



LEAGUE OF
CALIFORNIA
CITIES



May 24, 2022

ASSEMBLY FLOOR ALERT

**Assembly Bill 2438 (Friedman): Local transportation funding: alignment with state plans
As amended March 21, 2022 – OPPOSE UNLESS AMENDED**

The California State Association of Counties (CSAC), the League of California Cities (Cal Cities), the Urban Counties of California (UCC), and the Rural County Representatives of California (RCRC) have an “[oppose unless amended](#)” position on Assembly Bill 2438.

Local governments have been leading the charge to repair local streets and roads, while also improving safety for all roadway users in support of the state’s climate goals. According to the California Transportation Commission, cities and counties have used the first 2.5 years of SB 1 funding to repair approximately 10,000 miles of local roads while also installing or improving 4,700 Americans with Disabilities Act curb ramps and over 1,223 miles of bicycle lanes.

AB 2438 would retroactively impose new requirements on vitally important funding that local governments receive for local street and road maintenance, as well as safety and active transportation projects. The bill would also give the Administration unprecedented levels of control in setting priorities that apply to a broad array of transportation funding programs, both competitive and formula based.

Accordingly, we have requested the following amendments:

- **Remove local streets and roads formula funding from the new transportation goals framework established by AB 2438.** This funding is [already being used for fix-it-first investments, safety, and complete streets projects at the local level](#), and there is regular project-level reporting on expenditures. There is no need for the additional process in the bill.
- **Focus the new transportation goals framework on the California Transportation Plan** (as modified by AB 2438 to include fiscal constraints), **which considers maintenance needs, climate, safety, and other important transportation goals.** Remove the references to the Climate Action Plan for Transportation Infrastructure (CAPTI), which has no underlying statutory authorization and which the Administration developed to explicitly exclude local formula funding.
- Rather than creating new bureaucratic processes, continue to rely on SB 375 (Steinberg, 2008) and CEQA, which includes requirements to analyze and mitigate vehicle miles travelled related to transportation projects, to ensure project-level consistency with state climate goals.

For questions about our position, please contact: Chris Lee (CSAC) at clee@counties.org, Kiana Valentine (UCC) at kiana@politicogroup.com, Damon Conklin (Cal Cities) at dconklin@cacities.org, or Sidd Nag (RCRC) at snag@rcrcnet.org.

cc: The Honorable Laura Friedman, California State Assembly