



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

May 2019 – SAFE Vehicles Rule Workshop

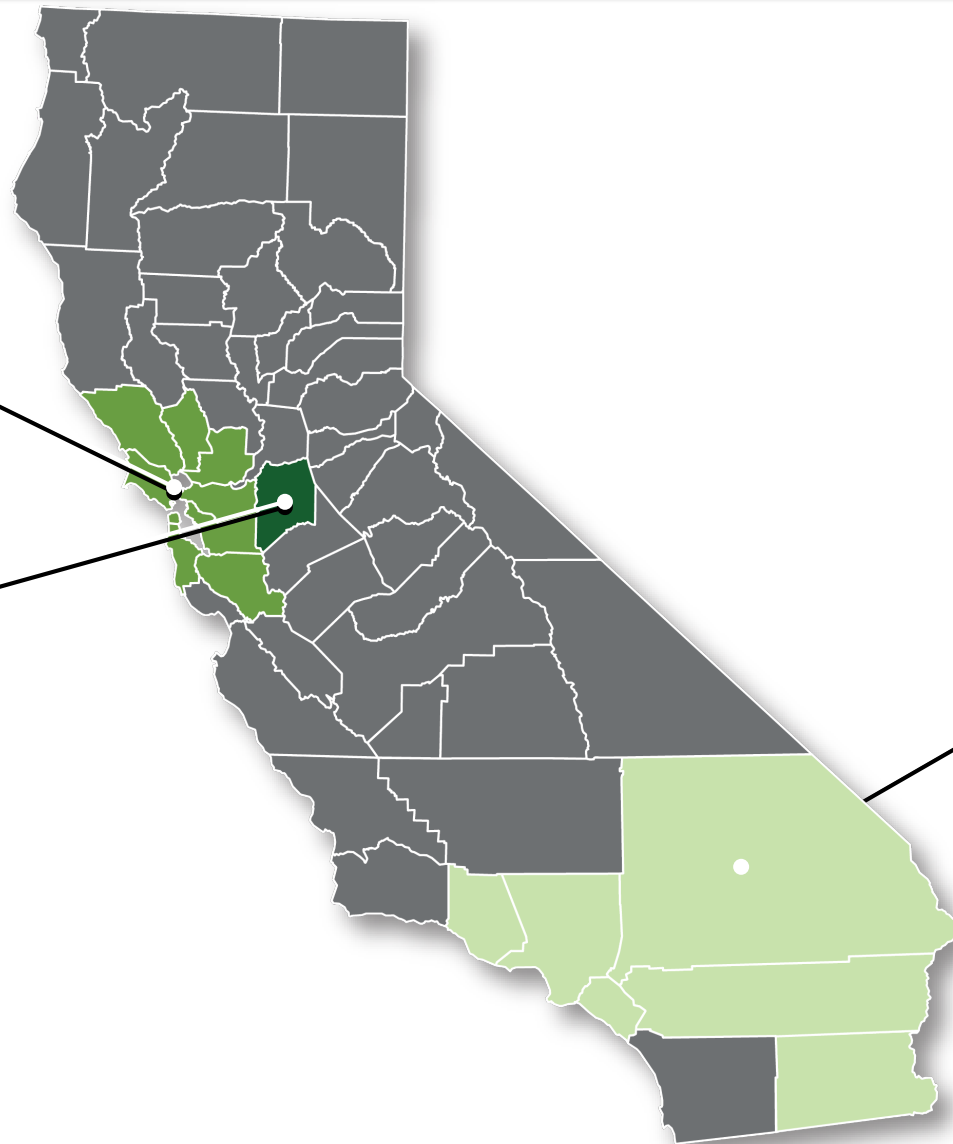
\$130 Billion Statewide May be at Risk



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



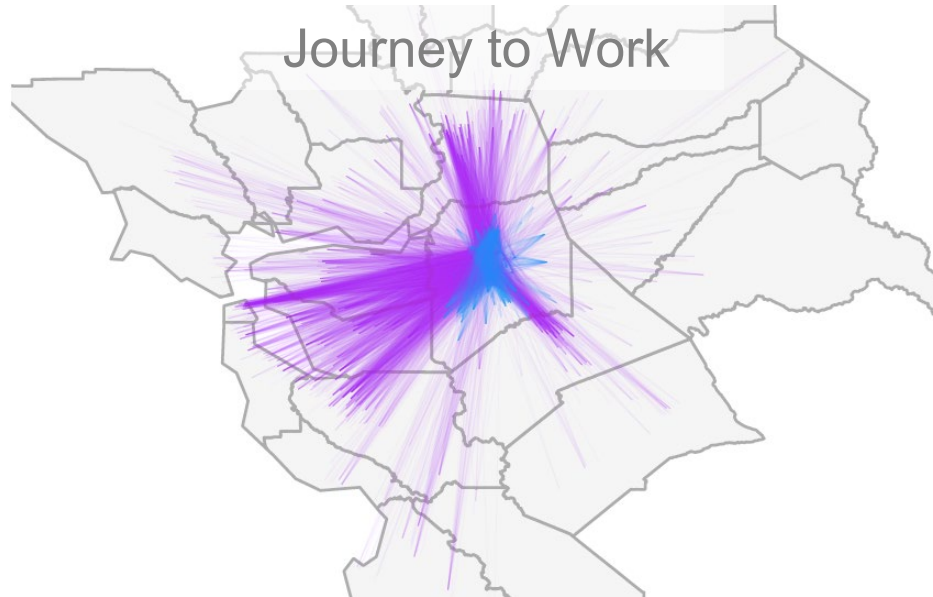
Valley Funding on the Line

	<u>SJCOG Alone</u>	<u>Valley Total</u>
Projects requiring Federal Action before April 2020	15 Projects \$459.0 M	97 Projects \$2.0 B
Total Projects in the RTP at risk for delays	108 Projects \$3.0 B	824 Projects \$13.6 B

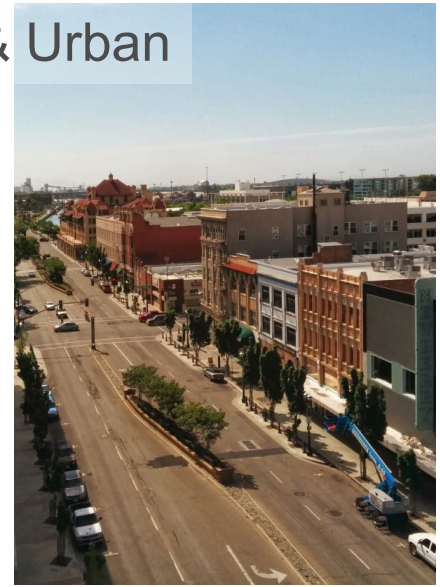
Projects include:

- 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



Rural & Urban



- 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

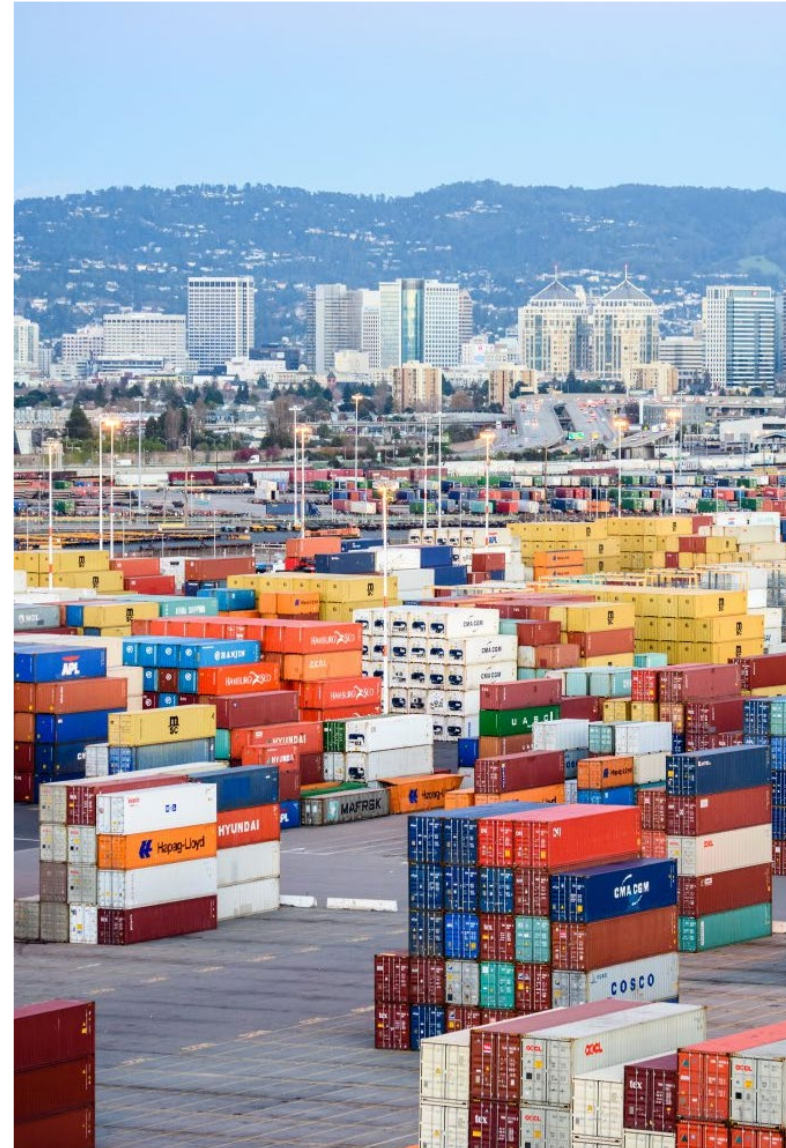
- *Plan Bay Area 2040 Exceeds CARB Mandated 2015 GHG Reduction Target*
- Key Reduction Strategy: Targeted Growth
 - Focus growth in Priority Development Areas
- Supportive infrastructure needed to promote PDA investment
 - Transit expansion, core capacity
 - Street rehabilitation, cleaner buses
- Conformity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



Photo - Noah Berger

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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