



Meeting Agenda

Megaregion Working Group

Supervisor Nate Miley (Chair), MTC
Supervisor Gary Bradford (Vice Chair), SACOG

Friday, January 30, 2026

12:30 PM

Sacramento Area Council of Governments
Board Room
1415 L Street, Suite 300
Sacramento, CA 95814

Meeting attendees may opt to attend in person for public comment and observation at any of the remote locations noted below. In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available via Zoom Webinar at:

<https://sacog-org.zoom.us/j/87587011416>

This meeting shall consist of a simultaneous teleconference call at the following location(s):
Office of Supervisor Nate Miley, 7200 Bancroft Ave, Suite 270, Oakland, CA 94605
SACOG Office, Board Room, 1415 L Street, Suite 300 Sacramento, CA 95814
SJCOG Office, Cornerstone Conference Room, 555 E. Weber Ave, Stockton, CA 95202
Contra Costa Transportation Authority, Diablo Conference Room, 2999 Oak Road, Suite 100,
Walnut Creek, CA 94597

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Working Group Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://sacog-org.zoom.us/j/87587011416>

Join by Telephone (for higher quality, dial a number based on your current location) US:
877 853-5257 (Toll Free) or 888 875-4499 (Toll Free)
Webinar ID: 875 8701 1416

International numbers available: <https://sacog-org.zoom.us/j/87587011416>

Members of the public may participate by phone or Zoom or may submit comments by email at rhandy@sacog.org by 5:00 p.m. the business day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Clerk: Rene Handy, SACOG

Roster**Metropolitan Transportation Commission (MTC) Representatives**

Supervisor Nate Miley, Chair, Alameda County; Supervisor Candace Andersen, Contra Costa County; Supervisor Amber Manfree, Napa County; Supervisor Mitch Mashburn, Solano County

San Joaquin Council of Governments (SJCOG) Representatives

Supervisor Robert Rickman, San Joaquin County; Mayor Gary Singh, City of Manteca; Mayor Dan Arriola, City of Tracy; and Councilmember Leo Zuber, City of Ripon

Sacramento Area Council of Governments (SACOG) Representatives

Supervisor Gary Bradford, Vice Chair, Yuba County; Supervisor Karm Bains, Sutter County; Councilmember Bruce Houdesheldt, City of Roseville; Councilmember Tim Schaefer, City of Citrus Heights

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (7).

2. Approve rotation of Megaregion Chair and Vice-Chair in 2026 to SACOG and SJCOG, respectively

Action: Approval

Presenter: Chair Nate Miley

3. Appoint Megaregion Chair and Vice Chair

Action: Approval

Presenter: SACOG and SJCOG Representatives

4. Approve the Megaregion meeting dates and times for 2026

The megaregion group meets three times a year at the regularly scheduled time between 12:30 p.m. to 2:30 p.m. The dates proposed for approval are as follows: January 30, 2026; April 9, 2026 (Advocacy Day in Sacramento); September 25, 2026.

Action: Approval

Presenter: Supervisor Gary Bradford

5. Introduction and 2026 Look Ahead

Action: Information

Presenter: Supervisor Gary Bradford; Executive Director James Corless

6. Legislative Update: SB375 Modernization and State Transportation Funding

Action: Information

Presenter: James Corless; Darrell Steinberg; Manny Leon

7. Advocacy Day Priorities: State Transportation Funding, Regional Early Action Planning Funding, and SB 375 Modernization

Action: Information and Discussion

Presenter: James Corless; Bless Sheppard, SACOG

8. Public Comment / Other Business

*Working Group Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

9. Adjournment / Next Meeting

The next meeting of the Megaregion Working Group is tentatively scheduled for April 9, 2026, at a time and location to be noticed to the public.

Megaregion Working Group

January 30, 2026

Agenda Item 2

Rotate Megaregion Working Group Chair and Vice-Chair to SACOG and SJCOG

Subject:

Action to rotate the position of Megaregion Working Group Chair and Vice Chair to SACOG and SJCOG, respectively, for 2026.

Background:

Due to the September 2025 meeting cancellation, this item is included in the January 2026 meeting to formally rotate Chair and Vice Chair for 2026.

Recommendations:

In accordance with the Megaregion Working Group MOU, it is recommended that working group members take action to rotate the roles of Chair and Vice-Chair from MTC and SACOG in 2025 to SACOG and SJCOG in 2026, respectively.

Megaregion Working Group

January 30, 2026

Agenda Item 3

Appoint Megaregion Chair and Vice Chair

Subject:

Nomination and Election of the Chair and Vice Chair of the Megaregion Working Group for 2026.

Recommendations:

Staff recommend the SACOG Representatives nominate and elect Supervisor Gary Bradford as Chair for 2026 after serving as Vice Chair in 2025. Staff further recommend SJCOG Representatives nominate and elect Councilmember Leo Zuber as Vice Chair.

Governing body members who would like to make a nomination may make a motion at the meeting on January 30, 2026.

Megaregion Working Group

January 30, 2026

Agenda Item 4

Approve the Megaregion meeting dates and times for 2026

Subject:

Action to “Save the Dates” for Megaregion Working Group meetings in 2026.

Background:

Due to the September 2025 meeting cancellation, this item is included in the January 2026 meeting to formally adopt the schedule for 2026.

Recommendations:

To aid in scheduling and the execution of administrative responsibilities, it is recommended that the three MPO partners “save” the following dates and times for Megaregion Working Group meetings in 2026:

- Friday, January 30, 2026, from 12:30 pm to 2:30 pm;
- Thursday, April 9, 2026, for Megaregion Advocacy Day in Sacramento; and
- Friday, September 27, 2026, from 12:30 pm to 2:30 pm.

Megaregion Working Group

January 30, 2026

Agenda Item 5

Introduction and 2026 Look Ahead

Subject:

Supervisor Bradford and Executive Director Corless will present on the background of the Megaregion Working Group and provide a preview for activities in 2026.

Background:

In December 2020, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG) entered into a Memorandum of Understanding (MOU) to establish duties and governance guidelines for the Megaregion Working Group. The MOU provides detail on duties of the MPO partners, administrative roles, and work tasks the governing body will deliver, including the following:

- Nominating 4 Representatives from their governing bodies to serve on the Working Group.
- Holding up to three public meetings to provide updates on Working Group tasks.
- Collaborating on key legislative policy and funding priorities.
- Holding a Megaregion Advocacy Day in Sacramento.
- Developing a Megaregion Dozen priority project list to advocate for funding and provide grant letters of support.

SACOG will Chair the Working Group in 2026. Key activities for the year include:

- Leading Megaregion Advocacy Day in Sacramento on April 9, 2026.
- Continuing to support the Megaregion Dozen priority project list by updating project information and providing letters of support for critical funding from Federal and SB-1 funding programs.
- Collaborating with MPO partners on SB 375 Modernization.

Memorandum of Understanding
Between
The Metropolitan Transportation Commission,
The San Joaquin Council of Governments,
and
The Sacramento Area Council of Governments

This Memorandum of Understanding (“MOU”) is made and entered into this 17th day of December 2020, by and between the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG), hereinafter collectively referred to as the “MPO Partners”.

Recitals

WHEREAS, megaregions, or mega-metropolitan areas, are the functional geographic scale for many labor, transportation, housing, land use, natural, economic and other systems; and

WHEREAS, the MPO Partners, combined, represent 16 counties and 136 cities with a total population of nearly 11 million people stretching from the Central Valley and Bay Area to the Sierra Nevada Foothills.

WHEREAS, it is not possible for any one of the regional planning organizations to fully plan for the future of its residents without considering and addressing the cross-border impacts and influences on and from the residents of the other two regions; and

WHEREAS, federal, state and philanthropic programs, policies, regulations and funding encourage coordinated planning and action between organizations functioning within the same mega-region; and

WHEREAS, the MPO Partners are responsible for conducting a number of state and federally mandated planning and programming responsibilities, including the maintenance of long-range Regional Transportation Plans and Sustainable Communities Strategies;

WHEREAS, the MPO Partners can benefit from the collective expertise and resources of the MPO Partners to more effectively fulfill their respective duties and better serve the residents of the megaregion;

WHEREAS, the MPO Partners desire to establish a more formal and consistent practice of coordination among transportation planning and policy discussions throughout the megaregion;

WHEREAS, by entering into this MOU, the MPO Partners intend to describe their commitment to establish a joint cooperative structure for their participation in megaregional planning, transportation infrastructure prioritization, and state and federal joint policy positions; and

NOW, THEREFORE, the MPO Partners agree as follows:

1. Duties of the MPO Partners

- a. The MPO Partners shall designate four Board or Commission members from each MPO to serve on the Megaregion Working Group which will meet at least three times each year to guide the coordination efforts and work of the MPO Partners.
- b. Subject to the availability of funding and approval of their respective governing bodies, the MPO Partners will each provide staff resources and time commitment to the work of the Megaregion Working Group.
- c. The MPO Partners will assist in the development and review of work programs, shared lobbying or advocacy efforts, and deliverables associated with the priorities of the Megaregion Working Group including, but not limited to the deliverables and activities outlined in Attachment 1.
- d. The MPO Partners will actively participate in the MPO Working Group by reviewing materials and attending all meetings related to the group, via conference call, after reasonable prior notice.
- e. The MPO Partners will attempt to reach a consensus in good faith on all decisions related to implementation of the MOU.
- f. The MPO Partners will jointly and equally own all the work products completed by the Megaregion Working Group.

2. Administrative Duties and Governance of the Megaregion Working Group

- a. The MPO Partners, on a rotating annual assignment beginning with the San Joaquin Council of Governments in 2021, Metropolitan Transportation Commission in 2022, and Sacramento Area Council of Governments in 2023, and continuing on in that order, shall take the role of lead agency for the work conducted by and on behalf of the Megaregion Working Group. These duties include, but are not limited to calling, scheduling, and chairing recurring meetings with the MPO Partners and Working Group, as well as any other meetings deemed necessary by the MPO Partners, and provide meeting notices and working agendas at least three (3) business days before any such meeting.
- b. The MPO Partner assigned the role of lead agency shall also designate one elected member of its governing body to serve as Chair and the MPO Partner who will serve as lead agency the following year shall designate one elected member of its governing body to serve as Vice Chair of the Megaregion Working Group.
- c. All obligations of the MPO Partners under this MOU are subject to the appropriation of resources and funding by their respective governing bodies.
- d. Nothing in this MOU shall be construed as empowering any MPO Partner to exercise any function properly residing with any other MPO Partner.
- e. Voting Structure
 - i. Each MPO Partner is entitled to four votes. If any member is absent, the votes will be divided among the Working Group members present.
 - ii. Votes on any items taken up by the Megaregion Working Group will serve as advisory recommendations to the respective governing bodies of the MPO Partners. No action by the Megaregion Working Group shall be construed as binding without approval by the governing bodies of each MPO Partner.
- f. No alteration or variation of the terms of this MOU shall be valid unless made in writing and

signed by all of the MPO Partners, and no oral understanding or agreement not incorporated herein shall be binding on any of the MPO Partners.

- g. Official participation in the Megaregion Working Group is limited to the designated elected membership and staff of three MPO Partners. The MPO Partners may invite participation by outside parties in discussion, but no additional formal members may be added to this MOU without expressed consent from all three MPO Partners.
- h. Nothing in the provisions of this MOU is intended to create duties or obligations to or rights in third parties to this MOU or affect the legal liability of the parties to this MOU.
- i. This MOU shall become effective as of the date first written above and shall continue in full force until one or more of the MPO Partners agree to terminate the MOU.
- j. This MOU may be terminated by any MPO Partner at any time by providing a written notice of at least thirty (30) days to all other MPO Partners.
- k. This MOU may be executed in any number of identical counterparts, each of which shall be deemed to be an original, and all of which together shall be deemed to be one and the same instrument when each party has signed one such counterpart.

This Agreement may, consistent with federal regulations governing metropolitan planning, be amended only by a written instrument signed by MTC, SJCOG, and SACOG.

IN WITNESS WHEREOF the parties hereto have executed the foregoing Agreement effective as of the date first above written.



James Corless, Executive Director
Sacramento Area Council of Governments

Date 1/5/2021



Therese McMillan, Executive Director
Metropolitan Transportation Commission

Date 1/5/2021



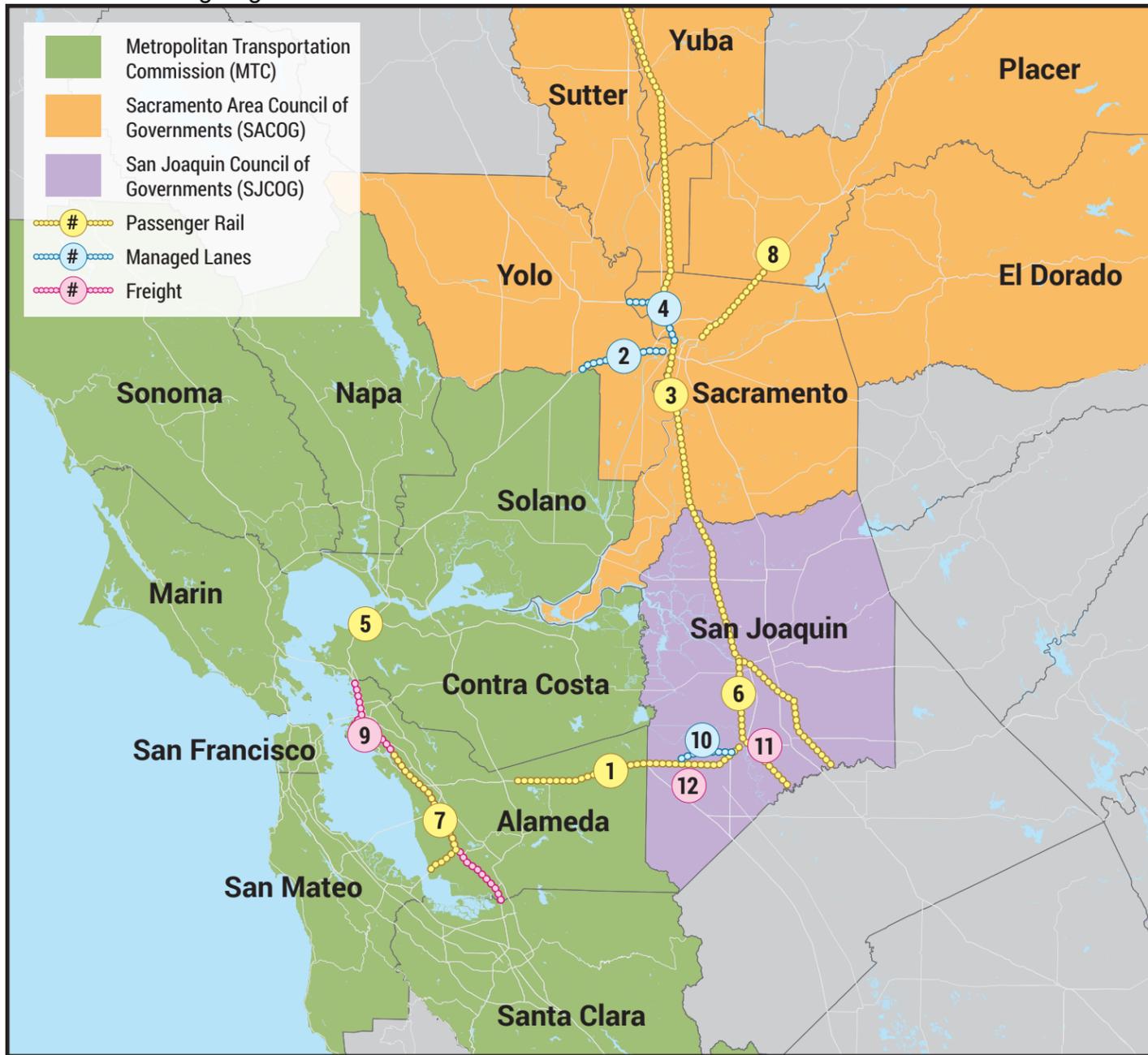
Diane Nguyen, Executive Director
San Joaquin Council of Governments

Date 1/5/2021

ATTACHMENT 1
POTENTIAL DELIVERABLES
AND ACTIVITIES FOR
THE MEGAREGION
WORKING GROUP

The potential deliverables and activities anticipated from this joint cooperative are as follows.

- Alignment of the Regional Transportation Plans/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them, including, to the extent possible, aligning major planning assumptions, policy priorities, and infrastructure investment priorities that improve connections within the megaregion.
- Coordination of major planning efforts, with particular emphasis on jobs-housing balance issues between the three MPOs, facilitating the production of housing to achieve affordability and availability goals, improving transportation infrastructure for all modes of transportation including telecommuting and teleworking, making easier the flow of goods within the megaregion and in and out of the mega-region through critical freight corridors, and growing in a way that protects essential natural resources such as air, water and farmland;
- Alignment of joint policy positions on issues of statewide significance when and where appropriate and on topics of interest to the governing boards;
- Coordination of the efforts of the Working Group with business community partners including economic councils, chambers, business organizations, and other groups that represent the economic and business interests across the megaregion.



- 1 Valley Link Passenger Rail
- 2 I-80 and U.S. 50 Yolo Managed Lanes
- 3 ACE/San Joaquins: Valley Rail Program
- 4 I-5 Sacramento Managed Lanes
- 5 Hercules HUB
- 6 San Joaquin Passenger Rail Improvements
- 7 Capitol Corridor: South Bay Connect
- 8 Capitol Corridor: Sacramento-Roseville Third Track
- 9 Alameda County Rail Safety Enhancement Program
- 10 Interstate 205 Managed Lanes
- 11 Highways 99/120 Interchange Reconfiguration
- 12 Central Valley Gateway

Learn more about the Megaregion Working Group and the projects that comprise Northern California's Megaregion Dozen!



DISCLAIMER: The purpose of the Megaregion Dozen project list is to demonstrate shared priorities amongst the Northern California Megaregion partners. Please note, however, that this project list is not exhaustive of advocacy priorities that the individual partners may have for their specific regions.

NORTHERN CALIFORNIA MEGAREGION DOZEN



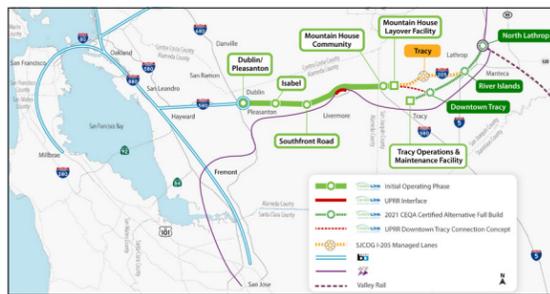
The Sacramento metro area, San Joaquin County & Cities and the Bay Area join forces to secure funding for 12 vital projects to keep the engines of Northern California's prosperity humming.

NORTHERN CALIFORNIA MEGAREGION:

- 11 million residents
- 5.5 million jobs
- 30% of workforce in freight-dependent sectors
- \$875 BILLION gross regional product
- Top 20 GDP if NorCal were a nation

1 Valley Link Passenger Rail
Funding Needed: \$1.05 billion

A new 42-mile, passenger rail service connecting the more than 105,000 Bay Area workers traveling daily over the Altamont Pass from their homes in the San Joaquin Valley to BART with fast, frequent, zero-emission service – providing a transit alternative to the congested I-580 corridor and bringing new riders to Bay Area transit. The 22-mile initial operating phase between Dublin/Pleasanton and a new Mountain House Community station with stations at Isabel Avenue and Southfront Road will provide bi-directional service at 15-minute frequencies during peak commute periods with 45-minute frequencies at other times and is projected to carry 30,000 riders a day by 2040. Construction of the initial phase could start as early as 2025.



2 I-80 and U.S. 50 Yolo Managed Lanes
Funding Needed: \$265 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Managed Lanes along both directions of I-80 through Yolo County to West El Camino in Sacramento and along both directions of U.S. 50 from I-80 in West Sacramento to I-5 in Sacramento. Managed Lanes will be toll lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 3+ people per vehicle. Phase 1 will extend from Richards Blvd to the I-80/US-50 split.



3 ACE/San Joaquins: Valley Rail Expansion Program
Funding Needed: \$600 million

Provide an alternative to congestion on I-5 and Highway 99, and deliver expanded passenger rail connections from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced and to the Bay Area. Valley Rail will serve disadvantaged communities with service from the San Joaquin Valley to Sacramento's North Natomas area with stations at Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport and a layover facility, with an additional maintenance / layover facility in Merced to provide integration to High-Speed Rail interim service by the end of 2033. SJJPA and SJRRC are working with Butte Council of Governments, SACOG and Caltrans through the Federal Corridor ID Program to plan for further extension of Valley Rail service from Natomas to Chico – with stations at Plumas Lake, Marysville/Yuba City and Gridley.



4 I-5 Sacramento Managed Lanes
Funding Needed: \$422 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Managed Lanes along both directions of I-5 from the US 50 interchange to the Sacramento River Bridge. These may be HOV lanes or lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 2+ or 3+ people per vehicle. Construction could start as early as 2029.



5 Hercules HUB
Funding Needed: \$100 million

Enhance multimodal connectivity supporting a shift from solo driver trips to intercity rail, bus, and future ferry service for travelers from Hercules, nearby communities and throughout the megaregion by building a new Capitol Corridor rail station. This mode shift is expected to reduce vehicle-miles traveled, congestion and greenhouse gas emissions on Interstate 80. The project will improve rail safety by implementing measures to prevent trespassing on the UPRR corridor, as well as track improvements to reduce the impacts of sea level rise and provide megaregion freight benefits. Construction could start as early as the end of 2027.



6 San Joaquin Passenger Rail Improvements
Funding Needed: \$250 million

As part of its San Joaquin Valley Rail initiative to expand San Joaquins service and extend ACE north into Sacramento County and south into Merced County, and to increase service to the Bay Area, the SJJPA and Rail Commission plan to build track improvements (UP and BNSF lines), the Stockton Diamond Grade Separation, and four new stations (Lodi, North Lathrop, Manteca and Ripon). To accommodate the start of the Tri-Valley San Joaquin Valley Regional Rail Authority's Valley Link service (MR Project 1), San Joaquin County also plans right-of-way improvements; a new station near Patterson Pass Road; and an operations and maintenance facility.



7 Capitol Corridor: South Bay Connect
Funding Needed: \$195 million

Improve freight goods movement, reliability and travel times for passengers traveling to/ from Silicon Valley by relocating service between Oakland and San Jose from the UP's Niles Subdivision west to the lesser-used and more direct Coast Subdivision; with new stations adjacent to Highway 84 at Fremont's Ardenwood Park & Ride and in Newark. The Capitol Corridor connects Sacramento and Roseville with the East Bay and San Jose. Construction could start as early as 2029.



8 Capitol Corridor: Sacramento-Roseville Third Track
Funding Needed: To be determined

Increase frequency of Capitol Corridor service between Sacramento and Roseville while enhancing freight operations and reliability by adding a third mainline track along eight miles of UP right-of-way in Placer County; building a new rail bridge over the American River and improving 11 existing bridges; reconfiguring the Roseville station; and building a layover facility. Construction could start as early as 2029.



9 Alameda County Rail Safety Enhancement Program (RSEP)
Funding Needed: \$450 million

This program is a direct response to the dangerous conditions many rail crossings pose throughout Alameda County, home to the Port of Oakland and many interregional passenger rail services. Project goals include providing safe at-grade crossings for all users, particularly near schools, Priority Development Areas and Equity Priority Communities; reducing fatalities and severe injuries; increase freight and passenger rail service reliability; reducing greenhouse gases by encouraging goods movement by rail freight; and encouraging mode shift by removing barriers to active transportation at the at-grade crossings. At-grade crossings for RESP are located across 10 jurisdictions. The project seeks construction funding for the first of three phases and developing environmental documents for phases two and three.



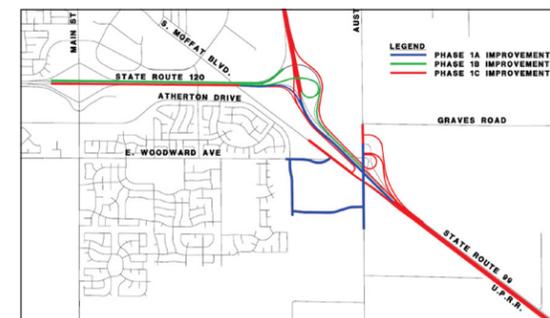
10 Interstate 205 Managed Lanes
Funding Needed: \$327 million

Reduce congestion, encourage carpooling and improve freight movement by expanding I-205 in both directions to accommodate Managed Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Managed Lanes may be HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, or lanes available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions and free to 2+ or 3+ people per vehicle. The environmental impact report will study use of the freeway median to accommodate commuter rail or buses.



11 Highways 99/120 Interchange Reconfiguration
Funding Needed: \$65 million

Relieve a major inter-regional bottleneck by expanding and rebuilding the interchange between State Routes 99 and 120 in Manteca. Along with improvements to the nearby Highway 99/Austin Road interchange, this project will reduce delays on both 99 and 120, speed freight movement through this crucial trade corridor, improve safety and curb greenhouse gas emissions. Delays associated with this interchange are a significant impediment to the economic growth of the Northern California Megaregion. Construction for Phase 1A of the project began in Summer 2024 and is expected to conclude in FY 2026-27. Construction on Phase 1B would begin approximately two years after the completion of Phase 1A.



12 Central Valley Gateway
Funding Needed: \$76 million

Comprehensive improvements along International Parkway to enhance freight movement through this key industrial corridor west of Tracy, which houses distribution facilities for Amazon, Costco, FedEx, Safeway and other businesses. Now in the design phase, planned upgrades include roadway widening, overcrossing improvements at both I-205 and I-580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.



Legislative Update: SB375 Modernization and State Transportation Funding

Subject:

The Megaregion Working Group has invited two speakers to present key legislative issues for 2026. Darrell Steinberg will present on SB375 Modernization; and Manny Leon will present on State Transportation Funding.

Background:

SACOG Executive Director James Corless will introduce the topics and the invited speakers. Their bios are shared below.

Darrell Steinberg, Manatt, Phelps, and Phillips, LLP:

Darrell Steinberg is a National Advisor in Manatt, Phelps, and Phillips, LLP's (the Firm's) government advocacy and contracting practice who acts as a strategic partner for clients across California and the country at the intersection of government and policy. He supports the Firm's capabilities in regulatory and state offerings to help clients understand, anticipate and respond to regulatory hurdles.

Darrell has over three decades of experience serving the Sacramento community and the state of California, having represented his District as a member of the California State Senate—for which he was President Pro Tempore for six years—and serving on the California State Assembly before that. In these roles, Darrell authored legislation across many areas of public policy, including mental health, education, foster care, housing and homelessness, workplace safety, and environmental reform, among others.

From 2016 to 2024, Darrell served as the 56th Mayor of Sacramento, where he advanced initiatives for youth and affordable housing and workforce training and helped the city navigate the COVID-19 pandemic. As leader of California's Big City Mayors, Darrell secured a statewide commitment to addressing homelessness that brought millions to Sacramento.

Throughout his career, Darrell has been a strong advocate for mental health care, helping to author landmark pieces of legislation, such as the Mental Health Services Act, a first of its kind program that significantly boosted mental health funding and care for Californians. He also founded the Steinberg Institute, which is now the leading voice on mental health policy and legislation in California. Finally, Darrell also championed legislation addressing environmental reform—including the first bill in the nation to cities and counties to meet climate goals.

Manny Leon, Consultant to the California State Senate Committee on Transportation:

Manny Leon is a Consultant to the California State Senate Committee on Transportation chaired by Senator Dave Cortese (D-San Jose). Before joining the committee in October 2015, Manny served as a Consultant for the Assembly Transportation Committee and worked on legislation and policy issues that covered the Department of Motor Vehicles, the California Highway Patrol, vehicle inspections and standards, driver's licensing, and charter-party carriers.

Manny has a Bachelor's degree in History and a Masters in Public Administration. Upon finishing graduate school, Manny was selected to the Assembly Fellows Program where he worked for then- Assemblymember John Laird. After completing the Assembly Fellows program, Manny worked for the Mayor of Riverside and the Orange County Transportation Authority before returning to Sacramento to work for the Assembly Transportation Committee. In his time outside of state government, Manny participates in a variety of sports leagues, running races, and is a Board Member for the River City Food Bank located in Midtown and also an appointed member on the City of Sacramento's Administration, Investment and Fiscal Management Board.

Advocacy Day Priorities: State Transportation Funding, Regional Early Action Planning Funding, and SB 375 Modernization

Subject:

Megaregion Working Group staff will briefly present proposed priorities for Advocacy Day and request input and facilitate discussion among Representatives.

Background:

The Megaregion Advocacy Day in Sacramento is tentatively scheduled for April 9, 2026.

Megaregion staff propose the following priorities to guide Advocacy Day discussions:

- **State Transportation Funding:** The FY 2026-27 State Budget released in early January shows a decrease in funding for key transit programs such as the Transit and Intercity Rail Capital Program (TIRCP) and the Low Carbon Transit Operations Program (LCTOP). Further, the budget does not include funding for SB 125. Advocating for stable funding for these critical programs will be a key topic to discuss on Advocacy Day with state officials.
- **Regional Early Action Planning (REAP) Funding:** Advocating to fund the Regional Early Action Planning (REAP) grant program on an ongoing basis through the Housing Bond will be a priority. This could be used as a flexible source of planning and capital dollars for regional agencies to implement Sustainable Communities Strategies (SCS).
- **SB 375 Modernization:** The Big 4 MPOs, in collaboration with CALCOG and with the guidance of former Senator Darrell Steinberg, are working with key regional and state partners in modernizing SB 375 implementation. Key principles for the modernization of SB 375 include:
- Focusing on SCS implementation to Accelerate Climate Progress by strengthening alignment in how state funding is directed, providing new, dedicated resources to

MPOs, and streamlining the SCS process to allow MPOs to shift bandwidth to projects;

- Ensuring the SCS reflect a balanced set of goals by 1. requiring the state to consider the multiple objectives when establishing GHG targets 2. ensuring regions have flexibility in implementation to manage trade-offs and balance priorities while still advancing the state's climate goals; and
- Establishing the SCS as a trusted roadmap for real investments and decisions.