Joint Presentation to the California Air Resources Board & California Transportation Commission

May 2019 – SAFE Vehicles Rule Workshop
$130 Billion Statewide May be at Risk

Metropolitan Transportation Commission

San Joaquin Council of Governments

Southern California Association of Governments
Impact of the SAFE Vehicle Rule

- The eight Valley counties are home to some of the most disadvantaged communities in the state.
- Valley shares an air basin challenged by weather and topography.
- Loss of the California Waiver will present air quality conformity challenges, as well as the potential inability to meet RTP/SCS goals.
- The Valley is depending on SB-1 programs to fund its projects of regional & statewide significance.
  - Without an approved SCS, regions are ineligible for certain SB-1 funds.
Valley Funding on the Line

<table>
<thead>
<tr>
<th></th>
<th>SJCOG Alone</th>
<th>Valley Total</th>
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<tbody>
<tr>
<td>Projects requiring Federal Action</td>
<td>15 Projects</td>
<td>97 Projects</td>
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<td>Action before April 2020</td>
<td>$459.0 M</td>
<td>$2.0 B</td>
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<td>Total Projects in the RTP</td>
<td>108 Projects</td>
<td>824 Projects</td>
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<tr>
<td>at risk for delays</td>
<td>$3.0 B</td>
<td>$13.6 B</td>
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Projects include:

- Improvements to critical commute and goods movement corridors (I-5, I-205, SR 120, and SR 99)
- Improvements to roadways that provide access to the Port of Stockton, and to major distribution centers
Travel Patterns with Regional and Statewide Significance

• Thousands of Valley residents work outside of their home county
  – Currently, ~87,000 commute to the Bay Area daily

• Goods movement between Port of Oakland, Port of Stockton, and Valley distribution centers have statewide economic significance
Bay Area: Project Delivery Impacts

• In the Bay Area, a conformity lapse affects over $20 billion invested in 40 major projects in next year

• Critical projects impacted could include:
  – BART Extension to Silicon Valley
  – Caltrain Electrification
  – New BART car fleet, SFMTA LRVs
  – Fix bottlenecks on I-880 in Alameda Co. and I-80 in Solano Co. (major freight routes)
Bay Area: GHG Reduction Efforts

- **Plan Bay Area 2040** Exceeds CARB Mandated 2015 GHG Reduction Target
- **Key Reduction Strategy:** Targeted Growth
  - Focus growth in Priority Development Areas
- **Supportive infrastructure** needed to promote PDA investment
  - Transit expansion, core capacity
  - Street rehabilitation, cleaner buses
- **Conformity lapse** complicates Bay Area meeting GHG Reduction Target
Bay Area: Freight Impacts

• Port of Oakland is 5th busiest US port

• Important near-term investments include:
  – Railroad separation improvements at 7th Street at the Port
  – Technology ITS efficiency improvements
  – Community impact reduction efforts

• Improved efficiency and congestion relief will be delayed, impacting trade and goods movement nationally
Critical Transportation Projects in the SCAG Region May Be at Risk

- Over $22 billion of proposed RTP projects may be at risk of not being able to receive federal funding and/or federal approval under a conformity lapse.

- Projects that may be significantly impacted include:
  - Congestion relief highway expansion projects such as I-710 Corridor Capacity Enhancement Project in LA County
  - Eastbound 91 to Northbound 71 CONNECTOR in Riverside County
  - New interchange projects such as I-10/Grove Ave./4th St. New Interchange Project in San Bernardino County
The Vast SCAG Region of 19 Million Population Could Suffer

- May result in substantial job loss from stalled construction of large transportation infrastructure projects
- May hold up Metro’s Twenty-Eight by ‘28 Initiative and impact 2028 Summer Olympic & Paralympic Games
- May seriously hinder goods movement & port activities which generate $31 billion in state and local tax revenue and $312 billion nationally
- May reduce regional economic growth and vitality due to lower efficiency of transportation sector
- May suffer the worst air quality in the country longer
Important RTP/SCS Goals May Be Put on the Line

- May threaten RTP/SCS’ job increase potential of 350,000 jobs per year and depress regional economic prosperity and global competitiveness
- May worsen congestion, accessibility, and travel safety for people and goods
- May increase GHG emissions and worsen air quality
- May make it harder to adapt to changing climate and support an integrated regional development pattern and transportation network
Next Steps:

- Continued outreach to congressional delegation
- Continued outreach to U.S. DOT and U.S. EPA
- Continued coordination with State partners
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