Arroyo Verdugo Communities Joint Powers Authority

ITEM# IX C

DATE: February 5, 2026

TO: Governing Board

FROM: **David Kriske, AVCJPA Technical Advisory Committee Chair**

SUBJECT: AVCJPA Technical Advisory Committee Update

RECOMMENDATION

Note and File.

BACKGROUND

The AVCJPA Technical Advisory Committee (AVCJPA TAC) is made up of transportation staff from AVCJPA member jurisdictions for the purpose of advising the AVCJPA Executive Director and Governing Board on transportation matters. This report summarizes the AVCJPA TAC's discussions since the previous Governing Board meeting.

DISCUSSION

Senate Bill 79 Coordination

The AVCJPA TAC discussed member cities' efforts to respond to Senate Bill 79 (SB79). This is a recently enacted state law that was signed by the Governor and takes effect on July 1, 2026. SB 79 is intended to facilitate transit-oriented housing development by establishing new development standards near qualifying transit facilities and is expected to have broad implications for local land use planning. The law generally facilitates transit-oriented development by allowing a housing development within a specified radius of an existing or proposed transit-oriented development stop that is located on a site zoned for residential, commercial, or mixed-use development. The major transit stops are qualified in the law based on the type and frequency of transit service serving the stop, and include light rail, heavy rail, and BRT services.

At the January AVCJPA TAC meeting, staff from member cities discussed each jurisdiction's efforts to respond to SB 79. The AVCJPA TAC discussed how planning staff in the cities of Burbank, Glendale, and Pasadena met to coordinate their efforts, analysis, and potential responses to the implementation of SB 79. In addition, Burbank staff presented an overview of the law to the Burbank City Council at their January 27, 2026 City Council meeting, where staff provided a high level analysis of the land use implications of the law, transit stops that will likely be identified, impacts to the City's infrastructure, and possible legislative and legal actions that could be taken to reduce the law's effect on the City. Pasadena planning and transportation staff have analyzed the law for potential effects on Pasadena, particularly regarding impacts to historic districts located near qualifying TOD stops, and is exploring potential legislative opportunities to modify the law. City of Glendale staff have also analyzed the effect the proposed legislation will have on land use in that city, particularly around stops of the

planned North Hollywood to Pasadena Corridor BRT project. Finally, the City of South Pasadena's planning staff have been evaluating impacts to land use around its A Line station in the center of the City. Staff of the cities also discussed opportunities to influence the implementation of the law through sponsoring language in the upcoming SB 677 "clean up" bill that is expected to go before the state legislature in early 2026 and that could potentially change the way the law is implemented around BRT stops. The City of Pasadena has submitted a comment letter to the Governor identifying requested changes to the law that should be considered in this clean up bill.

Measure M Subregional Funding Discussion

The AVCJPA TAC discussed the upcoming programming cycle for new funding that Metro will make available as part of the Measure M Subregional Funding Program. Metro provides funding as part of Measure M the AVCJPA to fund certain transit, active transportation, and highway projects. Metro allocates funding on a two-year cycle, and the AVCJPA Board adopts a funding program that programs this funding to specific projects in the AVCJPA. Metro has released an additional $51 million funding for the next two-year allocation, which the AVCJPA Board will need to allocate to projects. At their January 2026 meeting, the AVCJPA TAC recommended that the Board allocate the new funding to each jurisdiction proportionally as has been the Board's past practice, so that each agency is allowed to allocate their proportional funding share to their own projects. The AVCJPA TAC also recommended that the Board engage with Cambridge Systematics, a transportation consultant that has assisted with the AVCJPA to program this funding with Metro and perform the required coordination with each member agency. The TAC's recommendations will be reflected in the Executive Director's report to the AVCJPA Board.

FISCAL IMPACT

There is no Fiscal Impact to receive this AVCJPA TAC update.