



*Alameda County
Transportation Commission*

*Contra Costa
Transportation Authority*

*Fresno County
Transportation Authority*

*Imperial County
Transportation Commission*

*Los Angeles County
Metropolitan Transportation
Authority*

*Madera County
Transportation Commission*

*Transportation Authority
Of Marin*

*Merced County Association of
Governments*

*Transportation Agency for Monterey
County*

Napa Valley Transportation Authority

*Orange County
Transportation Authority*

*Riverside County
Transportation Commission*

*Sacramento
Transportation Authority*

*Santa Barbara County
Association of Governments*

San Benito County Governments

*San Bernardino
County Transportation Authority*

*Santa Clara Valley
Transportation Authority*

*Santa Cruz County Regional
Transportation Commission*

*San Diego
Association of Governments*

*San Francisco County
Transportation Authority*

*San Joaquin
Council of Governments*

*San Mateo County
Transportation Authority*

*Sonoma County
Transportation Authority*

Stanislaus Council of Governments

*Tulare County
Association of Governments*

April 22, 2022

The Honorable Laura Friedman
Assembly Transportation Committee, Chair
1020 N Street, Room 112
Sacramento, CA 95814

RE: AB 2237 (Friedman) – Oppose

Dear Chairwoman Friedman;

As you are aware, the Self-Help County Coalition (SHCC) member agencies fund California's transportation infrastructure by approving local sales tax increases by a 2/3 voter margin. There are currently 25 SHCC in California, representing over 80 percent of the population or roughly 30 million people. The SHCC member agencies generate, on average, over \$5 billion annually to fund regional and State priority multi-modal projects, creating tens of thousands of jobs.

I write you to express SHCC's opposition to AB 2237 which, as written, would put at risk the State and local partnership and our ability to deliver voter-approved expenditure plans which have been passed with more than 66% of the electorate and are more multi-modal and sustainable than ever.

Of particular concern is the potential for State agencies, to exclude financial partnership with SHCC's in a regional transportation improvement program (RTIP) if the RTIP is not determined to be compliant with the state's climate goals. The Climate Action Plan for Transportation Infrastructure (CAPTI) as you know, is an aspirational document that can change from year to year and the California Transportation Plan (CTP) goals framework is multi-faceted encompassing Safety and Economy (freight) and not just climate.

SHCC member agencies under current law (SB 375, Steinberg 2008) already integrate the planning processes for transportation, land-use and housing collectively and a Sustainable Community Strategy (SCS) is defined and a required element of a RTIP.

A key part of keeping our promise to our voters and our fiduciary obligations is to secure state and federal matching funds when making investments on state assets. No SHCC agency generates enough local sales tax revenues to fully fund project delivery for local or state projects, partnership is critical.

We appreciate our conversations with you and your office and we welcome the opportunity for additional discussions and to work with your office to find a more refined approach to achieving our shared transportation related climate goals.

Respectfully,

A handwritten signature in black ink that reads 'Keith P. Dunn'.

Keith Dunn
Executive Director