

**METROPOLITAN
TRANSPORTATION
COMMISSION**
Meeting Transcript



APRIL 10, 2026

1 **JOINT MTC ABAG LEGISLATION COMMITTEE**

2 **FRIDAY, APRIL 10, 2026, 9:45 AM**

3

4

5 **CHAIR, KEN CARLSON MTC:** GOOD MORNING. I WOULD ALIKE TO CALL TO
6 ORDER THE JOINT MEETING OF THE MTC ABAG LEGISLATION COMMITTEE
7 THIS MEETING IS WEBCAST ON THE MTC ABAG WEBSITES REMOTE
8 PARTNERSHIPS WISHING TO SPEAK SHOULD USE THE RAISED HAND
9 FEATURE OR DIAL STAR NINE AND YOU WILL BE CALLED UPON AT THE
10 APPROPRIATE TIME TELECONFERENCE ATTENDEES WILL BE CALLED UPON
11 BY THE LAST FOUR DIGITS OF THEIR PHONE NUMBER ROLL CALL VOTE
12 FOR ALL ACTION ITEMS DUE TO REMOTE COMMITTEE MEMBER
13 PARTICIPATION. CALL THE ROLL CONFIRM QUORUM.

14

15 **BOARD CLERK:** CARLSON?

16

17 **CHAIR, KEN CARLSON MTC:** HERE.

18

19 **BOARD CLERK:** JOHN-BAPTISTE?

20

21 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** HERE.

22

23 **BOARD CLERK:** ANDERSEN?

24

25 **CANDACE ANDERSEN:** HERE FROM MY NOTICED LOCATION 1516 KAMALE



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1 STREET IN HONOLULU.

2

3 **BOARD CLERK:** MEMBER BURT? CAMPOS?

4

5 **PAMELA CAMPOS:** PRESENT FROM SAN JOSE CITY HALL NOTICED
6 LOCATION.

7

8 **BOARD CLERK:** CORZO?

9

10 **NOELIA CORZO:** HERE.

11

12 **BOARD CLERK:** DUONG? IS ABSENT. BUT THEIR REMOTE LOCATION IS
13 OPEN TO THE PUBLIC. MEMBER ECKLUND?

14

15 **PAT EKLUND:** PRESENT.

16

17 **BOARD CLERK:** EZZY ASHCRAFT?

18

19 **MARILYN EZZY ASHCRAFT:** PRESENT.

20

21 **BOARD CLERK:** GIACOPINI IS ABSENT. MAHAN? ABSENT. MASHBURN?
22 ABSENT. RABBITT? ABSENT. RAMOS?

23

24 **CHAIR, BELIA RAMOS, ABAG:** HERE.

25



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1 **BOARD CLERK:** ROMERO?

2

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

4

5 **BOARD CLERK:** WILLIAMS IS ABSENT AT THE MOMENT BUT THE REMOTE
6 LOCATION IS OPEN. WE HAVE A QUORUM.

7

8 **CHAIR, KEN CARLSON MTC:** THANK YOU. MOVING ON TO ITEM NUMBER
9 TWO, THIS IS OUR CONSENT CALENDAR. CONSISTING OF ITEMS 2A
10 THROUGH 2C. DO WE HAVE A MOTION OR ANY QUESTIONS, COMMENTS, OR
11 DISCUSSION?

12

13 **ALICIA JOHN-BAPTISTE:** I'LL MOVE APPROVAL, JOHN-BAPTISTE.

14

15 **V. CHAIR, CARLOS ROMERO ABAG AC:** I'LL SECOND ROMERO.

16

17 **CHAIR, KEN CARLSON MTC:** MOTION BY JOHN-BAPTISTE SECOND BY
18 ROMERO. DO WE HAVE PUBLIC COMMENT?

19

20 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON
21 THIS ITEM AND NO ONE IN THE BOARDROOM OR ZOOM WISHING TO SPEAK
22 ON THIS ITEM.

23

24 **CHAIR, KEN CARLSON MTC:** THANK YOU. ROLL CALL VOTE PLEASE.

25



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1 **BOARD CLERK:** WILL DO. CHAIR CARLSON?

2

3 **CHAIR, KEN CARLSON MTC:** YES.

4

5 **BOARD CLERK:** JOHN-BAPTISTE?

6

7 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** AYE.

8

9 **BOARD CLERK:** AHN?

10

11 **CHAIR EDDIE AHN, MTC PC:** AYE.

12

13 **BOARD CLERK:** ANDERSEN?

14

15 **CANDACE ANDERSEN:** AYE.

16

17 **BOARD CLERK:** MEMBER BURT? MEMBER CAMPOS?

18

19 **PAMELA CAMPOS:** YES.

20

21 **BOARD CLERK:** MEMBER CORZO?

22

23 **NOELIA CORZO:** YES.

24

25 **BOARD CLERK:** MEMBER DUONG? IS ABSENT. ECKLUND?



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1

2 **PAT EKLUND:** AYE.

3

4 **BOARD CLERK:** ASHCRAFT?

5

6 **MARILYN EZZY ASHCRAFT:** YES.

7

8 **BOARD CLERK:** MAHAN? IS ABSENT. MASHBURN? IS ABSENT. MEMBER

9 RABBITT? IS ABSENT. MEMBER RAMOS?

10

11 **CHAIR, BELIA RAMOS, ABAG:** YES.

12

13 **BOARD CLERK:** MEMBER ROMERO?

14

15 **V. CHAIR, CARLOS ROMERO ABAG AC:** YES.

16

17 **BOARD CLERK:** MEMBER WILLIAMS? IS ABSENT. MOTION PASSES

18 UNANIMOUSLY BY ALL MEMBERS PRESENT.

19

20 **CHAIR, KEN CARLSON MTC:** THANK YOU VERY MUCH. MOVING ON TO ITEM

21 3A, WHICH IS SENATE BILL 1441 BY STERN, THE GREENHOUSE GAS

22 REDUCTION FUND REGARDING HIGH SPEED RAIL. THIS IS AN ACTION

23 ITEM. AND GEORGIA GANN DOHRMANN WILL PROVIDE US A REPORT.

24

25 **GEORGIA GANN-DOHRMANN:** GOOD MORNING CHAIR CARLSON AND



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1 COMMITTEE MEMBERS. GEORGIA GANN DOHRMANN MTC ABAG STAFF. THIS
2 IS AN ACTION ITEM WE'RE RECOMMENDING THAT THE COMMITTEE
3 SUPPORT SENATE BILL 1411, STEARN, AND RECOMMEND SUPPORT
4 POSITION TO THE COMMISSION FOR APPROVAL. SO, I WANT TO START
5 WITH A BIT OF BACKGROUND ON THIS. THIS BILL IS REALLY ABOUT
6 HIGH SPEED RAIL AND ABOUT MAKING SOME CHANGES TO THE WAY THAT
7 THE STATE, SOME OF THE STATE RESOURCES CAN BE UTILIZED TO,
8 IT'S REALLY AN IDEA AROUND HELPING ENSURE THAT STATE RESOURCES
9 CAN BE UTILIZED TO SUPPORT EXTENDING THE CALIFORNIA HIGH SPEED
10 RAIL PROJECT ITSELF INTO THE SAN FRANCISCO BAY AREA AND
11 DOWNTOWN LA, AND ALSO CREATING OPPORTUNITY FOR SOME STATE
12 RESOURCES TO SUPPORT WHAT WE CALL IN TERM "JOINT BENEFIT
13 PROJECTS." SO A BIT OF BACKGROUND ON THIS IS THAT MTC, FOR A
14 VERY LONG TIME, HAS SUPPORTED CALIFORNIA HIGH SPEED RAIL THAT
15 GOES FROM LOS ANGELES TO THE SAN FRANCISCO BAY AREA. IT IS
16 SOMETHING THAT THE COMMISSION HAS SUPPORTED AS A REALLY,
17 GENERATIONAL, OR EVEN ONCE IN A CENTURY MOBILITY IMPROVEMENT
18 FOR CALIFORNIANS AND FOR FOLKS IN THE BAY AREA. ONE OF THE,
19 SORT OF, NUANCES ABOUT THE PROJECT, AND THE WORK THAT YOU ALL
20 HAVE DONE OVER THE YEARS ON THIS, IS THAT, SORT OF, YOU HAVE
21 SUPPORTED THE HIGH SPEED RAIL PROJECT, ITSELF, THAT'S
22 SPONSORED BY AND IMPLEMENTED BY THE CALIFORNIA HIGH SPEED RAIL
23 AUTHORITY, AND YOU HAVE ALSO SUPPORTED THE IDEA THAT FOR HIGH
24 SPEED RAIL TO ACTUALLY HAVE A -- REACH ITS TRANSFORMATIONAL
25 POTENTIAL THE PASSENGER THAT'S RIDING ON THAT TRAIN NEEDS TO



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1 BE ABLE TO MOVE FROM THE HIGH SPEED RAIL TRAIN INTO THE
2 POPULATION AND JOB CENTERS IN THE BAY AREA AND THE WAY THAT
3 THE PROJECT IS STRUCTURED IT MEANS THAT SOME OF THOSE
4 CONNECTIONS ARE ACTUALLY PROJECTS THAT ARE SPONSORED AND LED
5 BY ENTITIES THAT ARE NOT THE CALIFORNIA HIGH SPEED RAIL
6 AUTHORITY SO THEY'RE THINGS LIKE THE DIRIDON STATION PROJECT
7 AND THE PORTAL PROJECT AND SEVERAL OTHER PROJECTS THAT WE TERM
8 "JOINT BENEFIT." I THINK ANOTHER TERM THAT YOU WILL HEAR A LOT
9 FOR THOSE PROJECTS ARE "BOOKEND PROJECTS." SO THAT'S THE
10 BACKGROUND THEN WHAT THE STATE PLAY IS RIGHT NOW THE STATE OF
11 CALIFORNIA WITH HOW THEY PRIORITIZE A LOT OF THE STATE'S MAIN
12 RESOURCES FOR HIGH SPEED RAIL PROJECT IS CAP-AND-TRADE.
13 SEVERAL YEARS AGO THIS LEGISLATURE PASSED A LAW THAT MADE SOME
14 CHANGES TO HOW THE STATE MUST -- HOW CALIFORNIA HIGH SPEED
15 RAIL AUTHORITY MUST PRIORITIZE THE USE OF THEIR CAP-AND-TRADE
16 DOLLARS. FIRST IT SAID THAT CALIFORNIA HIGH SPEED RAIL MUST
17 PRIORITIZE THE CENTRAL VALLEY SEGMENT, MERCED TO BAKERSFIELD,
18 THEN IT DID GIVE SOME FLEXIBILITY FOR THE HIGH SPEED RAIL
19 AUTHORITY TO USE SOME RESOURCES THAT ARE COMING FROM CAP AND
20 INVEST, SOME RESOURCES FOR INVESTMENTS OUTSIDE OF THAT
21 CORRIDOR, BUT IT CAPPED THAT THERE AMOUNT AT \$500 MILLION OUT
22 OF \$30 BILLION EXPECTED FROM CAP AND INVEST ALSO SAID IF THE
23 HIGH SPEED RAIL AUTHORITY WANTS TO EXERCISE THE ABILITY TO
24 UTILIZE UP TO \$5 MILLION OUTSIDE OF CALIFORNIA CENTRAL VALLEY
25 SEGMENT THEN INSPECTOR GENERAL NEEDS TO GO THROUGH A LONG



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1 PROCESS AND SECURE LEGISLATIVE APPROVAL TO DO SO THAT'S BEEN A
2 BARRIER THAT CAP HAS BEEN A BARRIER TO INVESTING IN PROJECT
3 OUTSIDE OF THE CENTRAL VALLEY SEGMENT THAT PROCESS PIECE HAS
4 BEEN A BARRIER UP TO EXPENDING THE \$500 MILLION. WHAT THIS
5 BILL WOULD DO IS REMOVE THE CAP AND WOULD KEEP THE
6 ADMINISTRATIVE STEPS THAT THE AUTHORITY WOULD NEED TO TAKE TO
7 EXPEND RESOURCES OUTSIDE. WE ARE RECOMMENDING THAT YOU SUPPORT
8 THE BILL AND SEEK SOME FRIENDLY AMENDMENTS THAT WOULD STILL
9 RETAIN TRANSPARENCY PROVISIONS BUT REMOVE SOME OF THE
10 ADMINISTRATIVE HURDLES TO AUTHORITY SPEND SUGGEST RESOURCES
11 AGAIN OUTSIDE OF THE CENTRAL VALLEY SEGMENT. SO A TEENY BIT OF
12 ADDITIONAL CONTEXT IS THAT FUNNY THAT THIS IS A SENATOR STEARN
13 BILL HE IS AUTHORIZING IT, SORT OF, ON BEHALF AND IN SUPPORT OF
14 LOS ANGELES DELEGATION HE'S OUTSIDE OF THE LOS ANGELES
15 DELEGATION BUT IT'S SOMETHING THAT'S BEEN REALLY IMPORTANT TO
16 LA METRO AND IT'S BEEN IMPORTANT TO MANY OF OUR BAY AREA
17 PARTNERS AND THE COMMISSION LAST YEAR DURING THE
18 REAUTHORIZATION NEGOTIATIONS WE PARTNERED WITH LA METRO TO SAY
19 WE WANT CHANGES IN THE CAP AND INVEST LEGISLATION THAT WOULD
20 ALLOW FOR FLEXIBILITY TO SPEND RESOURCES OUTSIDE THIS CORRIDOR
21 AND TO INVEST IN OUR BOOKEND PROJECTS IN SOUTHERN CALIFORNIA
22 AND IN NORTHERN CALIFORNIA AND THAT WAS NOT INCLUDED IN THE
23 CAP AND INVEST REAUTHORIZATION SO THIS IS COMING BACK FINDING
24 A DIFFERENT CREATIVE WAY TO MAKE A CHANGE. WITH THAT I'LL TURN
25 IT OVER FOR YOU.



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1

2 **CHAIR, KEN CARLSON MTC:** THANK YOU. ANY QUESTIONS? OKAY. GO
3 AHEAD.

4

5 **GINA PAPAN:** I APPRECIATE THE CONCEPT AND ALL THE HARD WORK
6 HERE. ONE OTHER PROJECT, AND WHICH IS IN THE STATE LAW FOR
7 HIGH SPEED RAIL IS THE MILLBRAE STATION WHICH CONNECTS TO SFO.
8 AND IT SEEMS TO GET LOST IF ALL OF THIS. I UNDERSTAND THAT
9 NOW. BUT MTC IS ALSO INVESTED IN THAT PROJECT. SO, IT WOULD BE
10 HELPFUL. YOU HAVE GRADE SEPARATIONS TOO, THEY KIND OF GET
11 SKIPPED OVER HERE, BUT IN THE STATE LAW IS THAT STATION. SO,
12 PLEASE, LET'S -- YOU CAN'T DO YOUR BOOKENDS WITHOUT THAT ONE
13 THING IN THE MIDDLE, WHICH CONNECTS TO THE LARGEST
14 INTERNATIONAL AIRPORT HERE. SO, CAN WE, PLEASE, REMEMBER THAT
15 AND MAKE A LITTLE NOTE HERE? BECAUSE, AGAIN, WE -- IT'S NOT
16 SOMETHING WE CAN KEEP SKIPPING OVER WHEN IT IS PART OF THE
17 LAW. THANK YOU.

18

19 **CHAIR, KEN CARLSON MTC:** ANY OTHER? COMMISSIONER BURT?

20

21 **PAT BURT:** JUST FOLLOWING UP ON THAT THEME, I SUPPORT THE
22 EFFORT. AND THE GRADE SEPARATION ISSUE IS ONE THAT I JUST WANT
23 TO REALLY SUPPORT, THAT THAT RECEIVE, BE ELIGIBLE FOR SOME OF
24 THE FUNDING FROM THE BOOKENDS. NOT EVERYONE MAY KNOW THAT THE
25 PREVIOUS HIGH SPEED RAIL BUSINESS PLAN, THAT WENT TO SAN JOSE



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1 AND THEN THE BLENDED SYSTEM TO SAN FRANCISCO, INCLUDED ZERO
2 DOLLARS FOR GRADE SEPARATIONS. AND THE PLAN WAS THAT BECAUSE
3 LEGALLY, A TRAIN BELOW 120 MILES AN HOUR WAS NOT REQUIRED TO
4 GRADE SEPARATE, AND THE HIGH SPEED RAIL AUTHORITY HAD NO MONEY
5 TO FUND THE GRADE SEPARATIONS, THEN ALL THEY WERE PUTTING IN
6 WAS QUAD GATES FROM GILROY TO SAN FRANCISCO. THE NEW PLAN,
7 INTERESTINGLY, ACTUALLY ENDS IN GILROY, AND ENDS IN PALMDALE.
8 AND, SO, THE \$126 BILLION, THE \$2 BILLION SAVINGS THAT HIGH
9 SPEED RAIL AUTHORITY HAS ANNOUNCED IS BECAUSE THEY REDEFINED
10 THE PLAN. IT NO LONGER GOES TO SAN FRANCISCO TO LA. THEY DID
11 PUT IN THE BUSINESS PLAN REPORT, BURIED IN THERE, IF I
12 UNDERSTAND IT CORRECTLY, IS THAT THE COST, IS NOT THE 126
13 BILLION, WHICH IS THE ABBREVIATED DISTANCE, IT'S 231 BILLION,
14 JUST SO WE SET THE TABLE CORRECTLY. IT'S PRETTY SHOCKING, AND
15 ALL THE MORE REASON WE REALLY NEED TO CONCENTRATE THE RESOURCE
16 WHERE IS THEY'RE REALLY GOING TO PROVIDE TRANSIT VALUE.

17

18 **CHAIR, KEN CARLSON MTC:** THANK YOU. ANY OTHER? ALL RIGHT. ANY
19 PUBLIC COMMENT ON THIS ITEM?

20

21 **BOARD CLERK:** LATE PUBLIC COMMENT WAS RECEIVED FROM ADRIANA
22 RIZZO FROM CALIFORNIA FOR ELECTRIC RAIL, AFTER THE CUT OFF
23 TIME OF 5:00 P.M. AND WILL BE POSTED WITH THE COMMISSION
24 PACKET AND DISTRIBUTED TO COMMITTEE MEMBERS. WE HAVE ONE
25 MEMBER OF THE PUBLIC WITH THEIR HANDS RAISED IN ZOOM. HOW MUCH



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1 TIME WOULD YOU LIKE TO GIVE?

2

3 **CHAIR, KEN CARLSON MTC:** TWO MINUTES.

4

5 **BOARD CLERK:** TWO. ADINA LEVIN, GO AHEAD AND UNMUTE YOURSELF.

6 YOU WILL HAVE TWO MINUTES.

7

8 **SPEAKER:** HI. YES, ADINA LEVIN WITH SEAMLESS BAY AREA AND

9 WANTED TO EXPRESS SOME COMMENTS THAT MAY RELATE TO THE OTHER

10 COMMENT THAT YOU GOT IN WRITING. AND WE DEFINITELY SUPPORT THE

11 BILL TO ALLOW THAT FLEXIBILITY TO USE THE MONEY ON THE BOOKEND

12 PROJECTS THAT HELP CREATE A BETTER STATEWIDE RAIL SYSTEM AND

13 BENEFIT OUR REGION. THE CONCERN OR QUESTION I HAVE, THE

14 LANGUAGE ABOUT REMOVING STATUTORY REQUIREMENTS REQUIRING

15 INSPECTOR GENERAL REVIEW AND FINDINGS, AND MY UNDERSTANDING IS

16 THAT HAS TO DO WITH ANALYZING THE COST EFFECTIVENESS OF

17 PROJECTS. AND WHICH DOES SEEM LIKE A USEFUL THING TO HAVE A,

18 YOU KNOW, COST EFFECTIVE SYSTEM IN HOW WE ARE BUILDING OUT OUR

19 RAIL SYSTEM AROUND THE STATE. AND, SO, WOULD LIKE TO EXPRESS

20 SOME QUESTIONS OR CONCERNS ABOUT WHAT THE INTENT OF THAT IS,

21 AND HOW WE WOULD ENSURE THE COST EFFECTIVENESS OF PROJECTS

22 BEFORE LOOKING TO REMOVE THAT, SORT OF, REVIEW AT THE STATE

23 LEVEL. THANK YOU.

24

25 **BOARD CLERK:** THANK YOU. NO OTHER MEMBERS OF THE PUBLIC WISHING



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1 TO SPEAK.

2

3 **CHAIR, KEN CARLSON MTC:** BACK TO THE COMMITTEE STAFF'S
4 RECOMMENDATION IS TO REFER A SUPPORT AND SEEK AMENDMENTS
5 POSITION TO THE FULL COMMISSION. DO I HAVE A MOTION?

6

7 **SPEAKER:** I'LL MOVE APPROVAL.

8

9 **SPEAKER:** SECOND.

10

11 **CHAIR, KEN CARLSON MTC:** I'M SORRY. MISSED IT. THANK YOU. FIRST
12 FROM EZZY ASHCRAFT, SECOND BY COMMISSIONER BURT. MAY WE HAVE
13 THE ROLL CALL VOTE, PLEASE?

14

15 **BOARD CLERK:** CHAIR CARLSON?

16

17 **CHAIR, KEN CARLSON MTC:** YES.

18

19 **BOARD CLERK:** VICE CHAIR JOHN-BAPTISTE?

20

21 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** AYE.

22

23 **BOARD CLERK:** AHN?

24

25 **CHAIR EDDIE AHN, MTC PC:** AYE.



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1

2 **BOARD CLERK:** MEMBER ANDERSEN?

3

4 **CANDACE ANDERSEN:** AYE.

5

6 **BOARD CLERK:** MEMBER BURT?

7

8 **PAT BURT:** YES.

9

10 **BOARD CLERK:** MEMBER CAMPOS?

11

12 **PAMELA CAMPOS:** YES.

13

14 **BOARD CLERK:** MEMBER CORZO?

15

16 **NOELIA CORZO:** YES.

17

18 **BOARD CLERK:** MEMBER DUONG? IS ABSENT. ECKLUND? ASHCRAFT?

19

20 **MARILYN EZZY ASHCRAFT:** AYE.

21

22 **BOARD CLERK:** MAHAN? IS ABSENT. MASHBURN? IS ABSENT. MEMBER

23 RABBITT? IS ABSENT. MEMBER RAMOS?

24

25 **CHAIR, BELIA RAMOS, ABAG:** YES.



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1

2 **BOARD CLERK:** MEMBER ROMERO?

3

4 **V. CHAIR, CARLOS ROMERO ABAG AC:** YES.

5

6 **BOARD CLERK:** MEMBER WILLIAMS? IS ABSENT. MOTION PASSES
7 UNANIMOUSLY BY ALL MEMBERS PRESENT.

8

9 **CHAIR, KEN CARLSON MTC:** THANK YOU. MOVING ON TO ITEM 3B WHICH
10 IS SENATE BILL 979 REGARDING RHNA. PRESIDENT RAMOS AND I
11 EXERCISE ABAG'S EMERGENCY PROCEDURE TO COMMUNICATE ABAG'S
12 POSITION TO SENATE BILL 979, PRIOR TO THE ABAG EXECUTIVE BOARD
13 MEETING DATE THIS. AGENDA ITEM IS FOR THE COMMITTEE TODAY AND
14 CONFORMS WITH ABAG RESOLUTION 1-19 ADOPTION OF POLICY FOR
15 INTERIM ACTION ON LEGISLATION AND ADMINISTRATIVE POLICIES.
16 THIS IS AN ACTION ITEM. AND, AGAIN, GEORGIA IS TO PROVIDE A
17 REPORT.

18

19 **GEORGIA GANN-DOHRMANN:** SO, THE RECOMMENDATION HERE IS TO SEND
20 AN -- TO RECOMMEND AN OPPOSE POSITION ON SOMEWHAT BILL 979,
21 STRICKLAND IT'S RELATED TO MAKING THE REGIONAL HOUSING NEEDS
22 ALLOCATION METHODOLOGY AND DISTRIBUTION THAT YOU ALL ADOPT
23 SUBJECT TO JUDICIAL REVIEW. SO, THE -- YOU KNOW, I JUST DO
24 WANT TO GIVE US A BIT OF A STATUS UPDATE. WELL, I'LL GIVE A --
25 WELL I'LL START WITH JUST THE SUBSTANCE OF THE BILL. SO, IT



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1 WOULD MAKE YOUR RHNA SUBJECT TO JUDICIAL REVIEW. THERE ARE
2 SOME BIG CONCERNS [LAUGHTER] I THINK, THAT WE HAVE IDENTIFIED
3 FROM THAT. ONE IS JUST THE LEGAL COST ASSOCIATED WITH IT, AND
4 THEN FROM A POLICY PERSPECTIVE, IT'S ALSO REALLY CONCERNS THAT
5 IF ANY ONE -- THAT IF SOMETHING GOT HELD UP AND BROUGHT UP FOR
6 JUDICIAL REVIEW THAT IT WOULD DELAY PROBABLY PRETTY
7 SUBSTANTIALLY THE RHNA ADOPTION FOR ALL 101 CITIES AND NINE
8 CANDIDATES OF THE BAY AREA, AND IT WOULD THEN ALSO VERY LIKELY
9 PUSH PEOPLE OUT OF COMPLIANCE WITH HOUSING ELEMENT TIMELINES
10 AND REALLY END UP HAVING POTENTIAL IMPACT OF, YOU KNOW, REALLY
11 LIMITING THE ABILITY FOR BAY AREA -- FOR THE BAY AREA TO
12 SUPPORT HOUSING PRODUCTION CONSISTENT WITH ALL THE REALLY
13 STRONG PLANNING WORK THAT EVERYBODY IS REQUIRED TO DO FOR
14 STATE HOUSING LAWS. SO, GIVEN THE REALLY POTENTIAL DIRE
15 CONSEQUENCES OF THIS, AND THE TIMING OF THE SENATE HOUSING
16 COMMITTEE WHEN THIS BILL WAS HEARD, WE DID RECOMMEND TO
17 PRESIDENT RAMOS AND CHAIR CARLSON, THAT THEY EXERCISE THE
18 URGENCY PROCEDURE TO CONVEY ABAG'S OPPOSITION TO THIS. JUST A
19 LITTLE BIT OF ADDITIONAL CONTEXT, THE SENATE HOUSING COMMITTEE
20 CHAIR IS YOUR FORMER ABAG PRESIDENT SO I THINK HE REALLY
21 UNDERSTOOD THE CONCERN AROUND THIS AND THE POTENTIAL NEGATIVE
22 IMPACTS AND THEIR STAFF DID REACH OUT TO US SAYING THAT IT
23 WOULD BE PARTICULARLY HELPFUL FOR THE ASSOCIATION OF BAY AREA
24 GOVERNMENTS TO GET ON THE RECORD HERE, BECAUSE IT IS KIND OF A
25 WONKY ISSUE AND IT'S NOT NECESSARILY SOMETHING THAT MANY OF



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1 THE OTHER HOUSING COMMITTEE MEMBERS WOULD INTUITIVELY
2 UNDERSTAND WHAT A BIG DEAL THIS IS. SO WE DID THAT AND WE
3 ACTUALLY HEARD BACK FROM THE SENATE HOUSING COMMITTEE STAFF
4 THAT SENATOR STRICKLAND, AFTER SEEING THE OPPOSITION THAT CAME
5 IN, CHOSE TO HOLD HIS BILL AND NOT HAVE IT EVEN BE HEARD IN
6 THE SENATE HOUSING COMMITTEE. SO, NA IS PRETTY GOOD NEWS. AND
7 IT DOESN'T MEAN THE BILL IS DEAD YET, HE COULD CHANGE HIS
8 MIND. BUT ANYWAYS WE'RE -- THAT'S THE LATEST WE HAVE GOT SO
9 IT'S PRETTY GOOD OUTCOME.

10

11 **CHAIR, KEN CARLSON MTC:** SO IN A DEFENSIVE POST OUR IN CASE IT
12 DOES COME BACK WE WOULD BE LOOKING FOR AN OPPOSE POSITION TO
13 COME FROM THE COMMITTEE FOR RECOMMENDATION TO THE COMMISSION.

14

15 **GEORGIA GANN-DOHRMANN:** BOTH FOR DEFENSIVE POSTURE BECAUSE
16 THAT'S HOW THE PROCEDURES MANUAL WORKS THAT WHEN YOU TAKE A
17 POSITION USING URGENCY WE COME BACK TO THE COMMITTEE AND GO
18 BACK TO ABAG.

19

20 **CHAIR, KEN CARLSON MTC:** OKAY ANY QUESTIONS OR DISCUSSION FROM
21 THE COMMITTEE.

22

23 **PAT EKLUND:** JUST ONE QUESTION WHAT WAS THE IMPETUS BEHIND
24 THIS?

25



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1 **CHAIR, KEN CARLSON MTC:** [LAUGHTER] INSANITY. NO. SORRY.

2

3 **PAT EKLUND:** I DON'T KNOW STRICKLAND. SO.

4

5 **GEORGIA GANN-DOHRMANN:** FROM WHAT'S PUBLIC IN THE BILL
6 ANALYSIS, MY UNDERSTANDING IS THIS WAS A RECOMMENDATION FROM
7 THE CITY OF HUNTINGTON BEACH.

8

9 **PAT EKLUND:** OKAY. GOT IT.

10

11 **CHAIR, KEN CARLSON MTC:** [LAUGHTER]

12

13 **V. CHAIR, CARLOS ROMERO ABAG AC:** I'LL MOVE APPROVAL IF WE NEED
14 A FORMAL MOTION ON THIS.

15

16 **CHAIR, KEN CARLSON MTC:** YES, PLEASE, THANK YOU.

17

18 **SPEAKER:** I'LL SECOND.

19

20 **CHAIR, KEN CARLSON MTC:** DO WE HAVE ANY PUBLIC COMMENT?

21

22 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON
23 THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR ZOOM WISHING
24 TO SPEAK ON THIS ITEM.

25



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1 **CHAIR, KEN CARLSON MTC:** WONDERFUL. I HAVE A MOTION BY ROMERO,
2 SECOND BY EZZY ASHCRAFT. CAN WE HAVE THE ROLL CALL PLEASE?

3

4 **BOARD CLERK:** WILL DO. CHAIR CARLSON?

5

6 **CHAIR, KEN CARLSON MTC:** YES.

7

8 **BOARD CLERK:** VICE CHAIR JOHN-BAPTISTE?

9

10 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** AYE.

11

12 **BOARD CLERK:** MEMBER AHN?

13

14 **CHAIR EDDIE AHN:** AYE.

15

16 **BOARD CLERK:** MEMBER ANDERSEN?

17

18 **CANDACE ANDERSEN:** AYE.

19

20 **BOARD CLERK:** MEMBER BURT?

21

22 **PAT BURT:** YES.

23

24 **BOARD CLERK:** MEMBER CAMPOS?

25



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1 **PAMELA CAMPOS:** YES.

2

3 **BOARD CLERK:** MEMBER CORZO?

4

5 **NOELIA CORZO:** YES.

6

7 **BOARD CLERK:** MEMBER DUONG? IS ABSENT. ECKLUND?

8

9 **PAT EKLUND:** AYE.

10

11 **BOARD CLERK:** MEMBER ASHCRAFT?

12

13 **MARILYN EZZY ASHCRAFT:** AYE.

14

15 **BOARD CLERK:** MAHAN? IS ABSENT. MASHBURN? IS ABSENT. MEMBER

16 RABBITT? IS ABSENT. MEMBER RAMOS?

17

18 **CHAIR, BELIA RAMOS, ABAG:** YES.

19

20 **BOARD CLERK:** MEMBER ROMERO?

21

22 **V. CHAIR, CARLOS ROMERO ABAG AC:** YES.

23

24 **BOARD CLERK:** MEMBER WILLIAMS? IS ABSENT. THE MOTION PASSES

25 UNANIMOUSLY BY ALL MEMBERS PRESENT.



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1

2 **CHAIR, KEN CARLSON MTC:** THANK YOU. WE'LL MOVE ON TO ITEM 3C,
3 WHICH IS SENATE BILL 1087, TRANSPORTATION PLANNING AND
4 SUSTAINABLE COMMUNITIES STRATEGIES AND THIS IS AN
5 INFORMATIONAL ITEM AND WE HAVE JULIE SNYDER WITH US TO REPORT.

6

7 **JULIE SNYDER:** CHAIR CARLSON AND MEMBERS. GOOD MORNING. JULIE
8 SNYDER MTC AND ABAG STAFF BACK FOR ANOTHER DISCUSSION OF OUR
9 COSPONSOR THE BILL SB1087 BY SENATOR CABALDON. NEXT SLIDE
10 PLEASE. SO, A REMINDER THAT THIS LEGISLATION WAS INTRODUCED IN
11 FEBRUARY WITH TWO PROVISIONS. AT YOUR MEETING LAST MONTH, WE
12 GAVE AN OVERVIEW OF THE MORE EXPANSIVE CHANGES THAT WE HOPED
13 TO SEE AMENDED INTO THE BILL. SINCE THEN, THOSE CHANGES HAVE
14 BEEN AMENDED IN. SOME OF THEM HAVE BEEN AMENDED OUT, AND
15 SENATE AND ENVIRONMENTAL QUALITY COMMITTEE AND THE BILL HAS
16 PASS THAT COMMITTEE ON WEDNESDAY WITH A FIVE-VOTE. SO, IT'S
17 BEEN A RATHER MOMENTOUS MONTH. TODAY, I WILL DO A DEEPER DIVE
18 INTO THE LEGISLATION AS IT CURRENTLY STANDS. FLUSH SO, NEXT
19 SLIDE PLEASE. REMINDER THAT THE LEGISLATION IS GROUNDED IN
20 THREE CORE OBJECTIVES THAT YOU HAVE SEEN A NUMBER OF TIMES,
21 ONE IS FOCUS MPO RESOURCES AND TIME ON IMPLEMENTING OUR PLANS.
22 SECOND ENSURING THAT OUR PLANS CONTINUE TO BALANCE THE
23 IMPORTANT GHG REDUCTION GOAL WITH OTHER IMPORTANT STATE PUBLIC
24 POLICY REGIONAL PUBLIC POLICY GOALS THEN THIRD IS ENSURING THE
25 SCS CAN SERVE AS A TRUSTED ROADMAP THAT REFLECTS ON THE GROUND



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1 REALITIES THAT WE ALL SEE. THE NEXT SLIDE. SO, FIRST OBJECTIVE
2 ONE FOCUSING ON IMPLEMENTATION. THIS IS A BIG -- A BIG PIECE
3 OF THE BILL AND HAS A NUMBER OF DIFFERENT COMPONENTS. THE
4 FIRST I'LL HIGHLIGHT IS OUR DESIRE TO ALIGN KEY STATE
5 TRANSPORTATION FUNDING PROGRAMS WITH THE STATE'S CLIMATE
6 GOALS. THIS EFFORT IS FOCUSED ON PRIORITIZING FUNDING UNDER
7 THE \$250 MILLION PROGRAM THAT IS THE SOLUTIONS FOR CONGESTED
8 CORRIDORS PROGRAM FOR NEAR-TERM PROJECTS THAT HELP REGIONS
9 MEET THEIR SCS TARGET. THOSE NEAR-TERM PROJECTS ARE IDENTIFIED
10 IN OUR SCS. SECOND PIECE I WOULD HIGHLIGHT HERE IS SHIFTING
11 FROM A FOUR-YEAR PLAN TO AN EIGHT-YEAR PLAN THIS ALSO HAS AN
12 IMPLEMENTATION REPORT AT THE MIDPOINT TO TRACK PROGRESS. BUT,
13 AGAIN, ALLOW OUR STAFF TO GET OUT OF CONSTANT PLANNING MODE
14 AND UTILIZE THAT EXTRA TIME ON PROJECTS AND PROGRAMS. AND
15 THIRD PIECE OF THIS IS A CEQA ACT EXEMPTION. I WILL NOTE THAT
16 ONE OF THE AMENDMENTS IN THE SENATE ENVIRONMENTAL QUALITY
17 COMMITTEE WAS TO REMOVE THE ENHANCED PUBLIC PARTICIPATION
18 REQUIREMENTS THAT WE HAVE INCLUDED IN ORDER TO ACCESS THAT
19 CEQA EXEMPTION. THE COMMITTEE CHAIR FELT THAT THOSE PROVISIONS
20 WEREN'T QUITE RIGHT AND SHE PREFERRED TO HAVE A BLANK SLATE TO
21 CONTINUE THESE CONVERSATIONS. SO, IT IS NOT UNUSUAL FOR A BILL
22 TO PASS OUT OF COMMITTEE WITH THE AUTHOR AND THE CHAIR
23 AGREEING TO CONTINUE TALKING ABOUT VARIOUS PIECES. AND THIS IS
24 ONE OF THOSE. AND THEN, ALSO STILL UNDER DISCUSSION, BUT
25 HOPEFULLY APPEARING IN THE BILL SOON, WILL BE A REAP THREE-



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1 LIKE PROGRAM, THAT IS FORMULA ALLOCATE THE FUNDS TO MPO'S TO
2 IMPLEMENT VARIOUS PIECES OF YOUR SUSTAINABLE COMMUNITIES
3 STRATEGY. ALL RIGHT. NEXT SLIDE. OKAY. OBJECTIVE TWO.
4 REFLECTING A BALANCE THAT OF GOALS. A KEY PIECE OF THIS IS
5 ESTABLISHING AN ADVISORY COMMITTEE, NOT UNLIKE A COMMITTEE
6 THAT WAS ESTABLISHED AT THE VERY BEGINNING OF THE
7 IMPLEMENTATION OF SB 375 TO EXAMINE AND MAKE RECOMMENDATIONS
8 TO THE STATE ON THIS BALANCING OF GOALS. SO, A NUMBER OF STATE
9 LEVEL POLICIES HAVE BEEN PASSED IN THE LAST 18 YEARS
10 [LAUGHTER] ON THINGS LIKE HOUSING, FAIR HOUSING, FOR EXAMPLE,
11 HOW DOES THAT BALANCE WITH THE TARGET, AND IS IT BEING TAKEN
12 INTO ACCOUNT WHEN CARB SETS OUR TARGET. THESE ARE FAIRLY
13 TECHNICAL DISCUSSIONS. WE FELT THAT AN ADVISORY COMMITTEE OF
14 TECHNICAL EXPERTS, POLICY -- POLICY WONKS, AS WE LIKE TO CALL
15 OURSELVES, AND PRACTITIONERS FROM MPO'S WOULD BE BEST SITUATED
16 TO GRAB WELL THOSE AND DEVELOP A SET OF DETAILED
17 RECOMMENDATIONS. SO, THE SECOND PIECE OF THIS GOAL ACTUALLY
18 SOMETHING THAT JUST CHANGED IN SENATE ENVIRONMENTAL QUALITY
19 COMMITTEE NOT ENTIRELY WE HAD PROPOSED TO CONSOLIDATE
20 GUIDELINE DEVELOPMENT FOR THE REGIONAL TRANSPORTATION PLAN AND
21 SUSTAINABLE COMMUNITY STRATEGY WHICH REALLY ARE ONE AND THE
22 SAME YOUR PLANNED BAY AREA, INTO A SINGLE KIND OF GUIDELINE
23 DEVELOPMENT PROCESS UNDER CALIFORNIA TRANSPORTATION COMMISSION
24 AND THEN CHARGE THE COMMISSION WITH DETERMINING WHETHER THE
25 SUSTAINABLE COMMUNITY STRATEGY MEETS THE STATE ESTABLISHED



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1 TARGET. THE IDEA WAS TO BRING A DIFFERENT PERSPECTIVE INTO THE
2 DISCUSSION, JUST STILL HAVE THE AIR RESOURCES BOARD SET THE
3 TARGET, WHICH IS REALLY THE FOUNDATION FOR OUR PLAN, BUT THEN
4 TO BRING THE PERSPECTIVE OF THE COMMISSION AND ITS
5 TRANSPORTATION EXPERTISE TO EVALUATING HOW LET PLAN MEETS THE
6 TARGET. NOT UNEXPECTEDLY, THE COMMITTEE AND OTHERS DID HAVE
7 CONCERNS, YOU KNOW, IN PARTICULAR AROUND HOW IT WOULD BE
8 STAFFED. CARB HAS DEVELOPED I THINK MAYBE IT IS A 13 UNIT
9 PERSON TO DO ALL OF THE WORK RELATED TO THE SUSTAINABLE
10 COMMUNITY STRATEGY, SORT OF, THE BIG QUESTION ABOUT HIGHWAY
11 WOULD THAT BE HANDLED IF WE SWITCHED AGENCY THERE IS ALSO
12 CONCERN THAT THE COMMISSION DOESN'T NECESSARILY HAVE A CLIMATE
13 MANDATE IN THE SAME WAY THAT THE RESOURCES BOARD DID. SO
14 SENATE ENVIRONMENTAL QUALITY CHAIR ASKED THE AUTHOR TO REMOVE
15 THE SHIFT BUT AGREED WITH UNDERSTANDING THAT WE MIGHT REVISIT
16 THIS. I'M HAPPY TO SAY THERE IS A WIDE BROAD UNDERSTANDING IN
17 THE LEGISLATURE AMONG STAKEHOLDERS THAT THE WAY THE AIR
18 RESOURCES BOARD INTERACTS WITH THE MPO'S AND THE AMOUNT OF
19 TIME WE SPEND TALKING ABOUT, AS I SAID TO ONE YOUNG STAFFER
20 WHO NEVER HEARD THE TERM BEFORE, TALKED ABOUT HOW MANY ANGELS
21 CAN DANCE ON THE HEAD OF A PIN. SO WIDESPREAD UNDERSTANDING OF
22 THAT, BUT THE CHAIR WANTED TO KIND OF PULL THAT PIECE OUT FOR
23 NOW, AND CONTINUE CONVERSATIONS. I WILL SAY THAT THE IMPORTANT
24 THING THOUGH EVEN TAKING THE COMMISSION'S ROLE OUT OF BILL,
25 THE SHIFT DID RETAIN SOME REALLY KEY PROCESS GUARDRAILS THAT



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1 WE HAD PUT IN IT, THAT THE AUTHOR HAD PUT IN AND I WOULD SAY
2 MOST IMPORTANTLY, IT HAS A 60-DAY SHOT CLOCK FOR THE AIR
3 RESOURCES BOARD TO REVIEW OUR PLAN AND DETERMINE IF
4 IMPLEMENTED IT WOULD MEET THE TARGET. OUR PLANNING TEAM
5 EXPECTS THIS SHOT CLOCK AND RELATED PROVISIONS THAT IN THE
6 BILL TO CUT DOWN SUBSTANTIALLY ON THE MONTHS AND YEARS OF BACK
7 AND FORTH BETWEEN OUR AGENCY AND CARB. SO, I'M REALLY HAPPY TO
8 SAY THAT THAT REMAINS IN THE BILL, AND I THINK IS, AGAIN, A
9 PIECE OF THE WAY THE COMMITTEE SEES ADDRESSING THIS ONGOING
10 BACK AND FORTH THAT WE'RE ENGAGED IN. IF I COULD HAVE THE NEXT
11 SLIDE. OBJECTIVE NUMBER THREE WHICH IS ENSURING THAT THE SCS
12 IS UNDERSTANDABLE, THAT IT REFLECTS THE REAL-WORLD CONDITION
13 AND THAT YOU ALL, AS POLICY MAKERS, CAN RELY ON IT AS THE
14 FOUNDATION FOR ANY NUMBER OF DIFFICULT, BUT IMPORTANT,
15 DECISIONS THAT YOU MAKE IN SUBSEQUENT YEARS AFTER YOU ADOPT
16 THE PLAN. HERE WE'RE GOING TO GET DEEP INTO TARGET SETTING.
17 SB1087 HAS THREE INTERRELATED TARGET SETTING PROVISIONS. THE
18 FIRST IS ADDING HEAVY-DUTY TRUCKS AND BUSES TO THE TARGET. THE
19 SECOND IS A REQUIREMENT FOR THE TARGET TO REFLECT WHAT WE CALL
20 THE FULL SUITE OF INVESTMENTS AND POLICIES THAT ARE ADOPTED AT
21 ALL LEVELS OF GOVERNMENT. AND THE THIRD IS A REQUIREMENT FOR
22 THE TARGET TO BE BASED ON WHAT'S REALISTIC FOR EACH REGION.
23 AND YOU HAVE TO I THINK IT YOU HAVE TO -- I HAVE TO TAKE ALL
24 OF THESE TOGETHER TO REALLY UNDERSTAND WHAT WE'RE TRYING TO
25 ACCOMPLISH AND THEN HOW THIS DOES IT. SO, THE TWO SPECIFIC



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1 PROBLEMS THAT WE'RE AIMING AT. THE FIRST IS THAT THE
2 SUSTAINABLE COMMUNITIES FOCUS CURRENTLY IN SOLELY CARS AND
3 LIGHT-DUTY TRUCKS DISCOURAGES MPO'S, OUR POLICY MAKERS, FROM
4 PURSUING EFFECTIVE GHG REDUCTION STRATEGIES IN OTHER
5 TRANSPORTATION SECTORS. SO, ADDING IN HEAVY-DUTY TRUCKS AND
6 BUSES INCREASES THE RANGE OF GHG REDUCTION OPPORTUNITIES IN
7 EVERY REGION AROUND THE STATE. THE SECOND PROBLEM WE'RE
8 SOLVING FOR IS THAT CARB'S CURRENT MODELING ASSUMPTION, THAT
9 THE FLEET IS NOT TURNING ELECTRIC, MEANS THAT OUR PLAN DOESN'T
10 REFLECT THE FULL IMPACT OF THE EV INVESTMENT STRATEGIES THAT
11 YOU ALL ADOPT. SO, WE FEEL THAT THIS DISCONNECT, IN
12 PARTICULAR, BETWEEN THE PLAN AND REALITY REDUCES THE PLAN'S
13 CREDIBILITY AS THE FOUNDATION FOR DECISION-MAKING. SO, WE
14 BELIEVE THAT REQUIRING THE TARGET TO REFLECT NOT ONLY THESE
15 FLEET CHANGES, BUT ALSO FUEL STANDARDS ADOPTED AT THE STATE,
16 AND A WHOLE RANGE OF OTHER STATE, LOCAL, AND FEDERAL POLICIES,
17 WILL LIKELY INCREASE THE TARGET. BUT IT WILL ALSO REFLECT,
18 KIND OF ON THE OTHER SIDE OF THE LEDGER, THE FULL RANGE OF
19 ACTIONS BOTH BY REGIONS AND OTHER GOVERNMENT ENTITIES TO
20 REDUCE GHG'S. SO IT WILL MEAN YOUR PLAN IS NO LONGER
21 REFLECTING ONLY A PIECE OF THE PUZZLE BUT PROVIDES A MUCH MORE
22 INTEGRATED AND COMPREHENSIVE VIEW OF THE TRANSPORTATION SECTOR
23 AND THE POSSIBILITIES FOR REDUCTIONS IN THAT SECTOR. THESE
24 CHANGES ALSO CREATE MORE CONSISTENCY BETWEEN THE RTP AND THE
25 SUSTAINABLE COMMUNITIES STRATEGIES. SO THE LAST PIECE I'LL



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1 TALK ABOUT IS ON TRANSPARENCY, WHICH SIMPLY ASKS CARB TO
2 FOLLOW WHAT WE CONSIDER PRETTY COMMON PUBLIC AGENCY PRACTICES
3 AROUND PUBLISHING THE ASSUMPTIONS ON WHICH THEY BASE OUR
4 TARGET, HOLDING WORKSHOPS AND PUBLIC HEARINGS IN THE REGIONS
5 TO GIVE THE PUBLIC THE OPPORTUNITY TO WEIGH IN ON THINGS LIKE
6 THE DRAFT TARGETS, AND THE AIR RESOURCES BOARD THE
7 OPPORTUNITIES TO HEAR THOSE PERSPECTIVES. I ALSO NEED TO
8 HIGHLIGHT A NEW PROVISION THAT DOES NOT APPEAR IN ANY OF OUR
9 SLIDES BECAUSE IT WAS ADDED BY THE SENATE ENVIRONMENTAL
10 QUALITY COMMITTEE, AND THIS IS A 2045 TARGET. RIGHT NOW OUR
11 PLANS GO UNTIL 2035. HOWEVER, 2045 IS THE TARGET DATE IN THE
12 STATE'S BROADER SCOPING PLAN THAT COVERS REDUCTIONS FROM ALL
13 SECTORS, ARE NOT JUST TRANSPORTATION, AND, SO, THIS MEASURE,
14 THIS NEW CHANGE TO THE BILL, WOULD ALIGN OUR PLANS WITH THAT
15 2045 DATE. THIS IS A SIGNIFICANT CHANGE. IT'S AN IMPORTANT ONE
16 THAT WAS SOUGHT BY THE ENVIRONMENTAL COMMUNITY, IN PARTICULAR.
17 WE FEEL LIKE IT HOPEFULLY WILL MAKE OUR BILL MORE ATTRACTIVE
18 TO MEMBERS OF THAT COMMUNITY. SO, IN CLOSING, I DO WANT TO
19 NOTE THAT THE LARGE STAKEHOLDER MEETINGS THAT HAVE BEEN
20 FACILITATED BY SENATOR DARYL STEINBERG CONTINUE ON A MONTHLY
21 PACE, IN BETWEEN THE SPONSORS AND THE AUTHOR'S OFFICE, ARE
22 MEETING ONE-ON-ONE WITH KEY STAKEHOLDERS. AS YOU CAN IMAGINE
23 WITH A BILL OF THIS SCOPE THAT TOUCHES NOT ONLY PLANNING, BUT
24 ALSO FUNDING, THERE IS A LARGE AND DIVERSE GROUP OF THOSE
25 STAKEHOLDERS. AND WE EXPECT THAT WE MAY WANT TO TAKE



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1 CLARIFYING, MAYBE EVEN SUBSTANTIVE AMENDMENTS TO BALANCE YOUR
2 GOALS WITH THOSE STAKEHOLDER INTERESTS. THE NEXT STEP IN THE
3 LEGISLATIVE PROCESS IS A HEARING IN THE SENATE TRANSPORTATION
4 COMMITTEE ON APRIL 21ST. WE EXPECT THEY WILL TAKE A
5 PARTICULARLY CLOSE LOOK AT THE PROVISIONS RELATED TO THE
6 FUNDING PROGRAMS AND THE INCLUSION OF NEW SECTORS, BUSES, AND
7 HEAVY-DUTY TRUCKS IN THE TARGET. SO, I, WITH THAT, I AM GOING
8 TO STOP, AND I'M HAPPY TO TAKE ANY QUESTIONS. I KNOW THAT WAS
9 A LOT OF INFORMATION. SO, HAPPY TO GO BACK ON ANYTHING.

10

11 **CHAIR, KEN CARLSON MTC:** THANK YOU FOR THE PRESENTATION. DO WE
12 HAVE ANY QUESTIONS OR COMMENTS FROM MEMBERS? I GUESS WE'RE ALL
13 PLEASED WHERE WE ARE. THERE WE GO. VICE CHAIR BAPTIST?

14

15 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** JUST TRYING TO -- MY
16 COLLEAGUES. THANK YOU FOR THE UPDATE. I APPRECIATE ALL THE
17 WORK ON THIS. I THINK THIS IS ONE OF THE MOST CONSEQUENTIAL
18 THINGS WE'RE GOING TO WORK ON THIS YEAR I APPRECIATE EFFORT
19 PUT INTO IT. I WANT TO EXPRESS SUPPORT FOR THE WORK BEING DONE
20 TO CREATE MORE TRANSPARENCY AND CARB GOAL SETTING PROCESS I
21 THINK IT MAKES IT EASE 'FOR US AS AN INSTITUTION TO ACHIEVE
22 THOSE GOALS IF WE UNDERSTAND THE COMPONENT PARTS AND IT MAKES
23 IT EASIER FOR US TO BE COLLABORATIVE PARTNERS. I THINK THAT'S
24 A REALLY IMPORTANT ELEMENT TO THIS. I WILL SAY I'M GLAD TO
25 HEAR THAT AS THE BILL HAS PROGRESSED, THE PROVISION TO SHIFT



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1 THE KIND OF CONCURRENCE PROCESS FROM CARB TO CTC WAS TAKEN
2 OUT. I SHARE THE CONCERNS THAT CTC DOESN'T ACTUALLY HAVE THE
3 TECHNICAL SKILL SET TO PLAY THAT ROLE EFFECTIVELY, AND I THINK
4 THAT ULTIMATELY, ALTHOUGH, YES, WE HAVE TO GRAPPLE WITH TRADE-
5 OFFS AND IT'S A COMPLICATED ENDEAVOR HAVING A GREENHOUSE GAS
6 TARGET AS THE WAY THAT WE ORGANIZE OUR THINKING AROUND THIS IS
7 ACTUALLY A REALLY USEFUL FRAMEWORK AND ONE THAT WE SHOULD
8 CONTINUE TO SUPPORT AS WE'RE EVOLVING OUR STEPS HERE. SO THAT,
9 I FEEL LIKE IS A GOOD DIRECTION. I'M WONDERING IF YOU COULD
10 SPEAK A LITTLE BIT MORE ABOUT THE ADVISORY BODY AND HOW IT'S
11 IMAGINED TO GRAPPLE WITH TRADEOFF SUPERVISOR HOW THAT PROCESS
12 WILL INFORM OR IS INTENDED TO INFORM TARGET SETTING GOING
13 FORWARD? I DIDN'T FEEL LIKE I HAD QUITE ENOUGH DETAIL ON THAT
14 TO UNDERSTAND HOW IT MIGHT WORK.

15

16 **JULIE SNYDER:** THROUGH THE CHAIR. THAT IS DEFINITELY A PIECE
17 THAT IS STILL BEING SHAPED. SO, THE BILL DOESN'T HAVE A LOT OF
18 DETAIL IN IT. THE WAY THE ORIGINAL TARGET'S ADVISORY COMMITTEE
19 WORKED THOUGH, BACK IN, PROBABLY 2009 WAS IT BROUGHT TOGETHER
20 STAKEHOLDERS, PROBABLY 20, 25, FROM ACROSS THE SPECTRUM, IF
21 YOU WILL, THE BUILDERS WERE THERE, THE AFFORDABLE HOUSING
22 ADVOCATES ENVIRONMENTALISTS, ACADEMICS, IMPORTANTLY WERE A
23 PIECE OF THAT CONVERSATION, LOCAL GOVERNMENTS, I THINK THE WAY
24 WE ENVISION A SIMILAR RANGE OF STAKEHOLDERS, LOOKING AT, FOR
25 EXAMPLE, DOING REALLY A DEEP DIVE INTO INFORMATION LIKE FAIR



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1 HOUSING, ALL OF YOUR LOCALITIES HAVE A FAIR HOUSING MANDATE
2 WITH YOUR HOUSING ELEMENT, QUESTION IS HOW DOES THAT INTERACT
3 WITH THE TARGET. WE DON'T KNOW EXACTLY. AND THAT'S ONE OF THE
4 REASONS WHY HAVING IN THAT GROUP TECHNICAL EXPERTS, DATA
5 EXPERTS WHO CAN BRING THAT TO THE TABLE, WHO CAN DO THE
6 MAPPING YOU WERE TALKING ABOUT IN YOUR PRIOR COMMITTEE, AND
7 LOOK AT HOW DO THOSE TWO GOALS SIT TOGETHER, AND DOES THE
8 TARGET NEED TO BE ADJUSTED IN ANY WAY, MAY NOT -- IT MAY NOT.
9 WE'RE NOT PRESUPPOSING AN OUTCOME IN THAT SPACE AT ALL.
10 SIMILARLY WITH SEA LEVEL RISE, ANOTHER ISSUE THAT CAME UP
11 PREVIOUSLY. WHAT DOES SEA LEVEL RISE LOOK LIKE IN TERMS OF THE
12 LAND AVAILABLE FOR HOUSING DEVELOPMENT. WHAT DOES THAT MEAN
13 FOR OUR PLAN? WHAT DOES IT MEAN FOR OUR TRANSPORTATION
14 INVESTMENTS. SO, IT'S A -- I WOULD SAY THIS IS AN INTENSIVE
15 EFFORT, IT WILL BE SUPPORTED BY STATE STAFF, MOST LIKELY AT
16 CARB, MAYBE THIS IS WHERE WE PULL IN HCD, WHERE WE PULL IN THE
17 CTC TO BRING THEIR EXPERTISE INTO THE CONVERSATION. LOOKING AT
18 ALL OF, KIND OF ALL OF THE DATA THAT'S AVAILABLE, THE MAPPING,
19 ET CETERA, AND MAKING A SERIES OF RECOMMENDATIONS. THEY MIGHT
20 BE RECOMMENDATIONS THAT CARB COULD IMPLEMENT. THEY MIGHT BE
21 RECOMMENDATIONS THAT NEED LEGISLATION, AGAIN, WE WANT TO STAY
22 OPEN TO -- TO THE RANGE OF POSSIBILITIES THERE AND NOT DICTATE
23 IT. SO, HOPEFUL THEY ANSWERS YOUR QUESTION. BUT IT MAY BE THIS
24 WE -- YOU WANT TO OFFER SOME IDEAS FOR HOW WE FLESH IT OUT
25 BETTER?



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1

2 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** THAT'S SUPER HELPFUL JUST
3 ONE FOLLOW-UP QUESTION. IS THE IDEA THAT THOSE RECOMMENDATIONS
4 WOULD BE REQUIRED TO BE IMPLEMENTED BY CARB OR OTHERS? OR ARE
5 THEY, SORT OF, A PLATFORM FOR FUTURE DISCUSSION?

6

7 **JULIE SNYDER:** USUALLY WITH THESE TYPES OF COMMITTEES, THEY'RE
8 MORE A PLATFORM FOR FUTURE DISCUSSION THAN MANDATORY.
9 ESPECIALLY BECAUSE THEY OFTEN REQUIRE LEGISLATIVE CHANGES. SO,
10 I DON'T KNOW IF ANY OF MY COLLEAGUES WANT TO SPEAK MORE ON
11 THAT. BUT THAT'S JUST GENERALLY MY EXPERIENCE THAT, THEY SERVE
12 AS A THINK TANK, IF YOU WILL. AND OF COURSE, THEY COULD BE
13 THINGS THAT THIS BODY DECIDES IT WANTS TO SEE IMPLEMENTED VIA
14 FUTURE LEGISLATION.

15

16 **CHAIR, KEN CARLSON MTC:** THANK YOU. SEEING NO OTHER QUESTIONS
17 OR COMMENTS. DO WE HAVE ANY PUBLIC COMMENT ON THIS ITEM?

18

19 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON
20 THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR ZOOM WISHING
21 TO SPEAK ON THIS ITEM.

22

23 **CHAIR, KEN CARLSON MTC:** WONDERFUL THANK YOU. KEEP UP THE GOOD
24 WORK. NEXT ITEM, 3D, WHICH IS A LOOK AT THE ELECTRIC BICYCLE
25 LEGISLATIVE LANDSCAPE, AND WE HAVE A REPORT FROM JADIE MOAR.



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1
2 **JADIE MOAR:** GOOD MORNING COMMISSIONERS JADIE MOAR MTC ABAG MY
3 PRESENTATION TODAY WILL GO OVER STATE LEGISLATIVE PROPOSALS
4 RELATED TO E-BIKES THAT ARE CURRENTLY BEING CONSIDERED IN THE
5 LEGISLATURE THIS YEAR AND THERE ARE MANY E-BIKES HAVE
6 DRAMATICALLY INCREASED IN POPULARITY OVER THE LAST FEW YEARS
7 BOTH IN THE BAY AREA AND STATE BRINGING BOTH BENEFITS AND
8 CHALLENGES FOR OUR BAY WHEELS BIKESHARE PROGRAM FOR EXAMPLE,
9 E-BIKES MADE UP 79% OF TRIPS IN 2025 AND MADE THREE TIMES AS
10 MANY STRIPS PER DAY AS CLASSIC NON-E-BIKES. E-BIKE RIDES CAN
11 REDUCE GREENHOUSE GAS EMISSIONS AND LESSEN TRAFFIC WHEN
12 REPLACING VEHICLE TRIPS AND PROVIDE ACCESSIBLE BIKING OPTION
13 HOWEVER THEY CAN POSE SAFETY HAZARDS ESPECIALLY TO CHILDREN
14 WHO OPERATING AT HIGH SPEEDS AND POWER LEVELS THE LEGISLATURE
15 HAS BEEN GRAPPLING WITH THESE ISSUES TO RESEARCH POLICIES TO
16 ADDRESS DUAL GOALS OF ENCOURAGE E-BIKE ADOPTION AND MITIGATING
17 SAFETY RISKS COMPREHENSIVE REPORT NOTES MAJOR CHALLENGE IS E-
18 BIKES AREN'T JUST ONE THING RATHER UNIVERSE OF ELECTRIC TWO
19 WHEELED DEVICES OUT THERE WITH DIFFERS SPEED AND POWER
20 CAPABILITIES. LOOKING AT E REGULATORY FRAMEWORK FIRST E-BIKES
21 AND SIMILAR DEVICES SHOULD BE DEFINED AND REGULATED BY WHAT
22 THEY ARE CAPABLE OF AND NOT BY WHAT THEY LOOK LIKE SECOND MORE
23 DANGEROUS DEVICES WHICH POSE BIGGEST SAFETY RISK SHOULD BE
24 REGULATED MORE LIKE MOPEDS AND MOTOR VEHICLES RATHER THAN
25 TRADITIONAL BICYCLES THOSE REQUIRING CLEARER BASEBALL LABELING



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1 IDENTIFICATION AND PUBLIC EDUCATION FOR DIFFERENT CLASSIC
2 CLASSES OF E-BIKES AND LASTLY ALLOWING LOCAL ORDINANCES AND E-
3 BIKE SAFETY PILOT PROGRAMS IN SELECT CITIES AND COUNTIES THERE
4 ARE A COMPREHENSIVE LIST OF BILLS IN YOUR PACKET TODAY FOR
5 REFERENCE. OUR APPROACH ANALYZING IMPLEMENTATION PLAN
6 STRATEGIES, AND AS A ROLE OF THE BAY WHEELS BIKESHARE FLEET
7 OPERATOR. OVERALL, WE BELIEVE THE BILLS ARE TAKING A
8 REASONABLE APPROACH BY FOCUSING ON FASTER AND POWERFUL DEVICES
9 AND BAY WHEELS WOULD NOT BE GREATLY IMPACTED HOWEVER WE'RE
10 ANALYZING PROPOSALS TO UNDERSTAND FUTURE COST REQUIREMENTS OR
11 RESTRICTIONS THAT THESE REGULATIONS COULD HAVE ON THE BAY
12 WHEELS FLEET AND OPERATIONS. THE BILLS ARE EXPECTED TO BE
13 DEBATED AMENDED AND POTENTIALLY STREAMLINED OVER THE NEXT FEW
14 MONTHS WE PROVIDE TECHNICAL ASSISTANCE TO LEGISLATIVE OFFICES
15 AND COMMITTEE STAFF REGARDING THE BILLS AND WILL CONTINUE TO
16 DO SO AS THEY MAKE THEIR WAY THROUGH THE SESSION. SO WITH
17 THAT, I WILL TURN IT BACK TO THE COMMITTEE FOR QUESTIONS
18 COMMENTS AND DISCUSSION. THANK YOU.

19

20 **CHAIR, KEN CARLSON MTC:** THANK YOU. VERY GOOD. DO WE HAVE ANY
21 QUESTIONS OR COMMENTS FROM COMMISSIONERS? I CAN'T -- I CAN'T
22 THINK OF A MORE CHALLENGING TOPIC IN SO MANY DIFFERENT WAYS
23 WHEN IT COMES DOWN TO IT. COMING FROM PUBLIC SAFETY, CLEARLY
24 FROM PUBLIC SAFETY, I THINK EVERY ONE OF OUR JURISDICTIONS
25 HAVE FACED THE CHALLENGES OF YOUTH ON FAST, POWERFUL, ELECTRIC



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1 BICYCLES RUNNING UP AND DOWN OUR STREETS. BUT THEN WE'RE
2 TRYING TO DRIVE PEOPLE OUT OF THEIR CARS WITH EMISSION
3 REDUCTION PLANS AND GREENHOUSE GAS EMISSIONS AND MEASURING
4 VEHICLE MILE TRAVELED ALL THESE DIFFERENT THINGS LAST THING WE
5 WANT TO DO IS DRIVE THEM OFF THEIR E-BIKES AND SCOOTERS BACK
6 INTO THEIR CARS BECAUSE IT DOESN'T FIT THEIR TRANSPORTATION
7 NEEDS. I'M CURIOUS TO SEE WHERE WE LAND BUT AGAIN MY YOUTH WAS
8 ON A MOPED, HAD TO BE A CERTAIN AGE H TO GO UNDER A CERTAIN
9 MILE AN HOUR THERE WERE RULES SO FINDING THE WAY TO BALANCE
10 THIS IS INTRIGUING TO ME AS WELL AS IMPORTANT TO A LOT OF OUR
11 JURISDICTIONS. THANK YOU FOR THE WORK AND KEEPING THE WATCH.
12 COMMISSIONER CORZO?

13

14 **NOELIA CORZO:** THANK YOU. I REALLY APPRECIATE THIS ITEM COMING
15 BEFORE US. IT'S VERY, VERY TRUE, THIS IS DISH WOULD SAY, LIKE,
16 A WORLDWIDE ISSUE NOW. AND FOR ME, I THINK IT'S -- LET ME
17 FOCUS ON THE QUESTION HERE. WHAT DO YOU THINK IS -- WHAT, IN
18 YOUR RESEARCH, HAS BEEN MOST IMPACTFUL AND WHAT PIECE OF
19 LEGISLATION ARE YOU MOST EXCITED ABOUT FOR ACTUALLY IMPROVING
20 SAFETY? [LAUGHTER]

21

22 **JADIE MOAR:** I THINK THE BIGGEST ISSUE HAS COME UP REALLY
23 SEPARATING OUT WHAT ARE DIFFERENT DEVICES AND SPEED POWER
24 CAPABILITIES SO CLASSIFYING EVERYTHING TOGETHER AS A GROUP OF
25 E-BIKES DOESN'T REFLECT WHAT'S GOING ON IN HAZARDS AND PARSING



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1 OUT THE DETAILS, FIRST STEP FIGURING OUT THE DEVICES, CAPABLE
2 OF AND INFORMATION HOW THEY SHOULD BE REGULATED GOING FORWARD
3 EDUCATION HELMET REQUIREMENTS AGE REQUIREMENTS THINGS LIKE
4 THAT IN TERMS OF LEGISLATION MOVING FORWARD NOW THEY'RE ALL
5 BEING SUBSTANTIALLY AMENDED AND DISCUSSED IN THEIR FIRST
6 POLICY COMMITTEES AND SOME HAVEN'T BEEN HEARD YET SO I DON'T
7 FEEL READY TO SAY THAT THERE IS ONE OR TWO BILLS THAT ARE
8 REALLY RISING TO THE TOP AT THIS TIME.

9

10 **NOELIA CORZO:** UNDERSTOOD. SO, ONE OF THE THINGS I HAVE
11 STRUGGLED WITH IS E-BIKES VERSUS -- THIS IS A NEW TERM I
12 LEARNED AND I WONDER IF IT CAME UP IN YOUR RESEARCH FOR THIS
13 ITEM IS E-CONVEYANCES, BECAUSE THERE ARE E-BIKES TWO WHEELS
14 BICYCLE SHAPED THEN THERE IS E-CONVEYANCES WHICH CAN INCLUDE
15 ONE WHEEL, UNCYCLE, ELECTRIC UNCYCLE OR SCOOTERS, ANYTHING IS
16 ELECTRIC RIGHT DO YOU GUYS REMEMBER WHEN THERE WERE LIKE THESE
17 HOVER BOARDS --

18

19 **V. CHAIR, ALICIA JOHN-BAPTISTE MTC:** THERE STILL ARE.

20

21 **NOELIA CORZO:** THERE STILL ARE, ABSOLUTELY, AND IT'S TRUE THERE
22 ARE CONFLATING TERMS BUT THEY'RE ALL VERY DIFFERENT OR SIMILAR
23 IF YOU WANT TO LABEL THEM E-CONVEYANCES SO I GUESS MY QUESTION
24 IS, WHAT DO YOU THINK ARE THE MOST EFFECTIVE TERMS? FOR ME, I
25 HAVE HEARD E-MOTOS, E-CONVEYANCES. SO, FOR THIS, YOU KNOW,



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1 THIS IS AN ELECTRIC BICYCLE LEGISLATIVE LANDSCAPE, BUT WHAT DO
2 YOU THINK ABOUT WHAT YOU'RE SEEING IN TERMS OF JUST MAKING THE
3 CATEGORY MORE BROAD FOR, LIKE, E-CONVEYANCES. I DON'T KNOW IF
4 THAT QUESTION IS CLEAR. I'M RAMBLING BUT I HOPE YOU GET WHERE
5 I'M GOING.

6

7 **JADIE MOAR:** THIS IS FIRST I HAVE HEARD OF E-CONVEYANCES MAYBE
8 SOME OF MY COLLEAGUES HERE MIGHT BUT SOMETHING I'M SEE NOT
9 SOMETHING I'M SEEING COMING UP WITH THESE DISCUSSIONS RIGHT
10 NOW BUT WILL DEFINITELY KEEP AN EAR TO THE GROUND IF IT DOES
11 COME UP.

12

13 **NOELIA CORZO:** I'LL SHARE THAT MY COUNTY WE ACTUALLY HAD A
14 SUPERVISOR BRING FORWARD A PROPOSED, A CONCERN BECAUSE IT'S
15 PAINTING EVERY ELECTRIC VEHICLE NOT VEHICLE -- I GUESS,
16 CONVEYANCE [LAUGHTER] I DON'T KNOW, WITH A BROAD BRUSH AND
17 PART OF IT WAS INCLUDING LIKE BANNING ALL CONVEYANCES FROM
18 BEING ON ANY SIDEWALK EXCEPT IF THEY'RE ENTERING OR EXITING,
19 LIKE, A DRIVEWAY. AND, SO, I THINK ABOUT WHAT THAT MEANS FOR,
20 LIKE, IN PRACTICE, RIGHT, FOR KIDS, OR FOR ADULTS THAT ARE
21 USING THIS, AND WE ALL KNOW THAT WHEN YOU'RE ON THE ROAD,
22 THERE ARE JUST -- FRANKLY, IT IS MUCH SAFER TO NOT OBTAIN
23 STREET TEMPORARILY, RIGHT? SO, ANYWAYS, GUESS I I'LL JUST --
24 IT'S HELPFUL TO KNOW THAT YOU HADN'T REALLY HEARD ABOUT E-
25 CONVEYANCES BUT THAT IS SNAG'S COMING UP JUST SO EVERYONE IS



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1 AWARE OF. SO MAYBE WE CAN BROADEN OUR ANALYSIS OF THAT, AS
2 WELL. AND I GUESS MY LAST QUESTION WOULD BE, YOU KNOW, YOU
3 SAID SOMETHING THAT REALLY STOOD OUT TO ME ABOUT, LIKE, WE
4 REALLY SHOULDN'T JUDGE E-BIKES ON WHAT THEY LOOK LIKE BUT MORE
5 SO WHAT THEY'RE CAPABLE OF, AND TO ME THAT'S MOSTLY AROUND
6 SPEED. SOME OF THESE INCLUDE, I THINK SOME OF THESE INCLUDE,
7 LIKE -- SO THERE'S -- WHAT I HAVE SEEN IS THERE IS AGE
8 RESTRICTIONS THEN THERE IS SPEED RESTRICTIONS, AND TO ME,
9 SPEED IS VERY CONCRETE AND DEFINABLE. IF YOU'RE THINKING ABOUT
10 HOW YOU'RE ACTUALLY GOING TO IMPLEMENT AN AGE RESTRICTION ON
11 AN E-BIKE OR AN EV CONVEYANCE, FOR ME, THE ONLY WAY THAT I
12 THINK THAT CAN PRACTICALLY HAPPEN IS THAT WE HAVE LAW
13 ENFORCEMENT OFFICERS STOPPING KIDS AND ID'ING THEM, WHICH
14 MAKES ME VERY CONCERNED AND I DON'T THINK THAT'S A PRACTICAL
15 WAY TO DO THAT. SO, I WOULD JUST SAY, LIKE, I THINK THE SPEED
16 IS THE KEY. AND THAT'S, LIKE, A METRIC THAT IS REALLY MOST
17 IMPORTANT. AND ACTUALLY TIED TO SAFETY. SO.

18

19 **MARILYN EZZY ASHCRAFT:** THANK YOU. AND THANK YOU FOR THE
20 REPORT. THIS IS, ID, AN IMPORTANT TOPIC. I THINK IT MAKES A
21 LOT OF SENSE TO CATEGORIZE THE DEVICES BY WHAT THEY'RE CAPABLE
22 OF DOING. AND I WILL SAY, AND MAYBE YOU HAVE HEARD THIS THAT
23 WHEN WE HAVE HEARD FROM LAW ENFORCEMENT OFFICIALS, THEY SAY
24 THEY WOULD LIKE THESE DEVICES TO HAVE SOME CHARACTERIZING
25 INSIGNIA OR SOMETHING THAT SHOWS THAT IF YOU WERE IN THIS



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1 CATEGORY THAT YOU HAVE THIS ON THE FRONT SO THAT WHEN OFFICERS
2 SEE THAT BIKE RATHER THAN HAVING TO STOP THE DRIVER TO ASK FOR
3 ID, THEY COULD SEE, OH, THIS IS -- THIS IS A DEVICE THAT
4 SHOULDN'T EVEN BE ON THE ROADWAY, IT SHOULDN'T BE IN A BIKE
5 LANE THAT'S SOMETHING TO CONSIDER. I ALSO WAS -- AND YET AT
6 THE SAME TIME, WE NEED THESE DEVICES, WE KNOW FROM THE
7 DISCUSSION WITH BAY WHEELS THAT THESE E-BIKES ARE MORE IN
8 DEMAND THAN THE CLASSIC BIKES, AND THERE WAS THAT SEATED
9 SCOOTER THAT THEY WERE TELLING US ABOUT, THAT MIGHT BE ONE OF
10 THOSE DEVICES YOU DESCRIBED BUT REGULATION THEN I THINK YOU
11 MENTIONED SOME CITIES WILL BE CHOSEN TO HAVE PILOT PROGRAMS.
12 HOW WILL THAT PROCESS WORK? AND I WOULD LIKE TO OFFER MY CITY
13 [LAUGHTER] AND THEN LASTLY, FOR THOSE WHO ARE IN CITIES IN
14 ALAMEDA OR CONTRA COSTA COUNTIES, ON APRIL 30TH, IN THE
15 EVENING, THE EAST BAY DIVISION OF THE LEAGUE OF CALIFORNIA
16 CITIES IS DOING A PRESENTATION ON E-BIKES WITH DR. KEVIN FANG,
17 COAUTHOR OF THE MINETA TRANSPORTATION INSTITUTE EXPLORING
18 ELECTRIC BICYCLE SAFETY PERFORMANCE, DATA, AND POLICY OPTIONS
19 FOR CALIFORNIA AND WE HAVE ALSO INVITED ASSEMBLYMEMBERS
20 REBECCA BAUER KAHAN AND LORI WILSON WHO HAVE BEEN ACTIVE IN
21 THIS SPACE TO JOIN US SO IF YOU ARE INTERESTED SEE ME AND BE
22 MY GUEST BUT YEAH I WOULD LOVE TO LEARN WE CAN DISCUSS OFFLINE
23 WHAT THIS WOULD TAKE TO BE A PILOT PROGRAM BUT CARLSON FOR
24 BRINGING THIS GREAT INFORMATION TO US.
25



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1 **CHAIR, KEN CARLSON MTC:** BURT?

2

3 **PAT BURT:** THANK YOU. SO YOU ALLUDED TO THE STUDY BY MINETA
4 INSTITUTE AND I WASN'T CLEAR ON WHICH OF THESE LEGISLATIVE
5 PROPOSALS ARE ALIGNED WITH WHATEVER RECOMMENDATIONS THE MINETA
6 INSTITUTE CAME FORWARD WITH?

7

8 **JADIE MOAR:** YES I DO NOT HAVE THAT SPECIFICALLY OUTLINED HERE
9 I DON'T HAVE THAT INFORMATION OFF THE TOP OF MY HEAD I CAN
10 CIRCLE BACK TO YOU ON THAT. THE MINETA INSTITUTE REPORT WHICH
11 IS ONE THAT COMMISSIONER EZZY ASHCRAFT WAS JUST TALKING ABOUT
12 IS A BROAD DIFFERENT CATEGORY RECOMMENDATION BUT I'M HAPPY TO
13 GET BACK TO YOU WITH THAT INFORMATION.

14

15 **PAT BURT:** TO WHAT EXTENT OUR LEGISLATIVE REFORMS ARE LOOKING
16 TOWARD EU STANDARDS THAT HAVE BEEN DEVELOPED WHICH I THINK PUT
17 A 15 MILE AN HOUR LIMIT ON THE ASSIST PART YOU COULD GO FASTER
18 BUT IT HAS TO BE ON YOUR PEDALING THEY RESTRICT THE THROTTLE
19 DEVICES THEY'RE CLASSIFIED AS MOPEDS AND A FEW OTHER MEASURES
20 THAT SEEM LIKE THEY HAVE BEEN WELL THOUGHT AND ARE ACTUALLY
21 FUNCTIONS VERSUS U.S. AS STATE FUMBLING AROUND TO TRY AND
22 REINVENT THIS.

23

24 **JADIE MOAR:** YES I HAVE LIMITED KNOWLEDGE ABOUT THIS BUT I'LL
25 SHARE WHAT I KNOW AT LEAST ONE BILL AB1557 BY ASSEMBLYMEMBER



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1 PAPAN IS LOOKING TO THOSE EU GUIDELINES TO DIRECT SOME OF THE
2 LEGISLATION IT'S NOT A COMPLETE TAKING OF GUIDELINES TO THE
3 STATES BUT THEY'RE LOOKING AT A PORTION OF THEIR LEGISLATIVE
4 PROPOSAL.

5

6 **PAT BURT:** CARLSON.

7

8 **V. CHAIR, CARLOS ROMERO ABAG AC:** I WANT TO AGREE WITH THE
9 OPENING WORDS OF THE CHAIR WHICH IS WE NEED REGULATION ON THIS
10 BUT WE HAVE TO BE CAUTIOUS IN THAT WE DO NOT WANT TO SHUTDOWN
11 THE USE OF FIRST AND LAST MILE VEHICLES TO GET TO PUBLIC
12 TRANSPORTATION. AND TO DO THOSE SHORT ONE MILE, TWO MILE
13 COMMUTES WITHIN YOUR COMMUNITY. AND I KNOW THERE ARE SOME
14 BILLS OUT THERE THAT ARE TALKING ABOUT FULL REGISTRATION OF
15 ALL E-BIKES, CREATING THESE BARRIERS TO ENTRY FOR FOLKS. AND
16 YOU KNOW, IT'S -- WE REALLY HAVE TO FIGURE OUT WHAT IS THE
17 SWEET SPOT SO THAT WE DON'T DISCOURAGE THE UPTAKE OF E-BIKES,
18 AND PERHAPS MAYBE MAKE IT MORE DIFFICULT TO -- OR IF -- TO
19 REGULATE THE E-MOTOS MORE. I HAVE BEEN PASSED BY, YOU KNOW, 30
20 MILE AN HOUR, WHAT I THINK ARE PROBABLY 30 MILE AN HOUR E-
21 MOTOS, AND IT'S A BIT SCARY. I USUALLY BIKE AT ABOUT 16 MILES
22 AN HOUR I KNOW BECAUSE THOSE LITTLE THINGS FLASH, THAT'S FAST
23 ENOUGH, BUT BEING HIT BY SOMEBODY GOING 35 MILES AN HOUR, PAT,
24 I DON'T THINK I WOULD ENJOY THAT MUCH. I LOSE. CARLSON.

25



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1 **CHAIR, KEN CARLSON MTC:** REAL QUICK JUST SOME THOUGHTS IN THE
2 DISCUSSION HERE WE CREATE THESE REGULATIONS RULES ORDINANCES
3 THEN WE EXPECT POLICE TO ENFORCE SO IN THAT SENSE HOWEVER WE
4 DESIGNATE THESE DEVICES LEVEL ONE, CLASS ONE, CLASS TWO, THEY
5 NEED TO BE READY LEAVE IDENTIFIABLE, THAT THIS IS CLASS ONE
6 THESE ARE THE RULES THAT APPLY TO CLASS ONE IF YOU ARE GOING
7 TO APPLY BASIC SPEED LAW THAT'S ONE THING BUT LOOKING AT BASED
8 ON CLASS WHATEVER ENFORCEMENT ACTION THAT MIGHT NEED TO BE
9 READILY IDENTIFIABLE THAT MIGHT BE PARTICIPATING WITH DMV
10 MIGHT JUST BE LABELING, I HAVE NEVER RIDDEN ONE, YOU KNOW FOR
11 AN OFFICER TO FLIP THAT BIKE OVER TO GET A SERIAL NUMBER IS
12 IMPOSSIBLE, IF YOU HAVE TO ISSUE A CITATION PULL THE PERSON
13 OVER HAVE TO ISSUE A CITATION TO THEM IN-PERSON THEN
14 SUBSEQUENTLY IF THERE IS MODIFICATION IF YOU CAN MODIFY A
15 CLASS ONE TO REACH A SPEED OF 30 MILES AN HOUR, ENFORCEMENT
16 STOP YOU WOULD IDENTIFY HAS BEEN MODIFIED IF YOU GO DOWNHILL
17 ON A BIKE ON LEVEL GROUND THAT WILL ONLY REACH 18 MILES AN
18 HOUR BUT GOING DOWN THE SPEED GRADE AND IT'S NOW DOING 30 IS
19 THE DEVICE OUT OF COMPLIANCE IS IT NOT. SO THERE ARE STILL A
20 LOT OF VARIABLES AS WE GO THROUGH THIS AND EVERY JURISDICTION
21 THAT MIGHT DO IT LET ALONE THE LEGISLATURE, GOD BLESS YOU
22 BECAUSE THE VOLUME OF WORK IS THERE. COMMISSIONER CORZO.
23
24 **NOELIA CORZO:** THANK YOU. I ALSO, YOU KNOW, OUT OF EVERYTHING
25 THAT IS HIGHLIGHTED IN THIS REPORT, I WANTED TO HIGHLIGHT



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1 SB1167. BECAUSE I FEEL LIKE THIS ONE REALLY PUTS THE
2 RESPONSIBILITY ON THE MANUFACTURES. AND REALLY GIVES THEM
3 ACTUAL CONSEQUENCES. BECAUSE WHAT'S HAPPENING IS THAT TEAM IN
4 OUR COMMUNITY ARE BEING ESSENTIALLY, LIKE, DUPED AND MISLED
5 AND MISINFORMED, THEY THINK THEY'RE BUYING AN E-BIKE, IT'S
6 ACTUALLY E-MOTO. AND, SO, I REALLY LIKE THIS ONE, BECAUSE IT
7 TAKES THE PARENTS AND, YOU KNOW, INDIVIDUALS, ADULTS STILL
8 HAVE TO BE RESPONSIBLE FOR WHAT THEY'RE BUYING, OF COURSE. BUT
9 I THINK ABOUT, LIKE, LOW-INCOME FAMILIES IN THE BAY AREA, WHO
10 ARE TRYING TO SOLVE A PROBLEM AND THEY'RE TRYING TO AND
11 THEY'RE TRYING TO HAVE THEIR TEEN OR SOMEONE IN THEIR FAMILY
12 HAVE INDEPENDENCE AND BE ABLE TO GET TO WHERE THEY'RE GOING
13 SAFELY. AND DON'T KNOW, AND ARE SAVING UP MONEY TO BUY
14 SOMETHING THAT THEY HAVE NO IDEA WOULD CAUSE THEM TO RECEIVE
15 CITATIONS, OR TO HAVE A VEHICLE IMPOUNDED, AND THEN THEY TAKE
16 THAT FINANCIAL HIT WHEN IT'S REALLY THE -- YOU KNOW, THE ISSUE
17 BEGINS WITH THE FALSE ADVERTISING AND THE LACK OF AWARENESS
18 THAT THEY ARE CREATING INTENTIONALLY. SO, I JUST WANTED TO
19 MAKE SURE I HIGHLIGHTED THAT ONE.

20

21 **MARILYN EZZY ASHCRAFT:** AND ACTUALLY SEGUEING, FROM THE
22 COMMISSIONERS COMMENTS, I WAS THINKING ABOUT THE ONLINE SALES
23 OF THESE BIKES, YOU CAN BUY THEM ON AMAZON. MANY OF THEM ARE
24 MANUFACTURED OVERSEAS. SO, I'M SURE THE AUTHORS HAVE THOUGHT
25 ABOUT, YOU KNOW, HOW DO WE HOLD THE SELLERS RESPONSIBLE WHEN



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1 THEY MIGHT BE FAR FROM THE JURISDICTION OF OUR STATE. AND I
2 WILL JUST ADD THAT I DON'T OWN AN E-BIKE, BUT FOR THE LAST
3 THREE YEARS I HAVE BORROWED THEM FROM OUR LOCAL BIKE SHOP TO
4 LEAD THE ALAMEDA 4TH OF JULY PRACTICE RAID AND THEY'RE REALLY
5 FUN. BUT I'M A SAFE RIDER.

6

7 **CHAIR, KEN CARLSON MTC:** FOR THOSE WHO DON'T KNOW ME I HAVE A
8 TWISTED SENSE OF HUMOR. BUT IN ALL SERIOUSNESS TOO, A CARVE-
9 OUT EXEMPTION FOR THOSE PERSONAL CONVEYANCES THAT ARE SENIORS
10 AND DISABLED BECAUSE IF YOU SUDDENLY GO ELECTRIC CONVEYANCE,
11 ELECTRIC WHEELCHAIR IS THAT A SENIOR'S LARK AS THEY'RE HEADING
12 DOWN THE SIDEWALK. JUST MAKING SURE WE'RE BEING REALLY
13 THOUGHTFUL ABOUT IT BECAUSE WE DON'T WANT THE WRONG THING TO
14 GET SUCKED INTO WHATEVER WE'RE TRYING TO ACCOMPLISH FOR PUBLIC
15 SAFETY AND/OR THE ENVIRONMENT. SO, THANK YOU. ANY OTHER
16 QUESTIONS OR COMMENTS? ALL RIGHT WE'LL TAKE IT TO PUBLIC
17 COMMENT.

18

19 **BOARD CLERK:** WE HAVE RECEIVED NO WRITTEN CORRESPONDENCE ON
20 THIS ITEM. WE HAVE TWO MEMBERS OF THE PUBLIC WITH THEIR HANDS
21 RAISED. KEEP IT AT TWO MINUTES.

22

23 **CHAIR, KEN CARLSON MTC:** YES, PLEASE.

24

25 **BOARD CLERK:** OKAY FIRST UP WENDI KALLINS FOLLOWED BY ADINA



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1 LEVIN. GO AHEAD AND UNMUTE YOURSELF. YOU HAVE TWO MINUTES.

2

3 **WENDI KALLINS:** YES THANK YOU, WENDI KALLINS, I'M ON THE POLICY
4 ADVISORY COUNCIL, I'M ALSO FOUNDER OF THE SAFE ROUTES TO
5 SCHOOLS PROGRAM IN MARIN COUNTY. WE HAVE BEEN ON THE FOREFRONT
6 OF PROMOTING LEGISLATION FOR E-BIKES, AND REALLY LOOKING AT
7 THIS VERY CLOSELY. BECAUSE WE HAVE HO MANY, MANY, MANY ISSUES
8 WITH THE E-BIKES. A COUPLE OF THINGS THAT I WANT TO BRING UP.
9 ONE IS, I THINK IT'S REALLY IMPORTANT TO REALLY SEPARATE OUT
10 CLASS ONE AND CLASS TWO BIKES. IN 1557 THEY'RE PROHIBITING
11 SPEED ON CLASS ONE BIKES ALONG WITH CLASS TWO BIKES. AND I
12 REALLY THINK YOU NEED TO FOCUS ON THOSE. BUT CLASS TWO BIKES
13 FOR THOSE WHO DON'T KNOW ARE THE ONES WITH A THROTTLE WHERE
14 YOU CAN RIDE THEM WITHOUT HAVING TO PEDAL. THAT'S VERY
15 DIFFERENT FROM GETTING ASSIST FROM A MOTOR WHEN YOU'RE
16 PEDALING AND AS SOMEONE WHO RIDE A CLASS ONE BIKE, I NEED THAT
17 ASSIST WHEN I'M GOING UP TO 20 MILES AN HOUR, AND AS A SENIOR
18 CITIZEN, YOU KNOW, WHO DOESN'T HAVE QUITE THE ABILITY I ONCE
19 HAD TO RIDE A BIKE, THIS IS REALLY IMPORTANT TO ME. SO, I
20 WOULD REALLY LIKE TO SEE THAT SEPARATED OUT. I DON'T THINK YOU
21 NEED A LOT OF LEGISLATION ON CLASS ONE BIKES. THE OTHER THING
22 SOMEBODY BROUGHT UP, HOW TO, ENFORCING THE SPEED LIMIT. AND
23 SPEED LIMIT HAS BEEN ENFORCED IN MARIN COUNTY NOT BY GETTING
24 THE AGE OF THE RIDER, BUT IF THEY HAVE A SECOND INFRACTION AND
25 WITH THEN THEY FIND OUT IF THEY'RE RIDING THE WRONG BIKE. AND



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1 SO THEY'RE NOT REALLY ID'ING PEOPLE, AND I THINK THAT'S
2 IMPORTANT TO KNOW. AND IT'S IMPORTANT WHEN YOU'RE GOING
3 DOWNHILL UP TO 30 MILES PER HOUR AND NEED TO KEEP THAT IN MIND
4 MY TIME IS UP I COULD SAY A LOT MORE BUT THANK YOU ALL FOR
5 YOUR TIME.

6

7 **BOARD CLERK:** NEXT SPEAKER IS ADINA LEVIN WHO HAS MADE IT INTO
8 THE BUILDING.

9

10 **CHAIR, KEN CARLSON MTC:** WELCOME.

11

12 **BOARD CLERK:** GO AHEAD AND TURN ON YOUR MIC.

13

14 **SPEAKER:** RAINING TODAY SO I DID NOT USE BAY WHEELS AS I
15 SOMETIMES DO IN COMING FROM THE TRAIN TO THE BUILDING. AND I
16 NEED TO SHUT OFF THE ZOOM HERE. IF I CAN DO THAT. SO, WANTED
17 TO -- SORRY -- THAT HAS MY NOTES ON IT, PLEASE. [LAUGHTER] TO
18 THANK THE COMMISSION AND THE COMMITTEE FOR CONSIDERING THIS
19 TOPIC AND TO ALSO SUPPORT THE APPROACHING PROPOSED IN THE
20 SB1167, THAT'S THE BILL THAT REALLY CLEARLY DIFFERENTIATES
21 BETWEEN THE CLASSES 1 AND 2 AND 3, THAT THE BAY WHEELS AND
22 OTHER, YOU KNOW, REGULAR E-BIKES ARE, AND THE MORE DANGEROUS
23 E-MOTO DEVICES THAT GO MUCH FASTER AND ARE LESS SAFE AND
24 REQUIRE THOSE BE LABELED AND DISCLOSED AND REGULATED AS MOTOR
25 VEHICLES SO THAT ALSO BE THE RECOMMENDATION THAT I WOULD



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1 SUPPORT WITH SEAMLESS IN SUPPORT OF OUR ALLIES AT CAL BIKE AND
2 ACTIVE TRANSPORTATION COMMUNITY. THANK YOU.

3

4 **CHAIR, KEN CARLSON MTC:** THANK YOU.

5

6 **BOARD CLERK:** THERE ARE NO OTHER MEMBERS OF THE PUBLIC WISHING
7 TO SPEAK ON THIS ITEM.

8

9 **CHAIR, KEN CARLSON MTC:** WONDERFUL. THANK YOU VERY MUCH. MOVE
10 ON TO ITEM 3E WHICH IS THE MTC ABAG MARCH SACRAMENTO ADVOCACY
11 TRIP. I BELIEVE JULIE, YOU WILL GIVE US A QUICK --

12

13 **GEORGIA GANN-DOHRMANN:** GEORGIA GANN DOHRMANN, I'M GOING TO
14 TAKE THAT FOR THE TEAM. YOUR PACKET HAS A PRETTY DETAILED READ
15 OUT OF THE TRIP, INCLUDING DETAILS AND, YEAH, IT'S JUST FOR
16 YOUR REVIEW.

17

18 **CHAIR, KEN CARLSON MTC:** WONDERFUL. THANK YOU. ANY QUESTIONS?
19 ANY PUBLIC COMMENTS?

20

21 **BOARD CLERK:** THERE IS NO WRITTEN CORRESPONDENCE RECEIVED ON
22 THIS ITEM AND THERE IS NO ONE IN THE BOARDROOM OR ZOOM WISHING
23 TO SPEAK ON THIS ITEM.

24

25 **CHAIR, KEN CARLSON MTC:** WONDERFUL. THANK YOU VERY MUCH MOVING



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1 TO 4A WHICH IS OUR WASHINGTON DC LEGISLATIVE UPDATE ANYTHING
2 TO ADD BEYOND WHAT'S IN OUR REPORT.

3

4 **GEORGIA GANN-DOHRMANN:** THAT ITEM IS ALSO IN YOUR PACKET FOR
5 REVIEW.

6

7 **CHAIR, KEN CARLSON MTC:** THANK YOU. ANY PUBLIC COMMENT ON THIS
8 ITEM.

9

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

13

14 **CHAIR, KEN CARLSON MTC:** THANK YOU. SORRY I FORGOT TO ASK, ANY
15 COMMITTEE MEMBER COMMENTS OR QUESTIONS? [LAUGHTER] WONDERFUL.
16 MOVING TO ITEM FIVE WHICH IS GENERAL PUBLIC COMMENT THIS IS
17 OPPORTUNITY FOR THE PUBLIC TO COMMENT ON ANY ITEM UNDER OUR
18 JURISDICTION BUT NOT LISTED ON TODAY'S AGENDA. DO WE HAVE ANY
19 GENERAL PUBLIC COMMENT?

20

21 **BOARD CLERK:** THERE WAS NO WRITTEN CORRESPONDENCE RECEIVED
22 UNDER GENERAL PUBLIC COMMENT. WE DO HAVE ONE MEMBER OF THE
23 PUBLIC WISHING TO SPEAK, ROLAND LEBRUN. YOU HAVE TWO MINUTES.
24 GO AHEAD AND UNMUTE YOURSELF. THE.

25



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1 **SPEAKER:** THANK YOU. SO WHAT I WOULD LIKE TO DO IS TO GO BACK
2 100 YEARS, AND HOPEFULLY HIGHLIGHT OUR LINES WERE BUILT IN
3 CHINA AND HOPEFULLY WE'RE GOING TO BE LEARNING FROM IT AND
4 RESCUING HIGH SPEED RAIL IN CAL CAMP. AT THE TURN OF THE 19th
5 CENTURY CHINA DECIDED TO BUILD A 1500 MILE LINE FROM BEIJING
6 IN THE NORTH TO THE BANKS IN THE SOUTH WITH WUHAN IN THE
7 MIDDLE, AND THE WAY THEY DID THIS, TWO CONSORTIUMS, 800 MILES
8 TO THE NORTH AND 700 MILES IN THE SOUTH. THE LINE IN THE NORTH
9 WAS DESIGN BUILT BY MY GREAT GRANDFATHER, HE WAS FINANCED
10 ENTIRELY WITH PRIVATE CAPITAL, 800 MILES WERE BUILT IN SEVEN
11 YEARS. THE ONLY CHALLENGE WAS THE BRIDGE OVER THE RIVER ABOUT
12 HALFWAY DOWN WHICH TOOK ABOUT AS LONG AS THE --
13 [INDISCERNIBLE] LINE TO BUILT IT IS HAVE GONE THE LONGEST
14 RAILWAY BRIDGE AT THE TIME WITH TWO MILES THAT LINE WAS BUILT
15 FOR \$10 MILLION AND IT WAS SO PROFITABLE THAT AT THE END OF
16 THE DAY THE CHINESE WERE ABLE TO USE THE REVENUE FROM THAT
17 LINE TO BUY THE CONCESSION BACK FROM THE FRENCH AND BELL JAN
18 CONSORTIUM. WHICH HAD FINANCED IT IN THE SOUTH THE CONCESSION
19 BETWEEN WUHAN AND GRANJA WAS AWARDED TO WILLIAM BERKELEY
20 PARSONS THE FOUNDER OF PARSON'S THE BRINKERHOFF TO BASICALLY
21 BUILD NOTHING HE WAS PROPOSING TO FINANCE THE EUROPEAN
22 REVENUES AT THE END OF THE DAY CHINESE HAD TO PAY HIM \$6
23 MILLION JUST TO GO AWAY THIS WAS EXACTLY WHAT HAPPENED TO HIGH
24 SPEED RAIL IN CALIFORNIA I HOPE THAT WHEN THE FRENCH COME
25 KNOCK BEING WE WILL GIVE THEM IN CONSIDERATION. THANK YOU.



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1

2 **BOARD CLERK:** THANK YOU. THERE ARE NO OTHER MEMBERS OF THE
3 PUBLIC WISHING TO SPEAK UNDER JUDICIAL PUBLIC COMMENT.

4

5 **CHAIR, KEN CARLSON MTC:** THANK YOU WITH THAT ITEM SIX OUR NEXT
6 MEETING OF THE JOINT MTC PLANNING COMMITTEE WITH THE ABAG
7 ADMINISTRATIVE COMMITTEE JOINT LEDGE COMMITTEE WILL BE HELD
8 MARCH 8TH 2026 RIGHT HERE AT THE BAY AREA METRO CENTER. THANK
9 YOU ALL. WE'RE ADJOURNED. [ADJOURNED]