



June 21, 2022

The Honorable Laura Friedman
Member, California State Assembly
1021 O Street, Suite 8220
Sacramento, CA 95814

**RE: AB 2237 (Friedman): Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.
Notice of OPPOSITION**

Dear Assembly Member Friedman,

The City of Beaumont must respectfully oppose your measure AB 2237, which takes an overly prescriptive approach that impacts regional and local flexibility to meet the greenhouse gas (GHG) emission reduction targets expected under SB 375 (Steinberg, 2008).

We are concerned that AB 2237 is based on the conclusions of the California Transportation Assessment Report (AB 285, 2019) which used limited data and excluded local project-level data provided pursuant to SB 1 (Beall, 2017). Also, the report relies heavily on Federal Transportation Improvement Program (FTIP) data sets, which exclude many local complete streets and maintenance expenditures that are broadly consistent with state transportation climate goals, as well as significant transit funding.

As a result, the report incorrectly concludes that a disproportionate amount of transportation funds have been, and continue to be, spent on capacity-increasing highway and road projects. The report lacks important granular data such as transit operating and maintenance costs and local fix-it-first expenditures, which are not included in the FTIPs.

AB 2237 would also upend the existing framework for regional transportation planning in the state's metropolitan areas in favor of a new ranking process, which would prohibit any project that increases vehicle miles traveled. Local governments are working collaboratively to develop sustainable community strategies (SCS) to align regional transportation projects with the state's climate goals.

Our communities rely on a safe and strong transportation infrastructure network. AB 2237 would threaten many fix-it-first and safety enhancement projects that may reach the state's climate goals, but don't reduce vehicle miles traveled. The intent of the CAPTI is not to eliminate planned projects but rather to influence future projects. Individual cities and regions are continually working to improve climate resiliency at a project level and to ensure alignment with the State's goals. This bill fails to realize the investments cities and counties have already made in improving transportation options and the financial commitment of cities and counties to future projects.



For these reasons, the City of Beaumont opposes AB 2237.

Sincerely,

Lloyd White
Mayor

cc: Assembly Member Mayes
Senator Ochoa-Bogh
League of California Cities (via email: cityletters@calcities.org)