



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 26, 2022

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

RE: AB 2438 (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 2438 which would require specified funding program guidelines to align with the Climate Action Plan for Transportation Infrastructure (CAPTI), the California Transportation Plan (CTP), and state greenhouse gas emissions reduction standards.

The bill would additionally:

- Require specified agencies to, by January 1, 2025, submit a report to the legislature that reevaluates transportation program funding levels, projects, and eligibility criteria to align with goals identified in the specified plans and away from projects that increase vehicle capacity;
- Express legislative intent for other transportation funds apportioned to cities and counties to be expended consistent with the specified plans;

SHCC member agencies support (with local sales tax funds that have been passed with more than 66% of local voters) the state's intention to secure an equitable and climate-resilient future. However, AB 2438 appears to conflict with the fix it first approach provided in SB 1 for SHOPP and LPP funding. Complicating compliance more is the fact that CAPTI is an aspirational document that can change from year to year and there are no fiscal restraints on the CTP.

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