



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 6
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Memorandum

TO: Policy Advisory Council

DATE: October 5, 2016

FR: Randy Rentschler, Director, Legislation & Public Affairs

W. I. 6840

RE: Update on 2016 State Legislative Session and Discussion of 2017 Advocacy Priorities

This memo provides an overview of the 2016 State Legislative Session as it relates to some major transportation, housing and environmental bills. Attachment A provides a more detailed summary.

Big Wins

The passage of Senate Bill 32 (Pavley) was a notable legislative achievement in 2016, codifying a previous executive order that Governor Brown signed establishing a 2030 goal of reducing greenhouse gas (GHG) emissions to 40 percent below 1990 levels by 2030. This measure was one of the more hotly lobbied bills of the year, and it was co-joined to a measure (AB 197-E.Garcia) that increases legislative oversight of the Air Resources Board (ARB). While the bill does not explicitly extend the state's GHG Cap and Trade Program to meet the new 2030 target, its passage is widely seen as the major environmental victory of the year.

With respect to bills championed by MTC, there were a number of successes this year. AB 516 (Mullin) was enacted, which will establish a temporary license plate program so that every vehicle sold without permanent license plates will receive a uniquely identifiable plate number when they purchase or lease a new car. The absence of temporary license plates in California is a safety hazard and results in about \$20 million in uncollected toll revenue per year statewide, including about \$12 million in the Bay Area. The California Department of Motor Vehicles has several years to work with car dealers to get the program up and running; it will go into effect no later than January 2019.

SB 1128 (Glazer) was also enacted, which will remove the 2017 sunset date on the nine-county Commuter Benefit Program administered by MTC and the Bay Area Air Quality Management District (BAAQMD). Lastly, MTC staff put considerable energy into ensuring passage of SB 838, a budget trailer bill, which restored the prior methodology used by the State Controller to determine Bay Area transit operator shares of State Transit Assistance. The new law applies to FY 2015-16, FY 2016-17 and FY 2017-18 funding levels and was sponsored by the California Transit Association.

With respect to affordable housing, the Legislature enacted AB 1618 (Budget Committee), the “No Place Like Home” bill, allowing revenue bonds to be issued, backed by Proposition 63 (2004) income tax revenue from the Mental Health Services Fund to provide affordable housing primarily for the homeless. In addition, AB 2031 (Bonta) was enacted, allowing a city or county that became a successor agency to a former redevelopment agency to use certain property tax revenue for affordable housing bonds.

Disappointments

The biggest disappointment from MTC’s perspective was the lack of any progress on transportation funding, despite the Governor having called a special session and multiple proposals having been introduced. However, there is a remote possibility that the Legislature could reconvene in the special session and act upon SB x1-1 (Beall) and AB x1-26 (Frazier) since it doesn’t officially conclude until the end of November 2016.

Despite passage of AB 1618, this was a disappointing year for affordable housing funding. The Governor’s proposed “by right” reform effort failed, and with it significant new state funding for affordable housing oriented to the workforce.

In addition, the Governor signed AB 1550 (Gomez) and AB 2722 (Burke) related to Cap and Trade funding and disadvantaged communities (DACs) despite the fact that MTC and BAAQMD opposed them due to their reliance upon the CalEnviroScreen (CES) as the sole method for defining DACs. Our agencies advocated for amendments to AB 1550 that would have broadened the definition of a DAC to include low-income census tracts (defined as tracts with a median income at or below 80% of the statewide median) as hundreds of the Bay Area’s low income census tracts are excluded from CES. Under AB1550:

- 25% of Cap & Trade funds must now be spent on projects located inside CES census tracts, rather than a requirement that 25% of funds benefit CES tracts, with just 10% required to be located within them.
- 5% must be spent on projects that benefit low income households or that are located in and benefit individuals living in low income communities (defined as census tracts below 80% statewide median or US Department of Housing and Urban Development definition, which accounts for cost of living)
- 5% must be spent on projects that are outside the boundaries of, but within ½ mile of CES tracts that benefit low income *households* or on projects located in low-income *communities* that are outside the boundaries of, but within ½ mile of a CES tract.

AB 2722 (Burke) created a new Transformative Climate Communities Program which receives \$140 million in Cap and Trade funds (appropriated by a budget trailer bill, AB 1613) with a requirement that 100 percent of projects funded by this program provide a benefit to CES-defined DACs. It is worth noting that subsequent to enactment of these bills, the Office of Environmental Health Hazard Assessment (OEHHHA), a division of the California Environmental Protection Agency released a draft of CES Version 3.0. Unfortunately, the proposed update still excludes far too many low-income census tracts and Communities of Concern identified by MTC. For more information, visit <http://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30-draft>. The deadline for comments is October 21, 2016. Attachment B summarizes the changes by Bay Area County.

2017 Advocacy Priorities

Staff is interested in your input into our Draft 2017 Advocacy Program, which we will bring before you next month. Please bring your ideas to share at the meeting or contact me at RLong@mtc.ca.gov or 415-778-5289. At this moment we anticipate that the primary focus of our Sacramento agenda next year will be enactment of legislation to authorize a regional vote on a bridge toll increase in 2018, commonly referred to as “Regional Measure 3.” We will also likely continue to support for legislation to increase funding for affordable housing, streamline transportation project delivery, and improve roadway safety for all users. With respect to Cap and Trade funds, we will likely support efforts to revise the definition of disadvantaged communities so it is more inclusive of socioeconomically disadvantaged areas.

Attachments:

- Attachment A: MTC Summary of Key Transportation, Housing & Environmental Bills in 2016
- Attachment B: Comparison of MTC's Communities of Concern for Plan Bay Area 2017, CalEnviroScreen 2.0 & Draft CES3.0

MTC Summary of Key Transportation, Housing & Environmental Bills in 2016 10/4/2016

AB 197 (Garcia, Eduardo D) State Air Resources Board: greenhouse gases: regulations.

Current Text: Chaptered: 9/8/2016 [pdf](#) [html](#)

Status: 9/8/2016-Chaptered by Secretary of State - Chapter 250, Statutes of 2016.

Summary:

Current law establishes the State Air Resources Board consisting of 14 members and vests the state board with regulatory jurisdiction over air quality issues. This bill would add 2 Members of the Legislature to the state board as ex officio, nonvoting members. The bill would provide that the voting members of the state board are appointed for staggered 6-year terms and upon expiration of the term of office of a voting member, the appointing authority may reappoint that member to a new term of office, subject to specified requirements. The bill would require the state board to establish the initial staggered terms.

AB 516 (Mullin D) Vehicles: temporary license plates.

Current Text: Chaptered: 7/25/2016 [pdf](#) [html](#)

Status: 7/25/2016-Chaptered by Secretary of State - Chapter 90, Statutes of 2016.

Summary:

Would require the DMV to develop an operational system, no later than January 1, 2019, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2018, authorize the DMV to assess specified administrative fees on parking and toll evasion processing agencies to support the administration of this system. The bill would also, commencing January 1, 2019, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates.

MTC Position: Support

AB 1550 (Gomez D) Greenhouse gases: investment plan: disadvantaged communities.

Current Text: Chaptered: 9/14/2016 [pdf](#) [html](#)

Status: 9/14/2016-Chaptered by Secretary of State - Chapter 365, Statutes of 2016.

Summary:

Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.

MTC Position: Oppose Unless Amended

AB 1592 (Bonilla D) Autonomous vehicles: pilot project.

Current Text: Chaptered: 9/29/2016 [pdf](#) [html](#)

Status: 9/29/2016-Chaptered by Secretary of State - Chapter 814, Statutes of 2016.

Summary:

Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, notwithstanding the above provision, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver in the vehicle, authorize the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour.

MTC Position: Support

AB 1613 (Committee on Budget) Budget Act of 2016.

Current Text: Chaptered: 9/14/2016 [pdf](#) [html](#)

Status: 9/14/2016-Chaptered by Secretary of State - Chapter 370, Statutes of 2016.

Summary:

The Budget Act of 2016 made appropriations for the support of state government for the 2016-17 fiscal year. This bill would amend the Budget Act of 2016 by amending and adding items of appropriation and making other changes. This bill contains other related provisions.

AB 1886 (McCarty D) California Environmental Quality Act: transit priority projects.

Current Text: Amended: 5/11/2016 [pdf](#) [html](#)

Status: 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was E.Q. on 6/9/2016)

Summary:

CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.

AB 1889 (Mullin D) High-Speed Rail Authority: high-speed train operation.

Current Text: Chaptered: 9/28/2016 [pdf](#) [html](#)

Status: 9/28/2016-Chaptered by Secretary of State - Chapter 744, Statutes of 2016.

Summary:

Current law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act

pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations. This bill would provide for the purposes of a certain required funding plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met

MTC Position: Support

AB 2031 (Bonta D) Local government: affordable housing: financing.

Current Text: Chaptered: 9/22/2016 [pdf](#) [html](#)

Status: 9/22/2016-Chaptered by Secretary of State - Chapter 453, Statutes of 2016.

Summary:

Current law requires, from February 1, 2012, to July 1, 2012, inclusive, and for each fiscal year thereafter, the county auditor-controller in each county to allocate property tax revenues in the county's Redevelopment Property Tax Trust Fund, established to receive revenues equivalent to those that would have been allocated to former redevelopment agencies had those agencies not been dissolved, towards the payment of enforceable obligations and among entities that include, among others, a city and the county or the city and county. This bill would authorize a city or county to reject its allocations of property tax revenues that it would otherwise receive pursuant to specified statutory provisions governing the dissolution of redevelopment agencies.

AB 2087 (Levine D) Regional conservation investment strategies.

Current Text: Chaptered: 9/22/2016 [pdf](#) [html](#)

Status: 9/22/2016-Chaptered by Secretary of State - Chapter 455, Statutes of 2016.

Summary:

Would authorize the Department of Fish and Wildlife, or any other public agency, to propose a regional conservation investment strategy, to be developed in consultation with applicable local agencies that have land use authority, for the purpose of informing science-based nonbinding and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species and providing voluntary nonbinding guidance for various activities.

AB 2170 (Frazier D) Trade Corridors Improvement Fund: federal funds.

Current Text: Vetoed: 9/28/2016 [pdf](#) [html](#)

Status: 9/28/2016-Vetoed by the Governor

Summary:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

MTC Position: Support

AB 2292 (Gordon D) California Global Warming Solutions Act of 2006: disadvantaged communities.

Current Text: Amended: 4/14/2016 [pdf](#) [html](#)

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)

Summary:

Would require the California Environmental Protection Agency, no later than July 1, 2017, to update the California Communities Environmental Health Screening Tool to include specified factors, using the best- available data, when identifying disadvantaged communities for investment opportunities related to the 3-year investment plan.

MTC Position: Support & Seek Amendment

AB 2299 (Bloom D) Land use: housing: 2nd units.

Current Text: Chaptered: 9/27/2016 [pdf](#) [html](#)

Status: 9/27/2016-Chaptered by Secretary of State - Chapter 735, Statutes of 2016.

Summary:

The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. Current law authorizes the ordinance to designate areas within the jurisdiction of the local agency where 2nd units may be permitted, to impose specified standards on 2nd units, and to provide that 2nd units do not exceed allowable density and are a residential use, as specified. This bill would replace the term "second unit" with "accessory dwelling unit."

AB 2441 (Thurmond D) Housing: Workforce Housing Pilot Program.

Current Text: Amended: 6/30/2016 [pdf](#) [html](#)

Status: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)

Summary:

Would create the Workforce Housing Pilot Program, pursuant to which the Department of Housing and Community Development, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing down payment assistance to, persons and families of low or moderate income.

MTC Position: Support

AB 2502 (Mullin D) Land use: zoning

regulations. Current Text: Amended:

6/2/2016 [pdf](#) [html](#)

Status: 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was L. GOV. on 6/6/2016)

Summary:

Would authorize the legislative body of any city, county, or city and county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified, and would

declare the intent of the Legislature in adding this provision. The bill would also make nonsubstantive changes.

MTC Position: Support

AB 2722 (Burke D) Transformative Climate Communities Program.

Current Text: Chaptered: 9/14/2016 [pdf](#) [html](#)

Status: 9/14/2016-Chaptered by Secretary of State - Chapter 371, Statutes of 2016.

Summary:

Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.

MTC Position: Oppose Unless Amended

AB 2817 (Chiu D) Taxes: credits: low-income housing: allocation increase.

Current Text: Amended: 5/27/2016 [pdf](#) [html](#)

Status: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. on 8/11/2016)

Summary:

Would, for calendar years beginning 2017, increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by \$300,000,000, as specified. The bill would also increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year.

SB 32 (Pavley D) California Global Warming Solutions Act of 2006: emissions limit.

Current Text: Chaptered: 9/8/2016 [pdf](#) [html](#)

Status: 9/8/2016-Chaptered by Secretary of State - Chapter 249, Statutes of 2016.

Summary:

Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions.

BAAQMD: Support (staff rec)

SB 773 (Allen D) Vehicles: registration fraud.

Current Text: Chaptered: 9/28/2016 [pdf](#) [html](#)

Status: 9/28/2016-Chaptered by Secretary of State - Chapter 776, Statutes of 2016.

Summary:

Would, until January 1, 2021, request the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle, and would require the study to include specified information, including quantification of the magnitude of the problem, the costs to the state and local governments in lost revenues, and recommended strategies for increasing compliance with registration requirements.

MTC Position: Support

SB 824 (Beall D) Low Carbon Transit Operations Program.

Current Text: Chaptered: 9/22/2016 [pdf](#) [html](#)

Status: 9/22/2016-Chaptered by Secretary of State - Chapter 479, Statutes of 2016.

Summary:

Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, for expenditures to provide transit operating or capital assistance consistent with specified criteria.

Current law provides for distribution of available funds under the program by a specified formula to recipient transit agencies by the Controller, upon approval of the recipient transit agency's proposed expenditures by the Department of Transportation. This bill would require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds.

MTC Position: Support & Seek Amendment

SB 838 (Committee on Budget and Fiscal Review) Transportation.

Current Text: Chaptered: 9/13/2016 [pdf](#) [html](#)

Status: 9/13/2016-Chaptered by Secretary of State - Chapter 339, Statutes of 2016.

Summary:

The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.

SB 882 (Hertzberg D) Crimes: public transportation: minors.

Current Text: Chaptered: 8/22/2016 [pdf](#) [html](#)

Status: 8/22/2016-Chaptered by Secretary of State - Chapter No. 167, Statutes of 2016

Summary:

Current law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket. This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.

SB 998 (Wieckowski D) Vehicles: public transit bus lanes.

Current Text: Chaptered: 9/27/2016 [pdf](#) [html](#)

Status: 9/27/2016-Chaptered by Secretary of State - Chapter 716, Statutes of 2016.

Summary:

Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. The bill would also require a public transit agency

to place and maintain signs and traffic control devices indicating that a portion of a highway is designated for the exclusive use of public transit buses, as specified. This bill contains other related provisions and other existing laws.

SB 1030 (McGuire D) Sonoma County Regional Climate Protection Authority.

Current Text: Chaptered: 8/19/2016 [pdf](#) [html](#)

Status: 8/19/2016-Chaptered by Secretary of State - Chapter No. 151, Statutes of 2016

Summary:

Current law authorizes the Sonoma County Regional Climate Protection Authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.

MTC Position: Support

SB 1053 (Leno D) Housing discrimination: applications.

Current Text: Amended: 4/4/2016 [pdf](#) [html](#)

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/18/2016)

Summary:

Current law generally prohibits housing discrimination with respect to various personal characteristics including source of income. Existing law defines "source of income" for these purposes as lawful, verifiable income paid directly to a tenant or paid to a representative of a tenant, which does not include a landlord. This bill would amend the definition of "source of income" to also include specified federal, state, or local housing assistance or subsidies paid either to the tenant or directly to the landlord on behalf of the tenant.

MTC Position: Support

SB 1069 (Wieckowski D) Land use: zoning.

Current Text: Chaptered: 9/27/2016 [pdf](#) [html](#)

Status: 9/27/2016-Chaptered by Secretary of State - Chapter 720, Statutes of 2016.

Summary:

The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law.

MTC Position: Support & Seek Amendment

SB 1128 (Glazer D) Commute benefit policies.

Current Text: Chaptered: 9/22/2016 [pdf](#) [html](#)

Status: 9/22/2016-Chaptered by Secretary of State - Chapter 483, Statutes of 2016.

Summary:

Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017.

This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently.

MTC Position: Support

Total Measures: 26 Total

Tracking Forms: 26

	Plan Bay Area Communities of Concern (2017)		CalEnviroScreen 2.0 (25% Threshold)		CalEnviroScreen 3.0 (25% Threshold)		
County	Census Tracts	Population	Census Tracts	Population	Census Tracts	Population	Change from CES 2.0
Alameda	120	505,457	32	124,352	17	60,910	(15)
Contra Costa	45	243,955	23	121,204	12	65,409	(11)
Marin	3	14,443	0	-	0	-	-
Napa	4	12,245	0	-	0	-	-
San Francisco	48	191,894	3	11,045	7	22,634	4
San Mateo	22	135,040	2	14,837	2	17,652	-
Santa Clara	84	433,275	23	105,604	16	69,935	(7)
Solano	28	112,367	2	11,385	2	5,500	-
Sonoma	11	59,584	0	-	0	-	-
Total	365	1,708,260	85	388,427	56	242,040	(29)
Total CES Tracts Statewide	--	--	1993		1982		
Total Bay Area Population		7,338,962					
Percent of Bay Area population		23.3%		5.3%			3.3%
Bay Area Share of CES3.0 Disadvantaged Communities Statewide	--	--	4.3%	--	2.8%	--	--

Metropolitan Transportation Commission

Contact Info: Rebecca Long, MTC Manager of Government Relations, 415-778-5289, rlong@mtc.ca.gov

Key Concerns with CES3.0

Of 171 census tracts in the Bay Area that rank in the top 25th percentile for population-based variables, only 46 are included in CES3.0 top 25%.

Of the 63 census tracts with scores in the top 10% for population-based variables, only 27 are included -- equivalent to only 42%.