



## Land Use & Natural Resources Committee

Meeting Date: November 7, 2019

### Agenda Item No. 5

#### Adoption Schedule for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy

Information

**Prepared by:** Clint Holtzen

**Approved by:** Clint Holtzen

**Attachments:** Yes

#### 1. Issue:

An update on the accelerated option schedule for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

#### 2. Recommendation:

Provide direction or questions for staff regarding advancing the adoption date of the 2020 MTP/SCS to avoid some of the risks associated with the SAFE Vehicles Rule.

#### 3. Background/Analysis:

The federal government has proposed a roll-back of fuel economy standards for passenger vehicles and light duty trucks. The proposed rule, the SAFE Vehicles Rule:

- Holds the national fuel efficiency standard at 2020 levels;
- Repeals California's higher fuel efficiency standards, which are in place to address California's unique air quality challenges; and
- Revokes California's authority to implement the Advanced Clean Cars and Zero Emission Vehicle (ZEV) mandates.

While the SAFE Vehicles Rule is directly related to fuel efficiency, it has indirect but potentially serious impacts on planning and constructing transportation infrastructure. The proposed rule has several potential impacts on California, including on the ability of Metropolitan Planning Organizations (MPOs) to update their long-range transportation plans and transportation improvement programs. For SACOG, the rule affects our ability to adopt the 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS). Attachment A provides additional background on the rule and potential implications for SACOG and members.

On September 19, 2019, the U.S. Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) issued a final action entitled the "One National Program Rule" which implements part of the proposed SAFE rule. The One National Program Rule withdraws the 2013 California Clean Air Act Waiver and affirms that federal law preempts state and local tailpipe Greenhouse Gas (GHG) emissions standards as well as Zero Emissions Vehicle Mandates. EPA and NHTSA are continuing to work to finalize the remaining portions of the Proposed SAFE Vehicles Rule, which include the proposed revisions to the federal

fuel economy and GHG vehicle emissions standards. The One National Program Rule will go into effect on November 26, 2019.

#### **4. Discussion/Analysis:**

Due to the One National Program Rule, SACOG cannot adopt its 2020 MTP/SCS on our planned schedule that includes board action on the final plan in February 2020. Once the federal rule takes effect in late November, the vehicle emissions modeling conducted for the 2020 MTP/SCS that demonstrates the plan conforms to Federal Clean Air Act requirements will not be valid for federal approval. Without a federally approvable MTP/SCS, local and regional transportation projects and access to funding will be at risk.

To mitigate this risk, staff is preparing to bring a final plan forward for board action on an accelerated schedule that would allow the region to have an approved plan ahead of the One National Program Rule. This accelerated timeline would advance the MTP/SCS adoption schedule by three months, from February 2020, to mid-November 2019. This schedule would maintain the public review period that kicked off in September with the board's action to release a draft plan, environmental impact report, and conformity analysis for a 45-day comment period that closes on November 7, 2019. Following the close of the public comment period, the SACOG Board could take action on the full plan in a special board meeting on November 18, 2019. Attachment B provides a timeline for this process.

Advancing the adoption date of the MTP/SCS will have an impact on the Regional Housing Needs and Housing Element update schedule. The Final Regional Housing Needs Plan (RHNP) is due six months after the adoption of the MTP/SCS and local government Housing Elements are due one year and six months after the adoption of the MTP/SCS. This means that under the new schedule, if approved, the RHNP adoption would be due May 31, 2020, and housing elements would be due May 31, 2021 – three months earlier than originally scheduled. SACOG staff did reach out to local jurisdiction planning staff to explain this change. Staff will update the board at the October 31, meeting regarding any feedback received from local staff.

#### **5. Fiscal Impact/Grant Information:**

The SAFE Vehicles Rule and One National Program Rule do not directly impact SACOG's operations budget or the cost of work outlined in the 2019-2020 Overall Work Program. Budget impacts from potential project implementation delays created by the new rules have not been estimated.

#### **6. This staff report aligns with the following SACOG Work Plan Goals:**

1 - Advance Economic Prosperity 3 - Assist Local Economic Development Strategies 4 - Connect Low-Income & Disadvantaged Populations to Jobs & Opportunity 5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas 6 - Help the Region Advance a Vision for "Next Generation Transit" 7 - Deliver Key High-Profile Transportation Projects