

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



MARCH 14, 2025

1 **JOINT MTC ABAG LEGISLATION COMMITTEE**

2 **FRIDAY, MARCH 14TH, 2025, 9:45 AM**

3

4 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT. HAPPY FRIDAY, HUH. I
5 WOULD LIKE TO CALL TO ORDER THE JOINT MTC ABAG LEGISLATION
6 COMMITTEE. THIS MEETING IS WEBCAST ON THE MTC AND ABAG WEB
7 SITES. COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC
8 PARTICIPATING BY ZOOM WISHING TO SPEAK USE THE RAISED HAND
9 FEATURE OR DIAL NUMBER NINE AND I'LL CALL UPON THEM AT THE
10 APPROPRIATE TIME THROUGH THE CLERK ONE MINUTE FOR PUBLIC
11 SPEAKERS. TELECONFERENCE ATTENDEES WILL BE CALLED BY THE LAST
12 FOUR DIGITS OF THEIR PHONE NUMBER. A ROLL CALL VOTE WILL BE
13 TAKE FOR ALL ACTION ITEMS DUE TO REMOTE COMMITTEE MEETING
14 PARTICIPATION. WILL THE CLERK CALL THE ROLL AND CONFIRM A
15 QUORUM?

16

17 **CLERK, MARTHA SILVER:** CANEPA?

18

19 **CHAIR, DAVID CANEPA MTC LC:** HERE.

20

21 **CLERK, MARTHA SILVER:** AHN IS ABSENT. CARLSON IS ABSENT.
22 ECKLUND?

23

24 **PAT EKLUND:** PRESENT.

25



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1 **CLERK, MARTHA SILVER:** THANK YOU. GIACOPINI, NON VOTING IS
2 ABSENT. MAHAN IS ABSENT. MOULTON-PETERS?

3

4 **STEPHANIE MOULTON-PETERS:** HERE.

5

6 **CLERK, MARTHA SILVER:** NOACK?

7

8 **SUE NOACK:** HERE.

9

10 **CLERK, MARTHA SILVER:** RABBITT? IS ABSENT. MEMBER RAMOS?

11

12 **BELIA RAMOS:** HERE.

13

14 **CLERK, MARTHA SILVER:** ROMERO?

15

16 **V. CHAIR, ABAG AC, CARLOS ROMERO:** PRESENT.

17

18 **CLERK, MARTHA SILVER:** WILLIAMS?

19

20 **WANDA WILLIAMS:** HERE.

21

22 **CLERK, MARTHA SILVER:** WE HAVE A QUORUM WE CAN DO ROLL CALL
23 VOTE TODAY. I MEAN, VOICE VOTE TODAY. [LAUGHTER] YEAH. THAT.

24



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1 **CHAIR, DAVID CANEPA MTC LC:** THANK YOU VERY MUCH. AGENDA ITEM
2 TWO INCLUDES AGENDA ITEMS 2A THROUGH 2C. DO I HAVE A MOTION
3 AND SECOND TO APPROVE THE CONSENT CALENDAR?

4

5 **SUE NOACK:** SO MOVED.

6

7 **CHAIR, DAVID CANEPA MTC LC:** HEART. EVERYONE IN FAVOR? IS THERE
8 ANY PUBLIC COMMENT?

9

10 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPONDENCE
11 RECEIVED ON THIS ITEM AND NO ONE IN THE BOARDROOM OR ZOOM
12 WISHING TO SPEAK.

13

14 **CHAIR, DAVID CANEPA MTC LC:** AGENDA ITEM BILL SIX --

15

16 **CLERK, MARTHA SILVER:** ALL THOSE --

17

18 **CHAIR, DAVID CANEPA MTC LC:** ALL THOSE IN FAVOR? ALL IN FAVOR,
19 SAY AYE. [AYES] OPPOSED? MOTION PASSES. AGENDA ITEM 3A SENATE
20 BILL 63 WEENIE ARREGUIN TRANSPORTATION MEASURE ENABLING
21 LEGISLATION. INFORMATION ITEM. REBECCA LONG WILL PROVIDE THE
22 REPORT.

23

24 **REBECCA LONG:** THANK YOU CHAIR CANEPA. GOOD MORNING

25 COMMISSIONERS AND ABAG DIRECTORS. AS EXPECTED, SB63 A SPOT



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1 BILL BY ARREGUIN AND WIENER FOR REGIONAL TRANSPORTATION
2 REVENUE MEASURE HAS NOT BEEN AMENDED, STILL A SPOT BILL. SINCE
3 ADOPTION OF THE ADVOCACY PRINCIPLES LAST MONTH STAFF HAVE
4 SHARED THEM WITH THE TRANSPORTATION STAFF FROM THE BAY AREA
5 DELEGATION AND LAST TUESDAY CHAIR NOACK AND ALIX AND ANDY HAVE
6 HAD OPPORTUNITY TO MEET WITH THE BILL AUTHORS TO DISCUSS THE
7 PRINCIPLES NEXT STEPS ON THE BILL. WE ANTICIPATE THE BILL WILL
8 BE AMENDED RIGHT BEFORE THE COMMISSION'S MEETING ON MARCH 26th
9 ALLOWING THE COMMISSION TO RECEIVE A STAFF REPORT ON THE BILL
10 LANGUAGE AND CONSIDER SPONSORSHIP AND ACTION AS APPROPRIATE AT
11 THAT MEETING. WITH THAT I WOULD LIKE TO TURN IT OVER TO CHAIR
12 NOACK TO SHARE HER PERSPECTIVE.

13

14 **SUE NOACK:** YES, THANK YOU. IT WAS A GREAT MEETING. THE
15 SENATORS WERE GENEROUS WITH THEIR TIME WITH US, OVER AN HOUR
16 WITH THEM. WHICH WAS GREAT. WE TALKED ADVOCACY PRINCIPLES
17 EMPHASIZING IMPORTANCE OF TRANSIT ACCOUNTABILITY FAIRNESS
18 ACROSS ALL PARTICIPATING COUNTIES THEY'RE WORKING HARD TO
19 FIGURE OUT A WAY TO PROCESS THAT WILL RESULT IN AGREEMENT FROM
20 EVERYBODY WE DON'T EXPECT THEM TO HAVE THAT ALL FIGURED OUT IN
21 THE NEAR-TERM WE'RE LOOKING FORWARD TO GETTING THE PROCESS
22 DONE BUT INDEPENDENT THIRD PARTY FINANCIAL REVIEW IS UNDERWAY
23 AND LIKELY WILL PROVIDE KEY INPUTS TO THAT PROCESS. RIGHT NOW
24 BUILDING GOOD TRUST AND HOPING THOSE NUMBERS CAN GIVE US SOME
25 GOOD CLARITY.



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1

2 **CHAIR, DAVID CANEPA MTC LC:** GREAT. THANK YOU VERY MUCH. IS
3 THERE ANYTHING YOU WOULD LIKE TO ADD?

4

5 **REBECCA LONG:** NOPE. THAT CONCLUDES THE REPORT.

6

7 **CHAIR, DAVID CANEPA MTC LC:** WONDERFUL. THANK YOU VERY MUCH.
8 SEEING NO COMMENTS. ARE THERE ANY COMMENTS FROM THE BOARD
9 MEMBERS? COMMISSIONER ECKLUND? NO.

10

11 **PAT EKLUND:** SORRY.

12

13 **CHAIR, DAVID CANEPA MTC LC:** WONDERFUL. THANK YOU. SEEING NO
14 COMMENTS. LET US MOVE ON TO AGENDA ITEM 3B.

15

16 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPONDENCE
17 RECEIVED UNDER 3A.

18

19 **CHAIR, DAVID CANEPA MTC LC:** GREAT.

20

21 **CLERK, MARTHA SILVER:** AND THERE IS NO ONE IN THE BOARDROOM OR
22 ZOOM WISHING TO SPEAK ON THAT ITEM.

23

24 **CHAIR, DAVID CANEPA MTC LC:** GREAT. [LAUGHTER] I'M TELLING YOU
25 I GOT THIS CRYSTAL BALL UP HERE. AGENDA ITEM 3B, CAP AND TRADE



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1 UPDATE AND ADVOCACY PRINCIPLES. THIS IS AN ACTION ITEM.

2 GEORGIA GANN DOHRMANN, WILL YOU PROVIDE THE REPORT?

3

4 **GEORGIA GANN-DOHRMANN:** GOOD MORNING, CHAIR CANEPA AND BOARD
5 MEMBERS. GEORGIA GANN DOHRMANN, MTC ABAG. THIS IS AN ACTION
6 ITEM. YOU ARE UNDOUBTEDLY HEARING THE STATE IS BEGINNING
7 DISCUSSIONS ABOUT EXTENDING THE STATE'S CAP-AND-TRADE PROGRAM
8 RIGHT NOW. IT EXPIRES 2030. I WANT TO GIVE A BRIEF BACKGROUND
9 OF, SORT OF, WHERE WE ARE TODAY ON CAP-AND-TRADE TODAY. THEN
10 DIVE INTO ACTION ITEMS, WHICH IS A REQUEST YOU ADOPT ADVOCACY
11 PRINCIPLES THAT CAN HELP GUIDE STAFF AS WE ENGAGE IN A LOT OF
12 THE DISCUSSIONS UP AT THE STATE LEVEL ON CAP-AND-TRADE. SO,
13 JUST A BIT OF BACKGROUND. CAP-AND-TRADE, AS YOU ARE AWARE, IS
14 A REALLY FOUNDATIONAL TOOL FOR THE STATE TO ADVANCE THE
15 STATE'S CLIMATE GOALS. IT'S A MARKET BASED MECHANISM TO REDUCE
16 GHG EMISSIONS AND IN FIVE SENTENCES OR LESS IT WORKS BY THE
17 STATE SETTING A LIMIT ON TOTAL EMISSIONS FROM MAJOR INDUSTRIES
18 AND THEN COMPANIES GET TO BUY ALLOWANCES FOR EACH TON OF
19 CARBON DIOXIDE OR EQUIVALENT THEY EMIT. HOW THIS WORKS ON GHG
20 REDUCTION IS THAT, ONE, THE CAP DECLINES OVER TIME. SO, IF
21 YOU'RE ALLOWANCE ARE AVAILABLE, MEANING EMISSIONS GO DOWN.
22 TWO, THE SALE OF EMISSIONS ALSO GENERATES REVENUE. AND THAT'S
23 A PIECE WE'RE GOING TO BE TALKING ABOUT PRINCIPLES. BECAUSE
24 THE REVENUES CAN BE USED TO INVEST IN PROJECTS AND PROGRAMS,
25 LIKE TRANSIT AND AFFORDABLE HOUSING THAT CAN HELP REDUCE GHG



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1 EMISSIONS. AND THE WAY THAT WE GET THE MONEY AVAILABLE FOR THE
2 STATE IS INVEST IN CLIMATE FRIENDLY PROGRAMS IS THROUGH THE
3 STATE HOSTING ANNUAL AUCTIONS. OVER THE LAST SEVERAL YEARS.
4 THE AUCTIONS HAVE GENERATED \$4 BILLION, A LITTLE MORE THAN \$4
5 BILLION. TRANSPORTATION IS -- WAS, BACK IN 2015, AND IS NOW
6 STILL THE LARGEST CONTRIBUTOR TO GHG EMISSIONS IN THE STATE.
7 AND GIVEN THAT THE STATE HAS AT MINIMUM INVESTED 60% OF THE
8 TOTAL REVENUES GENERATED INTO INVESTMENT THAT CAN HELP REDUCE
9 EMISSIONS FROM TRANSPORTATION. SO, THAT'S CALIFORNIA HIGH
10 SPEED RAIL, TRANSIT EXPANSION, TRANSIT OPERATIONS, AND THEN
11 TRANSIT ORIENTED- OR TRANSIT ACCESSIBLE AFFORDABLE HOUSING.
12 SO, THAT'S REALLY THE STATE OF PLAY RIGHT NOW. THE BAY AREA
13 DOES VERY WELL IN SECURING CAP-AND-TRADE REVENUES RIGHT NOW.
14 THOSE 60% OF REVENUES, THE BAY AREA -- THE BAY AREA HAS 20% OF
15 THE STATE'S POPULATION SHARE THAT RECEIVES 30 TO 40% ROUGHLY
16 OF MOST OF THE CONTINUOUSLY APPROPRIATED PROGRAMS. SO THAT IS
17 REALLY REFLECTIVE OF THE HIGH DEMAND AND TRANSIT USAGE IN THE
18 BAY AREA, AS WELL AS HIGH DEMAND FOR AFFORDABLE HOUSING. WHAT
19 WE'RE GOING TO TALK ABOUT WITH THE PRINCIPLES ARE THAT YOU CAN
20 TURN TO ATTACHMENT A, WHICH ARE THE DRAFT'S ADVOCACY
21 PRINCIPLES. NUMBER ONE IS REALLY WALKING THROUGH, I WOULD SAY
22 1 THROUGH 4 ARE ABOUT, SORT OF, SUSTAINING THE STATUTES QUO IN
23 HAVING THE BAY AREA COMPETE WELL FOR CAP-AND-TRADE RESOURCES.
24 AND RESOURCES REALLY EMPOWER THE BAY AREA TO ADVANCE OUR
25 CLIMATE GOALS AND TO ADVANCE THE SUSTAINABLE COMMUNITY



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1 STRATEGY THAT YOU ALL ADOPT ON PLANNED BAY AREA. FIRST IS JUST
2 A STRAIGHT AND SUPPORT OF LONG-TERM EXTENSION OF THE PROGRAM,
3 THIS IS AN IMPORTANT STATE TOOL. SECOND, AT MINIMUM MAINTAIN
4 THE 60% CONTINUOUS APPROPRIATION FOR TRANSPORTATION AND
5 HOUSING. THE THIRD IS REALLY ENSURING ANY UPDATES TO THE
6 STRUCTURE OF THE PROGRAMS, WHICH ARE UNDER DISCUSSION RIGHT
7 NOW. CONTINUE TO EMPOWER THE BAY AREA TO COMPETE WELL. WE DO
8 RECOMMEND ONE CHANGE TO THE TEXT HERE. ONE OF THE DISCUSSION -
9 - SO, RIGHT NOW, THE BAY AREA COMPETES VERY WELL AROUND THREE
10 OF THE FOUR BIG BUCKETS OF RESOURCES FOR TRANSPORTATION AND
11 HOUSING. THE STATE, FOR A WHILE, ONE OF THE OTHER BIG BUCKETS
12 IS CALIFORNIA HIGH SPEED RAIL, AND THE STATE FOR THE
13 LEGISLATURE, FOR A WHILE, HAS BEEN DIRECTING CALIFORNIA HIGH
14 SPEED RAIL TO PRIORITIZE INVESTMENTS IN THE CENTRAL VALLEY,
15 IMPORTANT TO CONTINUE TO DO THAT, BUT MANY PARTNERS IN THE BAY
16 AREA HAVE REALLY ASKED US TO INCLUDE IN OUR PRINCIPLES, ASKED
17 YOU ALL TO INCLUDE IN YOUR PRINCIPLES THAT, WE SHOULD PUT DOWN
18 A MARKER THAT CALIFORNIA HIGH SPEED RAIL INVESTMENTS SHOULD
19 ALSO SUPPORT THE BAY AREA IN PREPARING TO BRING HIGH SPEED
20 RAIL INTO THE BAY AREA. AND, SO, WHAT WE WOULD RECOMMEND IS TO
21 ADD TO THIS FAIR SHARE PRINCIPLE, AN UPDATE THAT, YOU KNOW,
22 CALIFORNIA HIGH SPEED RAIL CONTINUE TO SUPPORT INVESTMENT IN
23 CALIFORNIA HIGH SPEED RAIL RESOURCES AND THAT THOSE SUPPORT
24 CONNECT HIGH SPEED RAIL TO THE BAY AREA AND SUPPORT
25 INVESTMENTS THAT CAN LAY GROUNDWORK FOR SUCCESSFUL INTEGRATION



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1 OF HIGH SPEED RAIL INTO THE BAY AREA INCLUDING MANY JOINT
2 BENEFIT PROJECTS THAT AGENCIES AROUND THE REGION ARE WORKING
3 ON INCLUDING. [INDISCERNIBLE] AND THEN I'LL JUST KIND OF JUMP
4 DOWN TO 4 AND 5, ARE PRETTY STRAIGHT FORWARD. WE WANT TO
5 ENSURE, AGAIN, THE FOUR, WHICH IS EQUITABLE DISTRIBUTION OF
6 RESOURCES, THAT THE BAY AREA CONTINUES TO GET OUR FAIR SHARE
7 OF RESOURCES THAT ARE INTENDED TO GO TOWARDS COMMUNITIES THAT
8 NEED THE RESOURCES THE MOST. AND WHAT WE WOULD ASK YOU TO
9 DIRECT US TO DO IS REALLY ADVOCATE THAT THAT MEANS FOCUSING
10 RESOURCES ON THE BAY AREA'S EQUITY PRIORITY COMMUNITIES. THE
11 NEXT PIECE IS JUST A KIND OF COMMON SENSE, YOU KNOW, WE WANT
12 TO MAKE SURE THAT THE RESOURCES THAT ARE GENERATED FROM CAP-
13 AND-TRADE GO TOWARDS INVESTMENTS THAT MITIGATE CLIMATE CHANGE
14 VERSUS PROCESS. I DO WANT TO TAKE A MINUTE ON INCREASED
15 FUNDING FOR TRANSIT OPERATIONS. I GUESS 6 THROUGH 8, WHAT
16 THOSE REALLY ARE ABOUT IS ACKNOWLEDGING THAT FROM THE TIME
17 THAT CAP-AND-TRADE WAS INSTITUTED, TO TODAY, THE WORLD IS
18 DIFFERENT. BACK IN 2015, WHEN THE MONEY FIRST, SORT OF,
19 STARTED GETTING DISTRIBUTED, THE COMMON SENSE FOR HOW TO
20 INVEST IN -- IN HOW TO HELP REDUCE GHGS FROM TRANSPORTATION,
21 AND, LIKE, TRANSIT, IN PARTICULAR, WAS AROUND REALLY EXPANDING
22 AND BUILDING OUT THE SYSTEM. WE HAVE REALLY BEEN SUCCESSFUL IN
23 THE BAY AREA, AND, FRANKLY, IN SOUTHERN CALIFORNIA, WITH USING
24 A LOT OF THE CAP-AND-TRADE RESOURCES TO HELP BUILD-OUT THE
25 SYSTEM. IT'S STILL IMPORTANT TO CONTINUE THAT BUILD-OUT. BUT



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1 IT'S STILL IMPORTANT TO INVEST IN OPERATIONS TO KEEP THE
2 TRANSIT SERVICE THAT WE HAVE MOVING, AND TO HELP IMPROVE THE
3 SYSTEM, IMPROVE THE SERVICE. AND, SO, THAT'S REALLY ALIGNED
4 WITH THE TRANSIT 2050+ EFFORTS THAT YOU ALL HAVE BEEN LOOKING
5 AT AND REVIEWING WITH, IN THE PLANNING COMPLETE. AND, SO,
6 AGAIN, I REALLY SEE THIS AS AN UPDATE TO JUST REFLECT THE --
7 THE -- WHERE WE ARE IN 2025. SIMILARLY, WITH ASSISTING
8 IMPLEMENTATION OF SUSTAINABLE COMMUNITY STRATEGIES, WE, IN THE
9 LAST SEVERAL YEARS, HAVE STARTED TO SEE SOME STATE RESOURCES
10 COME DIRECTLY TO REGIONS FOR IMPLEMENTATION AT THE SCS, THAT
11 IS PARTICULARLY REAP ONE, AND REAP TWO. AND THOSE HAVE BEEN
12 REALLY SUCCESSFUL IN THE REGION IN HELPING TO, AGAIN, GIVE YOU
13 ALL SOME TOOLS TO HELP IMPLEMENT PLANNED BAY AREA 2050. SO,
14 THAT'S JUST, YOU KNOW, CONSISTENT, CONTINUING WITH THAT ASK.
15 AND THEN LAST, ENHANCING RESILIENCE TO CLIMATE FUELED NATURAL
16 HAZARDS. WE -- YOU KNOW, IT'S IMPORTANT AND ESSENTIAL TO
17 INVEST IN RESOURCES THAT -- TO INVEST IN THINGS THAT CAN HELP
18 MITIGATE CLIMATE CHANGE, BUT ALSO, YOU KNOW, IMPACTS OF
19 CLIMATE CHANGE ARE HERE AND SO YOU ALL KNOW FROM FIRES TO
20 FLOODS TO SEA LEVEL RISE TO HEAT IT'S JUST REALLY IMPORTANT
21 THAT WE HAVE RESOURCES TO BE ABLE TO MITIGATE SOME OF THOSE
22 NEGATIVE IMPACTS. SO THAT WAS KIND OF A LOT ONGOING THROUGH
23 THE PRINCIPLES. BUT I DO THINK IT'S IMPORTANT. BECAUSE THESE
24 NEGOTIATIONS ARE GOING TO BE QUITE FAST MOVING AND WE WANT TO



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1 MAKE SURE WE HAVE YOUR SOLID DIRECTION ON HOW YOU WANT US TO
2 ENGAGE BEFORE GOING UP TO SACRAMENTO AND DOING SO.

3

4 **CHAIR, DAVID CANEPA MTC LC:** GREAT. ANY COMMENTS, COLLEAGUES,
5 ON THIS ITEM?

6

7 **SUE NOACK:** VERY IN-DEPTH. QUICK QUESTION, WHEN WE TALK ABOUT
8 LONG-TERM EXTENSION, WHAT ARE WE TALKING TIME WISE?

9

10 **GEORGIA GANN-DOHRMANN:** THE DISCUSSIONS, RIGHT NOW, ARE, SORT
11 OF, ANYWHERE BETWEEN, I HAVE HEARD TALKING THROUGH 2040
12 THROUGH 2050. I THINK MOST PEOPLE ARE TALKING ABOUT 2045. BUT
13 WHAT WE DO KNOW IS THAT THE LONGER TERM WE CAN GET THE
14 EXCEPTION, THE BETTER THAT IS FOR SUSTAINABILITY ON REVENUES.
15 EVERY TIME WE GET CLOSE TO CAP-AND-TRADE EXPIRING, THE
16 ACCUSATION REVENUES DROP.

17

18 **SUE NOACK:** OKAY. SO 2045, IS THAT SUPPOSED TO TIE IN WITH THE
19 STATES GOALS ON CARBON NEUTRALITY IS THAT WHY 2045 IS THE
20 TARGET NUMBER?

21

22 **GEORGIA GANN-DOHRMANN:** AGAIN, THE LEGISLATURE, THEY'RE NOT
23 SAYING 2045 FOR SURE. THEY'RE DISCUSSING WHAT WE WOULD WANT TO
24 SUPPORT IS WHAT WE WOULD ASK YOU ALL TO SUPPORT IS TO
25 ENCOURAGE FOR AS LONG-TERM AS POSSIBLE THAT ALSO STILL ALIGNS



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1 WITH THE STATE'S GOALS, OF, YOU KNOW, IDEALLY CAP-AND-TRADE AS
2 A MECHANISM TO REDUCE EMISSIONS. AND WE DO WANT TO SUPPORT
3 EMISSIONS SHOULD BE GOING DOWN OVER TIME.

4

5 **SUE NOACK:** THANK YOU.

6

7 **PAT BURT:** FIRST, I REALLY WANT TO SUPPORT TWO OF THE THINGS
8 THAT YOU SPOKE ABOUT, ONE WAS ON THE OPERATION SIDE, IMPROVING
9 SERVICE, AND FROM THE STANDPOINT OF VTA, IMPROVEMENT IS ALSO A
10 RESTORATION OF SERVICE. AND VTA HAD REDUCED ITS BUS SERVICE
11 MORE THAN 20 YEARS AGO TO HAVE A SUSTAINABLE BUDGET. AND WE'RE
12 DESPERATELY WANTING TO RESTORE SERVICE TO WHAT WAS OUR FORMER
13 LEVEL. AND IF THIS COULD BE REALLY ENABLED BY CAP-AND-TRADE,
14 TO SOME DEGREE, THAT WOULD BE GREAT. AND SECOND, SPEAKING
15 ABOUT THE HIGH SPEED RAIL ASPECT, WHICH IS 25%, I THINK, OF
16 THE WHOLE CAP-AND-TRADE BUDGET. AND, REALLY, A DUBIOUS
17 GREENHOUSE GAS REDUCTION BENEFIT FOR THAT 25%. BUT, THE THRUST
18 THAT YOU TALKED ABOUT ON SUPPORTING REGIONAL PROGRAMS CAN HAVE
19 A MUCH MORE IMPACTFUL APPROACH. FOR THOSE WHO MAY NOT KNOW,
20 THE INTENTION TO HAVE HIGH SPEED RAIL IN THE PENINSULA, ON THE
21 BLENDED SYSTEM, DOES NOT INCLUDE GRADE SEPARATIONS, RUNNING
22 HIGH SPEED TRAINS ON THE HIGHLY DENSE PENINSULA WITH NO
23 FUNDING FOR GRADE SEPARATIONS. AND SO THAT'S LEFT TO THE
24 COUNTIES TO FEND FOR THEMSELVES. AND WHAT WE'RE SEEING IS,
25 BASICALLY, NOW, A VIRTUAL DOUBLING IN THE COST OF GRADE



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1 SEPARATIONS AND NEEDING TO RECALIBRATE HOW MUCH WE'RE GOING TO
2 BE ABLE TO DO, WHICH IS ULTIMATELY A FRACTION OF THE 40-
3 SOMETHING THAT ARE NON-GRADE SEPARATING. AS A RESULT, CALTRAIN
4 HAS ADOPTED TWO INITIATIVES IN RECENT MONTHS. ONE IS A
5 CORRIDOR-WIDE SAFETY AND SECURITY SYSTEM BEST PRACTICES. HOW
6 DO WE ACHIEVE SAFETY AND SECURITY ON THE CORRIDOR AT A
7 FRACTION OF THE COST OF FULLY GRADE SEPARATING? OR AT LEAST
8 ACHIEVE A GREAT PORTION OF THAT SAFETY AND SECURITY WE GET
9 FROM FULLY GRADE SEPARATING? SIMILARLY, WE HAVE A NEW ADDITION
10 TO OUR CORRIDOR CROSSING STRATEGY, WHICH IS A STRATEGY TO
11 GRADE SEPARATE WHICH IS CALLED ENHANCED CROSSINGS. AND THAT IS
12 TO LOOK AT THE THREE REASONS THAT YOU REALLY GRADE SEPARATE,
13 AND HOW MUCH BENEFIT CAN WE GET AT A FRACTION OF THE COST AND
14 FRACTION OF THE TIME AND THAT IS CAPACITY MOVING VEHICLES
15 THROUGH WITH EVENTUALLY MORE TRAINS AND MORE CARS, BUT AT A
16 LOWER INCREASE IN PROJECTIONS THAN WE HAD BEFORE. SAFETY AND
17 SECURITY, AND REALLY SOME ADVANCED MEASURES THAT ARE BEING
18 DEVELOPED TO BE ABLE TO MAKE CROSSINGS, AT GRADE CROSSINGS,
19 FAR MORE SAFE AND SECURE. AND LASTLY ENVIRONMENTAL IMPACTS.
20 NOT ONLY THE NOISE IMPACTS, BUT THE DETRIMENTAL ENVIRONMENTAL
21 IMPACTS OF FIVE YEARS OF CONSTRUCTION FOR GRADE SEPARATIONS.
22 SO, THAT ALL LEADS TO REQUESTING THAT THOSE PROGRAMS BE
23 INCORPORATED IN WHEN WE'RE LOOKING FOR TO BE EMPOWERED AND,
24 POTENTIALLY FUNDED, THROUGH THOSE REGIONAL DOLLARS FROM HIGH
25 SPEED RAIL, NOT ONLY THINKING ABOUT HELPING FILL THE GAPS ON



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1 GRADE SEPARATIONS THAT ARE HIGH PRIORITY ONES LIKE BURLINGAME
2 AND -- [INDISCERNIBLE] MOUNTAIN VIEW. BUT CORRIDOR WIDE
3 BENEFITS AT BASICALLY, CORRIDOR WIDE BENEFITS AT SINGLE GRADE
4 SEPARATION. WANT TO GET THIS OUT ON THE ABLE TO HELP PEOPLE
5 KNOW THAT'S A TRANSITION CAM CALTRAIN IS TAKING AS A RESULT OF
6 EVOLVING REALITIES.

7

8 **CHAIR, DAVID CANEPA MTC LC:** WILLIAMS?

9

10 **WANDA WILLIAMS:** THANK YOU, CHAIR. FIRST AND FOREMOST THANK YOU
11 FOR THIS IN-DEPTH REPORT. AND MOSTLY WANT TO THANK YOU FOR
12 GOING OVER THE PRINCIPLES BECAUSE I'M STILL LEARNING ALL MY
13 PRINCIPLES. SO THANK YOU FOR GOING OVER THAT. I DEFINITELY
14 WANT TO TOUCH ON ITEM NUMBERS 3 AND 4, AND I DEFINITELY
15 SUPPORT YOUR RECOMMENDATION, OF COURSE, FOR -- TO MAKE THOSE
16 CHANGES OF A MARKER FOR THE HIGH SPEED IF WE ASK FOR OUR FAIR
17 SHARE, SUPPORTING THOSE CONNECTIONS. SO, I JUST WANTED TO JUST
18 SHARE THAT. IN REFERENCE TO NUMBER FOUR, WHEN WE TALK ABOUT
19 EQUITY DISTRIBUTION AND RESOURCES, RECENTLY I WAS PART OF A
20 REGIONAL IMPACT COUNCIL, AND ONE OF THE THINGS WE DISCUSSED
21 WAS THE SOCIAL DETERMINANTS EMPLOYMENT, AND TRANSPORTATION OF
22 COURSE IS PART OF THAT AS WELL AS HOUSING. SO MAKING SURE THAT
23 WE INVEST IN THESE LOW-INCOME AREAS THAT'S INDICATED HERE, IN
24 THE HISTORICALLY MARGINALIZED COMMUNITIES WILL ALSO HELP US
25 MAKE SURE THAT IT WE ARE ABLE TO MEET THOSE NEEDS. BUT WE



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1 DEFINITELY SHOULD REALLY START THINKING, TOO, ABOUT THOSE
2 SOCIAL INCOME DETERMINANTS THAT AFFECT EMPLOYMENT AND THE
3 PEOPLE HAVING OPPORTUNITIES FOR TRANSPORTATION. AND HOUSING.
4 BECAUSE THAT'S OUR JOB, RIGHT? SO, I JUST WANT TO BRING THAT
5 TO EVERYONE'S ATTENTION. AND THAT I REALLY DO SUPPORT THOSE
6 MEASURES -- THOSE PRINCIPLES LAID OUT HERE WITHIN THE EIGHT.
7 THANK YOU FOR GIVING ME THAT TIME.

8

9 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT. ALL RIGHT. THANK YOU SO
10 MUCH. COMMISSIONER MOULTON-PETERS THEN COMMISSIONER ROMERO,
11 THEN COMMISSIONER KAPLAN.

12

13 **STEPHANIE MOULTON-PETERS:** THANK YOU, GEORGIA, FOR THE REPORT.
14 I ACTUALLY WANT TO GO BACK TO SOMETHING THAT COMMISSIONER BURT
15 JUST OFFERED UP. YOU KNOW, THOSE PRINCIPLES IN YOUR APPROACH,
16 I THINK, ARE SO WORTHY OF FURTHER DISCUSSION, I HOPE WE CAN
17 BRING THEM BACK TO THIS COMMISSION. BECAUSE WITH OUR LITTLE
18 FLEDGING RAILROAD, SMART, WE HAVE ALL THE SAME ISSUES, AND
19 WOULD LOVE TO LEARN FROM WHAT YOU'RE DOING. IT MAKES SO MUCH
20 SENSE. SO, THANK YOU FOR THAT.

21

22 **CHAIR, DAVID CANEPA MTC LC:** THANK YOU SO MUCH. COMMISSIONER
23 ROMERO? OKAY. COMMISSIONER KAPLAN.

24



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1 **REBECCA KAPLAN:** THANK YOU. AND THANK YOU SO MUCH FOR THIS
2 REPORT. I WANTED TO SUPPORT URGING FOR THIS TO BE LONG-TERM
3 ENOUGH TO REALLY BE EFFECTIVE. I DO THINK HAVING TO
4 CONTINUALLY WONDER IF IT'S ABOUT TO GO AWAY UNDERMINES THE
5 ABILITY TO PLAN FOR IT AND UTILIZE EFFECTIVELY. SO HAVING MORE
6 YEARS I THINK IS WORTH ADVOCATING FOR. I ALSO REALLY
7 APPRECIATE THE POINT ABOUT MAINTAINING AND OPERATING THE
8 EXISTING SYSTEM. SOMETIMES IT CAN BE TEMPTING TO WANT TO FOCUS
9 ON NEW THINGS, BECAUSE RIBBON CUTTINGS FOR NEW THINGS ARE
10 EXCITING. BUT THEN IF THOSE NEW THINGS AREN'T OPERATING OR
11 MAINTAINED THEY AREN'T USED SO WE MAKE SURE MAINTAINING WHAT
12 WE HAVE I THINK IS WORTH FIGHTING FOR. AND HEY WE CAN HAVE
13 RIBBON CUTTINGS FOR OPERATING AND MAINTAINING TO MAKE SURE
14 FOLKS SUPPORT THOSE. AND IN FACT SOME OF YOU WERE HERE FOR THE
15 KICKOFF OF THE ALL-NIGHTER BUS SERVICE, THE OWL BUS SERVICE
16 WHICH WAS AN OPERATING PROJECT THAT DIDN'T HAVE CAPITAL
17 INSTALLATION BUT IT HAD A FABULOUS KICKOFF AND A LOT OF
18 ATTENTION SO WE CAN CONTINUE TO UPLIFT OUR OPERATING AND
19 MAINTENANCE PROJECTS. AND COMMENTS ABOUT IMPORTANCE OF
20 BUILDING HOUSING NEAR TRANSIT WHICH I KNOW IS ON OUR LIST AND
21 SOMETIMES WE TALK ABOUT BUILDING TRANSIT NEAR TRANSIT JUST IN
22 TERMS OF HOUSING BUT IT'S ALSO HOW WE SUSTAIN OUR TRANSIT
23 AGENCIES. AND WE HAVE A LOT OF BART STATIONS THAT HAVE NOTHING
24 AROUND THEM AND BY ADDING THOUSANDS OF NEW UNITS OF HOUSING
25 AROUND THE BART STATIONS IT WOULD BE BOTH HOUSING WHICH IS



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1 DESPERATELY NEEDED FOR OUR REGION BUT IT WOULD ALSO INCREASE
2 THE REVENUE BASE FOR THE TRANSIT SYSTEMS AND HELP MAKE THEM
3 MORE SUSTAINABLE FOR THE LONG-TERM. SO, I THINK IT'S IMPORTANT
4 THAT WE CONTINUE TO PUSH FOR THAT. AND THEN TWO ITEMS TO ADD A
5 LITTLE SPECIFICS TO. IN TERMS OF ZERO-EMISSIONS VEHICLES, I
6 KNOW THERE HAS BEEN A LOT OF UPS AND DOWNS WITH, SORT OF, HOW
7 THIS THAT'S GOING AND IN TERMS OF SOME OF THE HYDROGEN
8 VEHICLES NOT HAVING ENOUGH FUELING STATIONS AND IN TERMS OF
9 THE ELECTRIC VEHICLES NOT HAVING ENOUGH CHARGING SITES AND SO
10 WORKING ON CENTRALIZED FLEETS CAN BE A REALLY IMPORTANT WAY TO
11 GET US TO ECONOMIES OF SCALE ON THESE VEHICLES. SO, THE MARKET
12 FOR EXAMPLE, FOR HYDROGEN CARS HAS HISTORICALLY FOCUSED ON
13 INDIVIDUAL VEHICLE PURCHASERS ONE, BY ONE, BY ONE, WHO THEN
14 COMPLAIN THAT THEY'RE HAVING TROUBLE FINDING FUELING. BUT IF
15 WE LOOKED AT MUNICIPAL FLEETS, OTHER LARGE FLEETS, WHERE THE
16 FUELING CAN BE IN ONE CENTRALIZED LOCATION, THEN THE FACT THAT
17 THERE AREN'T FUELING STATIONS EVERYWHERE IS LESS OF A
18 CHALLENGE. SO OUR CITIES, COUNTIES, EVEN BUSINESSES THAT HAVE
19 LARGE FLEETS WOULD BE A GOOD WAY TO SCALE UP BOTH FOR HYDROGEN
20 AND FOR ELECTRIC, WHERE THEY CAN BE CHARGED AND FUELED IN A
21 CENTRALIZED WAY AND THUS GET US MORE TO SCALE WITH THOSE
22 VEHICLES AND ULTIMATELY DRIVE DOWN THEIR COST. AND THEN
23 LASTLY, PEDESTRIAN SAFETY I THINK IS AN IMPORTANT ASPECT OF
24 TRANSIT USE AND TRANSIT ORIENTED DEVELOPMENT USE THAT DOESN'T
25 OFTEN GET TALKED ABOUT BUT IN TERMS OF WHAT GETS PEOPLE TO



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1 TAKE TRANSIT TO WALK TO THINGS, PROJECTS THAT IMPROVE
2 PEDESTRIAN SAFETY, INCLUDING WITH LIGHTING WHERE NECESSARY CAN
3 BE AN IMPORTANT PART. AND MY CITY IS DOING SOME PILOT TESTING
4 OF SOME SOLAR POWERS LIGHTING, AS A WAY TO HAVE A WIN-WIN
5 WHERE WE CAN HAVE PEDESTRIAN SCALED LIGHTING AND HAVE IT BE
6 SOLAR POWERS AND THINGS THAT IMPROVE PEDESTRIAN WALKABILITY
7 ENVIRONMENT CAN CONTRIBUTE TO THE WHOLE OF THESE EFFORTS.

8 THANK YOU.

9

10 **CHAIR, DAVID CANEPA MTC LC:** GREAT. THANK YOU SO MUCH.

11 COMMISSIONER ROMERO?

12

13 **V. CHAIR, ABAG AC, CARLOS ROMERO:** THANK YOU. I WANT TO SUPPORT
14 AND BUTTRESS COMMISSIONER BURT'S FLEXIBILITY POSITION ON USAGE
15 OF SOME OF THIS MONEY FOR NOT THE CALTRAIN -- NOT GRADE
16 SEPARATION, BUT FOR THIS, CALL IT QUICK BUILD, QUICKER FIX
17 APPROACH. CERTAINLY THE PENINSULA, SANTA CLARA COUNTY,
18 PROBABLY FACE ANYWHERE FROM 4 TO \$7 BILLION IN GRADE
19 SEPARATIONS. I VENT TOUR SAY WE CAN'T AFFORD THAT AND WE HAVE
20 TO THINK ABOUT MORE FLEXIBLE WAYS TO ADDRESS IT AND I
21 CERTAINLY DON'T SEE SANTA CLARA COUNTY TO BE SEEN AS WANTING
22 TO HOG UP ALL THIS MONEY SO THE APPROACH THAT CALTRAIN HAS
23 SUGGESTED, PAT, I DON'T KNOW IF WE SHOULD TALK SOMEWHERE
24 DOWNTOWN AT A COFFEE SHOP, I THINK IT'S IMPORTANT FOR US TO
25 HAVE THAT FLEXIBILITY ONE 10th OF THE COST SOME OF THE SAFETY



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1 ISSUES THAT ALL OF OUR COMMUNITIES HAVE, WE'RE HEARING NORTH
2 BAY HAS THEM I WANT TO DEFINITELY SUPPORT THAT BUT THE OTHER
3 THING I WANT TO TALK ABOUT, FLAWS IN CAP-AND-TRADE LEGISLATION
4 THAT WAS PASSED ENVIRONMENTAL JUSTICE HAS SEEN REDUCTION, I
5 THINK WE SHOULD ALL BE READING THE LETTER FROM VARIOUS MEMBERS
6 OF THE EJ COMMUNITY WHO KIND OF GATHERED TOGETHER TO SUBMIT A
7 LETTER BUT ALSO WE SHOULD BE READING THE SOURCES AND THE
8 FOOTNOTES. BECAUSE A LOT OF THE STUDIES POINT TO THE FACT
9 THAT, INDEED, THERE HAS NOT BEEN A REDUCTION IN GREENHOUSE GAS
10 EMISSIONS NEAR AND AROUND COMMUNITIES OF COLOR AND
11 ENVIRONMENTAL JUSTICE COMMUNITIES. WHETHER THAT'S FOLKS WHO
12 ARE LIVING ON THE 880 CORRIDOR, OR WHETHER THAT'S FOLKS WHO
13 ARE IN THE CENTRAL VALLEY, OR ARE NEAR MAJOR POLLUTERS WHO
14 BASICALLY ARE GETTING A PASS, BECAUSE WE DO -- THE LEGISLATION
15 DOES NOT TAX ALL EMISSIONS IT ACTUALLY HAS CERTAIN PROVISIONS
16 THAT ALLOW FOLKS TO GET REDUCTIONS IN THEIR ACCOUNT. SO,
17 WHETHER IT'S TOO LATE TO INTRODUCE THAT, WHETHER THAT IS TOO
18 POLITICAL OF AN ISSUE, I AT LEAST HAVE TO POINT IT OUT,
19 BECAUSE IF THE BILL IS NOT ADDRESSING THE ISSUE OF GHGS IN
20 COMMUNITIES OF COLOR, THAT, BY THE WAY, DID NOT ASK FOR THIS
21 LEGISLATION, RIGHT, BUT WE ALL KNEW THAT, INDEED, IF YOU COULD
22 BUY YOUR WAY OUT OF POLLUTING, YOU WOULD CONTINUE TO POLLUTE
23 IN YOUR LOCAL AREA. RIGHT? YOU BUY THESE REDUCTION CREDITS.
24 THERE IS A SENSE OF NATURAL INJUSTICE TO THIS IF WE CAN'T FIX
25 THIS PROBLEM. SO, I -- WHETHER WE CAN GET OUR -- THIS



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1 LEGISLATION TO AT LEAST BEGIN TO ADDRESS THAT, THAT INEQUITY,
2 I WOULD HOPE THAT WE COULD, AND IF NOT, I THINK SOME OF US,
3 INDIVIDUALLY, WOULD WANT TO TALK TO OUR LEGISLATORS. BECAUSE
4 THIS LEGISLATION, ALTHOUGH WELL INTENDED, HAS HAD, WE KNOW,
5 PROVEN IN THE FIELD, SOME CONSEQUENCES THAT WE -- SOME OF US
6 EXPECTED, AND THAT, INDEED, WE'RE SEEING. THANK YOU.

7

8 **CHAIR, DAVID CANEPA MTC LC:** GREAT. ARE THERE ANY ADDITIONAL
9 COMMENTS? FIRST OF ALL, LET ME TO JUST THANK STAFF FOR YOUR
10 PRESENTATION. I WANT TO THANK YOU FOR YOUR FLEXIBILITY. I
11 THINK THIS UPLIFTING REGIONAL RAIL, I THINK IS IMPORTANT. AS
12 WE LOOK AT HIGH SPEED RAIL, WE TALKED ABOUT THE FAIR SHARE.
13 YOU KNOW, I HAVE HEARD FROM COLLEAGUES -- LET ME THANK YOU,
14 COMMISSIONER BURT AND MOULTON-PETERS AND ROMERO. AND MY
15 THOUGHTS ARE ALIGNED, WHAT WE CAN DO WHETHER IT'S GRADE
16 SEPARATION, BUT IF THERE ARE OTHER POTENTIAL FUNDING
17 OPPORTUNITIES, YOU HAD REFERENCED VERY ARTICULATELY, ABOUT THE
18 KNOW BURLINGAME, MOUNTAIN VIEW. I THINK THIS IS WORTHY OF
19 EXPLORATION, THE COST MENTIONED IS SO GREAT AND SEEING IF WE
20 COULD USE THESE DOLLARS, NOT JUST FOR CALTRAIN, BUT FOR SMART
21 AND OTHERS IS WORTHY OF US MOVING FORWARD. I WANT TO THANK MY
22 COLLEAGUES FOR A ROBUST CONVERSATION ON THIS ITEM. DO I HAVE A
23 MOTION AND A SECOND TO REFER A SUPPORT POSITION ON THE CAP-
24 AND-TRADE ADVOCACY PRINCIPLES TO THE ABAG EXECUTIVE BOARD AND
25 COMMISSION, RESPECTIVELY, FOR APPROVAL?



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1

2 **SUE NOACK:** SO MOVED.

3

4 **CHAIR, DAVID CANEPA MTC LC:** OKAY. NOACK. IS THERE A SECOND?

5

6 **WANDA WILLIAMS:** I HAVE AN 83. WHEN YOU'RE ASKING FOR AN
7 APPROVAL IS THAT TAKING INTO ACCOUNT COMMISSIONER ROMERO'S
8 COMMENT?

9

10 **CHAIR, DAVID CANEPA MTC LC:** I'LL LEAVE IT UP -- THAT'S A GREAT
11 QUESTION. THANK YOU FOR CLARIFYING THAT. COMMISSIONER BURT
12 WOULD YOU LIKE TO SPEAK TO THIS?

13

14 **PAT BURT:** WELL, I'M NOT YET A VOTING MEMBER ON THIS.

15

16 **CHAIR, DAVID CANEPA MTC LC:** OKAY.

17

18 **PAT BURT:** BUT I DID SEE THAT MAYBE STAFF, GEORGIA, DID YOU
19 HAVE ANY RECOMMENDATIONS ON LANGUAGE THAT MIGHT ENHANCE THIS
20 FOCUS THAT WE HAVE TALKED ABOUT? OR COMPLEMENT WHAT YOU ARE
21 ALREADY PROPOSING?

22

23 **GEORGIA GANN-DOHRMANN:** YES. I THINK I'M GOING TO TAKE THEM A
24 COUPLE DIFFERENT. SO, ONE, I'M THINKING ABOUT, SORT OF, ALL
25 THE DIFFERENT TYPE OF INVESTMENTS THAT ARE IMPORTANT TO



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1 SUPPORT HIGH SPEED RAIL AND TRANSIT, AND THE PENINSULA AND
2 INTO THE BAY AREA. I THINK A TERM THAT IS A REALLY USEFUL TERM
3 HAS BEEN JOINT BENEFIT PROJECTS, AND SUPPORTING HIGH SPEED
4 RAIL AND BEING ABLE TO INVEST IN THE HIGH SPEED RAIL COMPONENT
5 OF JOINT BENEFIT PROJECTS IS SOMETHING, IT'S LIKE A
6 TERMINOLOGY THAT I WOULD LIKE TO INCLUDE TO, YOU KNOW, VICE
7 PRESIDENT ROMERO'S COMMENT, I THINK, IMPORTANT POINT, I THINK,
8 YOU KNOW, WE ARE THE PRINCIPLES RIGHT HERE ARE REALLY FOCUSED
9 ON MTC AND ABAG, SORT OF, AREAS OF JURISDICTION WHERE WE HAVE
10 SOME EXPERTISE. WHAT I WOULD LIKE TO DO IS WORK WITH OUR AIR
11 DISTRICT PARTNERS TO THINK ABOUT AB 617, AND JUST KIND OF
12 CONNECT WITH THEM ON WHAT SOME OF THEIR PRIORITIES ARE AND
13 THEIR RECOMMENDATIONS ARE ON A POLICY APPROACH THERE. IF
14 THAT'S -- YOU KNOW, OKAY?

15

16 **PAT BURT:** AND WHAT IF THERE WERE TO BE LANGUAGE THAT WAS ADDED
17 THAT WOULD BE ADDED ON TO WHAT YOU HAD ON THOSE JOINT BENEFIT
18 PROJECTS, AND INCLUDE SPECIFICALLY TO ENHANCE SAFETY,
19 SECURITY, AND GHG REDUCTIONS IN -- IN UNDERPRIVILEGED
20 COMMUNITIES?

21

22 **GEORGIA GANN-DOHRMANN:** I THINK THAT, AGAIN, I -- I THINK
23 THAT'S TOTALLY APPROPRIATE. I THINK PERHAPS WE DO THAT MORE IN
24 THE EQUITABLE DISTRIBUTION OF RESOURCES BECAUSE I DON'T KNOW



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1 THAT WE WANT THAT TO LIMIT HIGH SPEED RAIL IMPROVEMENTS I
2 THINK THAT MAKES SENSE ACROSS THE BOARD.

3

4 **PAT BURT:** OKAY SO, GIVEN THAT I CAN'T MAKE A MOTION --

5

6 **GEORGIA GANN-DOHRMANN:** I'M SORRY. I HAD ONE OTHER THING. I
7 WILL TAKE FULL OWNERSHIP. I HAD A DRAFTING ERROR ISSUE PUTTING
8 THIS MEMO TOGETHER AND WE HAD A LOT OF DIFFERENT VERSIONS
9 WORKED WITH A LOT OF DIFFERENT PARTNERS SO ONE THING I DID NOT
10 INCLUDE IN HERE WHICH I THINK IS VERY IMPORTANT TO OUR
11 AFFORDABLE HOUSING PARTNERS IS A NOTE THAT WE WANT TO ENSURE
12 THAT RESOURCES THAT ARE GOING TO HOUSING RIGHT NOW DO NOT GET
13 DIMINISHED SO I'M HOPING YOU GUYS COULD ENTERTAIN INCLUDING
14 THAT IN, AS ANOTHER ADDITION. AND, AGAIN, I APOLOGIZE ABOUT MY
15 DRAFTING ERROR.

16

17 **V. CHAIR, ABAG AC, CARLOS ROMERO:** I WILL SECOND THE MOTION
18 WITH THAT ADDITION, BUT, ALSO, WITH PAT BASICALLY -- I WAS A
19 VIN TRADITIONAL EQUIVALENT -- [LAUGHTER] VENTRILOQUIST.

20

21 **CHAIR, DAVID CANEPA MTC LC:** WE HAD A MOTION AND SECOND.
22 THROUGH STAFF, THROUGH COUNTY -- THROUGH COUNSEL, IS THERE
23 CLARITY ON THE MOTION? I JUST WANT TO MAKE SURE WE GET IT
24 RIGHT?

25



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1 **COUNSEL, KATHLEEN KANE:** I THINK WE COULD PROBABLY BEAR, JUST
2 FOR THE RECORD, WITH THE MAKER OF THE MOTION TO ENSURE THAT WE
3 UNDERSTAND FULL SCOPE OF IT. THAT THE MOTION IS TO ADVANCE THE
4 STAFF PRIORITIES WITH THE ADDITION OF THE HOUSING LANGUAGE,
5 AND THEN HOW, JUST TO CONFIRM WITH THE MAKER OF THE MOTION,
6 HOW YOU WANT TO ENCAPSULATE THE REST OF THIS CONVERSATION.

7

8 **SUE NOACK:** SO, I THINK IN THE -- WE WANT TO TALK ABOUT THE
9 JOINT BENEFIT CONCEPT. AND IF WE WANT TO ADD SAFETY AND
10 SECURITY TO THAT, THAT WOULD BE FINE. AND THEN IN THE --
11 SORRY, I'M JUST TRYING TO FIND THE -- AND THE EQUITABLE
12 DISTRIBUTION OF RESOURCES PIECE, THAT COMMISSIONER ROMERO'S
13 POINT, AS WELL. IF YOU ADD THOSE THREE PIECES IN, THEN I WILL
14 -- THAT WILL BE MY AMENDED MOTION.

15

16 **V. CHAIR, ABAG AC, CARLOS ROMERO:** SECOND. THOUGH I CERTAINLY
17 WOULD LIKE TO HAVE STAFF CARRY THIS CONVERSATION ON WITH THE
18 AIR DISTRICT BOARD.

19

20 **CHAIR, DAVID CANEPA MTC LC:** THROUGH THE CEO, MR. FREMIER.

21

22 **ANDREW FREMIER:** JUST TO REMIND EVERYBODY, THIS WILL COME BACK
23 TO ABAG AND THE COMMISSION. SO, WE CERTAINLY CAN COME BACK
24 WITH ADDITIONS THAT YOU CAN, ANOTHER CRACK TO LOOK AT.

25



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1 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT WE HAVE A MOTION AND
2 SECOND. WE'LL NOW MOVE TO PUBLIC COMMENT.

3

4 **CLERK, MARTHA SILVER:** FIRST WILL BE ADINA LEVIN, YOU HAVE ONE
5 MINUTE.

6

7 **ADINA LEVIN:** YES. ADINA LEVIN, SEAMLESS BAY AREA. ONE OF THE
8 COSIGNATORIES ON THE COALITION LETTER GENERALLY IN SUPPORT OF
9 THE CAP-AND-TRADE REAUTHORIZATION INCLUDING SOME OF THE GOALS
10 AND PRINCIPLES, AND SUPPORTING TRANSIT AND AFFORDABLE HOUSING.
11 I WANTED TO THANK AND SUPPORT THE COMMENTS RELATING TO THE
12 HIGH SPEED RAIL OVERALL PROJECT INVESTMENTS IN THE BAY AREA
13 FOCUSING ON REGIONALLY BENEFICIAL PROJECTS DECADES BEFORE HIGH
14 SPEED RAIL WERE TO GET HERE INCLUDING THE GRADE SEPARATIONS
15 AND CORRIDOR CROSSING IMPROVEMENTS THAT COMMISSIONER BURT
16 RAISED UP. PROJECTS LIKE THE PORTAL IN DIRIDON STATION OTHER
17 AND INVESTMENTS THAT IMPROVE THE LONG-TERM TRAJECTORY OF THE
18 PROGRAM. AND, LAST BUT NOT LEAST, IN VERY STRONG SUPPORT OF
19 THE NEED TO SUPPORT OPERATING FUNDING, INCLUDING RESTORING AND
20 IMPROVING SERVICE. THANK YOU VERY MUCH.

21

22 **CLERK, MARTHA SILVER:** THANK YOU, ADINA. NEXT AND LAST SPEAKER
23 WILL BE DAVID TRAN.

24



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1 **SPEAKER:** GOOD MORNING. THANK YOU CHAIR AND MEMBERS. MY NAME IS
2 DAVID TRAN AND SPEAKING ON BEHALF OF SAN JOSE MAYOR MAT MAHAN
3 WHO SENDS REGRETS FOR NOT BEING ABLE TO JOIN TODAY'S COMMITTEE
4 MEETING. FIRST THANK YOU TO GEORGIA GANN DOHRMANN AND MTC
5 STAFF FOR ALL YOUR WORK ON THE PRINCIPLES ECHOING A LOT OF
6 WHAT HAS BEEN SAID THE MAYOR IS SUPPORTIVE OF ADDITIONAL FARE
7 SHARE LANGUAGE RELATING TO ENSURING THAT FUTURE INVESTMENT IN
8 CALIFORNIA HIGH SPEED RAIL FROM CAP-AND-TRADE JOINT BENEFIT
9 PROJECTS FOR BAY AREA SUCH AS SAN JOSE DIRIDON STATION A KEY
10 COMPONENT OF PLANNED BAY AREA AND STATE RAIL PLAN ITS SUCCESS
11 WILL PAY DIVIDENDS FOR OUR REGION AND STATE TRANSPORTATION
12 ECONOMIC BENEFITS THANK YOU AND ENCOURAGE SUPPORT FOR THE
13 PRINCIPLES WITH STAFF RECOMMENDATIONS AND AMENDMENTS. THANK
14 YOU.

15

16 **CLERK, MARTHA SILVER:** THANK YOU THAT WAS OUR LAST SPEAKER AND
17 NO WRITTEN CORRESPONDENCE WAS RECEIVED ON THIS ITEM.

18

19 **CHAIR, DAVID CANEPA MTC LC:** COMMENTS? YES.

20

21 **REBECCA KAPLAN:** THANK YOU SO MUCH. GIVEN THE QUESTIONS ABOUT
22 HOW OUR HARDEST HIT COMMUNITIES CONTINUE TO SUFFER AND THE
23 SUGGESTION TO INTERACT WITH THE AIR BOARD ABOUT IT, I DID WANT
24 TO ADD A SUGGESTION, NOT TO THE MOTION, BUT JUST FOR THE
25 DISCUSSION, THAT ONE OF THE MAJOR SOURCES OF HEALTH HARMING



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1 EMISSIONS ON OUR HARDEST HIT COMMUNITIES ARE DIESEL
2 PARTICULATE EMISSIONS AND THAT OFTEN WHEN WE TALK ABOUT
3 GREENHOUSE GASSES, WE DON'T TALK ABOUT DIESEL. SO WHEN WE TALK
4 ABOUT HOW COMMUNITIES LIKE RICHMOND AND PARTS OF OAKLAND AND
5 OTHER COMMUNITIES CONTINUE TO SUFFER FROM ASTHMA AND CANCER
6 AND OTHER DISEASES, DISPROPORTIONATELY, IT'S PRIMARILY FROM
7 THE SMALL PARTICULATE MATTER THAT IS EMITTED FROM DIESEL, AND
8 THAT THOSE TRUCKS, THE HEAVY-DUTY DIESEL TRUCKS, THAT ARE NOT
9 SPREAD EQUALLY THROUGHOUT THE NINE COUNTY REGION, BUT THAT ARE
10 FOCUSED ON HARDEST HIT COMMUNITIES AND ON COMMUNITIES OF
11 COLOR, WITH THE TRUCK ROUTES, ARE NOT MOBILE SOURCES THOUGH WE
12 PRETEND THEY'RE MOBILE SOURCES BUT THE TRUCK ROUTES ARE IN THE
13 SAME PLACE EVERY DAY SO THEY'RE EMITTING ON THE SAME PEOPLE
14 EVERY DAY, IS ONE OF THE GREATEST SOURCES OF THAT ONGOING HARM
15 WHEN WE TALK ABOUT THE HARMS THAT THIS FUND HAS NOT SOLVED. SO
16 IN TERMS OF THE ISSUES THAT OVERLAP BETWEEN THE AIR DISTRICT
17 AND MTC, TO DELVE INTO THOSE, I JUST WANTED TO FLAG THAT THE
18 TRUCKS AND THE DIESEL EMISSIONS ARE A MAJOR SOURCE. AND I
19 WOULD LOOK FORWARD TO CONTINUING TO WORK TO REMEDY THOSE GOING
20 FORWARD. THANK YOU.

21

22 **WANDA WILLIAMS:** AND IF I COULD JUST ADD TO IT?

23

24 **CHAIR, DAVID CANEPA MTC LC:** OF COURSE.

25



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1 **WANDA WILLIAMS:** I WANT TO AGREE WITH MY COLLEAGUE, IN
2 REFERENCE TO THAT. IT'S EXTREMELY TRUE, ESPECIALLY HAVING HAD
3 LIVED IN RICHMOND CALIFORNIA, NOW LIVING IN SUISUN CITY. I
4 NEVER HAD ASTHMA A DAY IN MY LIFE UNTIL I MOVED TO SUISUN
5 CITY. WE HAVE A LOT OF TRUCKS I'M JUST USING THIS AS AN
6 EXAMPLE, AND SO TODAY I MYSELF AM PERSONALLY AFFECTED BY THOSE
7 EMISSIONS FROM DIESEL TRUCKS NOW MOVING OUT MY PERSONAL TO
8 WHAT IS NEEDED FOR THE COMMUNITY AT-LARGE, I WHOLEHEARTEDLY
9 AGREE THAT IS SOMETHING WE SHOULD DEFINITELY CONTINUE TO BRING
10 BACK FOR DISCUSSION. THANK YOU.

11

12 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT. WE HAVE A MOTION AND A
13 SECOND. ALL IN FAVOR, SAY AYE. [AYES] ALL RIGHT. CLERK, MARTHA
14 SHE'S GOT THAT, RIGHT KATHLEEN?

15

16 **COUNSEL, KATHLEEN KANE:** YES WE WILL RECORD THAT.

17

18 **CHAIR, DAVID CANEPA MTC LC:** GREAT. 3C ASSEMBLY BILL 697
19 RESILIENT STATE ROUTE 37 CORRIDOR PERMITTING LEGISLATION THIS
20 IS AN ACTION ITEM. GEORGIA GANN DOHRMANN.

21

22 **GEORGIA GANN-DOHRMANN:** THIS IS STRAIGHT FORWARD. WE ARE ASKING
23 FOR YOU TO -- FOR MTC TO ADOPT A SUPPORT POSITION ON A BILL
24 THAT WOULD HELP ONE OF -- A PROJECT THAT MTC HAS BEEN WORKING
25 ON FOR OVER A DECADE, TO ADVANCE EFFICIENTLY AND EFFECTIVELY.



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1 I DO WANT TO NOTE THAT IT'S A BILL THAT IS SPONSORED -- OR IS
2 AUTHORED BY ASSEMBLY TRANSPORTATION COMMITTEE CHAIR WILSON.
3 SHE AND HER TEAM HAVE ASKED MTC, YOU KNOW, WE'VE WORKED
4 CLOSELY ON THE BILL -- I'LL DESCRIBE IF A SECOND -- BUT SHE
5 ASKED THAT WE EXERCISE OUR URGENCY PROCEDURE TO CONVEY MTC'S
6 SUPPORT FOR THIS BILL, SO THEY COULD BE -- SO WE COULD BE
7 LISTED IN SUPPORT BEFORE IT WENT TO THE TRANSPORTATION -- OR
8 BEFORE IT WENT TO COMMITTEES FOR ANALYSIS. SO, ANYWAYS, WE HAD
9 ASKED OUR MTC CHAIR AND OUR LEGISLATION COMMITTEE CHAIR TO
10 EXERCISE THAT URGENCY PROCEDURE. AND TODAY WE'RE ASKING THAT
11 YOU AFFIRM MTC'S SUPPORT TO GO TO THE COMMISSION. SO, JUST, AS
12 BACKGROUND, MTC AND MANY STATE REGIONAL AND LOCAL AGENCIES
13 HAVE BEEN PARTNERING ON SOLUTIONS TO STATE ROUTE 37 MOBILITY,
14 RESILIENCE, AND HABITAT CHALLENGES FOR ABOUT A DECADE NOW. THE
15 STRATEGY INCLUDES DELIVERING SOME NEAR-TERM SEARS POINT TO
16 MARE ISLAND MOBILITY IMPROVEMENTS PAIRED WITH PROJECTS THAT
17 CAN RESTORE IMPROVE HABITAT FOR 1200 ACRES OF HABITAT IN THE
18 SAN PABLO BAYLANDS AREA SURROUNDING THE STATE ROUTE 37
19 CORRIDOR. SO, AB 697 WOULD ALLOW STATE ROUTE 37 PROJECT
20 SPONSORS TO SECURE A PERMIT THROUGH THE CALIFORNIA DEPARTMENT
21 OF FISH AND WILDLIFE FOR INCIDENTAL TAKE OF SOME OF THE FULLY
22 PROTECTED SPECIES THAT ARE ALONG THE CORRIDOR, SO LONG AS THE
23 IMPACTS TO THOSE SPECIES ARE FULLY MITIGATED. THE PROJECT, IN
24 PARTICULAR, IS IMPORTANT TO NOTE IS A REALLY GOOD CANDIDATE
25 FOR THIS. BECAUSE THE CONDITION OF THE IMPACT BE FULLY



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1 MITIGATED IS SOMETHING THAT IS, YOU KNOW, SOMETHING NATURALLY
2 SOMETHING THAT CAN HAPPEN WITH THIS PROJECT BECAUSE IT
3 INCLUDES SO MUCH RESTORATION INTEGRATED INTO THE MOBILITY
4 PROJECT. SO, WITHOUT THE PERMIT, THE PROJECT COULD STILL
5 PROCEED BUT WORK WINDOWS WOULD BE LIMITED TO ABOUT TEN WEEKS
6 TO 12 WEEKS PER YEAR, WHICH IS REALLY PROHIBITIVE. SO, WE
7 DON'T THINK THIS IS A COMMON SENSE APPROACH TO HELPING MOVE AN
8 IMPORTANT PROJECT FORWARD. AND WE, AGAIN, ASK FOR YOUR SUPPORT
9 -- MTC SUPPORT.

10

11 **CHAIR, DAVID CANEPA MTC LC:** GREAT. THANK YOU VERY MUCH.
12 COMMISSIONER ECKLUND.

13

14 **PAT EKLUND:** THANK YOU VERY MUCH. I WAS JUST RECENTLY APPOINTED
15 TO THE COMMITTEE. AND WE HAD OUR FIRST MEETING LAST WEEK. AND
16 THIS WAS NOT EVEN MENTIONED. AND I WAS DISAPPOINTED THAT IN
17 THE -- OR IN THIS PACKAGE, THE ACTUAL BILL WAS NOT INCLUDED.
18 AND FROM WHAT I CAN TELL, THE BILL LIFTS NOT JUST ONE SPECIES,
19 BUT MANY SPECIES THAT ARE IN DANGER. SO, YOU CAN HELP ME
20 UNDERSTAND, IS IT -- WHY ARE ALL THE OTHER SPECIES LISTED IF
21 THERE IS ONLY ONE THAT IS BEING SOUGHT HERE?

22

23 **GEORGIA GANN-DOHRMANN:** THERE ARE FOUR FULLY PROTECTED SPECIES
24 IN THE CORRIDOR, ONE MAMMAL AND THREE FISH. AND THE WAY THAT
25 THE BILL IS WRITTEN IS THAT, ONE, IT'S, SORT OF THE TOP PART



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1 OF THE BILL, THE FIRST PORTION OF THE BILL SAYS THAT THE
2 PROJECT SPONSOR CAN GO THROUGH THE CALIFORNIA ENDANGERED
3 SPECIES ACT PROCESS TO SECURE AN INCIDENTAL-TAKE PERMIT FOR
4 THE TAKE OF THOSE FOUR SPECIES, SO LONG AS THE IMPACTS TO
5 THOSE -- THOSE NEAR-TERM IMPACTS TO THOSE SPECIES ARE
6 MITIGATED OVER THE LONG-TERM. THEN, AT THE BOTTOM OF THE BILL,
7 YOU WILL NOTICE THAT THERE IS A WHOLE LONG LIST OF ALL OF THE
8 FULLY PROTECTED SPECIES. AND THAT'S BECAUSE THE LEGISLATIVE
9 COUNCIL NEEDED TO GO IN AND INSERT THE APPROPRIATE CODE INTO
10 THE EXISTING CODE. BASICALLY, THE CODE FOR THE INCIDENTAL-TAKE
11 AUTHORIZATION, IN THE EXISTING FULLY PROTECTED SPECIES CODES.
12 SO, IT'S NOT ABOUT ALL FULLY PROTECTED SPECIES, IT'S JUST THE
13 FOUR THAT ARE IN THE CORRIDOR.

14

15 **PAT EKLUND:** SO, THIS BILL, THOUGH, DOES NOT CHANGE FEDERAL
16 LAW. SO, WHAT ABOUT THE U.S. FISH AND WILDLIFE SERVICE? THAT
17 WOULD ALSO HAVE APPLICABILITY IN THIS PARTICULAR JURISDICTION?

18

19 **GEORGIA GANN-DOHRMANN:** IN ORDER FOR THE PROJECTS TO PROCEED,
20 WE HAVE TO FOLLOW STATE LAW AND FEDERAL LAW. SO THIS DOESN'T
21 IMPACT FEDERAL LAW. WE CAN ALREADY, YOU KNOW, PROCEED WITH
22 APPROPRIATE PERMITTING PROCESSES THROUGH FEDERAL LAW. WHAT
23 THIS DOES IS IT CREATES AN AVENUE TO SECURE A PERMIT THROUGH
24 STATE LAW AND WE BELIEVE AN ENTITY THAT'S REALLY INVOLVED IN
25 THIS PROJECT, THAT IT'S BETTER BOTH FOR THE ENVIRONMENT AND



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1 THE PROJECT TO PROCEED WITH A PERMIT, VERSUS THE OTHER OPTION
2 IS WE PROCEED WITHOUT A PERMIT. AND THERE IS NO CDFW OVERSIGHT
3 OVER THE PROJECT. THE FORGET FOR THAT, FROM THE PROJECT
4 DELIVERY PERSPECTIVE, IS THAT IT REALLY LIMITS THE WORK
5 WINDOWS. I WOULD ALSO STATE NEGATIVE FROM THE ENVIRONMENTAL
6 AND THE HABITAT RESTORATION PERSPECTIVE IS THAT YOU DIG MORE
7 OFTEN, MORE OFTEN OVER LONGER PERIOD OF TIME, AND YOU DO NOT
8 HAVE CDFW OVERSIGHT OVER THIS COMPONENT OF THE PROJECT.

9

10 **PAT EKLUND:** SO, WOULD THIS LEGISLATION BE NEEDED IF THE GROUP
11 RECOMMENDED THE CAUSEWAY AS THE PRIMARY ALTERNATIVE FOR OTHER
12 OPTIONS?

13

14 **GEORGIA GANN-DOHRMANN:** IF THE PROJECT WAS -- IF WE DIDN'T DO
15 ANY NEAR-TERM IMPROVEMENTS AND WE JUST -- AND IT WAS POSSIBLE
16 TO FIND THE TENS OF BILLION DOLLARS TO DO THE CAUSEWAY
17 IMMEDIATELY, IT WOULD BE NEEDED, BECAUSE THE CAUSEWAY IS ALSO
18 AN EXPANSION. SO, IT WOULD BE NEEDED FOR ANY IMPROVEMENTS IN
19 THE CORRIDOR THAT ADDRESS THE TEN-MILE BOTTLENECK RIGHT NOW
20 BETWEEN SEARS POINT AND MARE ISLAND.

21

22 **PAT EKLUND:** DO WE KNOW WHAT THE POSITIONS OF THE OTHER
23 REGULATORY AGENCIES LIKE BCDC? WHAT POSITION THEY HAVE TAKEN
24 ON THIS?

25



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1 **GEORGIA GANN-DOHRMANN:** TYPICALLY, WE'RE COORDINATING CLOSELY
2 WITH THOSE AGENCIES BUT TYPICALLY THE STATE AGENCIES REALLY
3 DON'T TAKE POSITIONS ON BILLS. IT LOOKS LIKE I HAVE GOT MY
4 VICE CHAIR -- OH NO. SO, YOU KNOW, WE'RE COORDINATING VERY
5 CLOSELY WITH THEM. AND ACTUALLY IN THE PACKET, YOU CAN SEE IN
6 SOME OF THE LONG BACKGROUND SUMMARY OF IT, THIS CONCEPT OF
7 TAKING THIS APPROACH FOR PROJECT DELIVERY WAS SOMETHING THAT
8 CAME UP WITH DURING THE MONTHLY MEETINGS THAT OUR PRESENTLY
9 STAFF HAVE WITH ALL THE REGULATORY AGENCY PARTNERS. THEY HAVE
10 BEEN HAVING THOSE MONTHLY MEETINGS FOR SEVERAL YEARS NOW AND
11 IT CAME UP FROM, AT A STAFF LEVEL, RIGHT, FROM THOSE AGENCIES
12 ON THE REGULATORY AGENCY PARTNER MEETINGS.

13

14 **PAT EKLUND:** THANK YOU.

15

16 **CHAIR, DAVID CANEPA MTC LC:** THANK YOU SO MUCH. THERE ARE ANY
17 ADDITIONAL QUESTIONS? YES. COMMISSIONER MOULTON-PETERS?
18 COMMENT, YEAH.

19

20 **STEPHANIE MOULTON-PETERS:** SO, I JUST WANT TO ADD TO WHAT OUR
21 STAFF HAS SAID ON THIS. THERE IS A PARTNERSHIP AGREEMENT THAT
22 WAS SIGNED IN 2022 BETWEEN THE CALIFORNIA BAY CONSERVATION
23 DEVELOPMENT COMMISSION, THE REGIONAL WATER QUALITY CONTROL
24 BOARD, US EPA, U.S. FISH AND WILDLIFE, THAT SUPPORTS BOTH THE
25 ENVIRONMENTAL ASPECTS OF THIS PROJECT, ENVIRONMENTAL



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1 MITIGATION, AS WELL AS THE TRANSPORTATION ASPECTS. THIS IS A
2 SOCIAL AND EQUITY JUSTICE PROJECT, FOR SURE. AND, SO, THERE IS
3 A BIT OF A BALANCING ACT. BUT WE DO HAVE SUPPORT THROUGH AN
4 AGREEMENT, PAT, THAT WAS SIGNED IN 2022 TO WORK TOGETHER. AND
5 THAT IS BEHIND THIS -- THIS REQUEST FOR LEGISLATION. YEAH.

6

7 **CHAIR, DAVID CANEPA MTC LC:** GREAT. THANK YOU VERY MUCH.

8 SUPERVISOR WILLIAMS.

9

10 **WANDA WILLIAMS:** JUST A QUICK QUESTION. I HEARD MY COLLEAGUES
11 SAID, THAT THERE ARE, IN 2022, WE HAVE THESE AGREEMENTS.
12 RIGHT? OKAY. THAT'S GOOD TO HEAR. BY SHORTENING THE WINDOW AND
13 GIVING THEM THE PERMIT, DOES THAT MEAN WE WON'T DISTURB AS
14 MANY SPECIES? OR IT'S JUST STREAMLINING THE WORK?

15

16 **GEORGIA GANN-DOHRMANN:** I AM -- I AM -- I WILL SHARE WITH YOU
17 WHAT EXPERTS HAVE SHARED WITH ME. SO JUST WANT TO CAVEAT THAT
18 APPROPRIATELY. SO -- GO AHEAD ANDY.

19

20 **ANDREW FREMIER:** LET ME TRY TO HELP YOU OUT GEORGIA, I'M NOT AN
21 EXPERT EITHER NECESSARILY IN THE SPECIES, BUT IT WILL ACTUALLY
22 ACCOMPLISH FROM BOTH IT GETS THE IMPROVEMENTS DONE WHICH WILL
23 SOLVE THE PROBLEMS OF THE COMMISSION, IT DOES LIMIT THE TIMES
24 THAT CONSTRUCTION IS IN THE AREA I THINK OVERALL IT'S



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1 DEFINITELY SUPPORTED AS A GOOD APPROACH FOR THIS PARTICULAR
2 PROJECT.

3

4 **GEORGIA GANN-DOHRMANN:** IF I CAN HELP MAYBE GIVE SOME
5 ADDITIONAL CONTEXT. RIGHT NOW A HUGE PORTION OF THE
6 IMPROVEMENT IS SOMETHING CALLED STRIP MARSH EAST. IT'S 900
7 ACRES ON STRIP MARSH EAST. AND THE LATEST DATA TELLS US THAT
8 IF STRIP MARSH EAST IS NOT RESTORED IN THE NEAR-TERM THAT THE
9 BAYLANDS HABITAT COULD DIE. AND SO THE PROJECT, WHAT THE
10 PERMIT DOES IS IT ALLOWS CONSTRUCTION TO HAPPEN, TO OCCUR EVEN
11 DURING SENSITIVE PERIODS FOR SPECIES THAT RESIDE IN THE
12 HABITAT, FOR FULLY PROTECTED SPECIES THAT RESIDE IN THE
13 HABITAT. SO, DURING MATING OR NESTING PERIODS, THAT DOES HAVE
14 NEAR-TERM IMPACT. OVER THE LONG-TERM, THE BENEFIT OF ACTUALLY
15 HAVING RESTORATION AND PRESERVING THE HABITAT IS FAR MORE
16 IMPORTANT, RIGHT, THAN -- AND COULD AND LEAD TO LONG-TERM
17 BENEFITS FOR THE SPECIES, BECAUSE, AGAIN, WITHOUT THE PROJECT
18 THE HABITAT GOES AWAY.

19

20 **WANDA WILLIAMS:** THANK YOU. I ACTUALLY SERVED ON SOLANO LAND
21 TRUST. I WORKED IN THIS FIELD. SO THAT'S WHY I'M ASKING YOU
22 QUESTIONS. I WANT TO KNOW THE IMPACT AND HOW IT'S GOING TO
23 AFFECT THE SPECIES. BUT FOR THE SAKE OF TIME AND TAKING INTO
24 ACCOUNT MY COLLEAGUE'S TIME HERE, AS WELL, ON THIS BOARD, I
25 WILL CONCLUDE MY QUESTIONS AT THIS TIME. THANK YOU.



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1

2 **CHAIR, DAVID CANEPA MTC LC:** GREAT. THANK YOU SO MUCH GEORGIA.
3 I KNOW WHEN WE WENT TO WASHINGTON DC LAST YEAR, WE MET WITH
4 THE CONGRESSIONAL DELEGATION. REALLY THE FOCUS ON THE MARSH,
5 WHICH YOU REFERENCED, THE MARSH RESTORATION PIECE, WAS
6 CRITICAL. AND I THINK THE WORK THAT OUR STAFF IS DOING IN
7 CONCERT ON THIS ISSUE, WITH THE VARIOUS AGENCIES, IS
8 CRITICALLY IMPORTANT. SO, I WANT TO THANK YOU AND YOUR STAFF.
9 DO I HAVE A MOTION AND SECOND TO REFER A SUPPORT POSITION ON
10 ASSEMBLY BILL 697 WILSON TO THE COMMISSION FOR APPROVAL?

11

12 **PAT EKLUND:** I'LL MOVE APPROVAL.

13

14 **CHAIR, DAVID CANEPA MTC LC:** THANK YOU SO MUCH COMMISSIONER
15 ECKLUND. SECOND? COMMISSIONER WILLIAMS. IS THERE ANY PUBLIC
16 COMMENT?

17

18 **CLERK, MARTHA SILVER:** THERE IS NO WRITTEN CORRESPONDENCE
19 RECEIVED ON THIS ITEM AND THERE ARE NO MEMBERS OF THE PUBLIC
20 IN THE BOARDROOM OR ZOOM WISHING TO SPEAK ON THIS ITEM.

21

22 **CHAIR, DAVID CANEPA MTC LC:** GREAT. AND I THINK WE HAD A PRETTY
23 ROBUST CONVERSATION EARLIER. ALL THOSE IF FAVOR SAY AYE?
24 [AYES] OPPOSED? ALL RIGHT. THANK YOU SO MUCH. THAT BRINGS US
25 TO AGENDA ITEM 3D, ASSEMBLY BILL 736 WICKS AND SENATE BILL 417



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1 CABALDON AFFORDABLE HOUSING BOND ACT OF 2026. THIS IS AN
2 ACTION ITEM. OUR HOUSING EXPERT JULIE SNYDER WILL PROVIDE YOU
3 THE REPORT. THANK YOU, JULIE.

4

5 **JULIE SNYDER:** CHAIR CANEPA AND MEMBERS. JULIE SNYDER, MTC ABAG
6 STAFF. AS THE CHAIR SAID I'M HERE TO PRESENT ON TWIN PROPOSALS
7 TO PUT A \$10 BILLION STATE HOUSING BOND ON THE JUNE 2026
8 BALLOT. AB 736 IS AUTHORED BY ASSEMBLYMEMBER WICKS, AND SB 417
9 BY SENATOR CABALDON BOTH MEMBERS OF THE BAY AREA DELEGATION.
10 BOTH OF THESE BILLS WOULD FUND THE STATE'S CORE HOUSING
11 PROGRAM AS WELL AS THE NEW PRESERVATION PROGRAM THAT WE EXPECT
12 WILL BE MODELED AFTER A BILL THAT YOU ALL SUPPORTED LAST YEAR.
13 STAFF IS RECOMMENDING THAT YOU TAKE A SUPPORT AND SEEK AN
14 AMENDMENT POSITION. THE POTENTIAL AMENDMENT RELATES TO FUNDING
15 A NEW PUBLIC LENDING PROGRAM THROUGH BAHFA. AND I'LL GIVE A
16 LITTLE BIT OF BACKGROUND ON THAT SINCE WE HAVEN'T TALKED ABOUT
17 IT. BASED ON PRELIMINARY CONVERSATIONS WITH FINANCE EXPERTS
18 OVER THE LAST COUPLE OF YEARS, WE BELIEVE THAT \$15 MILLION MAY
19 BE SUFFICIENT COLLATERAL FOR BAHFA TO JUMP-START A SELF-
20 SUSTAINING PUBLIC LENDING PROGRAM. AND THE PROGRAM WOULD BE
21 MODELED ON NEW YORK CITY'S HOUSING DEVELOPMENT CORPORATION,
22 WHICH HAS GROWN TO \$20 BILLION IN ASSETS OVER TIME, AND NOW
23 FULLY SUPPORTS THE AGENCIES'S OPERATIONS. WE PLAN TO INCLUDE
24 THIS \$15 MILLION FOR BAHFA TO START A SIMILAR LENDING PROGRAM
25 AS ONE OF OUR ASKS IN NEXT WEEK'S SACRAMENTO LOBBY DAYS. YOUR



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1 ENDORSEMENT OF A SUPPORT AND SEEK AMENDMENT POSITION WOULD PUT
2 US FIRMLY IN THE SUPPORT COLUMN ON BOTH OF THE BONDS WHILE
3 AUTHORIZING STAFF TO REQUEST THE BILL AUTHORS CONSIDER MAKING
4 THE BOND A SOURCE OF THE COLLATERAL THAT BAHFA WOULD NEED FOR
5 THIS NEW PROGRAM. ANOTHER OPTION FOR FUNDING, IT WOULD BE A
6 BUDGET EARMARK. SO WE'LL BE DISCUSSING BOTH OPTIONS IF YOU
7 APPROVE THIS NEXT WEEK IN SACRAMENTO. SO, I'LL STOP THERE AND
8 WOULD BE MORE THAN HAPPY TO ANSWER ANY QUESTIONS.

9

10 **CHAIR, DAVID CANEPA MTC LC:** ARE THERE ANY QUESTIONS?
11 COMMISSIONER NOACK.

12

13 **SUE NOACK:** I HAVE SAID THIS A COUPLE OF TIMES BEFORE. I WOULD
14 LOVE TO SEE THE FLUSHING OUT OF THE LENDING PROGRAM. HAVING
15 BEEN A FINANCE PERSON FOR YEARS. IT WORRIES ME A LITTLE BIT
16 ABOUT A LENDING PROGRAM THAT I WOULD LIKE TO SEE FLUSHED OUT
17 IN DETAIL TO UNDERSTAND HOW IT WOULD WORK. THAT'S MY ONLY
18 COMMENT. OTHERWISE, I THINK SUPPORT THE PROPOSAL. THAT'S JUST
19 MY ONLY CONCERN. I WOULD LIKE TO SEE THAT FLUSHED OUT.

20

21 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT. YES, COMMISSIONER
22 ROMERO?

23

24 **V. CHAIR, ABAG AC, CARLOS ROMERO:** I WAS GOING TO SAY CHAIR
25 NOACK, LET'S HAVE LUNCH WITH KATE HARTLEY. SHE HAS EXPLAINED



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1 THIS TO ME AND I ALSO DO FINANCE. SO WE REALLY SHOULD TALK. I
2 WAS GOING TO SUGGEST, AND AGAIN IT'S ON THIS LOAN PROGRAM, I
3 KNOW WE HAVE TALKED ABOUT THIS BEFORE, BUT IS THERE ANY
4 POSSIBILITY THAT WE COULD INCREASE THAT INITIAL LOAN PROGRAM
5 NUMBER, THE ASK TO GO TO 25, SO IT WILL BE TOTAL OF 40. ONLY
6 BECAUSE I DO THINK THE PROGRAM IS DOABLE. IN ORDER TO MAKE IT
7 WORK, CERTAINLY, HAVING IT CAPITALIZED A LITTLE HIGHER, AND
8 EVEN 25 IS SMALL, BUT IT'S AN INITIAL AMOUNT. AND I SEE DANIEL
9 SAVER BACK THERE MAYBE THINKING MAYBE REACHING FOR THE STARS
10 BECAUSE -- SO, ANYWAY, JUST WANT TO ASK.

11

12 **JULIE SNYDER:** DEFINITELY HEAR YOUR POINT ON THIS AND DANIEL
13 CAN CERTAINLY ADD TO THIS. I THINK STAFF SINGLING ABOUT THIS
14 AS AN INITIAL REQUEST THAT WE WOULD MAKE FROM THE STATE
15 POTENTIALLY ADDING TO ADDITIONAL DOLLARS BUT NOT WANTING TO
16 PRESUPPOSE WHAT HAPPENS THROUGH THE STRATEGIC PLANNING PROCESS
17 THAT YOU ALL WILL BE GOING THROUGH AS THE BAHFA BOARD AND I'LL
18 ASK DANIEL IF HE WANTS TO ADD ANYTHING. WE RECENTLY SIGNED
19 ANOTHER CONTRACT WITH CSG CONSULTANTS TO TAKE A DEEPER LOOK AT
20 EXACTLY HOW THE MODEL WOULD TRANSLATE INTO CALIFORNIA SO
21 THAT'S ALSO A PIECE OF THE PUZZLE.

22

23 **V. CHAIR, ABAG AC, CARLOS ROMERO:** THANK YOU.

24



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1 **CHAIR, DAVID CANEPA MTC LC:** GREAT. GREAT. WITH THAT, DO I HAVE
2 A MOTION AND A SECOND TO REFER A SUPPORT AND SEEK AMENDMENT
3 POSITION ON AB 736 WICKS AND SB 417 TO THE ABAG EXECUTIVE
4 BOARD AND COMMISSION RESPECTIVELY FOR APPROVAL.

5

6 **V. CHAIR, ABAG AC, CARLOS ROMERO:** SO MOVED. ROMERO.

7

8 **CHAIR, DAVID CANEPA MTC LC:** IS THERE A SECOND?

9

10 **SPEAKER:** SECOND.

11

12 **CHAIR, DAVID CANEPA MTC LC:** YES? IT DOES. OKAY. WITH THAT, WE
13 HAVE A MOTION. WE HAVE A SECOND. PUBLIC COMMENT, PLEASE?

14

15 **CLERK, MARTHA SILVER:** THERE WAS NO WRITTEN CORRESPONDENCE
16 RECEIVED ON THIS ITEM. AND THERE IS NO ONE IN THE BOARDROOM OR
17 ZOOM WISHING TO SPEAK ON THIS ITEM.

18

19 **CHAIR, DAVID CANEPA MTC LC:** ALREADY. BRINGING IT BACK TO THE
20 COMMITTEE. DO WE HAVE ANY COMMITTEE COMMENTS? SEEING NONE. ALL
21 THOSE IN FAVOR? AYES. THAT BRIDGES -- AGENDA ITEM 4A GEORGIA
22 GANN DOHRMANN TO PROVIDE THE REPORT.

23

24 **GEORGIA GANN-DOHRMANN:** YOUR EXECUTIVE DIRECTOR SENT OUT AN
25 UPDATE I BELIEVE YESTERDAY OR THE DAY BEFORE WITH SOME DETAILS



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1 ON WHAT'S HAPPENING ON THE FEDERAL LANDSCAPE HOPEFULLY THAT
2 WILL BE HELPFUL. HERE TO ANSWER ANY QUESTIONS.

3

4 **CHAIR, DAVID CANEPA MTC LC:** GREAT. ARE THERE ANY QUESTIONS?

5

6 **V. CHAIR, ABAG AC, CARLOS ROMERO:** JUST A COMMENT THE REPORT IS
7 IN THE PACKET AND THE CHAOS IS IN THE NEWSPAPERS.

8

9 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT. CHAOS. ALL RIGHT. DO WE
10 HAVE ANY PUBLIC COMMENT?

11

12 **CLERK, MARTHA SILVER:** THERE IS NO WRITTEN CORRESPOND RECEIVED
13 ON THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR ZOOM
14 WISHING TO SPEAK ON THIS ITEM.

15

16 **CHAIR, DAVID CANEPA MTC LC:** ALL RIGHT THAT BRINGS US TO AGENDA
17 ITEM FIVE. PUBLIC COMMENT OTHER BUSINESS. IS THERE ANY PUBLIC
18 COMMENT?

19

20 **CLERK, MARTHA SILVER:** THERE IS NO WRITTEN CORRESPOND RECEIVED
21 UNDER GENERAL PUBLIC COMMENT. THERE IS ONE MEMBER OF THE
22 PUBLIC WISHING TO SPEAK. ROLAND, YOU HAVE ONE MINUTE.

23

24 **SPEAKER:** THANK YOU. SO, I'M CONFUSED. MY ONE MINUTE TO GIVE
25 YOU THIS UPDATE ABOUT WHAT'S GOING ON WITH HIGH SPEED RAIL IN



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1 THE CENTRAL VALLEY. AS YOU KNOW, RIGHT NOW, THIS IS THE --
2 [INDISCERNIBLE] [AUDIO DISTORTION] AND ONE OF THE THINGS
3 LOOKING AT, WITH -- WHAT'S HAPPENING WITH THE FUNDING,
4 SPECIFICALLY -- \$6 BILLION IN -- I'M GETTING INCREDIBLE
5 BACKGROUND NOISE. \$6 BILLION IN -- [INDISCERNIBLE] BASICALLY
6 HAS -- WHEN YOU GET DOWN TO THE BOTTOM YOU HAVE GOT CONTRACT,
7 WHICH STARTED AT 14 -- WITNESS YOU GET DOWN TO IT, THE ISSUE
8 IS [AUDIO DISTORTION] GRADE SEPARATION TO DOWNTOWN --
9 [INDISCERNIBLE] [AUDIO DISTORTION] THE FIRST THING YOU ASK
10 YOURSELF IF THE TRAIN IS GOING TO STOP -- THE SPEED WILL BE
11 LESS THAN 120 MILES AN HOUR SO WHY ARE THEY GRADE SEPARATING -
12 -

13

14 **CHAIR, DAVID CANEPA MTC LC:** -- [INDISCERNIBLE]

15

16 **SPEAKER:** IF THE LINE IS DESIGNED FOR 300 MILES AN HOUR, WHY IS
17 IT GOING TO DOWNTOWN FRESNO? THANK YOU.

18

19 **CHAIR, DAVID CANEPA MTC LC:** THANK YOU SO MUCH. AGENDA ITEM
20 SIX, ADJOURNMENT. NEXT MEETING. THE NEXT MEETING OF THE JOINT
21 MTC ABAG LEGISLATION COMMITTEE COMMITTEE WILL BE HELD FRIDAY
22 APRIL 11TH, 2025 AT 9:45 A.M. AT THE BAY AREA METRO CENTER 375
23 BEALE STREET SAN FRANCISCO AND OTHER REMOTE LOCATIONS. ANY
24 CHANGES TO THE SCHEDULE WILL BE DULY NOTICED TO THE PUBLIC.

25 [ADJOURNED]



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1



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