



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Planning Committee

Eddie Ahn, Chair
Pat Burt, Vice Chair

Friday, April 10, 2026

9:40 AM

Board Room - 1st Floor

Joint meeting with the ABAG Administrative Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):
1516 Kamole Street, Honolulu, Hawaii 96821 - Andersen

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/86590217806>

iPhone One-Tap: US: +16699006833,,86590217806#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 865 9021 7806

International numbers available: <https://bayareametro.zoom.us/u/kreIJ5Sba>

All standing committee meeting agendas may also be accessed on

- MTC's website here: <https://mtc.ca.gov/meetings-events>

- On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

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

Clerk: Martha Silver

Roster

Eddie Ahn (Chair), Candace Andersen, Pat Burt (Vice Chair), Noelia Corzo,
Marilyn Ezzy Ashcraft, Dorene M. Giacomini*+, Alicia John-Baptiste, Matt Mahan,
and Mitch Mashburn

*Non-Voting Member

+Remote per Government Code s. 54953(c)

1. Call MTC Planning Committee to Order**2. MTC Planning Committee Roll Call / Confirm Quorum**

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

3. MTC Planning Committee Consent Calendar

- 3a. [26-0305](#) Approval of MTC Planning Committee Minutes of the March 13, 2026 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a 26-0305 2026-03-13 MTC Planning Committee Meeting Minutes Draft.p](#)

4. Call ABAG Administrative Committee to Order**5. ABAG Administrative Committee Roll Call / Confirm Quorum**

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk**7. ABAG Administrative Committee Consent Calendar**

- 7a. [26-0306](#) Approval of ABAG Administrative Committee Summary Minutes of the March 13, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [7a 26-0306 2026-03-13 ABAG Administrative Committee Meeting Minutes](#)

8. Information

8a. [26-0354](#) Vital Signs Website and Data Updates

Overview of recent updates to MTC-ABAG's Vital Signs performance monitoring initiative and preview of key findings from the latest data refreshes. These updates enhance the accuracy and timeliness of the region's performance monitoring system and provide insights that directly support planning and policy initiatives underway in 2026.

Action: Information

Presenter: Elliot Huang

Attachments: [8ai 26-0354 Summary Sheet Vital Signs.pdf](#)
[8aii 26-0354 PowerPoint Vital Signs.pdf](#)

8b. [26-0414](#) CalEnviroScreen Update

Information on CalEPA's CalEnviroScreen 5.0 update, including pollution and population factors, changes from the previous version, and how the update affects the Bay Area.

Action: Information

Presenter: Kearey Smith

Attachments: [8bi 26-0414 Summary Sheet CalEnviroScreen Update.pdf](#)
[8bii 26-0414 PowerPoint CalEnviroScreen.pdf](#)
[8biii 26-0414 Attachment B Comment Letter Signed.pdf](#)

9. Public Comment / Other Business

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

10. Adjournment / Next Meetings

The next meeting of the Planning Committee will be held on Friday, May 8, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日告知，以滿足您的要求。

Acceso y el Título VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0305, **Version:** 1

Subject:

Approval of MTC Planning Committee Minutes of the March 13, 2026 Meeting

Recommended Action:

MTC Planning Committee Approval

Attachments:



Metropolitan Transportation Commission

Agenda Item 3a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Planning Committee

Eddie Ahn, Chair
Pat Burt, Vice Chair

Friday, March 13, 2026

10:00 AM

Board Room - 1st Floor

Joint meeting with the ABAG Administrative Committee

Roster

Eddie Ahn (Chair), Candace Andersen++, Pat Burt (Vice Chair), Noelia Corzo, Marilyn Ezzy Ashcraft, Dorene M. Giacopini*+, Alicia John-Baptiste, Matt Mahan, and Mitch Mashburn

***Non-Voting Member**

+Remote per Government Code s. 54953(c)

++Remote per Government Code s. 54953.8.3(c)(4)

Vice Chair Pat Burt called the MTC Planning Committee meeting to order at 11:17 a.m.

Non-Voting Member Present: Dorene M. Giacopini, MTC

Ex Officio Voting Members Present: Commission Chair Noack and Commission Vice Chair Moulton-Peters

Commissioner Andersen and Non-Voting Member Commissioner Giacopini invoked SB 707.

Ad Hoc Non-Voting Member Present: Commissioner Ramos.

The following MTC noticed remote locations were open to the public: District Office of Supervisor Mashburn, 675 Texas Street, Suite 6015, Fairfield, CA 94533

The following MTC Planning Committee members participated from noticed remote locations: Commissioner Mashburn.

ABAG Administrative Committee Members Present: Carlson, Duong, Eklund, Fife, Rabbitt, Chair

Ramos, Vice Chair Romero, and Williams

The following ABAG noticed remote locations were open to the public: County of Sonoma, 575 Administration Drive, Room 100A, Santa Rosa, CA 95403; and County of Santa Clara, 70 W Hedding Street, East Wing, 10th Floor, Supervisor's Conference Room, San Jose, CA 95110.

The following ABAG Administrative Committee members participated from noticed remote locations: Member Duong and Member Rabbitt.

1. Call MTC Planning Committee to Order

2. MTC Planning Committee Roll Call / Confirm Quorum

Present: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

3. MTC Planning Committee Consent Calendar

Upon the motion by Commissioner Ashcraft and second by Commissioner John-Baptiste, the MTC Planning Committee Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

- 3a. [26-0177](#) Approval of MTC Planning Committee Minutes of the February 13, 2026 Meeting

Action: MTC Planning Committee Approval

Attachments: [3a_26-0177_2026-02-13_MTC_Planning_Committee_Meeting_Minutes_Draft.pdf](#)

- 3b. [26-0211](#) Federal Performance Target-Setting Update - March 2026

Action: Information

Presenter: Elliot Huang

Attachments: [3b_26-0211_Summary_Sheet_Federal_Performance_Target_Setting_Update.pdf](#)

4. Call ABAG Administrative Committee to Order

5. ABAG Administrative Committee Roll Call / Confirm Quorum

6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

The ABAG Clerk of the Board gave the compensation announcement.

7. ABAG Administrative Committee Consent Calendar

- 7a. [26-0178](#) Approval of ABAG Administrative Committee Summary Minutes of the February 13, 2026 Meeting

Action: ABAG Administrative Committee Approval

Attachments: [7a_26-0178_2026-02-13_ABAG_Administrative_Committee_Meeting_Minutes_Draft.pdf](#)

8. Final Plan Bay Area 2050+

8a. [26-0186](#) Final Plan Bay Area 2050+ (Consolidated Slide Deck)

Overview of the regional plan for transportation, housing, economic development, and environmental resilience under development since mid-2023, including revisions made based on feedback during the final round of public engagement.

Action: Information

Presenter: Dave Vautin

Attachments: [8a_26-0186_Consolidated_Presentation-draft-Final_Plan_Bay_Area_2050_Plus.pdf](#)
[8aii_26-0186_Correspondence_Received_Final_Plan_Bay_Area_2050_+.pdf](#)

Written correspondence was received from: Ken Kershner; Kevin Rennie; Bill Mayben; Jim Stallman; Ken Kershner; David Stahlberg; and Bill Mayben.

8b. [26-0187](#) MTC Resolution No. 4748. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and the Amended 2025 Transportation Improvement Program

Request referral of MTC Resolution No. 4748. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and the Amended 2025 Transportation Improvement Program to the Commission for approval.

Action: Commission Approval

Presenter: Dave Vautin

Attachments: [8bi_26-0187_Summary_Sheet_MTC_Res_4748_Trans-Air_Quality_Conformity_Analysis-PBA_2050_+ Amended_2025_TIP.pdf](#)
[8bii_26-0187_MTC_Res_4748_Trans-Air_Quality_Conformity_Analysis-PBA_2050_+ Amended_2025_TIP.pdf](#)
[8biii_26-0187_MTC_Res_4748_Attachment_A_Trans-Air_Quality_Conformity_Report.pdf](#)

Upon the motion by Commissioner Ashcraft and second by Commissioner Corzo, MTC Resolution No. 4748. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and the Amended 2025 Transportation Improvement Program was referred to the Commission for approval. The motion carried unanimously by the following vote:

Aye: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

8c. [26-0188](#) MTC Resolution No. 4749; and ABAG Resolution No. 01-2026. Final Plan Bay Area 2050+ Environmental Impact Report

Request referral of MTC Resolution No. 4749 and ABAG Resolution No. 01-2026 to the Commission and ABAG Executive Board, respectively.

Action: ABAG Executive Board Approval
Commission Approval

Presenter: Dave Vautin

Attachments: [8ci 26-0188 Summary Sheet MTC Res 4749 and ABAG Res 01-2026 Final PBA 2050 + EIR.pdf](#)
[8cii 26-0188 MTC Res 4749 Final PBA 2050 + EIR.pdf](#)
[8ciii 26-0188 MTC Res 4749 FINAL ENVIRONMENTAL IMPACT REPORT.pdf](#)
[8civ 26-0188 MTC Res 4749 Mitigation Monitoring and Reporting Program-PLAN BAY AREA 2050+.pdf](#)
[8cv 26-0188 ABAG Res 01-2026 Final PBA 2050 + EIR.pdf](#)
[8cvi 26-0188 ABAG Res 01-2026 FINAL ENVIRONMENTAL IMPACT REPORT.pdf](#)
[8cvii 26-0188 ABAG Res 01-2026 Mitigation Monitoring and Reporting Program-PLAN BAY AREA 2050+.pdf](#)

Upon the motion by Commissioner Ashcraft and second by Commissioner John-Baptiste, MTC Resolution No. 4749. Final Plan Bay Area 2050+ Environmental Impact Report, recommending the certification of the Final EIR, was referred to the Commission for approval. The motion carried unanimously by the following vote:

Aye: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

The ABAG Administrative Committee also took action on this item.

8d. [26-0189](#) MTC Resolution No. 4750; and ABAG Resolution No. 02-2026. Final Plan Bay Area 2050+

Request referral of MTC Resolution No. 4750; and ABAG Resolution No. 02-2026. to the Commission and ABAG Executive Board, respectively.

Action: ABAG Executive Board Approval
Commission Approval

Presenter: Dave Vautin

Attachments: [8di 26-0189 Summary Sheet MTC Res 4750 and ABAG Res 02-2026 Final PBA 2050 +.pdf](#)
[8dii 26-0189 Attachment A MTC Res 4750 and ABAG Res 02-2026 Final PBA 2050 +.pdf](#)
[8diii 26-0189 MTC Res 4750 Final PBA 2050 +.pdf](#)
[8div 26-0189 MTC Res 4750 Attachment A Final PBA 2050 +.pdf](#)
[8dv 26-0189 ABAG Res 02-2026 Final PBA 2050 +.pdf](#)
[8dvi 26-0189 ABAG Res 02-2026 Attachment A Final PBA 2050 +.pdf](#)

Upon the motion by Commissioner John-Baptiste and second by Commissioner Ashcraft, MTC Resolution No. 4750. Final Plan Bay Area 2050+ was referred to the Commission for approval. The motion carried unanimously by the following vote:

Aye: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

The ABAG Administrative Committee also took action on this item.

8e. [26-0190](#) MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment 2025-28

Request referral of MTC Resolution No. 4646, Revised, to the Commission for approval.

Action: Commission Approval

Presenter: Dave Vautin

Attachments: [8ei_26-0190_Summary_Sheet_MTC_Res_4646_Rev_2025_TIP_Amen](#)
[dment_2025-28.pdf](#)
[8eii_26-0190_MTC_Res_4646_Rev_2025_TIP_Amendment_2025-28.p](#)
[df](#)
[8eiii_26-0190_Attachment-B_TIP_Revision_Summary_2025-28.pdf](#)
[8eiii_26-0190_Attachment-C_Proposed_ID_Updates-Projects-2025_TI](#)
[P_to_Align_with_Plan_Bay_Area_2050+.pdf](#)

Upon the motion by Commissioner Ashcraft and second by Commissioner John-Baptiste, MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program Amendment 2025-28 was referred to the Commission for approval. The motion carried unanimously by the following vote:

Aye: 7 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Corzo, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

Absent: 1 - Commissioner Mahan

9. Public Comment / Other Business

10. Adjournment / Next Meetings

The next meeting of the Planning Committee will be held on Friday, April 10, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Chair Eddie Ahn adjourned the MTC Planning Committee meeting at 12:02 p.m.



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0306, **Version:** 1

Subject:

Approval of ABAG Administrative Committee Summary Minutes of the March 13, 2026 Meeting

Recommended Action:

ABAG Administrative Committee Approval

Attachments:



Meeting Minutes - Draft

ABAG Administrative Committee

Chair, Belia Ramos, Supervisor, County of Napa
Vice Chair, Carlos Romero, Councilmember, City of
East Palo Alto

Friday, March 13, 2026

10:00 AM

Board Room - 1st Floor

Association of Bay Area Governments Administrative Committee

Joint meeting with the MTC Planning Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):

County of Sonoma, 575 Administration Drive, Room 100A,
Santa Rosa, CA 95403 (Rabbitt, Gov Code Section 54953)

County of Santa Clara, 70 W Hedding Street, East Wing, 10th Floor,
Supervisor's Conference Room, San Jose, CA 95110 (Duong, Gov Code Section 54953)

Roster

Ken Carlson, Betty Duong, Pat Eklund, Carroll Fife, David Rabbitt, Belia Ramos,
Carlos Romero, Cindy Silva, Wanda Williams

1. MTC Planning Committee to Order

The MTC Planning Committee meeting was called to order.

2. MTC Planning Committee Roll Call / Confirm Quorum

3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

3a. [26-0177](#) Approval of MTC Planning Committee Minutes of the February 13, 2026 Meeting

3b. [26-0211](#) Federal Performance Target-Setting Update - March 2026

4. Call ABAG Administrative Committee to Order

The ABAG Administrative Committee meeting was called to order.

Present: 8 - Carlson, Duong, Eklund, Fife, Rabbitt, Ramos, Romero, and Williams

Absent: 1 - Silva

5. ABAG Administrative Committee Roll Call / Confirm Quorum

Quorum was present.

6. ABAG Compensation Announcement – ABAG Clerk of the Board

The ABAG Clerk of the Board gave the ABAG compensation announcement.

7. ABAG Administrative Committee Consent Calendar

Upon the motion by Eklund and second by Romero, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

Aye: 8 - Carlson, Duong, Eklund, Fife, Rabbitt, Ramos, Romero, and Williams

Absent: 1 - Silva

- 7a. [26-0361](#) Approval of ABAG Administrative Committee Summary Minutes of the February 13, 2026 Meeting

8. Final Plan Bay Area 2050+

- 8a. [26-0186](#) Final Plan Bay Area 2050+ (Consolidated Slide Deck)

Overview of the regional plan for transportation, housing, economic development, and environmental resilience under development since mid-2023, including revisions made based on feedback during the final round of public engagement.

Dave Vautin gave the report.

Written correspondence was received from: Ken Kershner; Kevin Rennie; Bill Mayben; Jim Stallman; Ken Kershner; David Stahlberg; and Bill Mayben.

- 8b. [26-0187](#) MTC Resolution No. 4748. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and the Amended 2025 Transportation Improvement Program

Request referral of MTC Resolution No. 4748. Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and the Amended 2025 Transportation Improvement Program to the Commission for approval.

The MTC Planning Committee took action on this item.

8c. [26-0388](#) MTC Resolution No. 4749; and ABAG Resolution No. 01-2026. Final Plan Bay Area 2050+ Environmental Impact Report

Request referral of MTC Resolution No. 4749 and ABAG Resolution No. 01-2026 to the Commission and ABAG Executive Board, respectively.

The MTC Planning Committee took action on this item.

Upon the motion by Fife and second by Eklund, the ABAG Administrative Committee referred ABAG Resolution No. 1-2026, Final Plan Bay Area 2050+ Environmental Impact Report, recommending the certification of the Final EIR, to the ABAG Executive Board for adoption. The motion passed unanimously by the following vote:

Aye: 8 - Carlson, Duong, Eklund, Fife, Rabbitt, Ramos, Romero, and Williams

Absent: 1 - Silva

8d. [26-0389](#) MTC Resolution No. 4750; and ABAG Resolution No. 02-2026. Final Plan Bay Area 2050+

Request referral of MTC Resolution No. 4750; and ABAG Resolution No. 02-2026. to the Commission and ABAG Executive Board, respectively.

The MTC Planning Committee took action on this item.

Upon the motion by Ramos and second by Eklund, the ABAG Administrative Committee referred ABAG Resolution No. 2-2026, Final Plan Bay Area 2050+, to the ABAG Executive Board for adoption. The motion passed unanimously by the following vote:

Aye: 8 - Carlson, Duong, Eklund, Fife, Rabbitt, Ramos, Romero, and Williams

Absent: 1 - Silva

8e. [26-0190](#) MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment 2025-28

Request referral of MTC Resolution No. 4646, Revised, to the Commission for approval.

The MTC Planning Committee took action on this item.

9. Public Comment / Other Business

10. Adjournment / Next Meeting

Chair Ramos adjourned the meeting at about 12:02 p.m. The next regular meeting of the ABAG Administrative Committee is on April 10, 2026.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0354, **Version:** 1

Subject:

Vital Signs Website and Data Updates

Overview of recent updates to MTC-ABAG's Vital Signs performance monitoring initiative and preview of key findings from the latest data refreshes. These updates enhance the accuracy and timeliness of the region's performance monitoring system and provide insights that directly support planning and policy initiatives underway in 2026.

Presenter:

Elliot Huang

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

April 10, 2026

Agenda Item 8a

Vital Signs Website and Data Updates

Subject:

Overview of recent updates to MTC-ABAG’s Vital Signs performance monitoring initiative and preview of key findings from the latest data refreshes. These updates enhance the accuracy and timeliness of the region’s performance monitoring system and provide insights that directly support planning and policy initiatives underway in 2026.

Background:

Vital Signs is MTC-ABAG’s interactive website (<https://vitalsigns.mtc.ca.gov/>) that tracks key trends shaping the Bay Area across five topic areas: land & people, transportation, the environment, the economy, and equity. Through interactive charts, maps, and narratives, the site provides performance metrics that help MTC-ABAG, partner agencies and residents of the Bay Area make informed decisions towards achieving policy goals.

Launched in 2015 following the release of the first *Plan Bay Area*, Vital Signs has become a widely used public resource for accessible regional performance data. A major redesign in 2023 modernized the site’s look and functionality. Today, the platform hosts 41 indicators supported by more than 100 charts and maps. Maintaining timely updates across this full portfolio has historically been challenging given the number of data sources and update cycles involved. To manage this scope, MTC’s data team has implemented an automated data pipeline that significantly increases the speed of data updates. Seventeen indicators are already fully automated, with the remainder scheduled for completion by year-end.

Indicator Data Updates and Key Findings:

The latest Vital Signs data refresh provides an updated perspective on the Bay Area’s evolving conditions, helping to quantify how regional trends are shifting. This update includes refreshed indicators in four of Vital Sign’s five topic areas and covers 17 of the 41 indicators currently tracked. Overall, many indicators have stabilized since the pandemic, while longer-term shifts in population, travel patterns, housing production, and equity persist. Regionwide population is down modestly versus pre-pandemic, while housing production is down sharply. Transportation

indicators point to stabilization, with vehicle miles traveled and commute mode shares leveling off as remote work plateaus. While economic indicators appear strong, structural inequalities persist and are widening. Equity measures continue to highlight challenges, particularly in the availability of middle-wage jobs and poor housing affordability. A detailed indicator-by-indicator summary is provided in Attachment A, with additional details available on the Vital Signs website.

Relationship to Plan Bay Area:

Vital Signs supports the implementation of Plan Bay Area (PBA) 2050+ by tracking performance metrics aligned with PBA 2050+ goals and strategies. Many indicators directly correspond to key strategies. For example, the housing production and affordability indicators address the “Build Adequate Affordable Housing to Ensure Homes for All” strategy in PBA 2050+, while transportation asset condition indicators track progress on system operations and maintenance. Building on this foundation, staff are developing a new Plan Bay Area module within Vital Signs to consolidate metrics and develop select new metrics, providing a clearer view of regional progress and outcomes tied to PBA 2050+ and future plans. The initial release is anticipated later this year.

Recommendation:

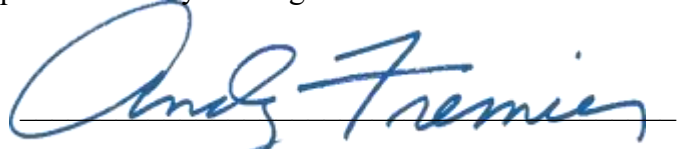
Information

Next Steps:

In the coming months, staff will finish the transition of all Vital Signs indicators into the automated data pipeline to deliver fast data updates across all topic areas. Staff will also review the indicator portfolio to assess relevance, identify additions, and retire measures that no longer reflect regional priorities. These actions will keep Vital Signs accurate, current, and aligned with MTC-ABAG’s planning objectives, strengthening its role in data-driven decision-making through 2026 and the next Plan Bay Area cycle.

Attachments:

- Attachment A: Detailed Indicator Updates and Key Findings
- Attachment B: Presentation



Andrew B. Fremier

DETAILED INDICATOR UPDATES AND KEY FINDINGS

Land & People:

- Population: Bay Area population was 7.7M in 2025 and down ~109k (1.4%) from 2020–2025. This is the first period of decline in over 50 years.
- Jobs: There were 3.9M Bay Area jobs in 2024. This is 98% of 2019 levels, which indicates a level of post-pandemic recovery.
- Housing Permits: 9,100 permits issued in 2024, which is ~75% below 2018 levels. 60% of permits were multifamily, a share relatively consistent since the mid 2010s.
- Housing Production: 19,700 housing units produced regionwide in 2024, which is down 12% versus the 5-year average. 61% of units produced were multifamily in 2024.

Transportation:

- Daily Miles Traveled: Regional VMT was 152M miles/day in 2024, which is 16% below 2019. VMT per capita is down similarly, suggesting structural shift in travel patterns.
- Bridge Condition: Middling conditions regionwide in 2025: 29% good, 60% fair, and 11% poor based on bridge deck area.
- Street Pavement Condition: Regionwide Pavement Condition Index (PCI) of 67 in 2024, which is considered “fair” and has been stable over the past decade.
- Commute Mode Choice: Regional averages in 2024 were 69% drive alone/carpool, 8% transit, 17% work from home. These values were 75%, 13%, and 7% in 2019.
- Commute Time: In 2024, regional average across all modes was 30 minutes, with 54% of commuters spending less than 30 minutes and 13% commuters spending 60+ minutes.

Economy:

- Income: Median household was \$137k in 2024. Inequality widened as the 90th/10th percentile ratio increased from 12.5x in 2005 to 16.7x in 2024.
- Home Values: Typical inflation-adjusted home value \$1.17M in 2025, up 77% since 2012. In 2025, Solano County was ~51% below the typical regional value, Santa Clara County was ~34% above.
- Asking Rents: Regional asking rents were ~5% lower in 2025 than in 2015 when adjusting for inflation. Significant local variation exists across counties and cities.

- Unemployment: Regional unemployment fell to 2.7% in 2019, rose to a peak of 8.1% in 2020, then dropped to 3.0% in 2022. It has risen each year since, reaching 4.4% in 2025.
- Jobs by Industry: In 2024, 44% of jobs in the region were in professional, business, education or health-related services. From 1990 to 2024, the information sector increased by +146%, and the manufacturing sector decreased by -36%.

Equity:

- Poverty: 18% of the region's population (~1.4M people) were below the 200% of the national poverty level in 2024. This is down from 27% in 2012.
- Jobs by Wage Level: Jobs are increasingly concentrated into either high- or low- wage jobs as middle-wage employment shrank from 22.5% in 2001 to 18.9% in 2024.
- Housing Affordability: In 2024, 40% of renter households and 31% of households overall spent more than 35% of their income on housing. By contrast, 50% of owner households spent less than 20% of their income on housing.

Vital Signs: Explore Trends, Visualize Data.

The pulse of the Bay Area.

Vital Signs: April 2026 Update

An update on the Vital Signs key performance indicators and improvements to the data pipeline.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Joint MTC Planning Committee with
the ABAG Administrative Committee

April 10, 2026

Vital Signs: Explore Trends, Visualize Data.

The pulse of the Bay Area.

2015

The original Vital Signs website launched in January 2015.

41

Vital Signs contains 41 indicators across 5 categories.

100+

Vital Signs contains over 100 charts and maps.

Land & People | Transportation | Economy | Environment | Equity

Vital Signs helps MTC-ABAG, partner agencies, and residents of the Bay Area make informed decisions towards achieving policy goals.



Explore Vital Signs at:
<https://vitalsigns.mtc.ca.gov/>

Evolution of Vital Signs



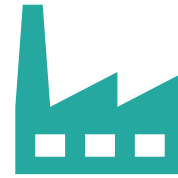
Early Days (2014 – 2019)

- Launched by the MTC planning team in 2015
- Highly successful and well regarded



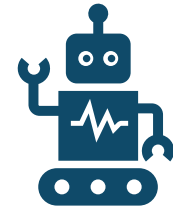
Website Redesign (2019 - 2023)

- Website redesign launched in 2023
- Challenges with slow data updates, site less relevant for users



Data Pipeline (2023 - 2026)

- Build automated data pipeline for fast data updates
- Currently ongoing, completion expected in 2026



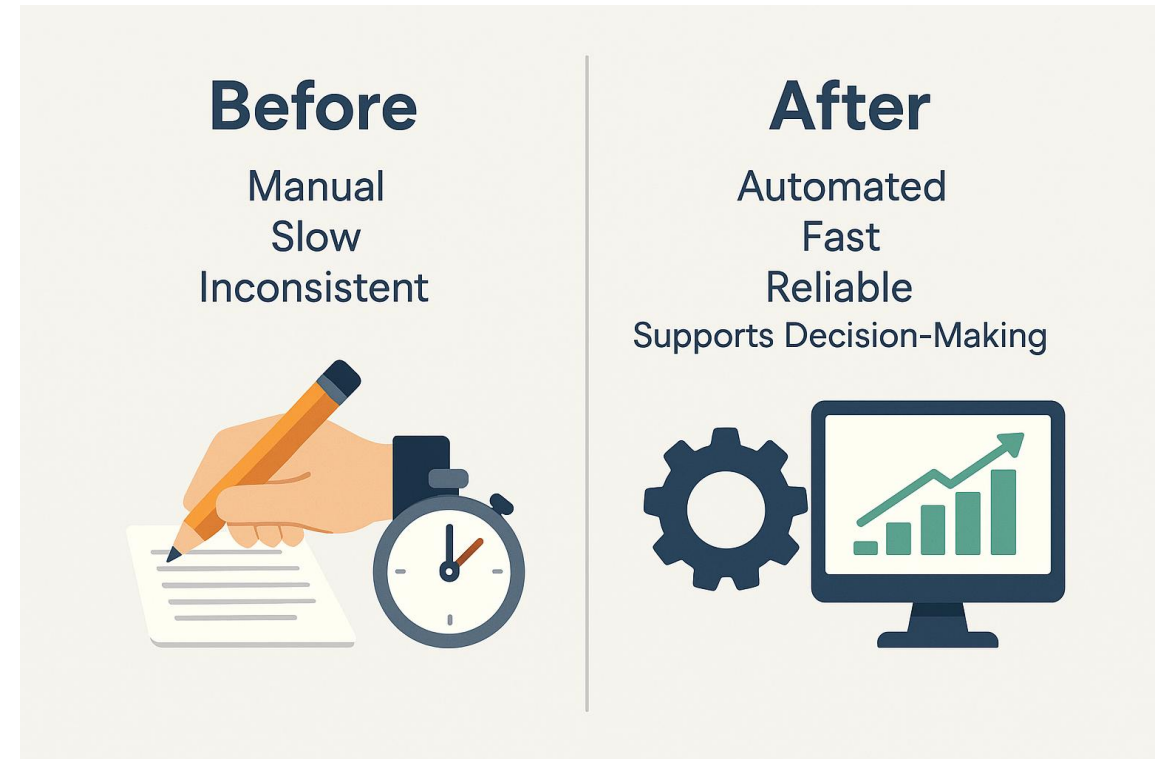
Future Development (2026+)

- Consider new indicators, retire less relevant indicators
- Leverage Vital Signs to support data driven initiatives

We are evolving toward an **automated system** that keeps the region's data **current, accurate, and relevant.**

Vital Signs Data Pipeline: The Secret Sauce

- Need to keep hundreds of datasets updated to stay relevant
- Build a “Toyota Factory” to efficiently produce updated datasets
- Improved ability to track progress on regional priorities



Investments in the data pipeline deliver **stronger regional data-driven decision making.**

Vital Signs Indicator Updates:

Population and Travel Patterns Settle Below Pre-Pandemic Levels; Housing Production and Inequality Worsen

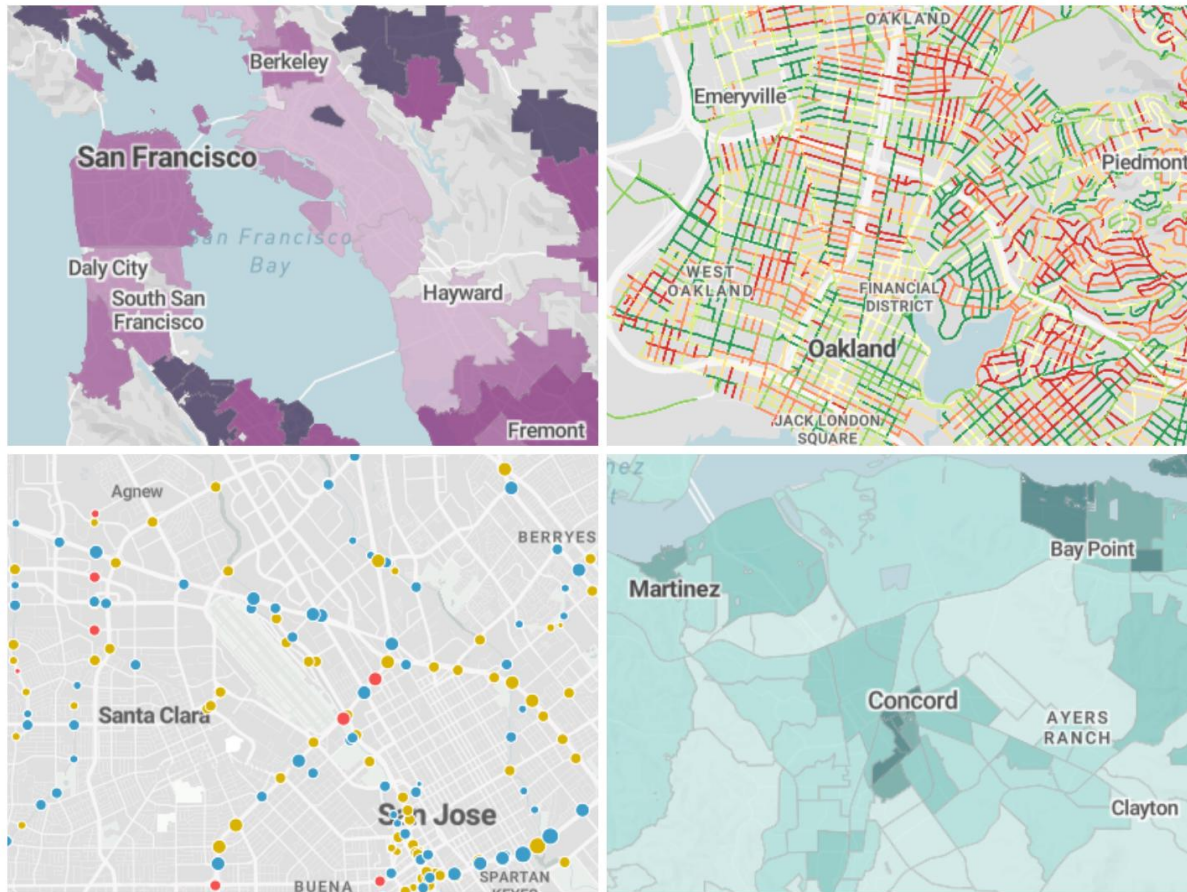


Image: Vital Signs

- **Scope:** 17 indicators updated across Land & People, Transportation, Economy, and Equity
- **Overall Trend:** Many indicators have stabilized at new post-pandemic baselines
- **Key Signals:** Population down slightly; travel and commute patterns stabilizing; housing and income inequality persist

Land & People: Slow & Steady Post-Pandemic Population Growth; Housing Production Historically Low



Land & People



Transportation



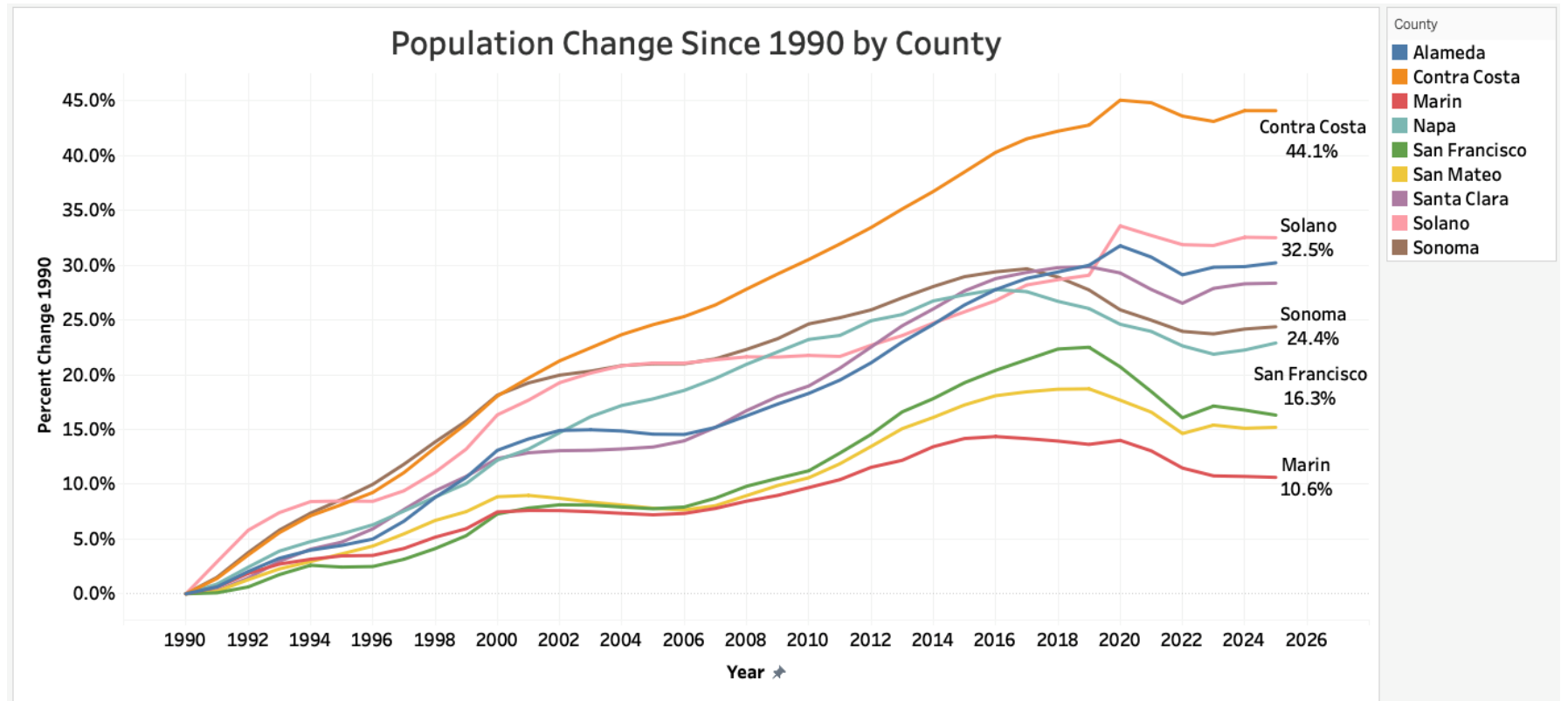
Economy



Environment



Equity



- Bay Area population 7.7M in 2025; slow but steady growth of 50,000+ residents from 2022 to 2025
- 19,700 housing units produced regionwide in 2024, which is down 12% versus the average of the previous 5 years.



Transportation: Commute Mode Share Approaching New Steady State After Pandemic Shock

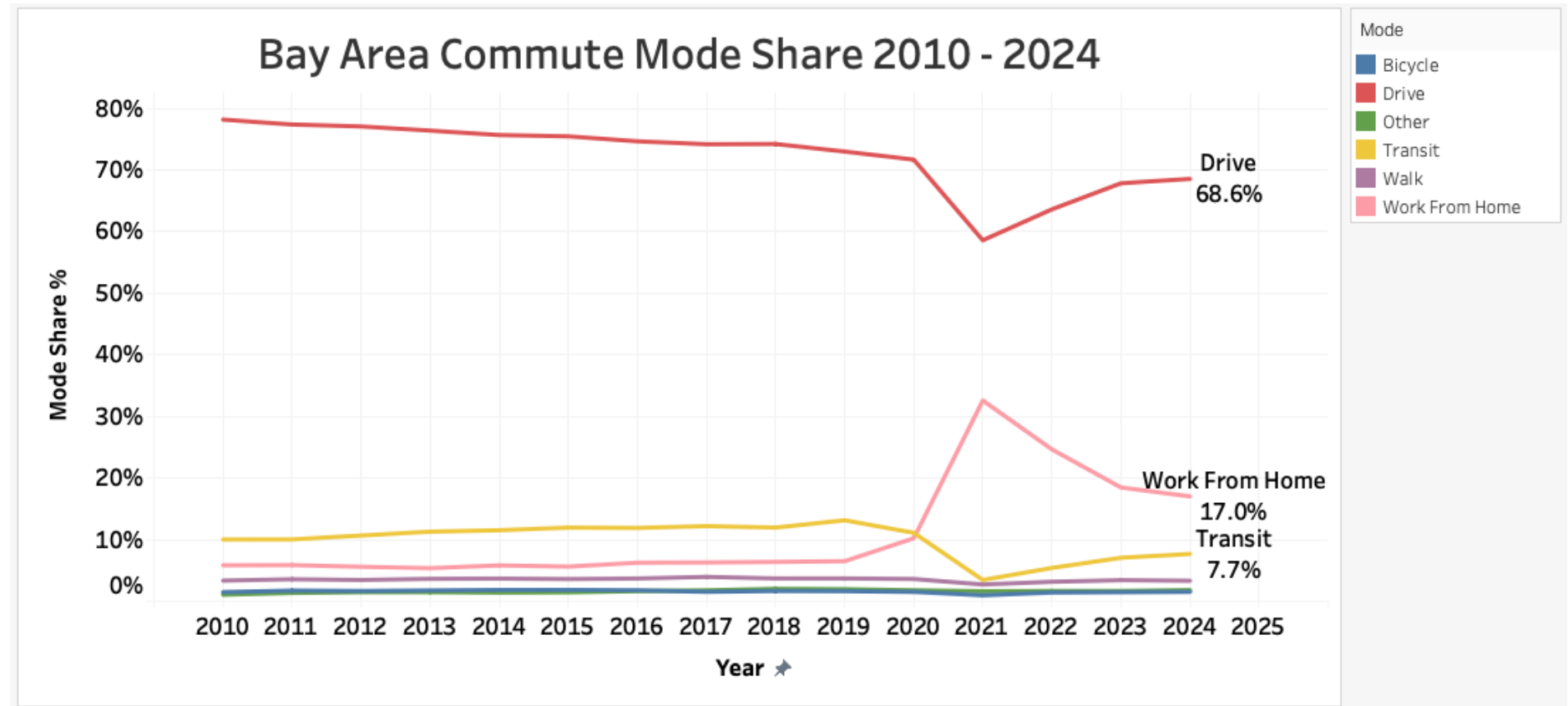
 Land & People

 Transportation

 Economy






 Environment

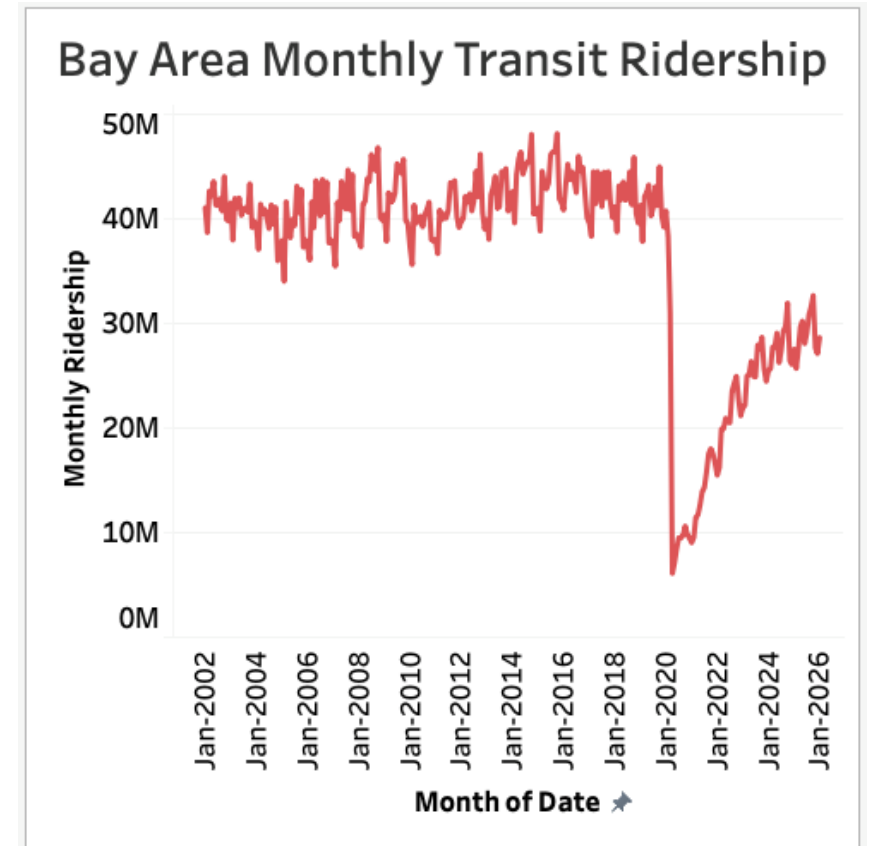
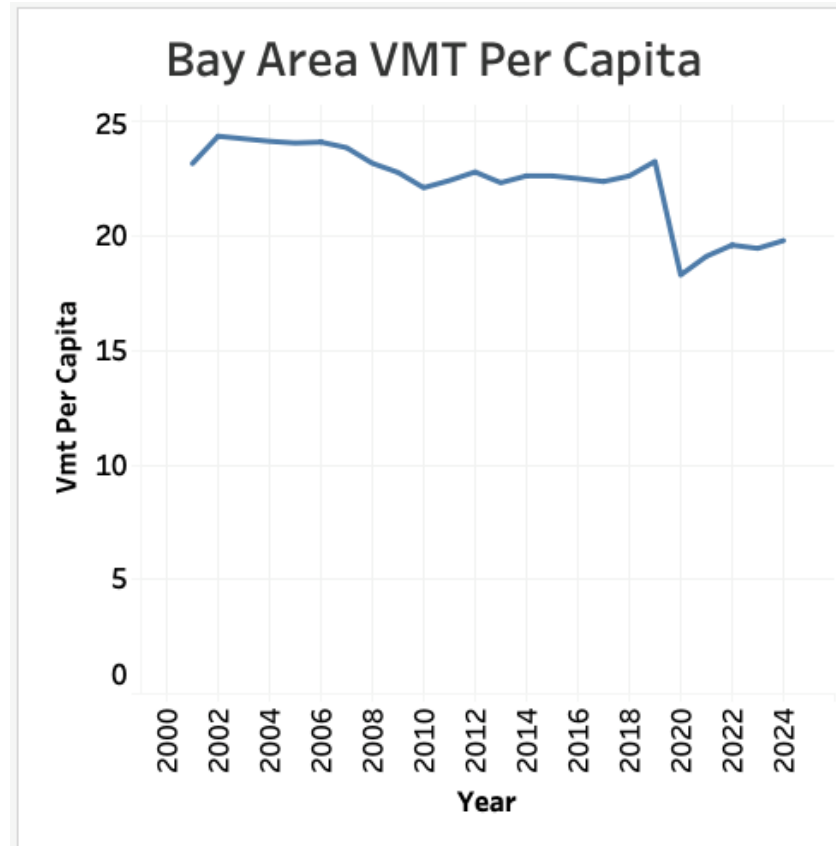
 Equity



- Work from home settles at **17%** in 2024, down from peak of 33% in 2021.
- Transit settles at **7.7%** in 2024, up from low of 3.5% in 2021.

Transportation: VMT at 85% and Transit Ridership at 70% of Pre-Pandemic Levels

-  Land & People
-  Transportation
-  Economy
-  Environment
-  Equity



- Bay Area daily VMT per capita 19.8 in 2024, down 15% from 2019
- Bay Area transit ridership: 28.6M in January 2026, down 30% from January 2019

Economy: Income, Income Inequality, and Home Values are All Increasing

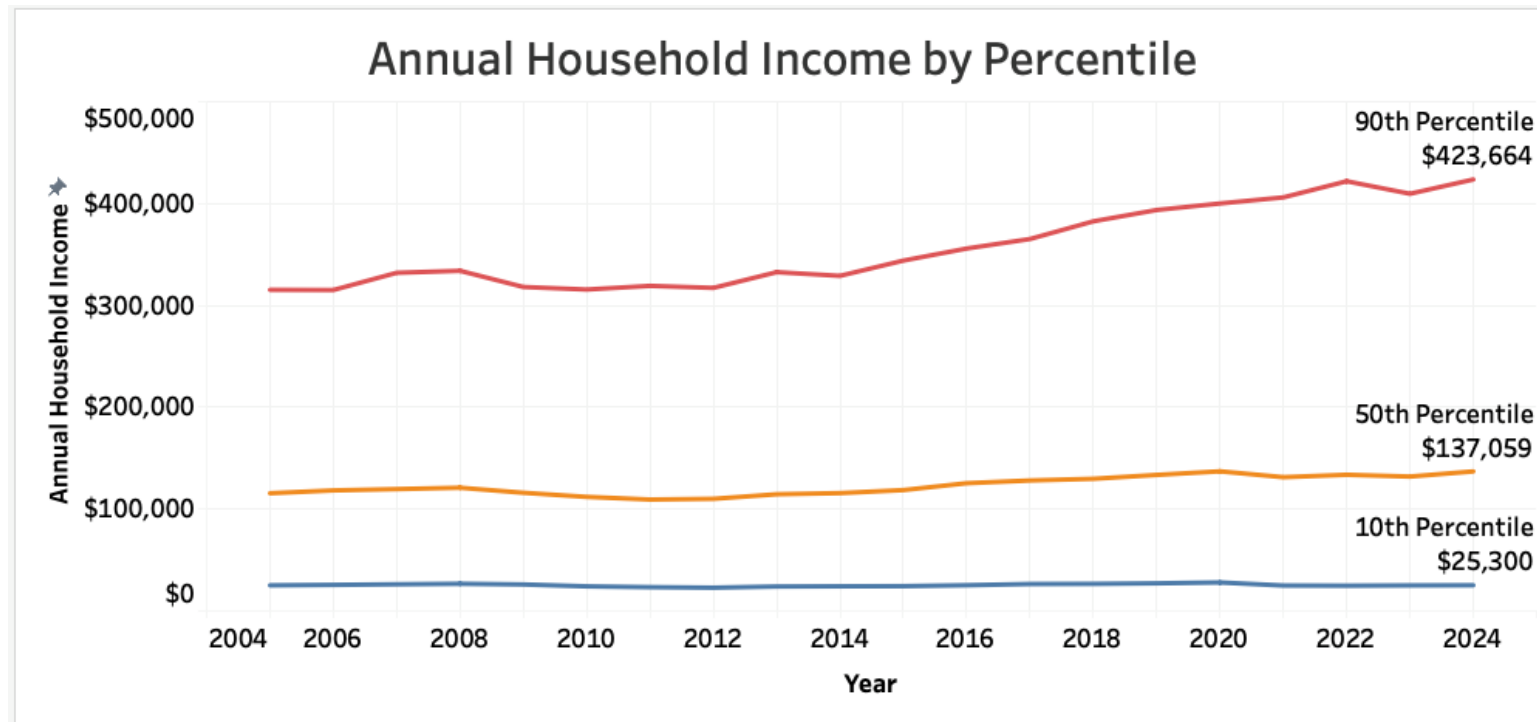
 Land & People

 Transportation

 Economy






 Environment

 Equity

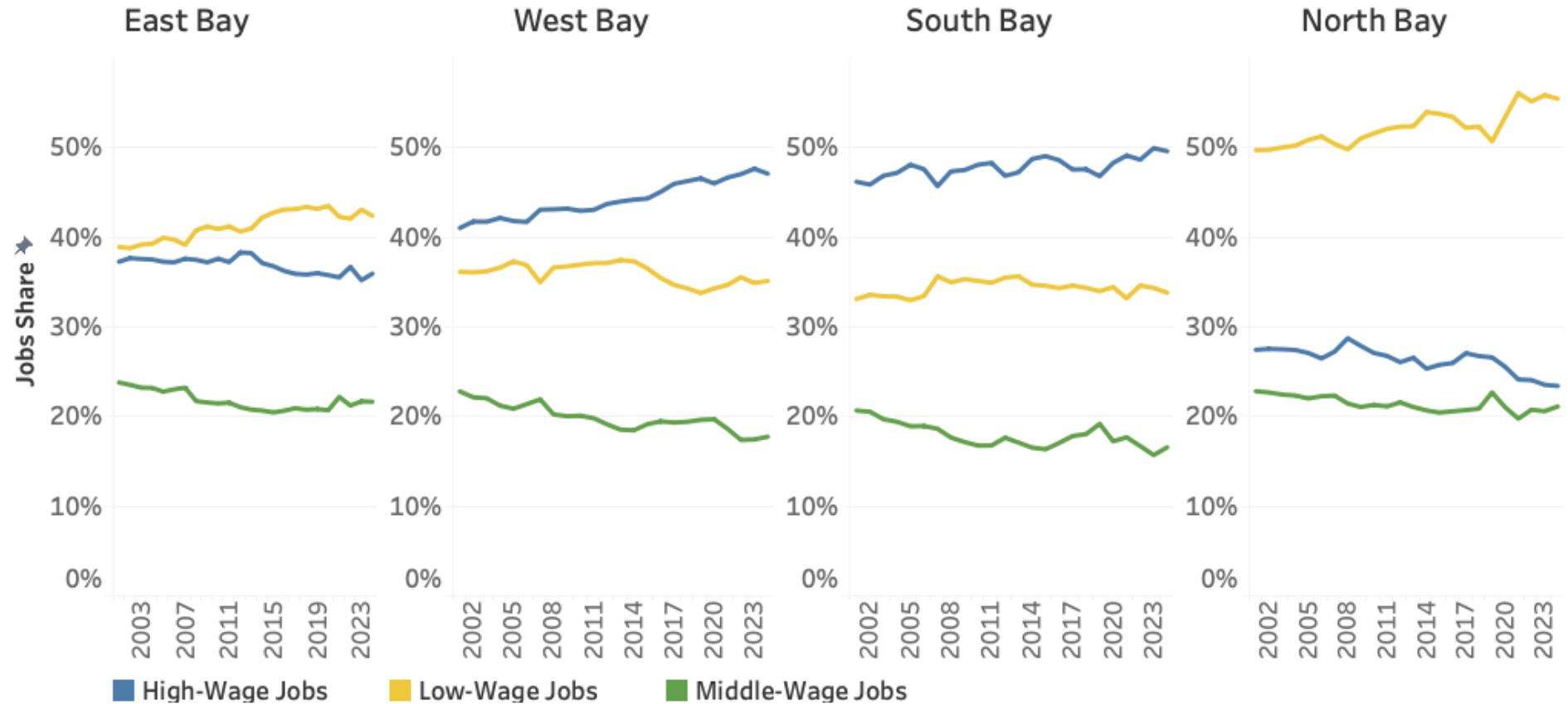


- Median household income \$137k in 2024. Inequality widened as the 90th/10th percentile ratio increased from 12.5x in 2005 to 16.7x in 2024.
- Typical Bay Area home value \$1.17M in 2025, up 77% since 2012.

Equity: Fewer Middle-Wage Jobs, Housing Affordability Challenges

-  Land & People
-  Transportation
-  Economy
-  Environment
-  Equity

Jobs by Wage Level by Subregion



- Middle-wage jobs across the region shrank from 22.5% in 2001 to 18.9% in 2024.
- In 2024, 40% of renter households spent more than 35% of their income on housing.

Vital Signs Integration: Plan Bay Area and Federal Transportation Performance



- Vital Signs supports the implementation of Plan Bay Area 2050+ by tracking performance metrics aligned with the plan's goals and strategies.
- To support this objective, a Plan Bay Area webpage within Vital Signs is under development; launch anticipated later this year.
- Vital Signs indicators are used to evaluate past performance and set future performance targets for the Federal Transportation Performance program.

Integrating Vital Signs data with other agency initiatives reduces duplicated work and advances the agency's goal of **operational excellence**.

Key Priorities Moving Forward



Finish the transition of all Vital Signs indicators to the automated data pipeline to deliver fast data updates.



Review indicator portfolio to assess relevance, add new indicators, and retire outdated ones.



Continue integrating Vital Signs with strategic data-driven initiatives across the agency.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0414, **Version:** 1

Subject:
CalEnviroScreen Update

Information on CalEPA's CalEnviroScreen 5.0 update, including pollution and population factors, changes from the previous version, and how the update affects the Bay Area.

Presenter:
Kearey Smith

Recommended Action:
Information

Attachments:

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

April 10, 2026

Agenda Item 8b

CalEnviroScreen Update

Subject:

Information on CalEPA’s CalEnviroScreen 5.0 update, including pollution and population factors, changes from the previous version, and how the update affects the Bay Area.

Background:

CalEnviroScreen is a statewide environmental screening tool developed by CalEPA’s Office of Environmental Health Hazard Assessment (OEHHA) to identify disadvantaged communities (DACs) throughout the state. The tool is used to determine eligibility for certain state funding programs. This update, Version 5.0, includes new indicators and updated census data, including new tract geographies. These changes affect the scores and rankings of census tracts throughout the Bay Area and across California, but maintain the tool’s statewide composite methodology, resulting in a continuation of the chronic under-representation of Bay Area disadvantaged communities in the state’s definition, as described further below. MTC has submitted formal comments to OEHHA outlining regional concerns related to equity, the mismatch between CalEnviroScreen’s methodology and Bay Area socioeconomic conditions, and the implications for state funding eligibility.

CalEnviroScreen Structure & Overview

CalEnviroScreen combines scores from 15 indicators of pollution and nine indicators of population sensitivity to identify communities across the state that are most susceptible to and at risk of the effects of pollution. The most burdened areas, typically the top 25% of all census tracts statewide, are considered disadvantaged communities and are prioritized for various state funding programs, including the Active Transportation Program, Affordable Housing and Sustainable Communities (AHSC) Program, and the Transit and Intercity Capital Rail Program (TIRCP).

However, CalEnviroScreen's statewide percentile-based methodology does not account for the Bay Area's uniquely high cost of living and other socioeconomic pressures. As described in MTC's comment letter, this causes many clearly disadvantaged Bay Area communities to fall below the 75th percentile threshold despite severe local burdens.

Updates in Version 5.0

CalEnviroScreen version 5.0 includes three major changes from the previous version, including two new indicators and one methodological change. First, the tool updates the census tract geographies from 2010 census data to 2020 census data. This change increases the total number of census tracts statewide by about 1,000, with about 200 new census tracts in the Bay Area. These increases are generally attributable to splits of existing census tracts into multiple tracts to account for population increases.

Second, the tool adds two new indicators, including one pollution factor and one population factor. The new pollution factor is *small air toxic sites*, which includes local sources of pollution that are not included in traditional lists of pollution sources. This includes sites like gas stations, auto body shops, oil and gas wells, as well as larger operations like food processing plants and refineries. The new population factor is *diabetes prevalence*, which contributes to worsening health outcomes in areas with exposure to air pollution.

With the updates, the overall number of DAC tracts in the Bay Area increases from 113 to 122, with the largest increases in San Francisco and Santa Clara counties. Meanwhile, San Mateo and Solano counties see a moderate decrease in the number of DAC tracts. Because of the increase in overall census tracts throughout the region and state, these changes do not represent a significant increase in DAC-designated populations for the region. However, despite these changes, many of the Bay Area's disadvantaged communities continue to be excluded from the DAC definition, as the underlying scoring methodology remains unchanged and continues to rely on statewide comparison rather than regional context.

Implications for the Bay Area

After the changes implemented in CalEnviroScreen 5.0, the Bay Area accounts for just 5.4% of the state's DAC tracts, despite making up over 19% of the state's population. In version 4.0, the Bay Area accounted for 5.8% of the state's DAC tracts, meaning this is a slight decrease in DAC tract representation for the Bay Area.

Additionally, when evaluating all census tracts within the Bay Area, staff analysis found that just 6.9% of the region's census tracts are designated as DACs. This contrasts with the rest of the state, where 29% of all other census tracts are designated as DACs. This disparity means that any given Bay Area census tract is more than four times less likely to be designated as a DAC than a tract outside the region, underscoring a structural inequity in how statewide metrics treat Bay Area socioeconomic disadvantage. This could make it more difficult for Bay Area communities to compete for state grant funding.

Because of requirements from AB 1550 (Gomez, 2016), the limited geographic spread of DAC tracts within the Bay Area may present challenges to local agencies and jurisdictions in both applying for and spending state grant funding. Not only does the Bay Area's relative lack of DAC tracts compared to other regions present a hurdle to obtaining funding, but requirements that a certain percent of funding be spent on projects physically sited in DAC tracts limit agencies' flexibility in using funds once they are allocated. This is especially visible in affordable housing projects, which may struggle to obtain funding unless physically located in environmentally sensitive areas, and transportation projects, which often benefit disadvantaged communities but cover long corridors that are not fully included in the DAC definition.

Interaction with Equity Priority Communities Framework

Separate from state efforts, MTC and ABAG have developed an Equity Priority Communities Framework that identifies areas within the region that are disadvantaged due to a variety of demographic and socioeconomic factors. While many EPC tracts overlap with CalEnviroScreen DAC tracts, MTC's EPC definition is much more expansive, with 441 tracts currently identified as EPCs, compared to just 122 DACs. Of the DACs identified by CalEnviroScreen, all but seven are also identified as an EPC. The discrepancy between EPCs and DACs reflects methodological limitations of CalEnviroScreen rather than uncertainty in local equity definitions. MTC's

comment letter highlights that CES’s composite scoring approach fails to capture socioeconomic stresses specific to the Bay Area, especially housing cost burdens, which contributes to the exclusion of many clearly disadvantaged tracts. Staff will continue strengthening the EPC framework through the upcoming EPC Refresh and will advocate for state flexibility to allow a more expansive definition of disadvantaged communities. Staff will provide an update on that effort to this committee prior to kickoff this spring.

Next Steps:

Staff will continue to monitor OEHHA’s actions pertaining to the CalEnviroScreen update and analyze published materials. Information identified will be used to engage with state and local partners to address availability and flexibility of state funding affected by CalEnviroScreen. Separately from the CalEnviroScreen evaluation, staff will also continue work on the Equity Priority Communities Refresh over the next two years in close coordination with local partners.

Issues:

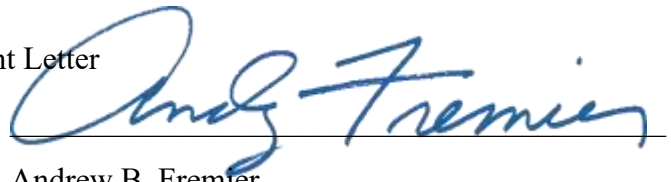
None identified.

Recommendation:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: March 2026 Comment Letter



Andrew B. Fremfer

CalEnviroScreen 5.0 Update Implications for the Bay Area



**METROPOLITAN
TRANSPORTATION
COMMISSION**

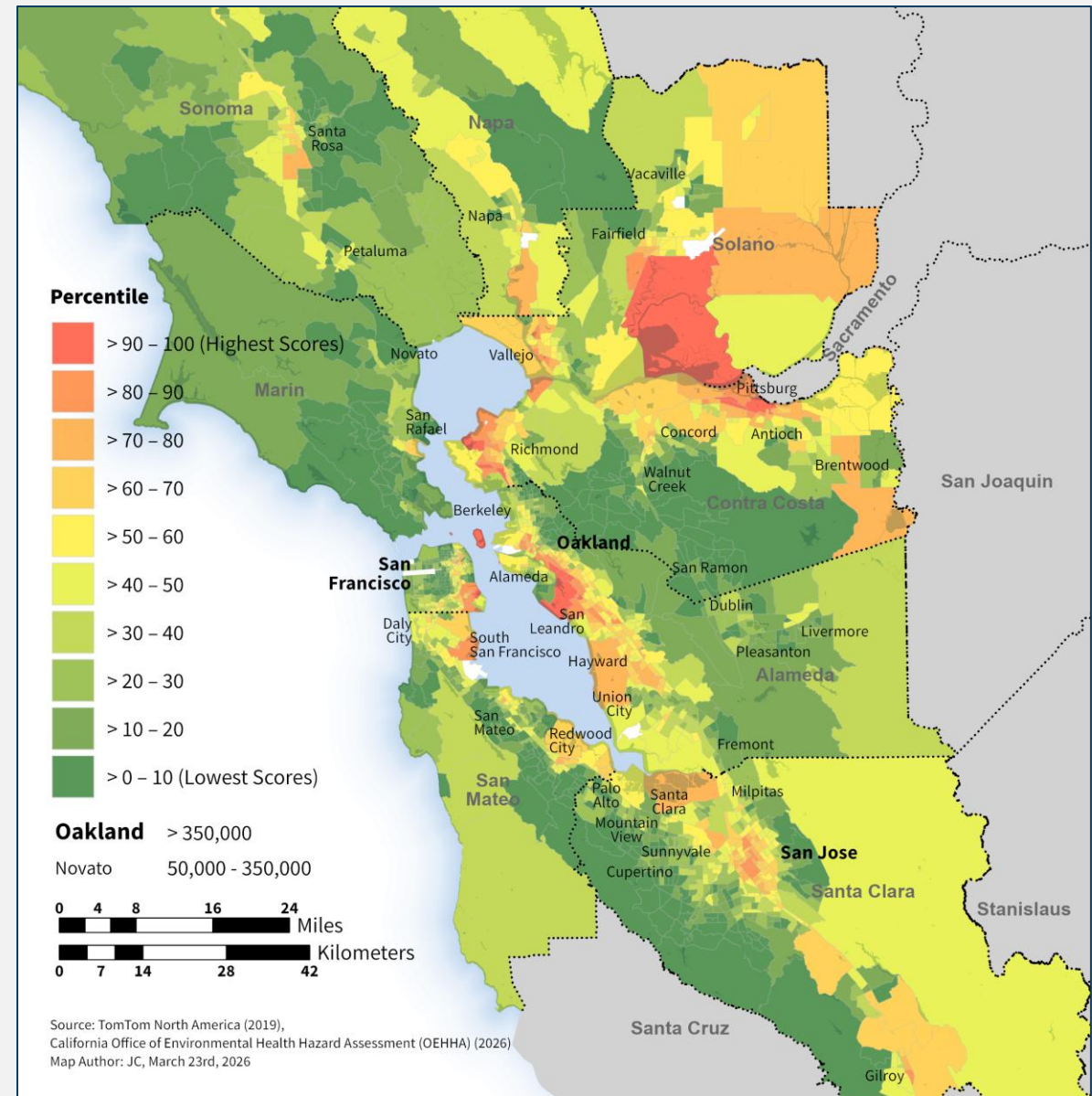


Joint MTC Planning Committee with the
ABAG Administrative Committee

April 10, 2026

What is CalEnviroScreen & Why it Matters to MTC

- CalEnviroScreen is a statewide environmental screening tool that designates **disadvantaged communities (DACs)** based on pollution & population characteristics.
- It factors into project selection for numerous state funding programs including the Active Transportation Program (ATP), the Transit and Intercity Rail Capital Program (TIRCP), and the Affordable Housing and Sustainable Communities (AHSC) Program.
- CES undercounts Bay Area disadvantage by missing high-cost-driven pressures like rent burden, housing instability, and displacement risk.



<https://mtcdrive.box.com/v/draftCES5map>

How CalEnviroScreen Works



Pollution burden

The tool measures **15** pollution factors that impact human health, like PM 2.5, traffic impacts, waste sites and drinking water contaminants.



Population characteristics

The tool measures **9** population factors that can make people more susceptible to pollution, like poverty, asthma and diabetes.



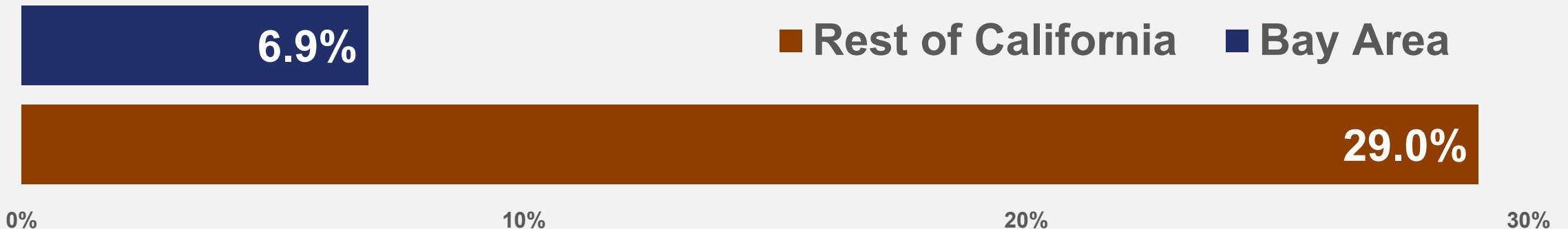
Percentile scores

The combined scores for all indicators are compiled into one index and ranked among all census tracts in California.

CES heavily weights pollution burden relative to population characteristics, which depresses scores in high-cost regions where socioeconomic drivers dominate vulnerability

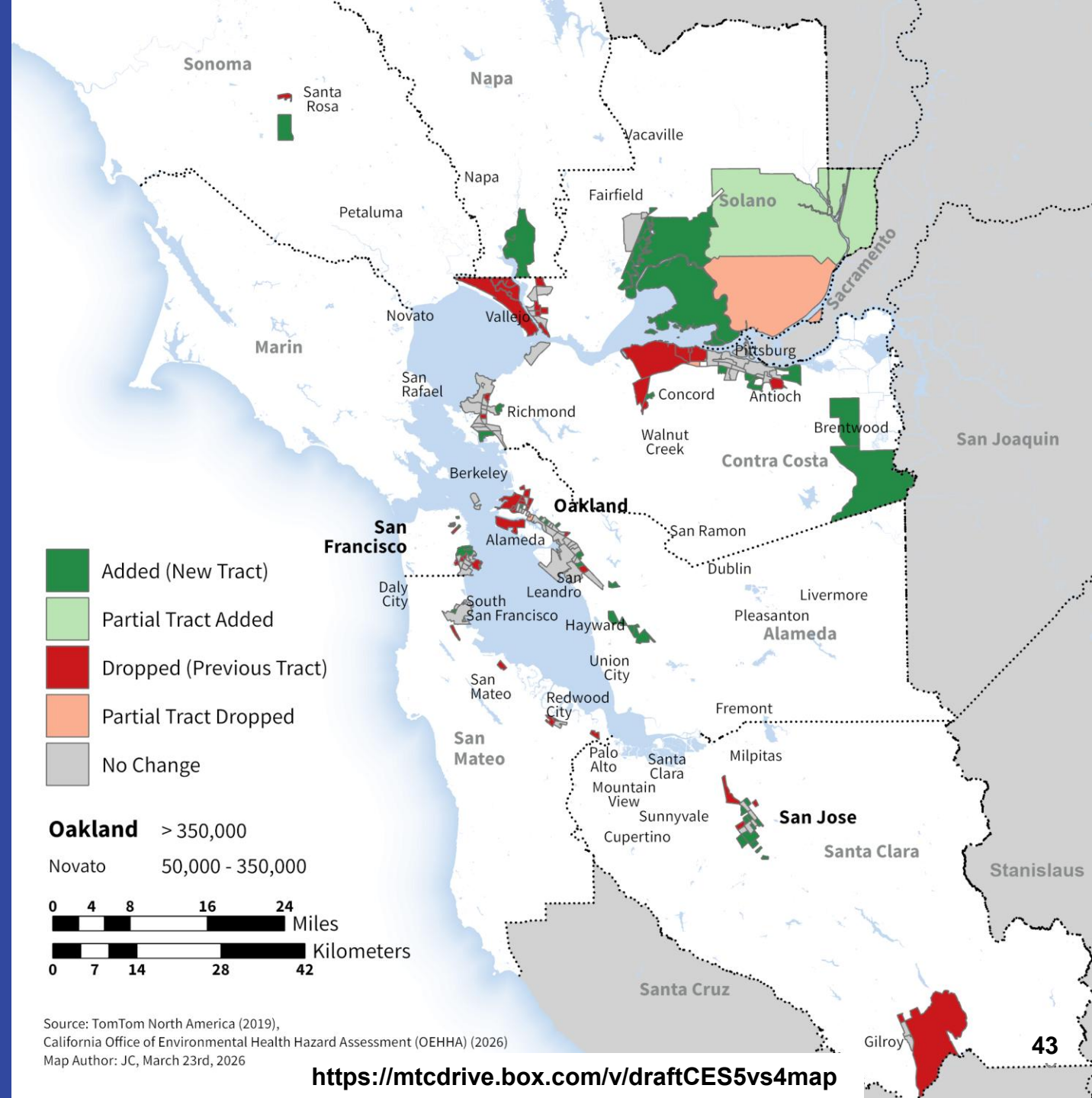
Disadvantaged Communities in the Bay Area and Statewide

- Just **5.4%** of the state's DAC tracts are in the Bay Area's nine counties (122 of 2,258 tracts).
- Only **6.9%** of the Bay Area's census tracts are designated as DACs, compared to **29%** in the rest of the state, meaning Bay Area tracts are 4× less likely to be designated as DACs compared to tracts outside the region.



Comparing CalEnviroScreen 5.0 vs 4.0

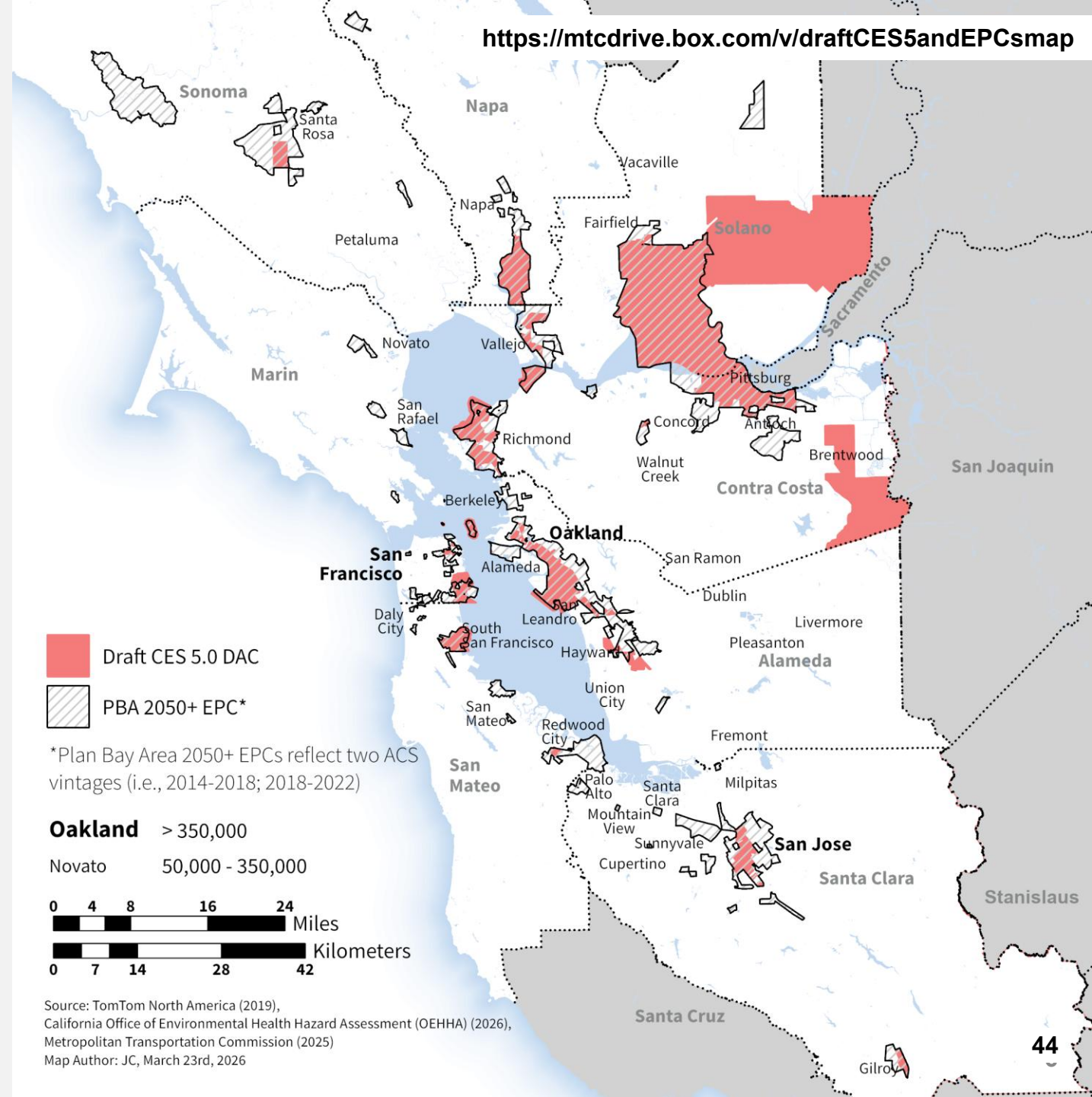
- The Bay Area has **122 DAC tracts** in CalEnviroScreen 5.0, up from 113 tracts in version 4.0.
- However, several long-recognized Bay Area DAC Communities lost their designation
- These include communities in East Palo Alto, West Oakland, Richmond, San Pablo, Pittsburg and San Francisco



CalEnviroScreen & Equity Priority Communities

Most CalEnviroScreen DAC tracts are also Equity Priority Communities. Just **seven** out of 122 are not.

There are **441** total EPC tracts, meaning CalEnviroScreen leaves out many local disadvantaged areas from the state's definition.

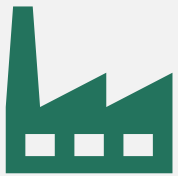


Challenges for the Bay Area



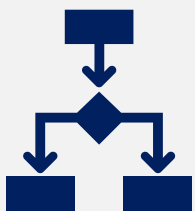
High cost of living unaccounted for

Housing cost burden, displacement risk, linguistic isolation, and poverty are high—but not fully captured by the CES Methodology



Pollution burdens are less concentrated in the Bay Area

CES percentile scores dropped ~20 points in many Bay Area tracts due to statewide normalization and weighting—not because conditions improved.

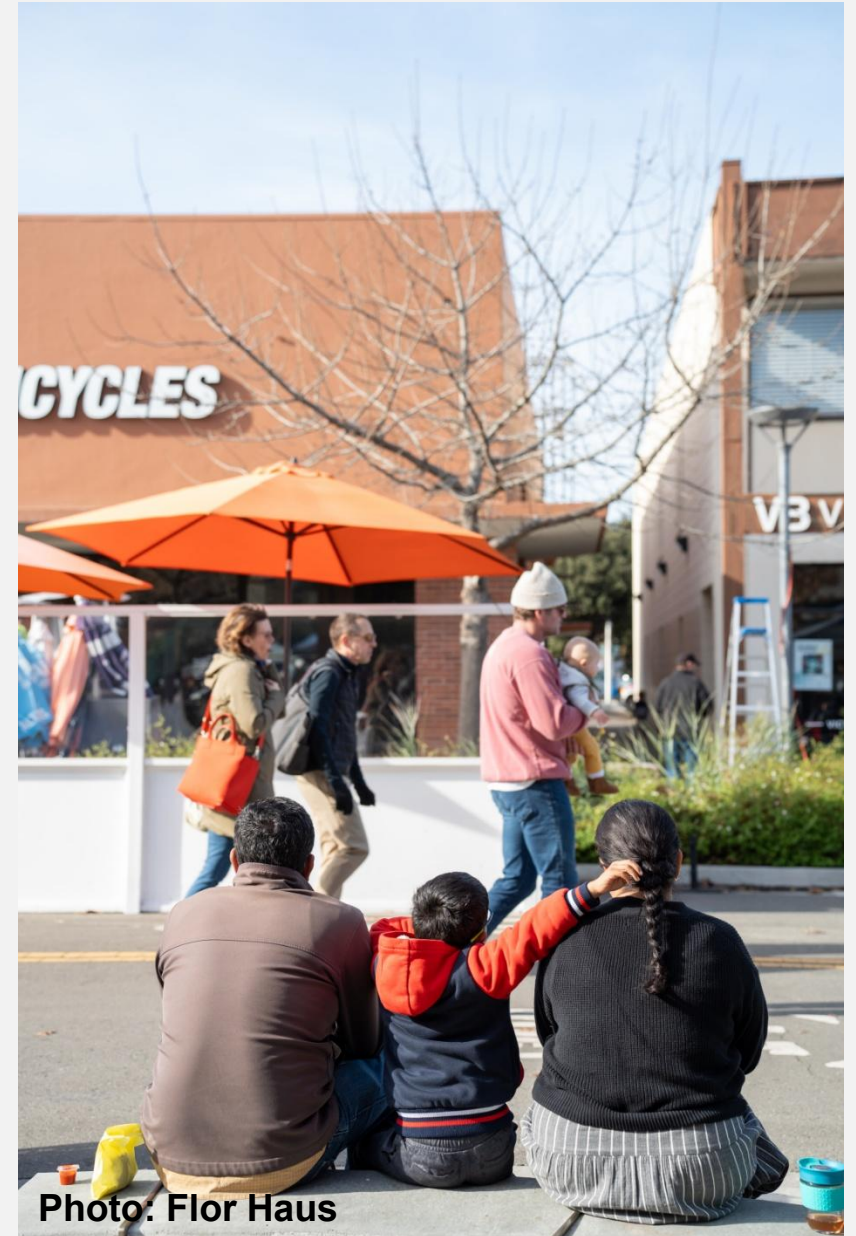


Loss of DAC designation threatens Climate & Housing Investments

Multiple Bay Area jurisdictions that historically qualified as DACs lose their status under CES 5.0—not because community conditions improved, but due to changed scoring methods

Overall Takeaways

- In CalEnviroScreen 5.0 the Bay Area remains significantly underrepresented.
- Loss of DAC designation is driven by methodological choices rather than changes in actual community need.
- MTC recommends CalEPA use its statutory discretion (HSC §39711) to include tracts ranking above the 75th percentile in **either** pollution burden **or** population characteristics.



Next Steps

- Continue advocating for CalEPA to adopt a more inclusive definition of disadvantaged communities consistent with statutory flexibility.
- Strengthen our regional equity analysis with **Equity Priority Communities Refresh** over the next two years.

Contact

Kearey Smith

Email ksmith@bayaremetro.gov

Director of Data Strategy & Analytics

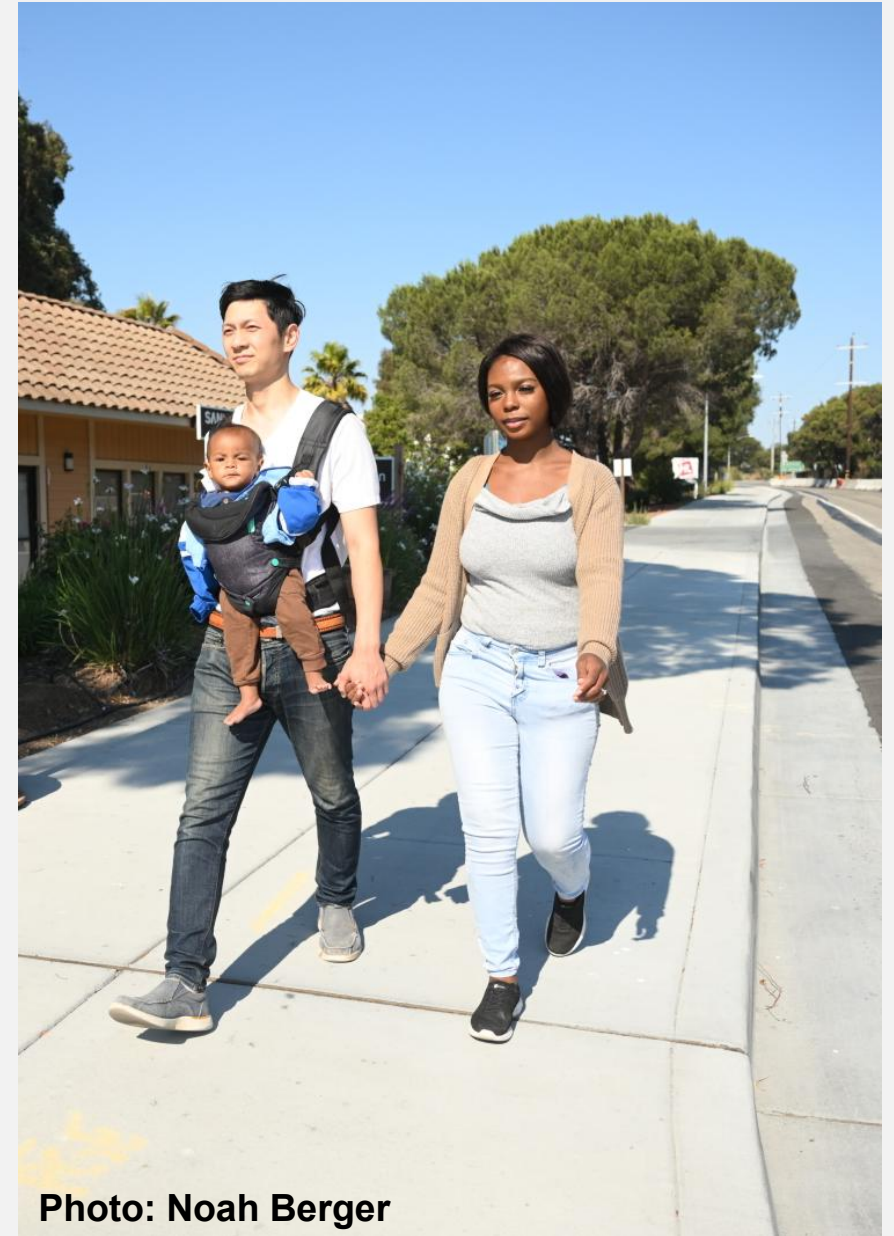


Photo: Noah Berger



March 31, 2026

Sue Noack, Chair
Cities of Contra Costa County

*Stephanie Moulton-Peters,
Vice Chair*
Marin County and Cities

Margaret Abe-Koga
Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Ambuehl
California State
Transportation Agency

Candace Andersen
Contra Costa County

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Cities of Santa Clara County

Noelia Corzo
San Mateo County

Victoria Fleming
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Dorene M. Giacopini
U.S. Department of Transportation

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Matt Maban
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Myrna Melgar
City and County of San Francisco

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

Belia Ramos
Association of Bay Area
Governments

Libby Schaaf
U.S. Department of Housing
and Urban Development

Andrew B. Fremier
Executive Director

Alix Bockelman
Chief Deputy Executive Director

The Honorable Yana Garcia, Secretary
California Environmental Protection Agency (CalEPA)
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

Kristina Thayer, Ph.D., Director
Office of Environmental Health Hazard Assessment (OEHHA)
P.O. Box 4010
Sacramento, CA 95812-4010

Dear Secretary Garcia and Director Thayer:

On behalf of the Metropolitan Transportation Commission (MTC), I am writing in response to the proposed Version 5.0 update of the CalEnviroScreen (CES) tool developed by OEHHA to help CalEPA identify communities disproportionately burdened by multiple sources of pollution and population characteristics that compound pollution-related risks. Updates to CES are of particular interest because the tool determines eligibility for key state funding programs, including those supported by the Greenhouse Gas Reduction Fund.

MTC appreciates the addition of the two new indicators in CES 5.0 and OEHHA's continued efforts to keep the tool current. However, these updates do not address our longstanding concern regarding the use of the composite CES score as the definition of disadvantaged communities (DACs). In high-cost regions like the Bay Area, cumulative disadvantage is driven as much—if not more—by housing instability, rent burden, overcrowding, displacement pressure, linguistic isolation, and transportation cost burden as by pollution exposure. Yet CES 5.0 continues to weight pollution burden far more heavily than population characteristics, causing the composite score to under-represent communities where socioeconomic pressure is the primary driver of vulnerability.

Loss of Key Bay Area Communities

Under MTC's Equity Priority Communities (EPC) framework—which identifies disadvantaged communities using eight demographic indicators including poverty, rent burden, low educational attainment, linguistic isolation, people of color, seniors, people with disabilities, and zero-vehicle households—441 census tracts across the region qualify as disadvantaged.

In contrast, only 122 tracts qualify under CES 5.0. The EPC framework captures the socioeconomic realities that shape vulnerability in a high-cost region, where displacement pressure, housing instability, and limited access to opportunity are central drivers of cumulative disadvantage. These conditions remain persistent in EPC-identified communities and align closely with the equity and mobility outcomes MTC is required to assess through its long-range planning work.

The transition from CES 4.0 to CES 5.0 resulted in the Bay Area losing several long-recognized disadvantaged communities—not because underlying conditions improved, but because of methodological changes to the CES tool. Communities such as East Palo Alto, West Oakland, Richmond, San Pablo, Pittsburg, and southeastern San Francisco qualified as DACs under CES 4.0 yet fall below the DAC threshold in CES 5.0 despite continued high socioeconomic vulnerability and largely unchanged pollution burdens. These communities have tracts that remain EPCs due to persistent poverty rates, high rent burden, linguistic isolation, and limited access to transit and economic opportunity.

In many cases, CES percentile scores declined by 20 points or more, driven not by demographic shifts or environmental improvements but by statewide re-ranking, the heavier weighting of pollution burden relative to population characteristics, and normalization against regions with significantly higher pollution concentrations. These methodological choices—not changes in community need—explain the loss of Bay Area DACs.

A statewide comparison further underscores this imbalance: although the Southern California Association of Governments (SCAG) region contains roughly 69% of CES-identified DAC tracts, the Bay Area contains only 5.4%, despite accounting for nearly one-fifth of California's population and a significant share of the state's low-income households. Indeed, a census tract outside the Bay Area is more than four times as likely to be designated a DAC as one within the region. These outcomes reflect the structure of the CES composite score far more than they reflect actual differences in community vulnerability.

Funding Implications for High Need Communities in the Bay Area

CalEnviroScreen plays a determinative or heavily weighted role in major state climate investment programs—including Affordable Housing and Sustainable Communities (AHSC), Transformative Climate Communities (TCC), Low Carbon Transit Operations Program (LCTOP), Active Transportation Program (ATP), and Transit Intercity Rail Capital Program (TIRCP)—where DAC status shapes eligibility, competitive scoring, and statutory benefit requirements. In the Bay Area alone, as of November 2024, approximately \$2.26 billion in implemented California Climate Investment funds have been directed to projects benefiting "priority populations" (including CES identified DACs), representing 72% of the region's total \$3.15 billion in state climate support. This underscores how essential accurate DAC identification is for ensuring equitable regional access to state resources.

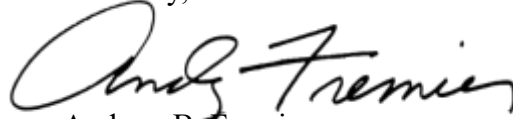
Given the importance of DAC status in competing for state funds, communities that lose DAC status under CES 5.0 risk becoming newly ineligible or significantly less competitive for climate, housing, and transportation investments—even when socioeconomic need remains high. This presents real implications for equity focused planning and investment in the region.

Recommendation for a More Inclusive Definition of Disadvantaged Communities

To more accurately and equitably identify disadvantaged communities statewide, MTC urges CalEPA to adopt a dual-path designation framework that allows census tracts to qualify as disadvantaged through either the CalEnviroScreen composite score or the population characteristics percentile score at the 75% threshold. This approach is consistent with CalEPA's authority under Health and Safety Code §39711 and directly addresses the structural limitations of the CES weighting methodology—which underrepresents disadvantage in high-cost regions where vulnerability is driven by housing instability, rent burden, displacement pressure, linguistic isolation, and transportation cost burden—without requiring changes to the CES tool itself. By establishing a parallel, population-based pathway, CalEPA can ensure that communities with demonstrated socioeconomic need remain eligible for critical state investments, uphold the intent of California's climate and equity programs, and more accurately reflect the diversity of vulnerability drivers across the state.

Thank you for the opportunity to comment on the CalEnviroScreen 5.0 update. If you have any questions, please contact Kearey Smith, Director of Data Strategy and Analytics, at ksmith@bayareametro.gov.

Sincerely,

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is fluid and cursive, with the first name being the most prominent.

Andrew B. Fremier
Executive Director