File Type: Policy

Agenda Number: 27.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

**SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI
PROGRAM UPDATE**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

ISSUE

The Federal Transit Administration (FTA) requires the Metro Board of Directors to review and approve the service policies and standards compliance monitoring results for Metro bus and rail services every three years as part of the Title VI Program Update.

BACKGROUND

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination in programs that receive federal funding. Section 601 states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

On October 1, 2012, the Federal Transportation Administration (FTA) required transportation agencies to comply with Title VI by adopting policies in accordance with FTA Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients. This requires transportation agencies to monitor the performance of their transit system relative to their system-wide service standards and service policies, and include the results in the Title VI Program update, which is due every three years. These service standards should be followed for the three-year period until the next program update.

DISCUSSION

Metro’s Board of Directors last approved the monitoring results from the Title VI Program Update in September 2022. Since then, there have been minimal changes to Metro’s Service Policies and Standards, as reflected in the 2025 Transit Service Policy that was adopted in July 2025. The Transit

Service Policies and Standards provide guidance for the provision of bus and rail services. The following Metro service standards and policies were reviewed for compliance:

1. Service Availability
2. Classification of Services
3. Headway Standards
4. Loading Standards
5. On-Time Performance Standards
6. Stop Spacing Standards
7. Passenger Amenities Standards
8. Vehicle Assignment Standards

In general, most service standards were in compliance:

- Service availability, rail load standards, passenger amenity standards, and vehicle assignment standards had no issues.
- Bus load factors for the period checked showed five weekday, two Saturday and one Sunday line that slightly exceeded load standard. These issues have been addressed including through running all service more reliably and adjusting trip times or in some cases adding extra trips added where demand remained high in a given time period. The period measured is the busiest during the year.
- Stop spacing standards when strictly measured show 29 of 104 local lines non-compliant with wider than targeted average stop spacing. However, all of these cases of wider stop spacing are acceptable based on allowed exceptions described in the policy such as areas where stops cannot be provided and are not warranted for open space areas, freeway segments, and bridges. Most stops are closer than the maximum spacing in the standard with the cases allowed in the exceptions creating a slightly wider than standard average spacing on those lines. However, the average systemwide stop spacing of 0.24 miles for local lines is within the standard of 0.25 miles.
- Headway standards, for 19 weekday lines and one weekend line were resulting from the exact timing of each trip in the transition into or out of peak period. These will be addressed with individual schedules reviews and as further improvements are made consistent with Metro's NextGen Bus Plan. The vast majority of the time periods reviewed had the target frequency of service met.

However, bus on-time performance, while still in need of overall improvements, saw improved weekday and Saturday results since the last review in 2022 to over 76% weekday and 74% Saturday, though Sunday declined to 74%. Metro Transit Service Delivery is proactively focusing on new efforts to improve bus on-time performance, including additional support for operators with lower on-time performance, as well as additional monitoring for more consistent on-time terminal and yard departures. Most recent data from June 2025 has shown OTP above 80%. New bus lanes and other bus speed and reliability enhancements are also being implemented through the NextGen Bus Plan project to help improve bus service reliability. In addition, bus line schedules are continually reviewed and adjusted to reflect changing run time needs.

DETERMINATION OF SAFETY IMPACT

Service standards include items such as loading standards, on-time performance standards, and passenger amenity standards, which all support a safer operation of Metro transit services.

FINANCIAL IMPACT

Failure to approve the Service Policies and Standards Compliance Review could result in an incomplete Title VI Program Update, which could potentially result in the loss of federal funding.

Impact to Budget

Adoption of the Title VI Equity Policies has no direct impact on Metro's expenditures or revenues. Approval is consistent with the implementation of the service included in the adopted FY2026 Budget.

EQUITY PLATFORM

Title VI sets the minimum federal requirements to prevent discrimination or benefits from being denied to federally protected groups, as noted above. The monitoring of transit service for Title VI purposes meets the federal requirements, as it ensures that Metro's Service Policies and Standards are applied consistently throughout the system. The monitoring also provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal to ensure that impacts on marginalized groups are considered in transportation decisions and service delivery.

Though some progress has been made on weekdays and Saturdays, the bus on-time performance still is being campaigned and recent data shows results above 80% OTP towards the 85.0% standard. Further efforts are continuing to be made by Transit Service Delivery to enhance bus on-time performance, as outlined in the discussion section above. This standard is particularly important for those who rely on Metro buses for access to jobs, education, and services.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it monitors transit services for Title VI purposes to meet federal requirements. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The alternative is to not include the Board-approved Service Policies and Standards Compliance Review. Failure to include Board-approved Service Policies and Standards Compliance Review may result in FTA not concurring with Metro's Title VI Program Update. This alternative is not recommended as it could result in the suspension of federal grants due to non-compliance with civil rights requirements.

NEXT STEPS

Upon Board approval, Metro's Title VI Program Update will be submitted to FTA by the due date of October 1, 2025.

ATTACHMENT

Attachment A - Service Policies and Standards Compliance Review FY23 - FY25

Prepared by: Stewart Chesler, Transportation Planning Manager, (213) 922-2826
Joe Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

Service Policies and Standards Compliance Review FY2023 – FY2025

This is a review of Metro's compliance with specified service standards and policies under the requirements of FTA Circular 4702.1B, Chapter 4, Section 6. The review covers the period of FY2023 through FY2025. The following topics are addressed:

1. Service Availability
2. Classification of Services
3. Headway Standards
4. Loading Standards
5. On-Time Performance Standards
6. Stop Spacing Standards
7. Passenger Amenities Standards
8. Vehicle Assignment Standards

All reviews assess whether Metro has complied with its policies and standards last adopted in FY23, and whether any non-compliance is biased toward minority populations (disparate impact) or low-income households (disproportionate burden).

1. Service Availability

The adopted service availability standard is:

At least 99% of all Census tracts within Metro's service area having at least 3 HH/acre and/or 4 jobs/acre shall be within one-quarter mile of fixed route service (a bus stop or rail station).

Fixed route service provided by other operators may be used to meet this standard. The use of other operator services to meet this standard ensures maximum availability without unnecessary duplication of service.

There are 2,026 tracts within Metro's service area that meet the above thresholds of 3 HH/acre and/or 4 jobs/acre. Only seven of these tracts are not within one-quarter mile of fixed route service. This is a service availability of 99.7% which meets the standard.

Service Area Demographics – Minority Population

	Service Area	Tracts Not Served
Population	8,013,557	23,515
Minority Population	5,919,660	7,183
Minority Share	73.9%	30.5%

Service Area Demographics – Low-Income Households

	Service Area	Tracts Not Served
Households	2,787,766	8,713
Low Income Households	1,285,344	2,506
Low Income Share	46.1%	28.8%

Both the minority population share and low-income household share of the unserved tracts are less than the service area minority population and low-income household shares. Therefore, there is no disparate impact or disproportionate burden created by the unserved areas.

2. Classification of Services

The review of service policies and standards requires a determination of Minority routes and Low-income routes so that a comparison of compliance between Minority and Low-income routes and all routes may be made. If the share of Minority routes meeting a standard is an absolute 5% or more (less than the share of all routes meeting a standard), then a disparate impact on Minority routes has occurred. If the share of Low-income routes meeting a standard is an absolute 5% or more (less than the share of all routes meeting a standard), then a disproportionate burden on Low-income routes has occurred.

FTA has defined a Minority route as having one-third or more of its revenue miles operated in Census areas that exceed the service area minority share of the population. By extension, a Low-income route will have one-third or more of its revenue miles operated in Census areas that exceed the service area low income share of the population.

Metro operates 116 fixed-route bus lines. Of those analysis finds that 84 of these are Minority lines (72%), and 94 are Low-income lines (81%). Both Heavy Rail lines B and D and all four Light Rail lines (A, C, E, K) are Minority and Low-income lines. These definitions were used to stratify compliance levels in the subsequent evaluations.

3. Headway Standards

The adopted bus and rail headway standards are defined as follows and are not to be exceeded by at least 90% of all hourly periods:

Bus Headway Standards		
Service Type	Peak Max.(in min)	Off-Peak Max(in min)
Liner	12	30
Rapid	20	30
Tier 1 (Core)	10	10 - 15
Tier 2 (Convenience)	15	15 - 30
Tier 3 (Connectivity)	30	30 - 60
Tier 4 (Community)	60	60
Tier 5 (Commuter)	Varies	Varies

Rail Headway Standards

Mode	Peak Max. (in min)	Off-Peak Max (in min)
Heavy Rail	10	20
Light Rail	12	20

Compliance determination was calculated by referring to scheduled service in effect as of December 15, 2024, which represents the full implementation of the NextGen Service Plan.

Weekday Headway Compliance - 116 of Bus Lines

	All Lines	Minority Lines Only	Low Income Lines Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	97	68	77	83%	81%	83%
Exceeds Standard	19	16	16			

Saturday Headway Compliance - 110 of Bus Lines

	All Lines	Minority Lines Only	Low Income Lines Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	109	77	86	99%	99%	99%
Exceeds Standard	1	1	1			

Sunday & Holiday Compliance - 110 of Bus Lines

	All Lines	Minority Lines Only	Low Income Lines Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	109	77	86	99%	99%	99%
Exceeds Standard	1	1	1			

Headway compliance is an issue, with a wider actual average scheduled headway (i.e. slightly longer wait between buses) than the target for 19 lines (16%) on weekdays and for one line on weekends. As most of the system is both minority and low-income lines, the percentages that achieve the standard are all within 3% of each other for weekdays, Saturdays, and Sundays/Holidays. Consequently, there are no observations of disparate impacts on minorities and disproportionate burdens on low-income lines since everything is less than the 5% threshold. Overall weekday compliance will improve with further finetuning of resources and scheduling.

4. Loading Standards

The adopted bus and rail passenger loading standards are defined as follows and must not exceed at least 95% of all hourly periods:

Bus Passenger Loading Standards

Service Type	Peak Passengers/Seat	Off-Peak Passengers/Seat
32 FT Bus	1.30	1.30
40 FT Bus	1.30	1.30
45 FT Bus	1.30	1.30
60 FT Bus	1.30	1.30

Rail Passenger Loading Standards

Mode	Peak Passengers/Seat	Off-Peak Passengers/Seat
Heavy Rail	2.30	2.30
Light Rail	1.75	1.75

Although a headway of greater than 60 minutes would be an exception to the headway standards, a loading standard is provided for such services when they occur.

Loading on the bus system is monitored every six months using quarterly APC data for maximum loads at time points. As the most recent bus load standard evaluation was performed using October 2024 through December 2024 data, the samples collected from rail ride checks were compiled for the same three months.

Bus monitoring is more extensive as all buses are equipped with APCs, and data is available for all time points along each bus route for observed maximum loads by trip. Every six months, the most recent quarterly data is evaluated to determine adherence to the adopted standards.

Bus Load Standard Monitoring

Day Type	# Trips	Within Standard	% Compliance
Weekdays	591,114	577,214	97.6%
Saturdays	84,719	83,614	98.7%
Sundays/Holidays	96,537	95,898	99.3%

In reviewing the data for the sampled period, Lines 14, 45, 105, 108, and 166 failed to meet the standard load on weekdays, Lines 62 and 115 failed to meet the standard on Saturdays, and Line 117 failed to meet the standard on Sundays. Other than these exceptions, the rest of the bus system was in conformance with the adopted loading standards. Also, extra trips are added and/or trip times adjusted on any bus line such as those listed above if the load standard has been consistently exceeded, to bring them into compliance.

Heavy rail is based on trip samples collected by schedule checkers. Checkers ride randomly selected cars on randomly selected trips and recording data for boardings and

alightings by station. Over a six-month sliding time frame, this data is aggregated to build a profile of rail ridership. This is the primary source for ridership estimation by day type and line. While only one car is monitored on any given sample trip, whether that car meets the loading standard is a surrogate for whether trains are meeting the standard. Each heavy rail ride check record was processed using Line # (determines mode and applicable # of seats), day type, trip start time (used to categorize weekday trips as peak or off-peak), and maximum accumulated load (calculated from the observations in each check).

Light rail cars are equipped with Automated Passenger Counters (APC). Data collected through use of the APCs is used for the basis of the light rail loading standard.

A rail mode is assumed to comply with the loading standards if 95% of all monitored trips conform to the standards. Data is from the period October 2024 through December 2024 which is the same time frame used for bus monitoring.

Weekday Rail Load Standard Monitoring

	Weekdays		
	# Of Checks/Trips	Within Standard	% Compliance
Heavy Rail	1,076	1,075	100%
Light Rail	65,734	65,688	100%

Weekend Rail Load Standard Monitoring

	Saturday			Sundays & Holidays		
	# Of Checks/Trips	Within Standard	% Compliance	# Of Checks/Trips	Within Standard	% Compliance
Heavy Rail	981	981	100%	969	969	100%
Light Rail	11,224	11,208	100%	13,935	13,935	100%

Both modes met the standard at least 95% of the time, and each line was always found in compliance as well.

5. On-Time Performance Standards

The current on-time performance standards for the system define on-time as no more than one minute early or five minutes late when leaving a time point for bus service and at the end terminal for rail service for arrivals. Buses should be on time at least 85% of the time while heavy rail and light rail service should be on time at least 95% and 90% respectively. The one exception is Line 16 which operated on a headway-based schedule as part of a demonstration program seeing if that is a better way to operate higher frequent service bus line. The pilot period lasted 18 months (June 2023 to December 2024). Findings from the pilot indicated that it did not result in improved reliability (more consistent intervals between buses) overall. Consequently, the pilot was not continued or expanded at this stage.

Rail is currently monitored using HASTUS. Since the bus service is evaluated every six months using quarterly data, the rail evaluation was also performed on data for the months of October 2024 through December 2024.

Weekday Rail On-Time Performance

Mode	Scheduled Trips Sum	Total Delays Sum	On-Time Percentage
Heavy Rail	22,617	37	99.84%
Light Rail	57,143	693	98.79%

Saturday Rail On-Time Performance

Mode	Scheduled Trips Sum	Total Delays Sum	On-Time Percentage
Heavy Rail	4,303	0	100.00%
Light Rail	9,945	37	99.63%

Sundays & Holidays Rail On-Time Performance

Mode	# of Time Point Observations	# of On-Time Observations	On-Time Percentage
Heavy Rail	4,965	1	99.98%
Light Rail	11,665	36	99.69%

The above data shows that on-time performance for both heavy and light rail is very good and consistently exceeds the standard.

However, bus on-time performance is consistently short of the 85% objective. The following observations are based on six months of data from January 2025 through June 2025.

Bus Weekday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	76.7%	76.9%	76.8%
Lines Meeting Standard	6	6	4
Lines Failing Standard	111	79	75
% Meeting Standard	5%	7%	5%

Bus Saturday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	74.6%	75.2%	74.8%
Lines Meeting Standard	7	7	4
Lines Failing Standard	105	78	75
% Meeting Standard	6%	8%	5%

Bus Sunday & Holiday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	74.3%	75.1%	74.8%
Lines Meeting Std	8	12	11
Lines Failing Std	104	66	68
% Meeting Std	7%	15%	14%

On any given day type, non-Minority, non-low income, minority, and low income bus lines exhibit similar on-time percentages. Unfortunately, only a handful of bus lines achieve the 85% on-time standard. However, on-time performance weekdays improved by around 7% and Saturdays improved around 5%, while on-time performance (OTP) on Sundays declined by around 4% for the period surveyed. It is notable that the most recent month in the review period exceeded 80% (June 2025) thanks to Metro Service Delivery campaigning on yard and terminal departures and working to coach and mentor operators with the consistently lowest OTP. Systemwide, bus service does not meet the standard; this includes the combination of all lines, as well the categories of minority lines and low-income lines. Since most of the system is both minority and low-income lines, the percentages that achieve the standard are all within 1% of each other for weekdays, Saturdays, and Sundays/Holidays. Consequently, there are no observations of disparate impacts on minorities and disproportionate burdens on low-income lines because everything is less than the 5% threshold.

Metro also continues to review bus schedules to adjust for adequate scheduled run times and service levels. Further implementation of the NextGen speed and reliability program of new bus lanes is also expected to support improvements in on-time performance.

6. Stop Spacing Standards

The stop spacing standards state the maximum average stop/station spacing in miles by type of service, and that it is not to be exceeded by at least 90% of all routes operated.

Maximum Average Stop/Station Spacing Standards

Service Type	Average Stop Spacing
Heavy Rail	1.50
Light Rail	1.50
Liner	1.25
Rapid	0.75
Commuter (Tier 5)	1.25
Local (Tiers 1- 4)	0.25

Transit Line Average Stop/Station Spacing

Service Type	No. of Lines Meeting Standard	No. of Lines Not Meeting Standard	Service Type Average
Heavy Rail	2	0	0.99 miles
Light Rail	3	1	1.04 miles
Liner	3	0	1.09 miles
Rapid	3	0	0.63 miles
Commuter (Tier 5)	6	0	0.67 miles
Local (Tiers 1- 4)	75	29	0.24 miles

As shown above, one light rail line does not meet the standard. This is the C Line, which has average stop spacing of 1.62 miles, just above the average maximum spacing. Though it exceeds the standard, the spacing is appropriate due to the travel market for the corridor and placement in the middle of a freeway junction (I-105/I-710). Moreover, most of the line was built in 1995 before Metro had established official stop spacing standards.

In terms of local bus lines, 28% of these lines exceed the maximum average stop spacing standard. However, these occur for a number of reasons that are exceptions allowed under the policy. Reasons include:

- long stretches of parking, industrial space, freeway infrastructure, and long street-facing walls;
- greenspace (Lines 62, 120, 125, 128, 154, 161, 179, 232, 235-236, 244, 265, and 296);
- small segments of freeway operation (Line 258);
- long segments of undeveloped or vacant land (Lines 233, 260-261, 266 and 690);
- steep terrain areas with lack of demand (Lines 218, 222, and 233)
- lack of safe pedestrian crossings (Lines 62, 128, 150, 154, 158, 161, 218, 222, 265, and 601);
- lack of ADA-compliant stop locations (Lines 235-236, 237, 244, 268, and 344); or
- stop restrictions per agreement with municipal operators where there is overlapping service (Lines 233 and 344).

Overall, based on allowed exceptions, Metro's bus service is generally compliant with the average stop spacing standard.

7. Passenger Amenities Standards

The standards for passenger amenities for each rail station and off-street bus facility are presented here.

Heavy Rail Passenger Amenities Standards

Amenity	Allocation
Seating	At least 12 seats
Info Displays	At least 12
LED Displays	At least 8 Arrival/Departure screens
TVM's	At least 2
Elevators	At least 2
Escalators	At least 4 (2 up/2 down)
Trash Receptacles	At least 6

Light Rail Passenger Amenities Standards

Amenity	Allocation
Shelters	At least 80 linear feet per bay
Seating	At least 10 seats
Info Displays	At least 10
TVM's	At least 2
Elevators	At least 1 for elevated/underground
Trash Receptacles	At least 2

Bus Passenger Amenities Standards

Amenity	Allocation
Shelters	At least 6 linear feet per bay
Seating	At least 3 seats per bay
Info Displays	At least 3
Elevators	At least 1 for multi-level terminals
Trash Receptacles	At least 1 per 3 bays/2 minimum

This applies to off-street bus facilities serving 4 or more bus lines.

There are no standards for bus stops because apart from painting the curb red and erecting bus stop signage as Metro has no jurisdiction over street furniture or other appurtenances. The latter are controlled by individual cities and often contracted to third parties who support their costs through advertising revenues.

All applicable facilities are in compliance, including all three Regional Connector Stations and the nine K Line Stations that were built since the last review.

8. Vehicle Assignment Standards

Adopted vehicle assignment standards include:

- **Heavy Rail:** Maintained at a single facility

- **Light Rail:** Primarily assigned based on compatibility of vehicle controllers and rail car weight with rail line(s) served. Wherever possible, there are no more than two vehicle types at each facility.
- **Bus:** Assigned to meet vehicle seating requirements for lines served from each facility.

While these standards are consistently applied, Metro has historically looked at the average age of vehicles assigned to each facility to ensure that there are “no extremes” serving any area. This is most applicable to the bus system, but data for rail is provided as well. All information provided on vehicle assignments is as of the end of FY25. Rail Fleet Services considers a rail vehicle to be like new when it undergoes its mid-life modernization program. Consequently, the average age is recalculated for vehicles for these vehicles.

Heavy Rail – Vehicle Age by Facility

Facility	Model	# Active	Average Age (years)
Div. 20 – Los Angeles	Breda A650 Base	26	32.3
	Breda A650 Option	74	26.5
		100	28.0

Light Rail – Vehicle Age by Facility

Facility	Model	# Active	Average Age (years)
Div. 11 – Long Beach	Alstom P2000	52	3.5
	Kinkisharyo P3010	42	6.6
		94	4.9
Div. 14 – Santa Monica	Kinkisharyo P3010	55	8.4
		55	8.4
Div 16 - Westchester	Kinkisharyo P3010	27	7.4
		27	7.4
Div. 21 – Los Angeles	Kinkisharyo P3010	39	8.1
		39	8.1
Div. 22 - Lawndale	Kinkisharyo P3010	27	4.3
		27	4.3
Div. 24 - Monrovia	AnseldoBreda2550Base	50	15.6
	Kinkisharyo P3010	45	6.6
		95	11.3

There are two factors to consider with the light rail assignments. First, the Anseldo Breda 2550 Base vehicles cannot be operated from Division 22 as they are too heavy for the C Line. Second, Rail Fleet Services tries to limit the number of vehicle models to two per rail division to minimize the training and part supply requirements.

Each light rail facility's average vehicle age is between 6 and 13 years which is consistently young to medium for vehicles that should have a 30-year life span. Meanwhile, Breda A650 option heavy rail cars are nearly at the end of their useful life and will be replaced once the new HR4000 vehicles are all delivered by the second half of FY26. Meanwhile, the Breda A650 option vehicles are currently undergoing a mid-life overhaul/modernization program which is expected to extend the life of these vehicles at least five more years.

Bus – Vehicle Age by Facility – Directly Operated

Division	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
1		129	33	21	183	7.9
2		175			175	10.0
3		139	35		174	8.1
5		121		43	164	11.4
7		108	70	23	201	11.4
8		127	26	44	197	7.4
9		152	28		180	7.4
13		44	47	87	178	10.7
15		201		29	230	7.5
18		158	41	23	222	8.8

Bus – Vehicle Age by Facility – Contract

Division	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
95	13	22	11		46	13.1
97	7	68			75	7.8

Bus – Vehicle Age Summary

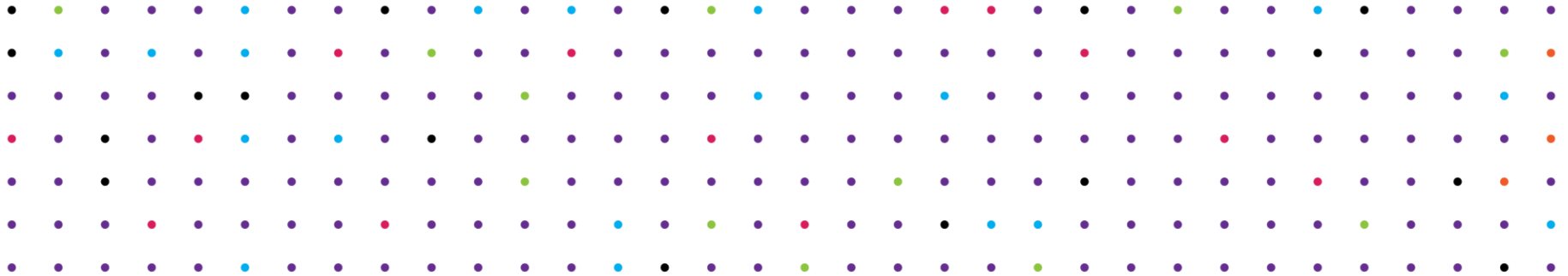
	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
System	20	1,444	291	270	2,205	9.1

The average fleet age by Division ranges from 7.4 years for directly operated Divisions 8 and 9, to 13.1 years for contract-operated Division 95. All average ages are within 4 years of the system average. The useful life for a bus ranges from 12 to 15 years, so, the average age of each division fleet is well within this range, but the buses at Division 95 are eligible for replacement now and buses at Division 2, 7, 8, and 13 will become eligible during the next three-year cycle. In 2019, Division 97 had the oldest average fleet. Consequently, it now has one of the youngest fleets since it was next in line to have its fleet replaced. Within the next few years, the 32-foot and 45-foot buses will be phased out. Then during the next decade, the entire bus fleet will be converted over to battery electric or hydrogen fuel cell buses. Buses for the J Line are being converted now to electric buses while the rest of Metro's bus fleet will begin transitioning by the end of FY27.

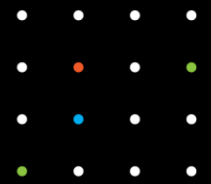
Conclusion

In conclusion, the results of the service monitoring indicate that the adopted systemwide standards are set properly. However, Metro needs to significantly improve the systemwide bus service on-time performance and to a lesser extent, headway compliance on weekdays. On-time performance will improve as more of the NextGen Speed and Reliability Program is implemented and with better service monitoring. Overall weekday compliance will improve with fine tuning of resources and scheduling.

SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE

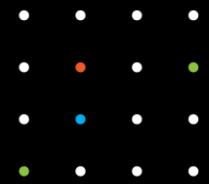


RECOMMENDATION



ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

ISSUE & DISCUSSION



ISSUE

The Federal Transportation Administration (FTA) requires transportation agencies to demonstrate their compliance with Title VI by requiring the governing authority to review and approve service monitoring results to be included in the Title VI Program Update due every three years.

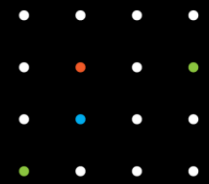
DISCUSSION

Metro is required to submit the results of the monitoring program as well as approval of those results as part of Title VI Program compliance.

Metro's Service Policies and Standards serve as guidance for provision of bus and rail service. The Metro Board last approved the monitoring results in September 2022. There have been minimal changes to Metro's Service Policies and Standards as reflected in the 2025 Transit Service Policy adopted in July 2025.

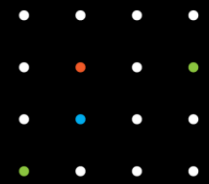


Service Category Standards



- **Service Availability:** At least 99% of Census tracts with at least 3 households/acre and/or 4 jobs/acre within one-quarter mile of fixed route service (bus stop or rail station)
- **Classification of Services:** comparison of compliance between Minority and Low-income routes and all routes
- **Headway Standards:** Maximum headways during peak and off-peak hours by type of service
- **Loading Standards:** Number of peak and off-peak passengers established by vehicle type
- **On-Time Performance (OTP) Standards:** Buses should be at least 85% on time; heavy rail and light rail service should be at least 95% and 90% on-time respectively.
- **Stop Spacing Standards:** maximum average stop/station spacing in miles by type of service, not to be exceeded by at least 90% of all routes operated.
- **Passenger Amenities Standards:** established by type of service (heavy rail, light rail, off-street bus facilities serving 4 or more bus lines:
- **Vehicle Assignment Standards:** average age of heavy rail, light rail, and bus vehicles assigned at each facility

Service Monitoring Results

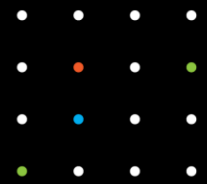


- **Service Availability:** 99.7% which meets the standard.
- **Classification of Services:** Of Metro's 116 fixed-route bus lines, 84 are Minority lines (72%), and 94 are Low-income lines (81%). Both Heavy Rail Lines B and D and all four Light Rail Lines (A, C, E, K) are Minority and Low-income lines.
- **Headway Standards:** Headway compliance is an issue for 19 bus lines (16%) weekdays and one line on weekends. This will be addressed through schedule adjustments and improved frequencies.
- **Loading Standards:** Bus service was 97.6% in compliance weekdays, 98.7% Saturdays, 99.3% Sundays/holidays with adjustments made where demand remained strong. Both Heavy and Light Rail were 100% in compliance.
- **On-Time Performance (OTP) Standards:** Both Heavy and Light Rail consistently exceed the standard; bus OTP improved weekdays to 76% and Saturdays were 74% , up since the 2022 review. Sundays declined to 74%. The Metro Transit Service Delivery team is deploying additional strategies such as more coaching/training for operators and additional management of yard and terminal departures to further improve. Recent months exceeded 80% on the way to the 85% goal.
- **Stop Spacing Standards:** 28% of bus lines did exceed the maximum average stop spacing standard, but these were due to exceptions allowed in the policy such as freeways, bridges, and open spaces.
- **Passenger Amenities Standards:** all applicable facilities are in compliance.
- **Vehicle Assignment Standards:** All average ages are within 4 years of system average.



Metro

Conclusion



Results indicate that the adopted systemwide standards are set properly.

Metro needs to continue to improve the systemwide bus service on-time performance and to a lesser extent, headway compliance on weekdays.

- On-time performance will improve as more of the NextGen Speed and Reliability Program is implemented and better service monitoring.
- Overall weekday compliance will improve with efforts such as managing of operators with low on time performance, managing of terminal and yard on time departures and adjusting schedules based on current travel times.



Board Report

File #: 2025-0622, **File Type:** Program

Agenda Number: 28.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

SUBJECT: 2025 TITLE VI PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro's 2025 Title VI Program Update.

ISSUE

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination based on race, color, and national origin in programs that receive federal funding. The Federal Transit Administration (FTA) requires transportation agencies to demonstrate their compliance with Title VI by submitting a triennial Title VI Program Update in compliance with Title 49 CFR Section 21.9(b) and with FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Attachment A)," issued October 1, 2012. FTA requires the Metro Board of Directors to review and approve the Title VI Program Update prior to its submittal.

BACKGROUND

Section 601 of Title VI of the Civil Rights Act of 1964 (Title VI) states the following: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI sets the minimum federal requirements to prevent discrimination or benefits from being denied to federally protected groups. The Title VI Program Update consists of a report with supporting documentation that provides evidence of the equitable distribution of services, promotion of full and fair participation in public transportation decision-making without regard to race, color, or national origin, and meaningful access to transit-related programs and activities by persons with limited English proficiency. The monitoring of service provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal of ensuring that impacts on marginalized groups are considered in transportation decisions and service delivery. The FTA reviews and concurs with the Title VI Program Update as submitted or requests additional information.

The last Title VI Program Update was submitted on September 29, 2022. Metro's next Title VI Program Update is due on October 1, 2025.

DISCUSSION

Metro updates the Title VI Program every three years through an agency-wide coordination effort. In 2019, Metro established its Title VI Update Planning Committee, which includes representatives from all departments responsible for items needed for the update. The Title VI requirements are incorporated into projects, service and fare changes, and Limited English Proficiency (LEP) tools, and the committee ensures that Metro's Equity Platform always remains at the forefront. Metro will submit a Title VI Program Update that incorporates the requirements set forth in the FTA Circular 4702.1B (Attachment A). Metro, as a fixed route transit provider receiving Federal financial assistance and operating 50 or more fixed route vehicles in peak service, must include in the Title VI Program Update the following thirteen requirements:

1. The Notice to Beneficiaries of their civil rights under Title VI;
2. The development of complaint procedures and a complaint form;
3. A list of all transit-related complaints, investigations, or lawsuits;
4. A Public Participation Plan;
5. Meaningful access to Limited English Proficiency (LEP) persons;
6. Language Assistance Plan;
7. Minority representation on planning and advisory committees;
8. The provision of assistance to and monitoring of subrecipients;
9. Equity evaluations relating to the site and location of facilities;
10. Service standards and system-wide service policies;
11. The collection and reporting of demographic data;
12. The requirement to monitor transit service and report results;
13. The requirement to evaluate service and fare changes following Board adopted policies.

A more detailed description of these requirements can be found in FTA Circular 4702.1B included as Attachment A of this report.

For this submission, Metro incorporated the following changes to the Title VI Program:

- An updated list of Metro's Title VI transit-related complaints, investigations and lawsuits. There were no investigations conducted by external entities during this reporting period and no lawsuits filed against Metro pertaining to Title VI violations during this reporting period.
- An updated Public Participation Plan to include current demographic data on Metro's

stakeholders, public outreach efforts, and activities since the last update of October 2022;

- An updated Language Assistance Plan to include the updated LEP Four Factor Analysis results. The Analysis identified seven languages; however, Metro's customer service integrated voice response system is programmed for ten languages, with over 200 languages available to Metro customers on a regular basis;
- Updated demographic data for participants of Metro's planning and advisory committees to help identify opportunities to include different perspectives that are not yet represented on advisory bodies;
- Updated the Title VI Program due date and status for Metro's subrecipients;
- Provided update to Metro's current Board-adopted service standards and policies;
- Updated demographic data on Metro's stakeholders and distribution of service;
- Documentation of Metro's current Board approved service monitoring program;
- An updated Title VI equity analysis policies. The change to the policies include an increase in the low-income threshold to \$69,350 for a four-member household in Los Angeles County.
- Documentation of the Title VI equity analyses conducted for Metro's fare and major service changes completed since the last Title VI Program submittal.

The Title VI Program Update is presented in Attachment B.

DETERMINATION OF SAFETY IMPACT

The requested action in this report will have no direct impact on the safety of Metro's employees or customers.

FINANCIAL IMPACT

Adoption of the Title VI Program Update has no direct impact on Metro's expenditure or revenues but compliance is a requirement of federal funding. Approval is consistent with the implementation of service included in the adopted FY2026 Budget.

EQUITY PLATFORM

Metro's equity efforts go above and beyond Title VI requirements. However, the Title VI Program focuses on the Title VI protected groups as required by the FTA Title VI Circular for Compliance. The requirement of setting Service Standards, monitoring service, and the adoption of equity analysis policies provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal to ensure that impacts to marginalized groups are considered in transportation decisions and service delivery. The requirement to conduct Service and Fare Equity Analyses

following Metro's Disparate Impact and Disproportionate Burden thresholds ensures that the impacts on minority and low-income populations are evaluated and align with Metro's equity policies.

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.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it ensures compliance with federal requirements under Title VI of the Civil Rights Act of 1964. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable, and trustworthy governance within the Metro organization" by adhering to civil rights requirements mandated by Title VI of the Civil Rights Act of 1964.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the updated Title VI Program but federal regulations require Board approval before submitting to FTA. Failure to include Board approval may result in non-compliance with FTA program requirements and may result in suspension of federal grants by being non-compliant with civil rights requirements.

NEXT STEPS

Once Metro's 2025 Title VI Program Update is approved by Metro's Board of Directors, documentation of the approval will be included in the Title VI Program Update along with all additional approvals and submitted to FTA before the due date of October 1, 2025.

ATTACHMENTS

Attachment A - FTA Circular 4702.1B
Attachment B - 2025 Title VI Program Update

Prepared by: Joanna Lemus, Senior Manager, Civil Rights Programs (213) 922-4067
Benjamin Alcazar, Senior Director, Civil Rights Programs (213) 922-2634
Althea Bovell, Deputy Chief Civil Rights Programs Officer, (213) 418-3168
Joseph Forgiarini, Senior Executive Officer, Service Development (213) 418-3400

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

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

Attachment A

FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*

Document available online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20C%20-%20FTA%20Title%20VI%20Circular%204702.1B.pdf

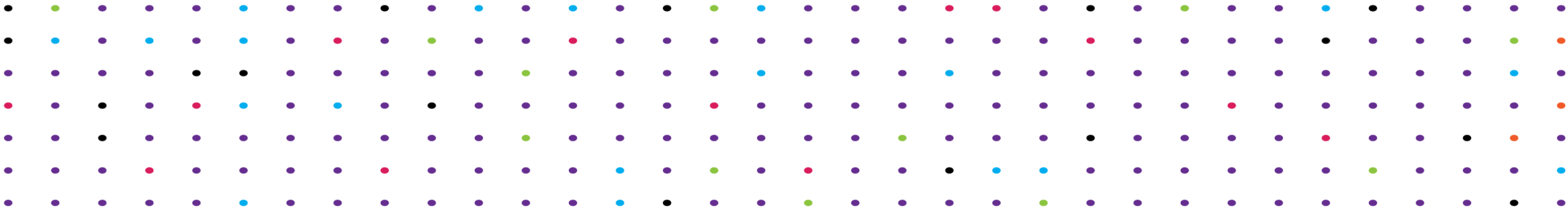
ATTACHMENT B

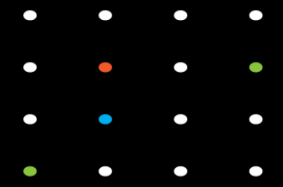
Metro's 2025 Title VI Program Update

Document Available Online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20B%20%E2%80%93%202025%20Title%20VI%20Program%20Update.pdf

2025 Title VI Program Update



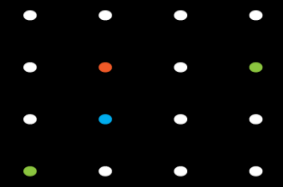


Recommendation: Adopt Metro's 2025 Title VI Program Update

The Federal Transportation Administration (FTA) requires transportation agencies to comply with Title VI by developing and updating a Title VI Program per FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients"

- Metro Board of Directors is required to review and approve the Title VI Program Update every three years prior to submission to FTA.

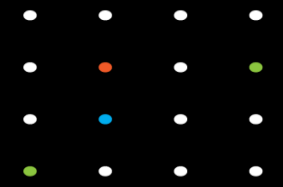
Title VI Program Requirements



Metro as a fixed route transit provider that receives Federal financial assistance and operates 50 or more fixed route vehicles in peak service, must include the following in the Title VI Program Update:

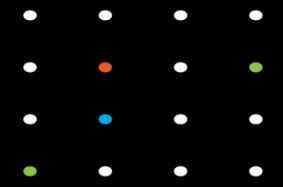
1. Notice to Beneficiaries of their civil rights under Title VI;
2. Complaint procedures and complaint form;
3. List of all transit-related complaints, investigations, or lawsuits;
4. Public Participation Plan;
5. Meaningful access to Limited English Proficiency (LEP) persons;
6. Language Assistance Plan;

Title VI Program Requirements continued



7. Minority representation on planning & advisory committees;
8. The provision of assistance to and monitoring of subrecipients;
9. Equity evaluations relating to the site and location of facilities;
10. Service standards and system-wide service policies;
11. The collection and reporting of demographic data;
12. The requirement to monitor transit service and report results;
13. The requirement to evaluate service and fare changes following Board adopted policies

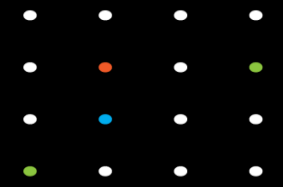
Title VI Program Updates



For this submission, Metro incorporated the following changes to the Title VI Program:

- Updated list of Metro's Title VI transit-related complaints, investigations and lawsuits.
 - No investigations conducted by external entities during this reporting period
 - No lawsuits filed against Metro pertaining to Title VI violations during the reporting period
- Updated the Public Participation Plan, including current demographic data re: Metro stakeholders, public outreach efforts and activities since 2022 submission
- Updated the Language Assistance Plan to include 2025 results of the LEP Four Factor Analysis;
 - The Analysis identified seven languages, however,
 - Ten languages are programmed into the customer integrated voice response system
 - Over 200 languages are made available to Metro customers on a regular basis;

Title VI Program Updates continued



- Updated the demographic data for participants of Metro's planning and advisory committees to identify opportunities to include different perspectives not yet represented in advisory bodies;
- Updated the Title VI Program due dates and status for Metro's subrecipients;
- Provided update to Metro's current Board-adopted service standards and policies;
- Updated demographic data on Metro's stakeholders and distribution of service;
- Provided updated documentation on Metro's service monitoring program;
- Updated the Title VI equity analysis policies. Update included an increase to the low-income threshold to \$69,350 for a four-member household in Los Angeles County.
- Documentation of all Title VI equity analyses conducted for Metro's fare and major services changes completed since the last Title VI Program submission



Metro

Board Report

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

File #: 2025-0412, **File Type:** Federal Legislation / State Legislation (Position)

Agenda Number: 29.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the USA BUILD Initiative (Attachment A) as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

ISSUE

The current surface transportation authorization bill, the BIL, was signed into law by President Biden on November 15, 2021. The BIL expires in less than two years (September 30, 2026). Congress and the Executive Branch are seeking proposals for the next surface transportation authorization bill. Staff have generated the USA BUILD INITIATIVE, which provides detailed information on initiatives Metro would like incorporated into the bill set to be crafted by Congress later this year and next year.

BACKGROUND

Historically, Congress has enacted multi-year surface transportation authorization bills that detail how much and in what manner the federal government will invest in and support the nation's highway and public transportation infrastructure. The most recent surface transportation authorization legislation, the BIL, provided a historic level of investment in both highway and public transportation funding. The BIL is set to expire in September of 2026. Congress has begun the often slow and arduous process of crafting a new bill.

Several key congressional committees will play a critical role in shaping the final bill that will be sent to the President. The House Committee on Transportation and Infrastructure will play a leading role in crafting highway and transit provisions. In the Senate, the work will be primarily divided between two committees, with the Senate Banking Committee holding jurisdiction over transit matters and the Senate Environment and Public Works Committee holding jurisdiction over highway programs. The Senate Commerce Committee will also be involved, given that it has jurisdiction over rail and safety matters.

Two congressional committees will determine how the federal government will finance the next

surface transportation authorization bill. In the House, the House Committee on Ways and Means will craft the finance title for the final bill. In the Senate, the Committee on Finance will do the same. It should be noted that for nearly two decades, surface transportation authorization bills have relied on general fund transfers because the Highway Trust Fund (HTF) has become insolvent. This insolvency is directly tied to the fact that the federal gas tax of 18.4 cent per gallon has not been raised or indexed for inflation since 1993. According to a report issued by the Congressional Research Service, the BIL required “\$118 billion in general fund transfers to the HTF to keep the fund solvent over the life of the act.”

DISCUSSION

Given Metro’s strong and successful track record in providing Congress with policy and funding recommendations related to past surface transportation authorization bills, we look forward to advancing the proposals set forth in the USA BUILD INITIATIVE. These proposals, generated by various departments in the agency, are designed to enhance the mobility Metro provides across Los Angeles County. Previously, Metro launched surface transportation authorization initiatives, like the America Fast Forward and Rebuilding America, that demonstrably improved the ability to draw federal funds for the agency from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and improved the ability to advance Metro’s policy priorities, like reforming federal Local Hire rules. The USA BUILD INITIATIVE outlines the agency’s support for reforming several key federal transportation programs and is consistent with our agency’s Board approved 2025 Federal Legislative Program.

- A. The USA Build Initiative includes proposals to strengthen, reform and streamline the Federal Transit Administration’s (FTA) Capital Investment Grant (CIG) Program and the Expedited Project Delivery (EPD) Pilot Program. The FTA’s CIG and EPD Programs have been essential in funding the expansion of Metro’s transit network. In addition, the USA Build Initiative seeks to bolster the utility of the FTA’s Small Starts Program by boosting the federal share for projects from \$150 million to \$200 million.
- B. The USA Build Initiative seeks to expand opportunities for the USDOT to provide funds for the 2028 Olympic and Paralympic Games, including permitting the Secretary of Transportation to expedite funding and assistance for the Games.
- C. The USA Build Initiative seeks to safeguard the Local Hire reforms made through the Bipartisan Infrastructure Law.
- D. , the USA Build Initiative seeks to increase federal funding for federal transit workforce safety programs.
- E. Given our agency’s national leadership on Workforce Development issues, the USA Build Initiative includes a set of recommendations to bolster federal workforce technical assistance programs and a proposal to include workforce development provisions in forthcoming USDOT

grants.

- F. The USA Build Initiative, consistent with the agency's proposed Center For Transportation Excellence, seeks to secure federal support for the domestic manufacture of bus and rail rolling stock.
- G. Building on the success our agency lead in reforming the Transportation Infrastructure Finance and Innovation Act (TIFIA) program in MAP-21, the USA Build Initiative seeks to achieve further reforms, including making this federal financial tool more friendly for Transit Oriented Development projects.
- H. Given the agency's support for commuter rail services provided by Metrolink, the USA Build Initiative seeks to expand the eligibility of commuter rail providers to secure funding through the Federal Railroad Administration's Federal-State Partnership Grant Program.

Staff looks forward to working with a broad range of stakeholders to build broad and sustained support for the provisions detailed in the USA BUILD INITIATIVE.

DETERMINATION OF SAFETY IMPACT

Given that federal funding is used to enhance our agency's state of good repair programs, along with other safety initiatives (grade-crossings), the failure of Congress and the Executive Branch to adopt a new surface transportation authorization bill would have negative impacts on our agency's safety programs.

FINANCIAL IMPACT

Metro's adopted budget for Fiscal Year 2025 (July 1, 2024, to June 30, 2025) documented that federal funding constituted \$1.2 billion (13.5%) of the annual budget. The failure of Congress to adopt a new surface transportation authorization bill with funding levels at or above the authorized funding levels enacted in the BIL would have a negative impact on Metro's budget and compromise the agency's ability to advance several key work streams and meet our significant regional and local transportation objectives, including major capital projects that rely on federal funding.

Impact to Budget

Federal funding, both formula and discretionary, constitutes an important part of the agency's annual budget. The next surface transportation authorization bill is vital to ensuring the free flow of robust federal funding, both with respect to formula funding and discretionary funding. The bill will set forth the manner in which formula funding is apportioned across the United States, and it will also set the amount of funding set aside for key discretionary grant programs, like the FTA's CIG and EPD Programs

EQUITY PLATFORM

Securing high levels of federal transportation funding allows our agency to continue building capital programs that serve to enhance the mobility and quality of life for the ten million individuals who live, work and commute across Los Angeles County. Specifically, robust federal funding can serve to increase access to places of employment, healthcare centers, commercial facilities, and recreational sites, including but not limited to, community centers, sports venues, and arts and cultural centers.

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.* The projects in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. 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.

Under some project scenarios, an increase in VMT can occur as enhanced transit accessibility stimulates new travel demand, potentially serving as a bridge to more sustainable travel patterns. Conversely, many projects are specifically designed to curb overall vehicle dependence-by providing robust mobility options, increased accessibility, sustainability, and bolstering safety, these initiatives ultimately drive a net reduction in VMT over time.

While individual projects may show variations-a localized rise in VMT in some cases and a decline in others, the comprehensive impact supports our strategic objectives. The suite of projects serves to not only meet current mobility demands but also foster long-term behavioral shifts away from high vehicle usage. Overall, the suite of projects is aligned with our commitment to enhancing transit accessibility, advancing environmental goals, and ensuring public safety. We are confident that this multi-faceted approach will yield a beneficial net effect on VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

ALTERNATIVES CONSIDERED

Staff considered several alternatives in addition to advancing a proposal related to the federal government's next surface transportation authorization bill. Among the most prominent alternatives considered was to end the practice of advancing Metro's own proposal related to the crafting of the next surface transportation authorization bill and instead associate the agency with proposals being

advanced by others, like the American Public Transportation Association (APTA). While staff is committed to continuing our collaborative work with other entities, like APTA and the California Transit Association, staff concluded that Metro is best served by having our own proposal tied to the next surface transportation authorization bill.

NEXT STEPS

Should the Board approve the USA BUILD INITIATIVE, staff will promptly begin sharing the document with appropriate Congressional and Executive Branch officials, and key stakeholders from local, regional and national organizations.

ATTACHMENT

Attachment A - USA BUILD INITIATIVE

Prepared by: Raffi Hamparian, Executive Officer for Federal Affairs (213) 922-3769

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

★ ★ **USA** ★ ★

BUILD INITIATIVE

**Surface Transportation
Authorization Bill**



Metro[®]

Stephanie Wiggins
LA Metro, Chief Executive Officer

Working together, the 119th Congress, the U.S. Department of Transportation, and infrastructure agencies like LA Metro have an opportunity to stimulate America's economy by adopting a bold and creative surface transportation authorization bill to replace the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58).

Such a bill can help rebuild America, while smartly and efficiently creating millions of good paying construction, manufacturing and service jobs. These investments will super-charge our national economy by increasing the ability of people and goods to move safely, quickly, and efficiently into and through their hometowns, their state and across America.

In Los Angeles County, LA Metro is already aggressively advancing its work to strengthen America's economy.

Powered by Measure M¹, LA Metro is making investments that have and will continue to create over 450,000 jobs over the coming decades and will produce an economic output in excess of \$79 billion. These statistics, from the independent and well-respected Los Angeles County Economic Development Corporation, show that there is a smart and sustainable path forward to boldly have the private sector and government agencies, like LA Metro, take the lead in growing America's economic strength for the benefit of all Americans for generations to come.

Metro believes our USA Build Initiative is a practical and reform-minded blueprint for federal officials who are poised to craft our nation's next surface transportation authorization bill. LA Metro believes Congress and the Trump Administration can build on the success of the IIJA through a new surface transportation authorization bill, by maintaining its best elements and reforming other elements to make them more effective. LA Metro supports maintaining the authorized funding levels in the IIJA, with modest increases to reflect inflationary pressures that understandably have a significant impact on building and maintaining America's infrastructure.

Key elements of the USA Build Initiative:

1. Robust federal funding for infrastructure – with American made parts, American sourced materials and American labor
2. Strengthening and streamlining proven and effective federal transportation programs
3. Reforming federal financial tools to build more Transit-Oriented Development
4. Reforming grant programs to recognize the needs of major national events – like the 2028 Olympic and Paralympic Games
5. Strong backing for workforce development programs – including Local Hire programs

The attached document contains specific policy recommendations for the upcoming surface transportation reauthorization effort that would advance these principles.

We believe that the principles embedded in the USA Build Initiative will serve to jump-start efforts to bolster America's infrastructure and create a brighter path forward for all Americans by allowing them to secure their share of the American Dream.

¹Measure M was a sales tax overwhelmingly adopted by Los Angeles County voters in 2016 to provide local resources to LA Metro in order to build infrastructure across LA County, the most populous county in the United States of America. Matched with federal funding – Measure M has served as an effective and efficient resource to enhance mobility for the 10 million residents of LA County.

Table of Contents

Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program	1
EPD Program Recommendation #1 – Federal Share	
CIG Program Recommendation #1 – Federal Share	
CIG Program Recommendation #2 – Project Oversight	
CIG Program Recommendation #3 – Small Starts	
CIG Program Recommendation #4 – Local Match	
Olympic and Paralympic Games	3
2028 Games Recommendation #1 – MEGA Program Eligibility	
2028 Games Recommendation #2 – MEGA Program Prioritization	
2028 Games Recommendation #3 – Transportation Assistance for Olympic Cities	
Local Hire	4
Local Hire Recommendation – Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences	
Transit Worker Safety	5
Transit Worker Safety Recommendation – Expand Federal Transit Worker Safety Provisions	
Workforce Development	6
Workforce Development Recommendation #1 – Revise Federal Share for Local Technical Assistance Programs	
Workforce Development Recommendation #2 – Funding Eligibility	
Workforce Development Recommendation #3 – Report	
Center for Transportation Excellence	7
Center for Transportation Excellence Recommendation #1 – Provide dedicated funding to support domestic rolling stock testing and manufacturing	
Center for Transportation Excellence Recommendation #2 – Increase federal share for procurement of domestically manufactured rolling stock	
Center for Transportation Excellence Recommendation #3 – Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs	
TIFIA Reforms	8
TIFIA Recommendation #1 – Aligning Underwriting with Market Practices	
TIFIA Recommendation #2 – Streamline Process	
TIFIA Recommendation #3 – Align with Categorical Exclusions	
TIFIA Recommendation #4 – Subsidize Underwriting Fees	
Federal-State Partnership Program	9
Federal-State Partnership Program Recommendation – Expand Eligibility to Commuter Rail	



Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program

EPD Program Recommendation #1 – Federal Share

The Expedited Project Delivery pilot program in current law allows the Federal Transit Administration (FTA) to expedite the delivery of CIG projects. Los Angeles Metro is the only grantee that has successfully developed a project under the program and secure a full-funding grant agreement. To encourage other projects to utilize this program and expedite projects, this proposal would increase the available CIG funding share from 25% to 35% for projects in the program.

Increase in federal funding share on EPD Pilot Projects

(a) Section 3005(b)(9)(A) of Fixing America's Surface Transportation Act (P.L. 114-94) is amended by striking "25 percent" and inserting "35 percent."

(b) Section 3005(b)(9)(C) of Fixing America's Surface Transportation Act (P.L. 114-94) is amended by striking "75 percent" and inserting "65 percent."

(c) The amendment made by this Section shall apply to any application for a grant under Section 3005(b) of Fixing America's Surface Transportation Act that is submitted after the date of enactment of this Section.

CIG Program Recommendation #1 – Federal Share

Under current practice, FTA "locks in" the CIG share for a project at the time the recipient seeks approval to enter the engineering phase. This timing means that the CIG share can be fixed several months before actual engineering approval occurs, and prior to the completion of the risk analysis by FTA, which often results in higher project costs. The proposal below would "lock in" the CIG share at the time of actual approval by FTA, after the completion of the risk analysis and other intervening events that could impact project cost.

Timing for determination of New Starts Project Federal Share

(a) Section 5309(d)(2) of title 49, United States Code, is amended by adding the following new subparagraph at the end thereof:

"(C) Determination of Federal Share—The Secretary shall establish the Federal percentage share of the net project cost of a new fixed guideway capital project funded under this Section at the time of the advancement of such project into the engineering phase, following any risk analysis

conducted on the project and reflecting the results of such analysis or other intervening events.”

(b) Section 5309(e)(2) of title 49, United States Code, is amended by adding the following new subparagraph at the end thereof:

“(C) Determination of Federal Share—The Secretary shall establish the Federal percentage share of the net project cost of a new core capacity improvement project funded under this Section at the time of the advancement of such project into the engineering phase, following any risk analysis conducted on the project and reflecting the results of such analysis or other intervening events.”

CIG Program Recommendation #2 – Project Oversight

The CIG process has become an extended multiyear process at FTA, delaying the development and delivery of CIG projects. The proposal below would reduce project oversight for experienced grantees that have demonstrated success in delivering projects in the CIG program and streamline the CIG process.

Reduced project oversight for experienced grantees

(a) Section 5327(d) of title 49, United States Code, is amended by striking “and” at the end of paragraph (2) (B), by striking the period at the end of paragraph (3) and inserting “; and”, and by inserting at the end thereof the following new paragraph:

“(4) a program of reduced and less frequent regular oversight, with semiannual reviews of compliance, for any applicant for funding for a new fixed guideway capital project under Section 5309 if (A) the applicant has entered into two or more full funding grant agreements for new fixed guideway capital projects in the past ten years; (B) the Secretary determines that the applicant has successfully completed, or is in the process of successfully completing, each of such new fixed guideway capital project; and (C) the applicant demonstrates that it satisfies the requirements for expedited technical capacity review set forth in Section 5309(c)(3)(A) and (B).”

(b) The Secretary shall, within 90 days after the date of enactment of this Section, amend the regulations prescribed under Section 5327 of title 49, United States Code, for purposes of implementing the provisions of this Section.

CIG Program Recommendation #3 – Small Starts

The Small Starts program is a critical tool for LA Metro and project sponsors around the country to deliver needed public transportation projects. However, the federal share threshold for projects receiving funding under this program has only grown marginally over the period of the program’s existence. LA Metro recommends increasing the federal share threshold to maximize the utility of this key federal funding tool.

Increase federal share threshold for Small Starts projects

Section 5309(a)(6)(A) of title 49, United States Code, is amended by striking “\$150,000,000” and inserting “\$200,000,000.”

CIG Program Recommendation #4 – Local Match

LA Metro is in full support of the American Public Transportation Association’s (APTA) recommendation to allow expenditures made by project sponsors to fulfill compliance with the National Environmental Policy Act (NEPA), 42 USC 4321 et seq., made prior to projects entering project development, to be counted toward the local match for projects in the CIG Program. This would include expenditures made for NEPA compliance for small starts, new fixed guideway, expedited project delivery and core capacity projects.

Eligibility of NEPA expenditures for CIG Projects

Section 5309(d)(1) of title 49, United States Code, is amended by adding a new subparagraph (D) as follows:

(D) Eligibility of NEPA expenditures—For purposes of new fixed guideway capital projects under this subsection (d), core capacity improvement projects under subsection (e), and small start projects under subsection (h) of Section 5309, and projects under Section 3005(b) of the Fixing America’s Surface Transportation Act, as amended by the Infrastructure Investment and Jobs Act, the expedited project delivery for Capital Investment Grants pilot program, any funds expended by an Applicant prior to entrance into the project development phase shall be eligible for credit toward the local match for the project.



Olympic and Paralympic Games

The 2028 Olympic and Paralympic Games (Games) will be the largest and most spectacular sporting event held in American history. As our nation prepares to host these Games in less than four years, LA Metro is taking on the massive task of working to ensure we have a safe, secure, efficient and accessible transportation network in the Los Angeles mega-region for this global sporting event.

With 12 to 15 million ticketholders projected, these Games will be the largest sporting event held in our nation's history. Effectively delivering a safe, secure, efficient, and accessible mobility system to support these games will require the full support of the federal government, including the development of certain necessary improvements to our transportation infrastructure and the provision of essential transportation services.

While LA Metro is pursuing an ambitious mobility plan for the Games, LA Metro is fully committed, first and foremost, to its existing transit riders. LA Metro is proud to provide transit services to hundreds of thousands of LA County residents daily. It is vitally important to ensure that our work related to the Games does not diminish our current transit services. This is why it is especially important for LA Metro to secure additional federal funds to help ensure that all the efforts LA Metro makes with respect to the Games are additive in nature and do not compromise existing levels of transit services.

2028 Games Recommendation #1 – MEGA Program Eligibility

Eliminate the requirement in the National Infrastructure Project Assistance ("MEGA") Program that public transportation projects must be part of another eligible project to receive assistance under the program.

2028 Games Recommendation #2 – MEGA Program Prioritization

Prioritize funding provided under the National Infrastructure Project Assistance ("MEGA") Program to projects that will support a designated National Special Security Event.

2028 Games Recommendation #3 – Transportation Assistance for Olympic Cities

Update the dates and include S.4348 (117th Cong.), the Transportation Assistance for Olympic Cities Act of 2022, in the surface transportation reauthorization bill.



Local Hire

Traditionally, federal procurement regulations have not permitted agencies, like LA Metro, to require bidders to establish local hiring programs, or to take local hiring directly into account in the bid evaluation process. The historical rationale for this prohibition was that the federal gas tax (18.4 cents per gallon) is collected from around the nation and, therefore, all individuals and companies in the United States should have access to any given project.

LA Metro has held a longstanding policy – as adopted by successive Board-approved Federal Legislative Programs – that federal law was not considering the new reality of how transportation projects are financed, which today, is often through a majority of funds being derived from local dollars. For example, at present and into the future, over 70% of LA Metro's budget for operations and capital projects is and will be funded through tax dollars from LA County residents.

For this reason, dating back to 2011, LA Metro has been a national leader in seeking to reform federal Local Hire prohibitions. This included LA Metro working with key congressional stakeholders to support the Local Hire Act that sought to permit local hiring programs on transportation projects using federal funding. In addition, LA Metro worked successfully to embed language in the Consolidated Appropriations Bill for Fiscal Year 2015 (P.L. 113-235) that explicitly permitted Local Hiring on transportation projects using federal funding. In March

of 2015, LA Metro worked with the U.S. Department of Transportation to launch a Local Hire Pilot Program – which was subsequently extended by a notice published in the Federal Register in 2017, for a period of five years.

As a direct result of LA Metro's leadership in working with the White House and Congress, the IIJA (P.L. 117-58) authorized the use of local, geographic and economic hiring preferences for construction labor in projects funded under the federal transportation programs. Project sponsors no longer need to seek and obtain approval from the U.S. Department of Transportation on a project-by-project basis to exercise such local hiring preferences. With this federal Local Hire provision, LA Metro has moved forward to implement successful local hiring programs on its construction projects.

Local Hire Recommendation – Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences

To maintain existing policy set in the IIJA and encourage additional project sponsors across the nation to adopt local hiring preferences, we propose maintaining Section 25019 of the IIJA, as currently enacted, in the next surface transportation reauthorization bill.

Transit Worker Safety



According to data from the National Transit Database (NTD), assaults on transit workers increased more than 232% between 2014 and 2024. This trend of increasing assaults on transit workers is unacceptable and provides clear evidence of the need for additional local, state and federal actions to protect transit workers who are providing freedom of movement to millions of Americans every day. LA Metro CEO Stephanie Wiggins has consistently emphasized that all transit riders and workers in LA County and more broadly, across America, deserve a safe transit experience. To quote LA Metro's CEO, "nothing we're working on is more important than addressing public safety on our system."

LA Metro has taken decisive steps to enhance the safety of its transit system – for riders and workers. LA Metro has installed improved bus operator barriers on its entire bus fleet to protect our bus operators. Specifications for future bus procurements by LA Metro now include requirements for bus operator compartments to provide more secure, less reflective and more comfortable work areas to reduce the need for retrofitting later. LA Metro has increased law enforcement, LA Metro Transit Security, LA Metro Ambassadors and private security on our system so that people see an engaged and visible presence of uniformed personnel. LA Metro has enhanced access control by stepping up fare inspections, trespasser checks, and installation of taller fare gates and the TAP-to-Exit program. LA Metro has strengthened our partnerships to address societal issues that affect our system. As a result, our system is becoming safer, cleaner and more comfortable for both our employees and our riders.

The IIJA (P.L. 117-58) created a strong framework for transit agencies across the United States to embrace stronger safety and security practices, including mandatory performance measures for transit agencies subject to the Public Transportation Agency Safety Plan regulation to address assaults on transit workers. The FTA has made considerable progress in taking actions to increase frontline transit worker safety to reverse the troubling trend documented by the NTD figure cited above. LA Metro recommends implementing recommendations made by the Transit Advisory Committee for Safety (TRACS, 2022-2024) in its Advancing Rider and Worker Safety Report (Report22-02) on 2/1/24. TRACS report 22-01, includes published recommendations that define best practices to prevent rider and worker assaults and suggests FTA actions for implementing those recommendations. (<https://www.transit.dot.gov/regulations-and-programs/safety/advancing-rider-and-worker-safety-tracs-final-report>)

Transit Worker Safety Recommendation – Expand Federal Transit Worker Safety Provisions

LA Metro encourages Congress to dedicate additional funding (not diminishing existing funds directed towards operations) towards federal transit worker safety activities pursuant to Urbanized Area Formula Grants (Section 5307), State of Good Repair Grants (Section 5337), Grants for Buses and Bus Facilities (Section 5339), and as recommended in TRACS Report 22-01.

Workforce Development



LA Metro is a national leader on workforce development – receiving the APTA Innovation Award for its forward-thinking programs tied to current and future workforce needs. Mindful that over 50% of the transportation industry workforce will be eligible for retirement in the next 10 years – a pace double that of the nation’s entire workforce – LA Metro has invested heavily in several key initiatives designed to highlight and promote transportation as a top-tier career choice. LA Metro is proud to have been a leader to establish, in cooperation with LA County and the SEED Foundation, the SEED School of LA County. The school is the nation’s first public boarding school for grades 9-12 to focus specifically on the future workforce needs of the transportation industry. LA Metro provides students with real world learning opportunities that educate, engage, expose and employ students within the transportation and infrastructure industry. LA Metro also has received national accolades for our LA Metro Career Pathways/ Workforce Initiative Now-Los Angeles (WIN-LA) programs, which increased opportunities for LA County residents, including single parents and former foster care youth. LA Metro’s Room to Work Program provides job opportunities for those transitioning from homelessness. Most recently, LA Metro has taken decisive steps to boost female participation in the construction workforce that is powering the most ambitious transit capital construction program in the United States.

Workforce Development Recommendation #1 – Revise Federal Share for Local Technical Assistance Programs

Change the federal share for local technical assistance programs from 50% to 100% by revising 23 U.S.C. § 504(e)(2) to read as follows:

(2) Federal share—The Federal share of the cost of activities carried out in accordance with this subsection shall be 100%.

Workforce Development Recommendation #2 – Funding Eligibility

LA Metro encourages Congress to amend all federal transportation grant programs to include a permissible 5% eligibility for workforce development activities relevant to each grant program. This will allow each recipient to allocate up to 5% of each grant for critical workforce development activities related to that grant.

Workforce Development Recommendation #3 – Report

LA Metro encourages Congress to require the Secretary to submit a report to Congress that addresses the following: (1) identification of which recipients (both state and local governmental entities) have dedicated federal-aid funds to workforce development activities; (2) description of workforce development activities supported by federal-aid funds; (3) assessment of workforce needs across all aspects of the infrastructure development industry, including but not limited to the planning, design, construction, operations and technology disciplines; and (4) recommend best practices, using real-world examples, of workforce development activities that have been supported by federal-aid funds and which benefit the communities in which these activities occurred.



Center for Transportation Excellence

LA Metro is catalyzing reinvestment in domestic rail and bus car manufacturing through the development of a vehicle testing center, innovation and training center, and proving ground. The project, known as the “Metro Center for Transportation Excellence (MCTE),” will greatly improve the availability of vehicle development and testing, so transportation agencies and operators can reduce costs and accelerate bus and rail vehicle delivery across Los Angeles and the Western United States, where nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next two decades. MCTE will also function to train the next generation of transit operators, mechanics, technicians and engineers, and estimates the creation of approximately 114,000 jobs directly and indirectly in LA County, with the return of full-scale rail manufacturing to the U.S.

Center for Transportation Excellence Recommendation #1 – Provide dedicated funding to support domestic rolling stock testing and manufacturing

We propose that the next surface transportation reauthorization bill include dedicated funding for the development of rollingstock testing and manufacturing facilities. Eligibility requirements to access such funds should include (1) demonstration that recipients have taken tangible steps towards the development of such facilities, such as identifying a suitable site that is viable to accommodate testing and future buildout, and committing non-federal funding, and (2) demonstration that the facility is in proximity to shipping corridors and markets of identified demand for rolling stock.

Center for Transportation Excellence Recommendation #2 – Increase federal share for procurement of domestically manufactured rolling stock

To recognize the important federal interest in the development of rolling stock testing and manufacturing facilities, we propose that the federal share payable for costs related to these activities receive a 90% federal/ 10% non-federal share, across all eligible funding sources.

Center for Transportation Excellence Recommendation #3 – Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs

To provide recipients of federal funding greater flexibility in the future to dedicate such funds towards the Center for Transportation Excellence and similar endeavors, we propose expanding the eligibility of existing federal transportation programs to allow for costs related to development of rolling stock testing and manufacturing facilities. Specifically, this change should be enacted in the Bus and Bus Facilities Program under 49 U.S.C. § 5339 and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program under 49 U.S.C. § 22907. In addition, we propose that the competitive portion of the Bus and Bus Facilities Program under 49 U.S.C. § 5339(b), and the CRISI Program, include set-asides specifically for the purpose of promoting development of rolling stock testing and manufacturing facilities.

TIFIA Reforms



The Bipartisan Infrastructure Law made important reforms to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. LA Metro has been a longstanding supporter of the TIFIA program – working in 2012 with Congress to embed its own initiative to reform the program and ultimately having that provision embedded into MAP-21 under Title 2, Section 2002 – America Fast Forward Financing Innovation Act of 2012. At that time, LA Metro was eager to make the TIFIA program an effective and efficient financial tool for transit projects. Soon thereafter, LA Metro concluded nearly \$2 billion in TIFIA agreements for a range of transit projects, from the Crenshaw/LAX transit project to the Westside Purple Line Extension and the Downtown Regional Connector transit projects.

With the nation's most ambitious Transit Oriented Development (TOD) program, LA Metro would like to see reforms included in the next surface transportation authorization bill that will make the TIFIA program a more practical and efficient tool to use when applied to TOD projects. To date, LA Metro has developed over 2,300 housing units – many of them affordable – at over 15 sites across LA County. In the coming years, LA Metro is planning to grow its portfolio to 10,000 housing units by making 20 new properties available for development – with 5,000 of these units being set aside for low-income households. To meet this ambitious goal, LA Metro would support the following reforms to make the TIFIA program more TOD-friendly.

TIFIA Recommendation #1 – Aligning Underwriting with Market Practices

To align TIFIA financing assistance with the needs of TOD projects, LA Metro proposes that the TIFIA statutory authorization and guidance allow for underwriting processes and credit rating requirements comparable to those required by the market for conventionally financed TOD and real estate development projects. As an

alternative, LA Metro proposes that the TIFIA statutory authorization permit a project sponsor's balance sheet and programmatic revenue streams to backstop a TOD project's financial assistance.

TIFIA Recommendation #2 – Streamline Process

To align TIFIA financing assistance with the needs of TOD projects and to maximize the opportunity of attracting a diverse financing stack, LA Metro proposes that the TIFIA statutory authorization and guidance provide a streamlined process for TOD projects.

TIFIA Recommendation #3 – Align with Categorical Exclusions

Because TOD projects often have environmental impacts more akin to the activities supported by the U.S. Department of Housing and Urban Development (“HUD”) and the U.S. Department of Agriculture (“USDA”), we propose expanding the applicable categorical exclusions for TOD projects to include those categorical exclusions available to HUD and USDA.

TIFIA Recommendation #4 – Subsidize Underwriting Fees

To expand the utility of TIFIA financing assistance to TOD projects, we propose subsidizing the TIFIA loan underwriting fees to allow more typically sized housing projects to apply. By way of background, current TIFIA fees are an impediment to projects with fewer than 400 units.



Federal-State Partnership Program

Commuter rail plays an integral role in the delivery of seamless, cost-effective rail transportation that connects rural and suburban communities within populated regions with economic opportunity and businesses with greater access to the workforce. Commuter rail plays the key connecting system between longer-distance intercity rail and local bus and rail systems that drive ridership into the intercity system, making them more cost-effective and providing more transportation benefit for larger regions and states to leverage federal, regional and local investment. Coordinating investment in the passenger rail system for intercity and commuter service allows for cross-leveraging of funds, increased benefits for all passengers and greater opportunity generated from the investment.

In Southern California, the Metrolink (Southern California Regional Rail Authority, or SCRRA) serves five counties and is the nation's third largest commuter rail operator linking rural, suburban and urban communities along 437 route miles. Regional rail closely parallels congested freeway corridors, providing a high-quality transit alternative that reduces congestion on the freeway system, creating greater capacity and velocity for the movement of people and goods on the freeway system. Metrolink has a strong relationship with the Amtrak/Los Angeles–San Diego–San Luis Obispo Rail Corridor (LOSSAN) system, providing interlined service that connects more population and employment centers to the Intercity Rail system, providing direct benefit to the ridership and economic value of the Intercity Rail system.

The Metrolink system will also play a key role in connecting the planned southern terminus of the Brightline West system with the downtown Los Angeles area through a direct transfer in Rancho Cucamonga. In preparation for the upcoming 2026 FIFA World Cup and Los Angeles 2028 Olympic and Paralympic Games, the Metrolink system will connect the economic opportunity provided in the urban core with employees and visitors from the outlying suburban and rural cities and counties connected to LA County only by Metrolink.

Expanding funding eligibility for commuter rail systems that have direct connection to an intercity rail system will provide opportunity for ridership growth and greater economic benefit provided by existing federal investment in the Intercity Rail system and leverage more funding with state and local funds dedicated to commuter rail system improvements.

Federal-State Partnership Program Recommendation – Expand Eligibility to Commuter Rail

Amend 49 U.S.C. § 24911 to expand eligibility of the Federal-State Partnership Program to “commuter rail passenger transportation” as such term is defined in 49 U.S.C. §24102. This should include expansion of eligible applicants, eligible projects, and all other relevant and conforming changes necessary to allow commuter rail projects and providers to participate in this program.





Surface Transportation Authorization Bill

Executive Management Committee
September 18, 2025

Introduction

Working together, the 119th Congress, the U.S. Department of Transportation, and infrastructure agencies like LA Metro have an opportunity to stimulate America's economy by adopting a bold and creative surface transportation authorization bill to replace the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58).

Such a bill can help rebuild America, while smartly and efficiently creating millions of good paying construction, manufacturing and service jobs.

These investments will super-charge our national economy by increasing the ability of people and goods to move safely, quickly, and efficiently into and through their hometowns, their state and across America.





Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program

- **Federal Share Increase** CIG funding share from 25% to 35% for EPD projects.
- **Federal Share Change** timing for "locking in" federal share of project cost to actual approval by FTA, after risk analysis. Ensures the federal share is set after assessing potential cost impacts.
- **Project Oversight** Reduce oversight for experienced grantees with successful project history.
- **Small Starts**
- **Local Match**
- **Allow NEPA compliance expenditures to count towards local match.**



Olympic and Paralympic Games

- MEGA Program Eligibility
- MEGA Program Prioritization
- Transportation Assistance for Olympic Cities

Local Hire



- **Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences**



Transit Worker Safety

- Expand Federal Transit Worker Safety Provisions



- **Revise Federal Share for Local Technical Assistance Programs**
- **Funding Eligibility**
- **Report**



- **Provide dedicated funding to support domestic rolling stock testing and manufacturing**
- **Increase federal share for procurement of domestically manufactured rolling stock**
- **Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs**



TIFIA Reforms

- **Aligning Underwriting with Market Practices**
- **Streamline Process**
- **Align with Categorical Exclusions**
- **Subsidize Underwriting Fees**

Federal – State Partnership Program



- **Expand Eligibility to Commuter Rail**



Thank You.



Board Report

File #: 2025-0703, File Type: Informational Report

Agenda Number: 30.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

SUBJECT: FEDERAL AND STATE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE September 2025 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 September 3, 2025, and will be updated, as appropriate, at the Executive Management Committee meeting on September 18, 2025. The status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf), which is updated monthly.

U.S. Department of Transportation - 2026 FIFA World Cup / 2028 Olympic and Paralympic Games

With the strong support from Metro's Board of Directors, staff continues to advance our effort to secure federal funding for mobility projects related to the 2028 Olympic and Paralympic Games.

The President's FY26 Budget Request did not include any transportation funding for the 2028 Games. Metro's initial request for this funding was submitted in a letter from the Board to the President-elect on November 21, 2024. Former Chair Hahn shared a follow-up letter (April 2025) to U.S. Department of Transportation Secretary Sean Duffy, reiterating the critical importance of this funding. More recently, the agency has held meetings with senior U.S. Department of Transportation officials to reiterate our request for federal funding tied to the 2028 Games.

Metro staff continues working with the White House, the U.S. Department of Transportation, and key Congressional stakeholders to ensure that the agency's request for federal funding for mobility projects related to the 2028 Olympic and Paralympic Games remains under active consideration for

mobility projects related to the 2028 Olympic and Paralympic Games. Most recently, the U.S. Senate's transportation funding bill for Fiscal Year 2026 included \$68 million in transportation assistance for the 2028 Olympic and Paralympic Games.

The agency has also been working with a national coalition of stakeholders seeking federal funding related to transit services set to be delivered for the 2026 FIFA World Cup Games. The U.S. Senate's transportation funding bill for Fiscal Year 2026 included \$78 million to help domestic host cities for the 2026 FIFA World Cup (Atlanta, Boston, Dallas, Houston, Kansas City, Los Angeles, Miami, New York/New Jersey, Philadelphia, San Francisco/Bay Area, and Seattle) provide transit services for spectators.

Los Angeles County Congressional Delegation

Metro was pleased to see support for several projects in the FY 2026 Community Project Funding (CPF) process. As reported in July of this year, the Los Angeles Metro Regional Bus Stop Enhancement Program was submitted by several House members from across Los Angeles County through the CPF process. Staff will continue to track CPF outcomes and will provide an update once the House Appropriations Committee publicly releases final selections.

Staff is pleased to continue to be fully engaged with District and Washington, DC based staffers for members of the Los Angeles County Congressional Delegation. This work includes, but is not limited to, addressing questions related to Metro's capital projects, initiatives, and operations across Los Angeles County.

America's Next Surface Transportation Authorization Bill

At the Executive Management Committee meeting set to be held on September 18, 2025, Metro's Government Relations team looks forward to presenting the agency's priorities for the upcoming federal surface transportation authorization bill to the Board. This document outlines several policy reforms and provisions that the agency would recommend for inclusion in the nation's next surface transportation authorization legislation. The current surface transportation authorization measure, the Bipartisan Infrastructure Law (P.L. 117-58), is set to expire on September 30, 2026. Congressional committees with jurisdiction over this legislation are expected to begin drafting components of the bill later this year, with the goal of finalizing it in 2026. As with past surface transportation reauthorization measures, Congress has frequently adopted extensions to permit more time for the final bill to be crafted, so achieving a final bill by the Fall of 2026 is aspirational.

Metro has successfully secured key legislative recommendations in past federal transportation bills. Notably, our "America Fast Forward" initiative, which reformed the TIFIA low-interest loan program, was included in MAP-21. More recently, working closely with then-Congresswoman Karen Bass, Metro led the effort to include Local Hire provisions in the Bipartisan Infrastructure Law signed by President Biden in November 2021.

Transit Operator Safety

In alignment with Metro's Board-approved 2025 Federal Legislative Program, we 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 provides an important opportunity to advocate for enhanced protection and

safety measures for transit operators across the country.

Federal Transportation Grants

Metro remains committed to aggressively pursuing competitive federal grants to support a range of transit projects and programs. Most recently, the agency submitted a Bus and Bus Facilities grant and a Low or No Emission grant request for Metro's Division 5. These funds would be used to purchase zero-emissions buses and depot charging stations.

Consistent with ongoing efforts, staff is working closely with the Los Angeles County Congressional Delegation and strategic partners-including the LA/Orange County Building and Construction Trades Council and the Los Angeles Area Chamber of Commerce-to build support for both our current and future grant applications.

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 September 18, 2025.

**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 September 3, 2025, and will be updated, as appropriate, at the Executive Management Committee on September 18, 2025. The status of relevant pending legislation is monitored monthly on the [Metro Government Relations Legislative Matrix](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf). [<https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf>](https://libraryarchives.metro.net/DB_Attachments/9%20-%20September%202025%20-%20LA%20Metro%20Legislative%20Matrix.pdf)

Cap-and-Trade/Cap-and-Invest

The State Legislature returned from summer recess on August 18, and has been focused on the renewal of the cap-and-trade, now cap-and-invest, program. Throughout the year, Metro staff have been actively engaged in advocacy for LA's fair share of cap-and-invest transit funding. The following is an update on Metro's recent advocacy efforts, pursuant to the 2025 Board-approved Legislative Program.

In June, Metro transmitted a letter from the CEO to the Legislature regarding our cap-and-trade priorities as the Senate, Assembly, and the Governor began to seriously consider the program's extension beyond the current 2030 expiration. This letter became the cornerstone of a packet of materials that was hand-delivered to every member of the LA County Delegation. Prior to summer recess, Metro staff met with key members of the Legislature and the entire LA Delegation to discuss Metro's priorities and share these materials. Our advocacy materials include the CEO letter, district

maps of investment from the Transit and Intercity Rail Capital Program, and the projects from the Measure M expenditure plan that Metro plans to complete using state investment in the coming years.

Throughout this advocacy, Metro Senior Executive Officer for Government Relations, Michael Turner, has been Chair of the California Transit Association's cap-and-trade working group, bringing together agencies around the State to speak with one voice on the importance of an equitable extension for meeting the State's climate goals.

In mid-August, the CEOs of Metro, Metrolink, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, Southern California Association of Governments, and Ventura County Transportation Commission issued a joint letter to the California Legislature, outlining key perspectives on reauthorization. This Southern California coalition wanted to ensure that the region was speaking collectively on transportation priorities for 2030 and beyond.

The full letter has four main points:

1. If the Legislature provides long-term, guaranteed minimum funding to high-speed rail, a proportionate share of that funding must be directed to Southern California.
2. Urging the Legislature to maintain or increase the share of cap-and-trade funding directed towards the Transit and Intercity Rail Capital Program (TIRCP).
3. Urging the Legislature to maintain or increase the share of cap-and-trade funding dedicated towards the Low Carbon Transit Operations Program (LCTOP).
4. A request that reauthorization provides a flexible dedicated funding source for regional rail agency operations, a critical tool for meeting the State's climate goals.

Metro staff continues to engage with leadership and the LA County delegation on these priorities as we enter the final weeks of this legislative session. Staff will have a full report at the Executive Management Committee on the results of the negotiations.

On August 28, 30 members of the Los Angeles County legislative delegation signed a letter to Governor Newsom, Assembly Speaker Rivas, and Senate pro Tem McGuire, expressing support for the reauthorization of cap-and-trade/invest and requesting that the State invest \$3.3 billion over the life of the program into LA County Transportation. The letter calls for funding that would support operations to increase bus and rail frequency and improve reliability, fund capital projects, including those that would connect to the future California High-Speed Rail Project, and provide good-paying jobs that support disadvantaged communities. Senator Henry Stern and Assemblymember Tina McKinnor led the joint effort on this critical show of support for LA County transportation as we enter the final weeks of the legislative session. Metro values our partnership with our elected representation in this County as we work towards the same goal - a safer, faster, cleaner transportation system.

Legislative Update

The legislature returned from recess on August 18 and will end the first year of the legislative session on Friday, September 12. The following is an update on the status of Metro's sponsored and monitored legislation. A full report on the outcome of legislation will be available during the Executive Management Committee.

Sponsored Legislation

Metro is a co-sponsor of SB 71 (Wiener), along with the California Transit Association, the Bay Area Council, and SPUR. SB 71 builds 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 are also eligible for the exemption. The bill is currently awaiting a final vote on the Assembly floor.

Additional Relevant Legislation

Metro-supported AB 394 by Assemblymember Lori Wilson (D - Suisun City) passed in the Senate Appropriations Committee on August 29. 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. AB 394 is currently awaiting a final vote on the Senate floor.

LA County Legislative Delegation Coordination

Staff continues prioritizing member engagement and updating state Senate and Assembly offices on projects and programs relevant to their districts. CEO Wiggins has been meeting with members in order to better familiarize them with Metro and gauge their legislative priorities for potential partnerships between the State and our agency.

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

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer



Government Relations Federal and State Affairs Update

Executive Management Committee
September 18, 2025

Federal Affairs Update

- **U.S. Department of Transportation – 2026 FIFA World Cup/2028 Olympic and Paralympic Games**
- **Los Angeles County Congressional Delegation**
- **America's Next Surface Transportation Authorization Bill**
- **Transit Operator Safety**
- **Federal Transportation Grants**

State Affairs Update

- **Cap-and-Invest Update**
- **Legislative Update:**
 - **SB 71 (Wiener)**
 - **AB 394 (Wilson)**



Board Report

File #: 2025-0636, **File Type:** Informational Report

Agenda Number: 31.

EXECUTIVE MANAGEMENT COMMITTEE SEPTEMBER 18, 2025

SUBJECT: HOME QUARTERLY REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the HOME Quarterly Report.

ISSUE

Los Angeles County is experiencing a homelessness crisis, and many unhoused individuals seek shelter on Metro's rail and busway system. Since 2017, Metro has been funding, with operations eligible fund sources, local social service agencies to deploy multidisciplinary teams who engage and deliver resources and services to unhoused riders. In addition, Metro has partnered with local homeless shelters to provide beds for the outreach teams to utilize. This is a report on the status and outcomes of Metro's homeless engagements for the quarter April - June of 2025.

BACKGROUND

Metro continues to fund multidisciplinary teams (MDTs) who perform outreach to people experiencing homelessness (PEH) on Metro's rail and bus systems. Metro began contracting eight MDTs through the LA County Department of Health Services (DHS) in 2017, expanding contracted outreach services to the current operating total of 24 MDTs. The initial eight teams were employed by the community agency People Assisting the Homeless (PATH); Metro now has five additional community agencies who deploy MDTs: Christ Centered Ministries (CCM), HOPICS, LA Family Housing, Union Station Homeless Services, and Helpline Youth Counseling.

Metro has made notable progress in addressing homelessness on Metro's rail and busway systems since 2017 through the expansion of MDT outreach, increased access to housing resources, and improved partnerships with City, County, and Community partners. Metro MDTs focus on engaging individuals and connecting them to housing and other services and are deployed across the entire rail and bus system seven days a week, with 24-hour coverage Monday through Friday. The six community agencies that deploy the 24 MDTs are based in different areas of LA County and are strategically assigned to segments of the Metro system located in their regions.

In addition to MDT outreach, Metro currently funds, with operations eligible fund sources, a total of 45

interim housing beds through LA County DHS. These beds, located in Central Los Angeles and the San Fernando Valley, are reserved for MDTs to directly refer the people they serve. Metro MDTs also have access to 25 beds through partnerships with the LA County Chief Executive Office Homeless Initiative (LA CEO-HI) and the Los Angeles Homeless Services Agency (LAHSA). Through a partnership with LA CEO-HI and National Healthcare & Housing Advisors (NHHA), a 6-month pilot program for 10 beds in Long Beach was executed on January 1, 2025. Supervisory District Four has agreed to continue funding these beds through June 2026 to ensure resources remain available at the A line end of line station.

Since 2023, Metro has increased the number of interim housing resources from 25 to the current total of 80. These beds provide occupants with access to a wide range of resources and programming that address a variety of client needs. All beds are required to provide 24-hour access, offering a vital resource to people experiencing homelessness during the late evening and early morning hours of Metro operation. Through the key partnerships between Metro and external stakeholders, staff plan for continued expansion of Metro-specific interim housing resources.

Since 2018, Metro MDTs have enrolled more than 23,000 individuals into the Homeless Management and Information System (HMIS), allowing them to gain access to homeless resources and services. The teams have successfully connected more than 6,000 people to interim housing and more than 1,700 people to permanent housing.

DISCUSSION

The following quarterly report provides an overview of the homeless response activities from April to June 2025 and the outcomes year to date.

Operational Capacity and Deployment

Of the 24 teams currently funded under the active DHS contract, 23 teams have been deployed, with the remaining team in the recruitment process. MDTs perform outreach on the rail and bus system seven days a week, with 24-hour coverage Monday through Friday. Outreach data is collected daily and analyzed to inform strategic deployment planning. Data analysis shows the highest levels of activity on the A, B, D, and E lines, which is where most teams are deployed using three strategic approaches: 1) co-deployment with Metro Ambassadors, Transit Security, and Law Enforcement partners at mutually agreed upon focus stations, 2) rover from station to station along designated lines within their respective deployment zones, and 3) nighttime deployment to End of Line stations Monday through Friday.

Impact

MDTs use a person-centered approach when performing outreach on the Metro system, focusing on building rapport and trust to meet individuals' needs. The primary goal is to connect people to interim or permanent housing. The multidisciplinary nature of these teams allows them to provide individuals with a variety of resources, from basic food, water, and clothing to substance use and mental health interventions.

During this quarter, the MDTs successfully enrolled 1,656 people into the Homeless Management Information System (HMIS). The total number of individuals enrolled into HMIS during the fiscal year

is 6,671.

The HOME department sets an annual housing connection goal, which includes the total number of individuals placed into either interim or permanent housing. Metro's total housing placement goal for this fiscal year is 1,800, which represents an 86% increase over last year's goal of 966 total placements. During this quarter, the MDTs enrolled 513 individuals into interim housing and connected 92 individuals to permanent housing. This amounts to a total of 605 housing placements in quarter four. The MDTs connected 2,708 individuals to housing resources this fiscal year, representing 150% of the annual goal. Figure 1 in Attachment A shows the quarterly outcomes for the current fiscal year.

MDT staff have a variety of housing placement options for both interim and permanent housing. When making connections to housing, teams attempt to prioritize the needs and preferences of everyone they engage, while balancing the types of housing resources available for referrals. Successful alignment of these factors can be challenging, but MDTs have made strong impacts toward their housing placement goal. For this fiscal year, 75% of non-permanent placements were traditional interim housing and crisis housing. For permanent placements, Metro MDTs have successfully reunited individuals with either their family or friends, which collectively account for 54% of the total placements. Figure 2 and Figure 3 in Attachment A show the breakdown of interim and permanent placements from July 1, 2024, through June 30, 2025.

End of Line Outreach

Various communities have expressed concerns regarding unhoused riders exiting trains at end of line (EOL) stations located in their neighborhoods. In response to these concerns, the Metro Board requested an EOL assessment be conducted. Beginning in September 2023, a bi-annual count & survey began and continues to take place each March and September. On a single night between the hours of 11:30pm to 2am, 30 volunteers consisting of Metro homeless outreach teams, Metro Staff and County partners deploy to all 11 EOL stations where trains terminate service for nightly maintenance. Each of the 11 stations deboard between two and three trains after 11:30 pm, and passengers are asked to exit the trains and the stations as rail service concludes. Volunteers conduct counts and surveys of unhoused passengers as they vacate, offering gift cards for survey participation. Security and law enforcement partners direct passengers toward surveyors during deboarding to promote engagement and accurate counts.

Five separate counts & surveys have taken place since September 2023. Over the course of these five events, the average total number of PEH counted across all end of line stations is 215 (see Figure 4, Attachment A). A sixth count is scheduled for September 17th and it's data will be incorporated into future reports.

Throughout the five counts, surveys have been conducted to learn more about people who ride to the EOL stations when trains go out of service. By incentivizing participants with a \$25 gift card, teams have obtained a 47% survey participation rate. Figure 5 in Attachment A shows the combined results of the survey data collected by volunteers.

The combined survey data provides a few insights into the behaviors of unhoused riders who exit trains at the end of service. Of those surveyed, more than half reported becoming unhoused in the

past one to four years. 70% of respondents indicated they use Metro for shelter, with 76% reboarding when service resumes in the morning. More than half of the respondents reported exiting to an outdoor location after deboarding; however, when asked if they would accept services such as shelter, food, clothing, etc., almost *all* respondents replied in the affirmative. This speaks to the need for more services to be available during the late evening and early morning hours.

In addition to the bi-annual count & survey, HOME deploys swing shift outreach teams who visit EOL hotspot stations (stations with higher numbers of PEH) between the hours of 6 pm and 3 am. During these deployments, the teams collect data on the number of PEH exiting the last three trains, consistent with the data captured in the bi-annual EOL count & survey. Since this data is captured daily and is therefore more representative of EOL stations' activity, it is important to provide it here (and in subsequent reports) for comparison. Figure 6 in Attachment A shows the monthly average number of PEH exiting EOL hotspot stations for the fiscal year, July 1, 2024, through June 30, 2025.

2025 Point In Time Homeless Count Results

Each year, LAHSA coordinates a countywide point in time count of people experiencing homelessness. In conjunction with LAHSA, Metro performs its own count of the rail and busway system stations, parking lots and platforms. Volunteers deploy across the system on a single night, counting all rail and busway stations with the same mobile application used by LASHA. While vehicles are not included in the count due to data collection challenges, the results are collected via the application by LAHSA, which produces a report for Metro.

The countywide 2025 annual point-in-time count shows a modest decline in the number of people experiencing homelessness, equating to a total reduction of 4% over the past two years. The report also shows a significant reduction in unsheltered homelessness, down 14% over the same timeframe. The 2025 Metro count shows between 631 and 684 people experiencing homelessness on the system - a reduction of nearly 40% from the previous year's range of 1,041 - 1,092.

In addition to the Metro PIT results showing a significant reduction of PEH, the Metro Customer Experience department's Pulse Survey reports a statistically significant improvement in customer satisfaction with how Metro addresses homelessness on the rail system. The Pulse Survey is conducted quarterly, asking customers a variety of questions and generating feedback that helps drive system initiatives and interventions. Survey results from August 2023 to July 2025 to the question "How well does Metro address homelessness?" show an increase from 37% to 40%, respectively.

Executive Order - "Ending Crime and Homelessness on America's Streets"

While the results from the recent annual point-in-time counts demonstrate a downward trend of homelessness in Los Angeles, the region might expect a reversal in the near future as federal cuts take effect. The six homeless service agencies who perform outreach on Metro's system are likely to experience challenges as a result of the order, which:

1. Expands the use of police and institutionalization to respond to homelessness
2. Prioritizes funding for states that treat homelessness as a crime and end housing-based solutions
3. Cuts off funding for life-saving programs like harm-reduction

Reductions in funding to evidence-based practices used widely across California, especially in Los Angeles County, will create service delivery gaps for outreach teams across the county. Although Metro funds the teams through its operational budget, our partners rely on community resources to make positive impacts for people experiencing homelessness on Metro's system. Staff will monitor the implementation of this Executive Order closely and keep the Board updated on the impact.

EQUITY PLATFORM

Metro's efforts to address homelessness on the transit system through its homeless outreach program directly benefit unhoused individuals in LA County. Using a multi-layered deployment strategy that combines several departments, Metro strategically engages the most disenfranchised members of the community. The homeless population in Los Angeles is disproportionately represented by Black and Latino individuals - an effect of historically exclusionary racist policies that impact access to affordable housing.

Teams are deployed across the entire rail and busway system, allowing them to outreach to regions with dense populations of people experiencing homelessness. By connecting more than 2,700 individuals to housing resources throughout this fiscal year, Metro has improved equitable access to housing for many disenfranchised members of the community. Connecting people with housing resources, mental health services, and other important interventions positively impacts the overall goal of reducing homelessness across Los Angeles and demonstrates Metro's investment in providing access to opportunities for disenfranchised populations.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides support for people who seek shelter on Metro. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

**Based on population Estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

NEXT STEPS

Staff will continue to report quarterly on homeless outreach activity, outcomes and strategic initiatives

that address the presence of people experiencing homelessness on Metro's system.

Attachment

Attachment A - Additional Data

Prepared by: Craig Joyce, Deputy Executive Officer Homeless Outreach & Strategic Initiatives, (213) 418-3008

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

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

Additional Data

Figure 1: Metro MDT Fiscal Year Quarterly Outcomes

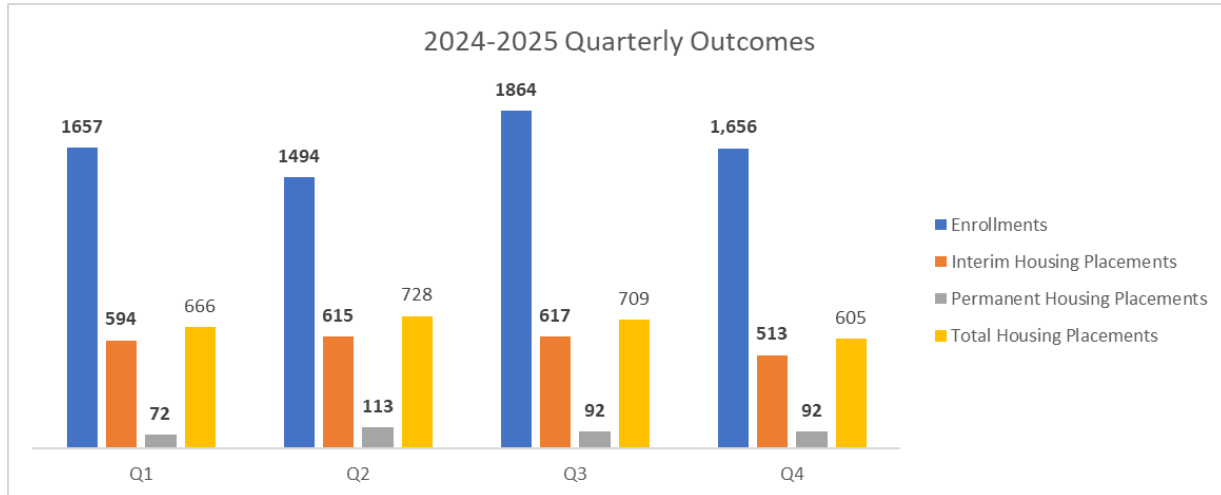


Figure 2: Dispersion of Interim Housing Placements

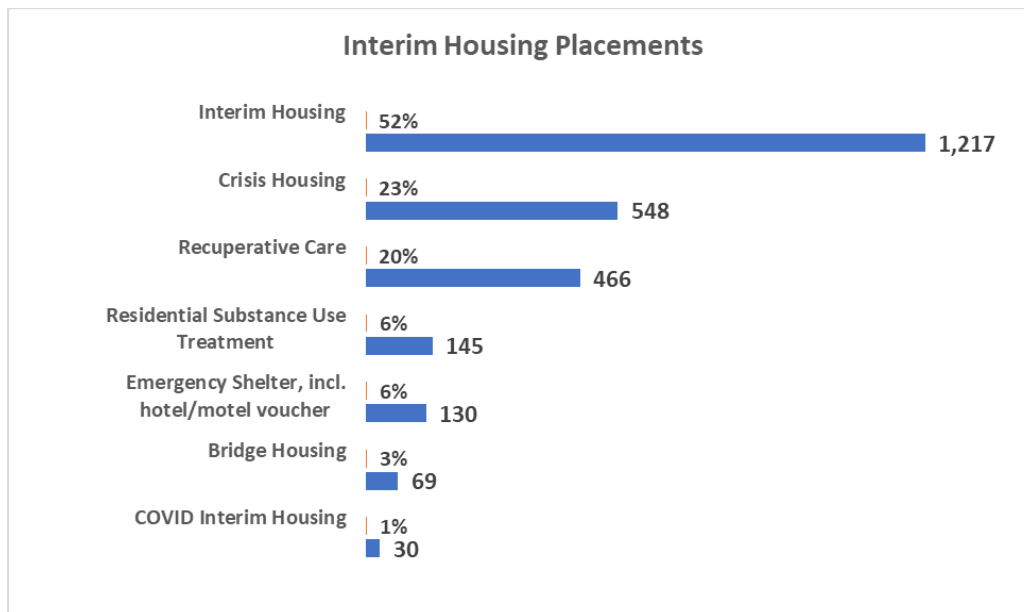


Figure 3: Dispersion of Permanent Housing Placements

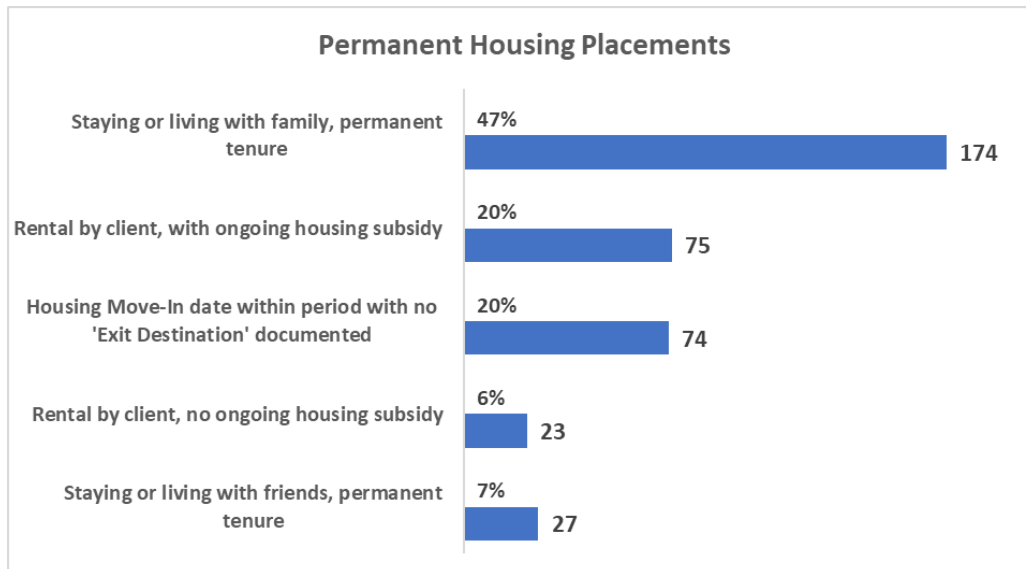


Figure 4: Total number of PEH observed during the last five EOL counts

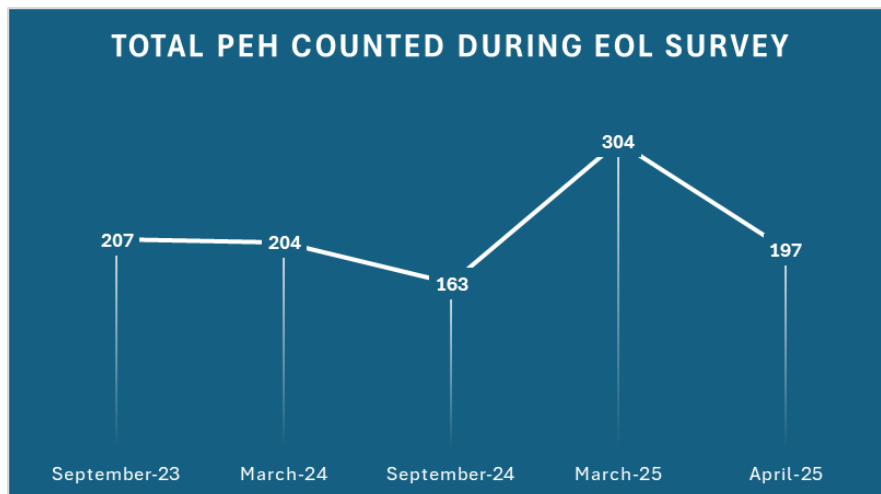


Figure 5: Survey results from all five surveys since September 2023.

Total PEH Counted:	1075
Survey Participation:	47%
Unhoused 1-4 years:	51%
Use Metro for shelter:	70%
Ride to EOL (daily, weekly, monthly):	69%, 19%, 5%
Reboard when service resumes:	76%
Homelessness caused by Jan fires	22%
After deboarding riders exit to:	
Outdoors:	59%
Shelter:	7%
Friends/Family:	6%
Hotel/Motel:	2%
Vehicle:	1%
Other or No Response:	19%

Figure 6: Monthly average number of PEH at End of Line Stations for FY25

