



Spare the Air Youth

TECHNICAL ADVISORY MEETING

April 23, 2026



*Spare the Air Youth
is a Climate
Initiatives Program*





AGENDA

- *Welcome*
- *MTC Announcements*
- *California Sanctuary laws*
- *Break*
- *E-bikes*
- *Wrap Up and Future Meetings*



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MTC ANNOUNCEMENTS



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MTC ANNOUNCEMENTS

- Mineta Summer Academy Recruitment, Kì-Nam Miller and Ryan Manriquez
- Promoting Transit, Khristina Wenzinger
- Active Transportation Program Update, Karl Anderson
- One Bay Area Grant, Cycle 4 Update, Thomas Arndt
- Legislative Update, Jadie Moar



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One Bay Area Grant (OBAG 4) Overview and County Program

Spare the Air Youth Technical Advisory Committee
April 23, 2026

The logo features the letters 'M' and 'T' in a bold, sans-serif font. The 'M' is significantly larger than the 'T'. Both letters are contained within a light blue circular arc that is open at the top and bottom.

M T

Agenda

Topics

- OBAG 4 overview
 - Purpose
 - Components
- County program
 - Project types
 - Requirements
 - Call for projects



OBAG 4 Overview

Adopted in January 2026, the OBAG 4 program invests federal funds to advance *Plan Bay Area 2050+* priorities for transportation, housing, and the environment

County Program - \$360M

- Partnership with County Transportation Agencies to fund local priority projects including safety, complete streets, and state of good repair improvements
- Incentive for local progress on regional goals and priorities
- **Call for nominations currently open** (for Commission awards early 2027)

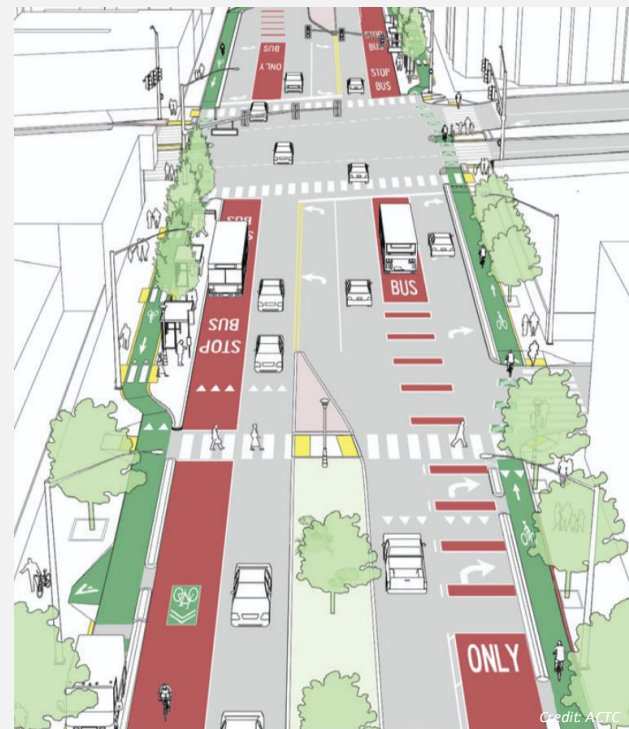
Regional Program - \$360M

- Focused investments by goal area:
 - \$40M Planning and Implementation
 - \$35M Growth Framework
 - \$90M Environment
 - \$30M Complete Streets
 - \$115M Multimodal Network
 - \$50M Set-Aside Incentives
- Commission project selection 2026-29

OBAG 4 County Program

Highlights

- Project types
 - Multimodal complete streets
 - Dedicated bicycle and pedestrian facilities
 - Safe Routes to Schools education and promotion programs
- Requirements
 - Complete Streets Checklist: Bicycle and Pedestrian Advisory Committee review, transit coordination, design standards
 - Local Roadway Safety Plan



OBAG 4 County Call for Projects

County	CTA	Call for Projects*	CTA Contacts
Alameda	Alameda County Transportation Commission	May – July	Jacki Taylor: jtaylor@alamedactc.org Seon Joo Kim: sjkim@alamedactc.org
Contra Costa	Contra Costa Transportation Authority	June – July	Matt Kelly: mkelly@ccta.ca.gov Colin Clarke: cclarke@ccta.net
Marin	Transportation Authority of Marin	May – July	Dave Chan: dchan@tam.ca.gov Scott McDonald: smcdonald@tam.ca.gov
Napa	Napa Valley Transportation Authority	May – June	Diana Meehan: dmeehan@nvta.ca.gov Addrell Coleman: acoleman@nvta.ca.gov
San Francisco	San Francisco County Transportation Authority	April – July	Nikki Chan: nicollette.chan@sfcta.org Erin Slichter: erin.slichter@sfcta.org
San Mateo	City/County Association of Govts of San Mateo County	May – June	Jeff Lacap: jlacap@smcgov.org Eva Gaye: egaye@smcgov.org
Santa Clara	Santa Clara Valley Transportation Authority	May – July	Amin Surani: amin.surani@vta.org June Zhao: june.zhao@vta.org
Solano	Solano Transportation Authority	May – June	Jasper Alve: jalve@sta.ca.gov Kathrina Gregana: kgregana@sta.ca.gov
Sonoma	Sonoma County Transportation and Climate Authorities	Summer 2025 <i>*Tentative schedule as of March 2026, confirm with CTA directly</i>	David Ripperda: david.ripperda@scta.ca.gov Seana Gause: seana.gause@scta.ca.gov



CALIFORNIA SANCTUARY LAWS



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CALIFORNIA SANCTUARY LAWS

WHAT THESE LAWS DO



Schools are meant to be safe places for all students to learn and grow.



Local police are not supposed to act as immigration enforcement.



Schools aren't supposed to share your personal information.

SAFE SCHOOLS. STRONGER COMMUNITIES. 

CALIFORNIA SANCTUARY LAWS

WHAT CAN WE DO?



WALKING SCHOOL BUSES

Students walk together with a trusted adult.



BIKE BUSES

Groups of students ride together so no one has to go alone.



MEET-UP SPOTS

Safe, familiar places to connect with friends before school.



COMMUNITY PARTNERSHIPS

Working with local groups families know and trust.



PRIVACY & TRUST

Being thoughtful about the information we collect and share so families feel safe.



CALIFORNIA SANCTUARY LAWS

What To Do If Confronted By Immigration Officials



**KNOW
YOUR
RIGHTS!**

IMMIGRATION

- 1. You do not have to let officials in your home unless they present a warrant signed by a judge. An arrest warrant must name a person in your residence. A search warrant must include an address and areas to be searched within the residence. If they don't produce a warrant, keep the door closed and state "I do not consent to your entry."**
- 2. Do not sign any documents.**
- 3. You have the right to remain silent; if you do not have immigration documentation, ask to speak to an attorney.**
- 4. You do not have to answer questions about your birthplace.**
- 5. Do not falsify documents or lie about your citizenship status.**

This information is not intended as legal advice.





SAFE PATHWAYS TO SCHOOL

ALAMEDA COUNTY OFFICE OF EDUCATION

Resources

- Request a Volunteer Kit
- Community Awareness Flyer
- Alameda County Rapid Response Protocol



https://acoe.org/332871_2



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DISCUSSION

LET'S TALK ABOUT IT!

- 1. Has your program had to pivot because of any personal safety concerns and what ways have you had to address this?*
- 2. Debrief*





BREAK



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E-BIKES



E-bike Injury Surveillance Workgroup

April 23rd, 2026

Kevin Kwan

Goals

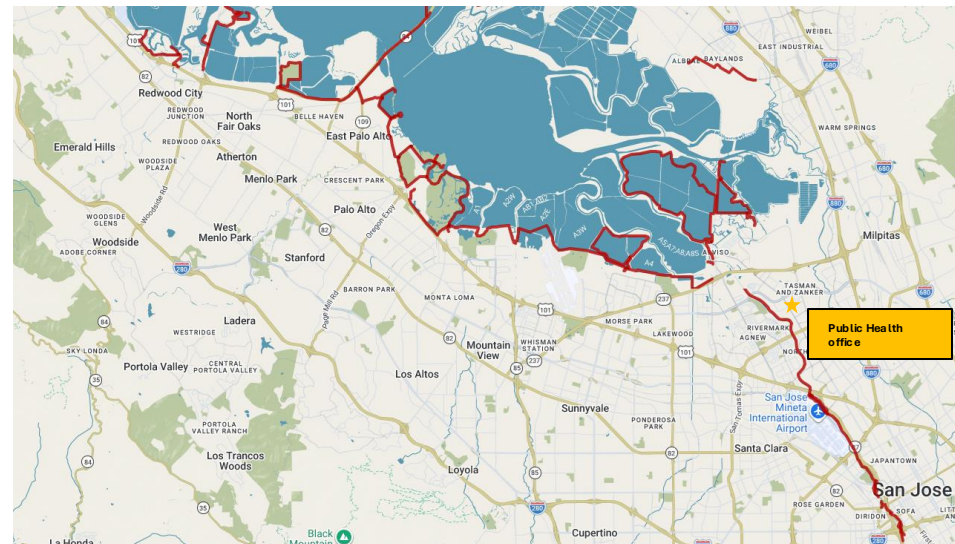
- In 10 minutes:
 - Bike accident data in Santa Clara County
 - E-bike injury surveillance workgroup

About Me

- PHD in Epidemiology From University of California, Merced 2019.
- Specialty in injury surveillance, overdose, suicide, and most recently bike accidents
- Data sources: HCAI (Emergency Dept and Inpatient), EMS, State Wide Integrated Traffic Reporting System (SWITRS)

Outside work:

- Avid biker

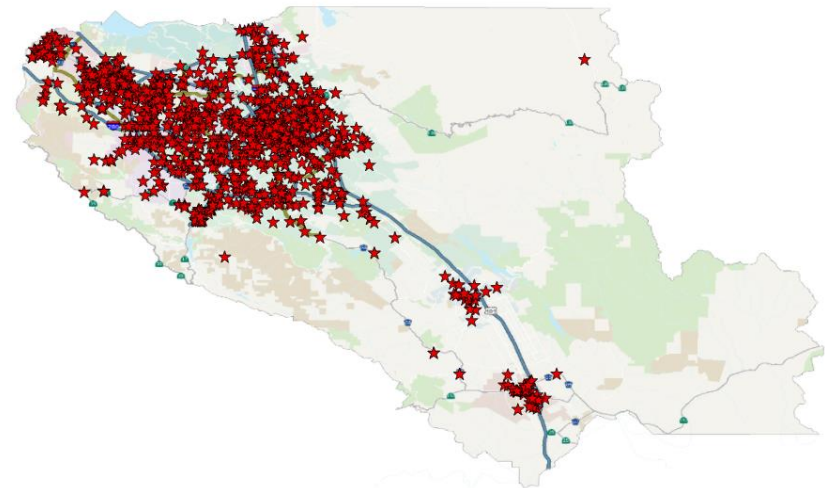
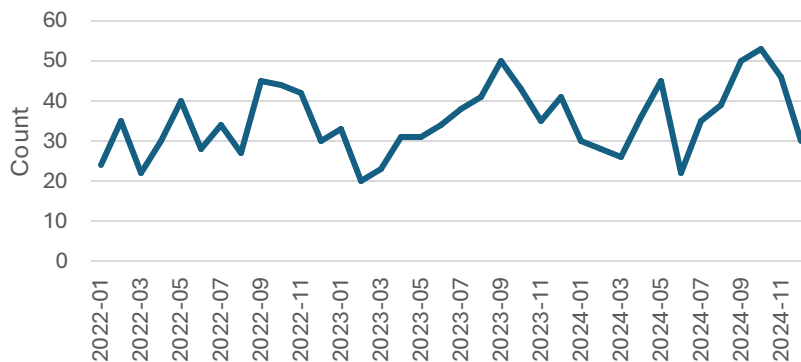


Map from traillink.com

What we are seeing in Santa Clara

- Collisions involving bikes for the 3-year period 2022-2024
- 1261 total collisions

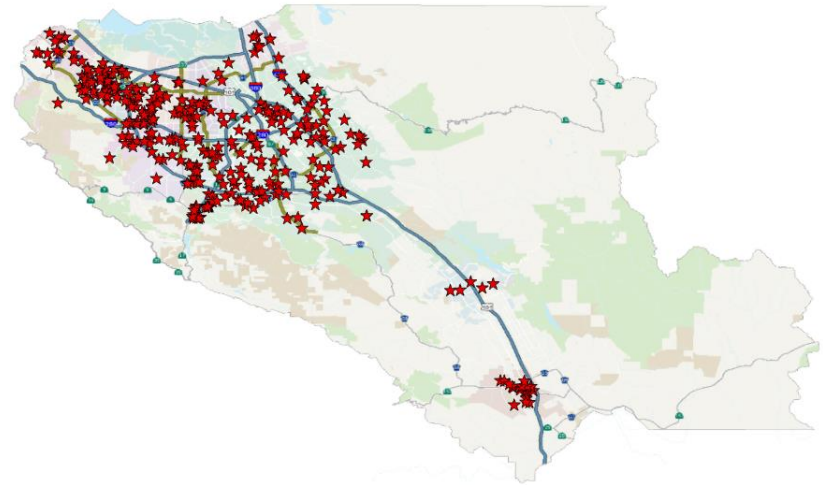
Frequency of bike related collisions over time



Data: SWITRS 2022-2024
Mapped in ArcGIS Pro

What we are seeing in Santa Clara

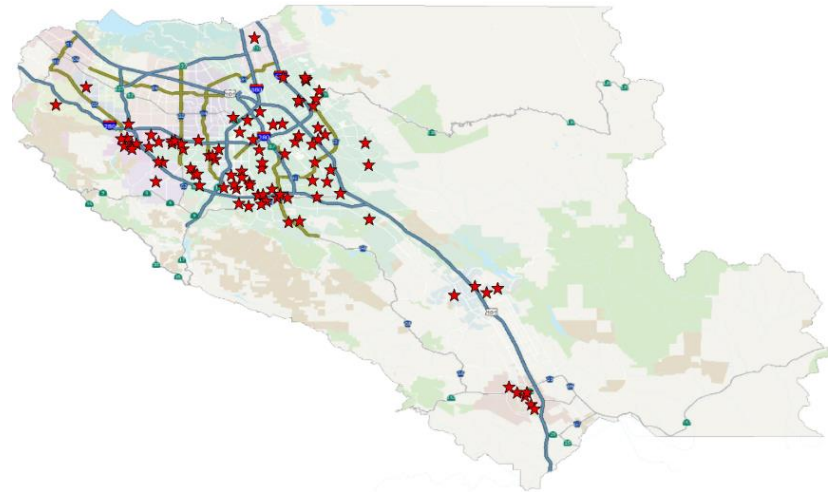
- Collisions involving bikes for the 3-year period 2022-2024
 - Among those aged 5-18 years (Elementary/Middle/High school aged)
- We saw 560 collisions among school aged youth in the county.



Data: SWITRS 2022-2024
Mapped in ArcGIS Pro

What we are seeing in Santa Clara

- Collisions involving bikes for the 3-year period 2022-2024
 - Among those aged 5-18 years (Elementary/Middle/High school aged)
 - And resulting in confirmed injury or death
- We saw 227 collisions (40.5%) of collisions among 5-18 year olds result in confirmed injury or death



Data: SWITRS 2022-2024
Mapped in ArcGIS Pro

What other information does SWITRS gather?

- **Demographics**

- Age
- Sex
- No race data unfortunately

- **Collision information**

- Type of collision
- At fault party
- Lighting and Road conditions

Demographics

- Most collisions involving school aged children occurred among high school students (65.2%) and predominantly among males (79.7%).

Demographics	Frequency	Percent
Age		
05-13 years (Elementary and Middle School)	79	34.8
14-18 years (High School)	148	65.2
Sex		
Females	44	19.4
Males	181	79.7

Type of Collision

Type of collision	Frequency	Percent
Broadside	104	45.8%
Head-On	9	4.0%
Hit Object	1	0.4%
Rear End	12	5.3%
Sideswipe	25	11.0%
Vehicle/Pedestrian	27	11.9%
Not Stated/Other	49	21.6%
Total	227	

- Among collisions resulting in serious injury among school aged kids, 45.8% were due to being broadsided.

At Fault Status

Vehicle at fault	Frequency	Percent
Bicycle	97	42.73
Passenger Car/Station Wagon	39	17.18
Pickup or Panel Truck	10	4.41
Not Stated	81	35.68
Total	227	

- The bicyclist was recorded to be at fault 42.7% of the time with many records not assigning any fault (Not Stated) 35.7% of the time.
- Note that details leading up to the accident are not recorded in SWITRS. Did a cyclist run a red light or stop sign. Was their reckless/distracted driving involved? This information can only be taken from individual collision reports.

Lighting and Road Condition

Lighting/road condition	Dry	Wet	Slippery (muddy, oily, etc.)	Not Stated
Dark- No Street lights	0	0	0	0
Dark- Street lights	23	1	0	0
Dark- Street lights non-functioning	2	0	0	0
Daylight	187	7	0	1
Dusk/Dawn	5	0	0	0
Not Stated	1	0	0	0

- Reports suggest that a majority of the collisions happen in the daylight during dry conditions (82.4%)
- An additional 10.1% of collisions happening in the dark (with the presence of streetlights) in dry conditions.

Limitations of SWITRS data

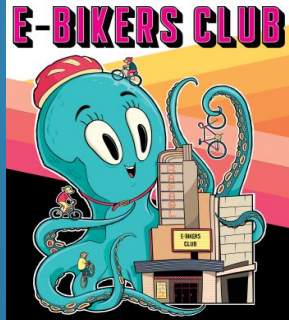
- Limited visibility
 - Only records reports collected by CHP, so mostly records that happen on main roads. CHP wouldn't be called to off road/civilian walk/bike paths.
- No notes so we can't glean nuanced information
 - Will need individual collision reports

E-bike Injury Surveillance Group

- Interested in the world of injury surveillance?
 - Our workgroup consists of members of public health departments ranging from Alameda, Berkeley, Marin, San Francisco, San Mateo, Santa Clara, Santa Cruz and Sonoma.
- Goals
 - Find and implement better ways to track bike and e-bike related injury
 - Work with outreach teams to provide safety information for parents and riders
 - Collaborate with data collectors to include new variables to help us better track injuries among riders.
- Contact: kevin.kwan@phd.sccgov.org

Safe Routes to Schools

E-bikes and E-motos - Defining the Problem Solutions Resources



Gwen Froh: gwen@marinbike.org
Program Director - Marin Safe Routes to Schools



Defining the Problem

Why it Matters

“If you do not take away anything else [from presentation], get this – **e-motos are not e-bikes.**” *Allison Dewey, LAB Director of Education*

September 18, 2025



The E-Bike Problem is an E-Moto Problem

By: PeopleForBikes Staff



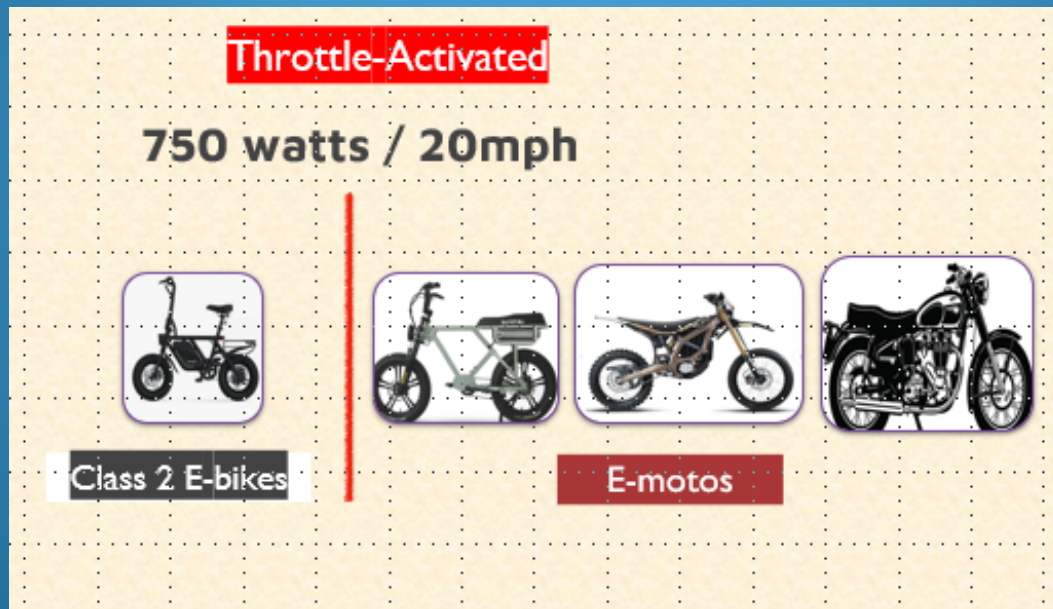
Defining the Problem

What is an E-bike?

PEDAL-ASSIST (750 watts)	
Class 1	Class 3
	
Motor must cut off at 20 mph	Motor must cut off at 28 mph
Any Age	16 years or older

Defining the Problem

What is an E-bike?



Defining the Problem

Examples of e-motos

2000W(1000w X 2)
Dual motors

Max Speed
37 MPH

Ride1Up REVV1 Specs

- MSRP \$2,295 (full suspension) / \$1,795 (hardtail)
- Range 30-60 mi
- Top Speed 20 mph (Class 2) 35+ mph (unlocked)

SUPER73-ZX / S / R SERIES
Top Motor Assisted Speed

	WITH THROTTLE	WITH PEDAL ASSIST
CLASS 1 MODE	DEACTIVATED	20MPH
CLASS 2 MODE (DEFAULT)	20MPH	20MPH
CLASS 3 MODE	20MPH	28MPH
OFF-ROAD MODE	20+ MPH	28+ MPH

SUPER73-Z MIAMI
Top Motor Assisted Speed

	WITH THROTTLE	WITH PEDAL ASSIST
CLASS 1 MODE	DEACTIVATED	20MPH
CLASS 2 MODE (DEFAULT)	20MPH	20MPH
CLASS 3 MODE	DEACTIVATED	UP TO 28 MPH
OFF-ROAD MODE	UP TO 28MPH	UP TO 28MPH

Defining the Problem

Examples of e-motos



8 Pack Electric Bicycle Frame Identification Class Number Stickers Decals 2X 3.5 Inch - E-Bike Class Number Sign Mark...

Options: 2 sizes

4.3 ★★★★★ (18)

\$7⁸⁹ (\$0.99/count)

 **prime** Tomorrow
FREE delivery Tomorrow, Oct 17

Defining the Problem

Examples of e-motos



Defining the Problem



**RIDESTYLE WITH
YOUTH
ENERGY**



MACFOX EMPOWERS YOUTH COMMUTING WITH LEGAL ROAD SAFETY,
STUNT PLAYABILITY, AND ROOM FOR CUSTOMIZATION.

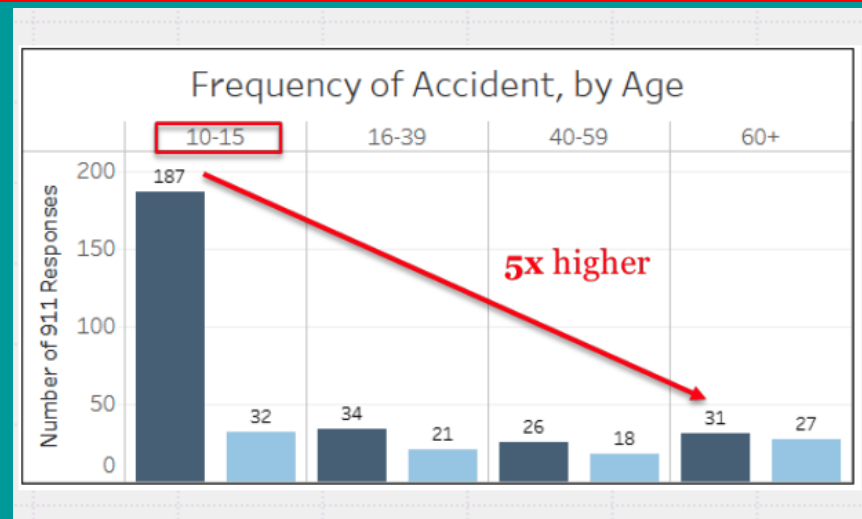


Why It Matters: Increased Risks to Youth



Crash Data

10-15 year olds are 5 times more likely to have serious injuries requiring ambulances than other age groups

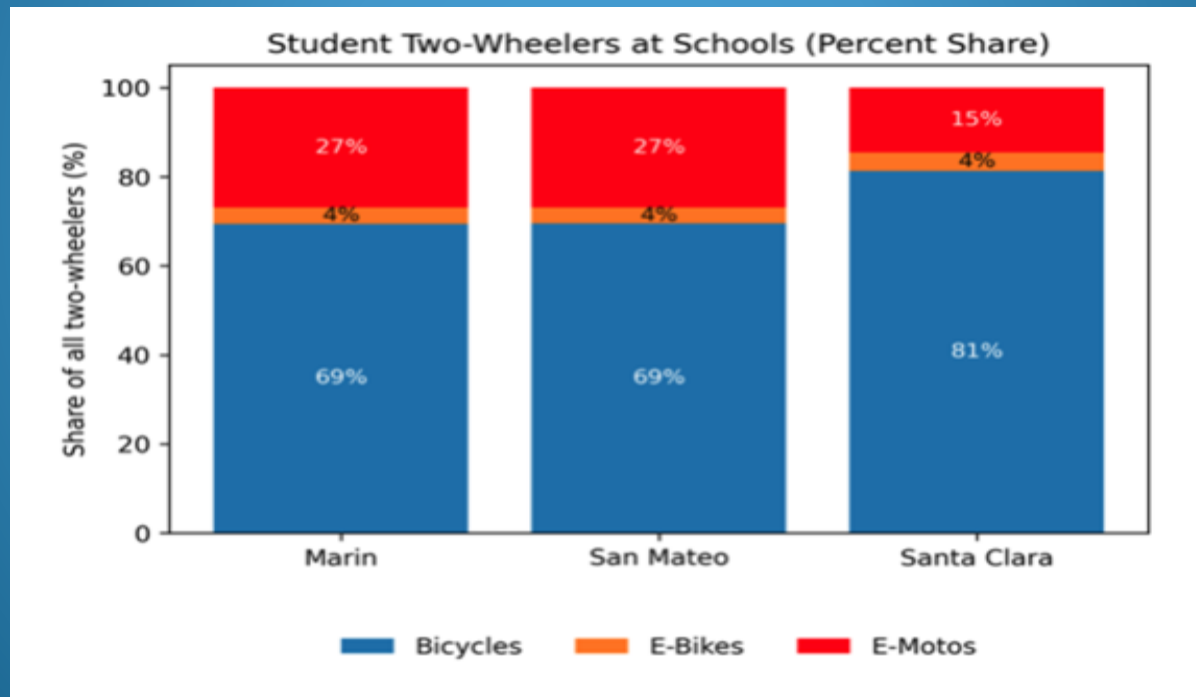


Marin County Public Health E-Bike Safety Study

Safe Routes to Schools

Observations

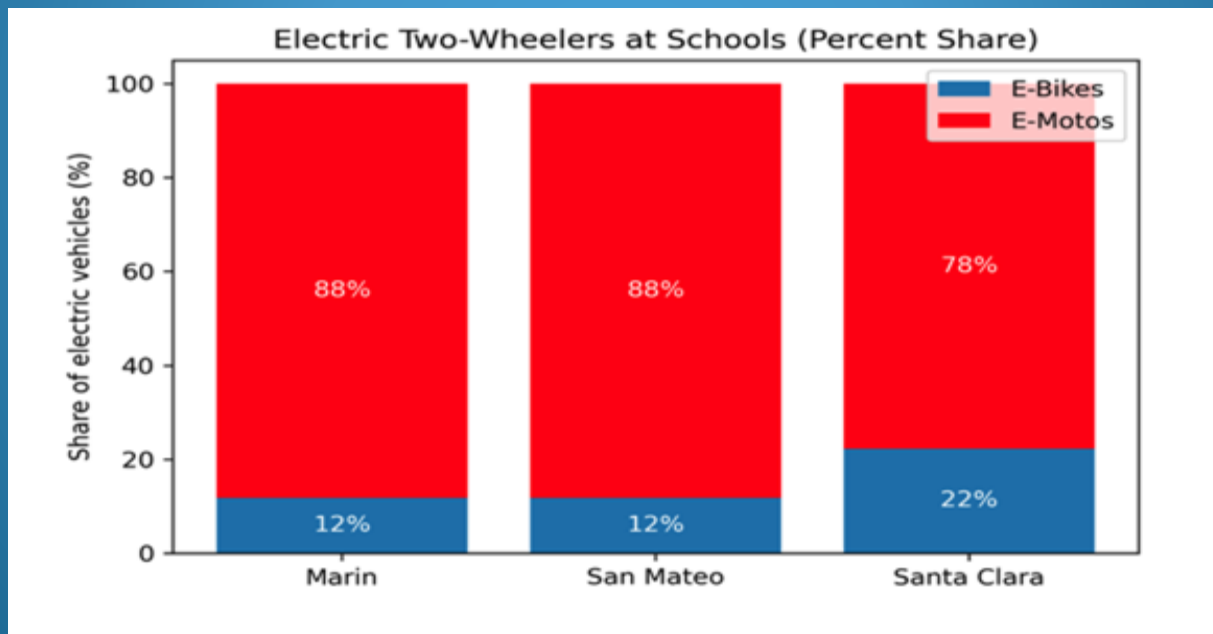
- *Bike Counts*



Safe Routes to Schools

Observations

- *Bike Counts (Fall 2024/Winter 2024)*



Why It Matters: Increased Risks to Youth

Crash Data



Of 8 most recent e-wheels incidents:

- All were illegal e-motos
- 75% involved children 16 or younger.



Increased Risks to Youth & Parent Liability



Crash Impact

- ✓ Multiple reports of crashing into cars – no insurance
- ✓ *Terra Linda Student – multiple brain operations/seizures*
- ✓ Novato Student – 9 broken bones including both legs
- ✓ San Anselmo student – brain concussion – missed 6 months of school
- ✓ San Anselmo parent – charged with Child Endangerment and Child Protective Services was called



Amelia Stafford, 17, holds a replica of her damaged skull. Doctors had to replace nearly the entire right side of Stafford's skull with an implant following the severe trauma caused by her e-bike crash in Sept. 2023.

Possible Solutions



Parents – buy local, buy legal, buy pedal assist



Schools – Ban illegal e-wheels



Support Laws that hold manufacturers and retailers accountable



Provide the “right” education focused on behavior compliance



THE GREAT E-BIKE CON

How Manufacturers are Pedaling E-Motos in Disguise

Parents are being duped. High-powered dangerous e-motos are sold as harmless “e-bikes,” putting kids on machines built like motorcycles but marketed like toys — and putting kids in harm’s way and parents at legal and financial risk.



E-MOTOS ARE NOT E-BIKES!
Send a clear message to manufacturers and retailers – the safety of your children cannot be bought!

WHO’S HOODWINKING PARENTS?

People for Bikes warns that manufacturers and retailers are skirting safety laws and targeting kids, selling e-motos, some with fake or non-working pedals, that can be easily “unlocked” to go even faster.



THE REAL COST Kids in the ER and Parents Charged with Crimes

Marin Public Health has declared a youth e-mobility crisis. Local kids are suffering multiple fractures, concussions, and surgeries — while parents face criminal and liability charges, including child endangerment.

THE “MY KID CAN HANDLE IT” TRAP

The laws are clear to keep everyone safe. Even if your child seems capable, breaking the law pressures other parents and kids to follow — and they may not be as lucky. Unintended consequences reverberate throughout the community when tragedy strikes.

THE CLASS 2 IMPOSTER ACT

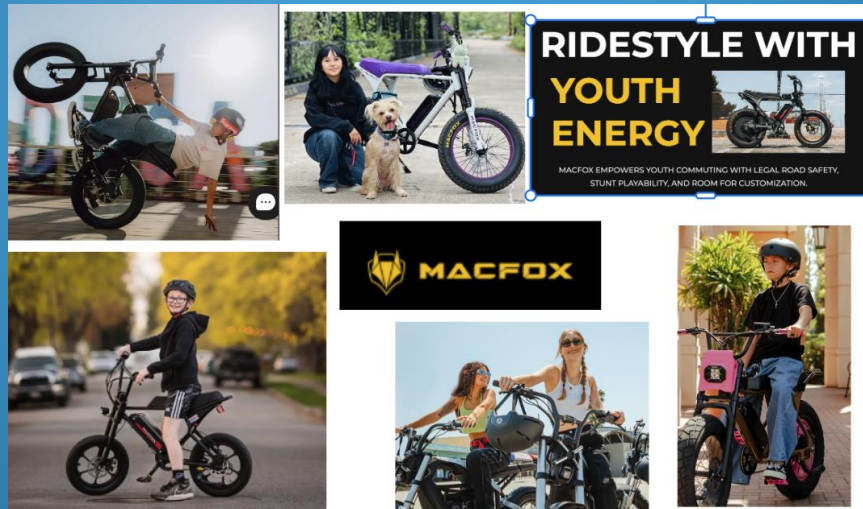
Most throttle “Class 2 e-bikes” aren’t e-bikes at all. Anything over 750 watts or able to exceed 20 mph without pedaling is an e-moto — illegal on public roads and paths and requiring registration, a license, and full motor-vehicle compliance.

BUY LEGAL. BUY LOCAL IN MARINI
Class 1 pedal-assist is the only legal option for riders under 16. It sits higher and is more visible to drivers, pedaling gives better control when slowing, and local shops can keep up with fast-wearing brakes.



New Laws to consider

Should the customer be held responsible when a manufacturer commits consumer fraud?



New Laws to consider

Law enforcement has trouble enforcing existing laws.

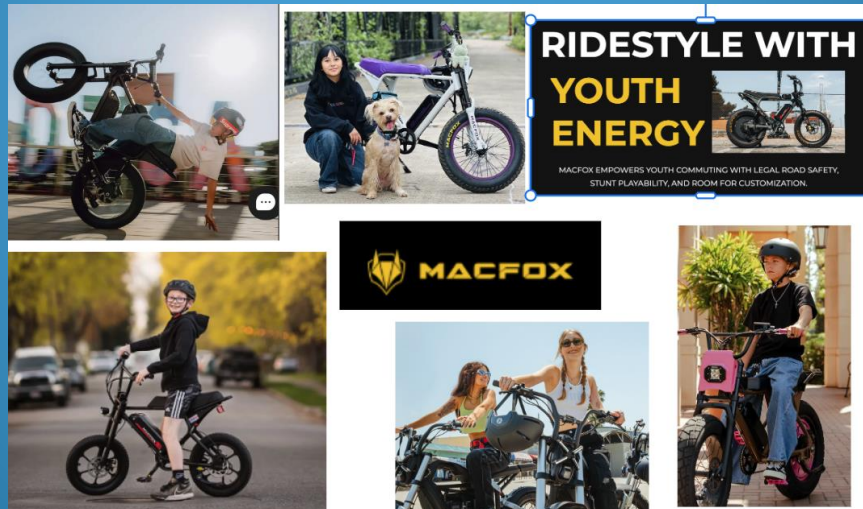
AB 1778 – Marin County – children should be 16 to ride a LEGAL throttle e-bike.

Law enforcement cannot tell the age of the rider or the legality of the e-wheel (ebike or e-moto).



New laws

Should the customer be held responsible when a manufacturer commits consumer fraud?



New laws

SB 1167 – Blakespear – Prohibit motor driven cycles / mopeds from being advertised, sold, labeled as e-bikes

Pros – holds manufacturers and retailers accountable

AB 2284 Dixon – Require CHP and biking non-profits to compile a list of two wheeled devices that are labeled, advertised as e-bikes BUT do not comply with law (e-moto)

Pros – Easier for law enforcement to impound bikes, not criminalize individual.

New laws

Any law with age requirement (like Marin's)

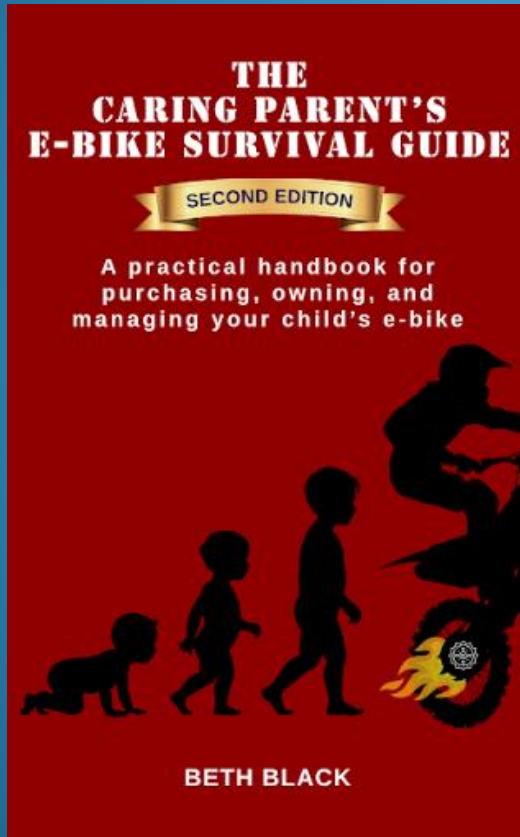
Pros – sends a clear message to parents

Cons – not easily enforceable – law enforcement will not discriminate based on age.

Any law with speedometers or recommending CHP's on-line classes – does not understand impact on schools nor teens/tween behavior and how to get compliance with laws



Resources



Impact of Social Media Influencers on Student Behavior:

- Reports of law enforcement evasion
- Reckless riding / stunts / speeding



Resources

E-Bikes and E-motos in CA: Policy Briefing

Presentation: SB 1167 – Blakespear

Matt Moore, People for Bikes ~50 mins

Dr. Asha Weinstein Agrawal – Mineta Report

“Before taking action that could harm many of the good faith actors in the bike industry, we should crack down on the willful scofflaws taking advantage of lax consumer safety enforcement and selling devices that are obviously out of compliance with state (and federal!) law.” *Warren Wells, Policy Director, MCBC*



WRAP UP & FUTURE MEETINGS

THURSDAY, NOVEMBER 5, 2025, 10AM-12PM



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FEEDBACK





Thank you!

See you in November!



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