



Attachment B

Dave Cortese, Chair
Santa Clara County

John Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbardo
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Central Coast County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Lutz
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaeff
Oakland Mayor's Appointee

James P. Sperring
Solano County and Cities

Adrienne J. Tivier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Mix Bochehan
Deputy Executive Director, Policy

Andrew B. Premier
Deputy Executive Director, Operations

June 22, 2016

The Honorable Bob Wieckowski
Chair, Senate Environmental Quality Committee
State Capitol, Room 2205
Sacramento, CA 95814

RE: AB 1550 (Gomez) – Oppose Unless Amended

Dear Chair Wieckowski,

The Metropolitan Transportation Commission (MTC) is writing to express our opposition to the current version of AB 1550. As written, the bill would expand the state's reliance upon a flawed definition of disadvantaged communities (DACs) that excludes many communities characterized by poor socio-economic conditions. Specifically, the CalEnviroScreen 2.0 (CES2.0) developed by the California Environmental Protection Agency should not be relied upon exclusively to target Cap and Trade funds to DACs.

Not only does CES2.0 exclude hundreds of census tracts that would be considered disadvantaged based on socio-economic conditions, it also has the perverse public health effect of encouraging growth and development in locations where residents have greater exposure to environmental harm. With 60 percent of Cap and Trade funds continuously appropriated to transportation and affordable housing purposes, we seriously question the merits of a policy that awards more points to applications located in areas with contaminated drinking water, higher pesticide use, groundwater threats, proximity to solid waste and hazardous waste.

Unless AB 1550 is amended to broaden the definition of DACs so that it includes communities with concentrations of people living with poor socio-economic conditions — regardless of their exposure to environmental hazards — we urge a “no” vote on the bill. If we can provide any additional information, please contact Rebecca Long, MTC's Government Relations Manager at 415-778-5289 or rlong@mtc.ca.gov or one of our Sacramento representatives — Scott Wetch or Justin Fanslau at 916-446-3413 or Duncan McFetridge at 916-444-1380.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

cc: Members, Senate Appropriations Committee
The Honorable Jimmy Gomez

SH:rl

J:\COMMITTEE\Legislation\Letters\2016\AB 1550_SenFQ.docx