

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.2
(ID # 19381)**

MEETING DATE:
Tuesday, June 21, 2022

FROM : EXECUTIVE OFFICE:

SUBJECT: EXECUTIVE OFFICE: Legislation to Oppose, All Districts. [\$0]

RECOMMENDED MOTION: That the Board of Supervisors:

- 1) Direct the Executive Office to send letters of opposition to the following items that are not covered in the 2022 Legislative Platform.

ACTION:Policy




Jeff Van Wagenen, County Executive Officer 6/14/2022

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Washington, seconded by Supervisor Perez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as amended to add the language "oppose unless amended" on the opposition letters.

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt
Nays: None
Absent: None
Date: June 21, 2022
xc: EO

Kecia R. Harper
Clerk of the Board

By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$	\$	\$	\$
NET COUNTY COST	\$	\$	\$	\$
SOURCE OF FUNDS:			Budget Adjustment:	No
			For Fiscal Year:	22/23

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

As per Board Policy A-27, the purpose of Riverside County's Legislative Program is to secure legislation that benefits the county and its residents, and to oppose/amend legislation that might adversely affect the County. Recognizing the need for consistency in conveying official positions on legislative matters, the county has instituted a coordinated process involving interaction between the Board of Supervisors, the County Executive Office, County agencies/departments, and the County's legislative advocates in Sacramento and Washington, D.C.

The following issues were not covered in the County's 2022 Legislative Platform and require the Board of Supervisors to take a formal position before sending any letters of opposition.

RECOMMENDATION ON BILLS:

Bill: AB 1778 (Cristina Garcia) State transportation funding: freeway projects

Position: Oppose as written

Background: This bill would require Cal Trans to analyze housing and environmental variables through the California Healthy Places Index. Prohibits any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index.

Bill: AB 2237 (Friedman) State transportation funding: freeway projects

Position: Oppose as written

Background: This bill would require that transportation projects and programs included in each regional transportation improvement program be consistent with the state's climate goals and the most recently prepared sustainable communities' strategy of the regional transportation planning agency or county transportation commission. The bill would also require each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects based on adherence to the state's climate goals. Prioritizes funding and implementing projects in the order of prioritization and

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requires submission of the prioritized list to the state board and the California Transportation Commission.

Bill: AB 2438 (Friedman) Transportation funding: alignment with state plans and greenhouse gas emissions reduction standard

Position: Oppose as written

Background: This bill would require local transportation agencies that administer transportation programs to revise the guidelines or plans applicable to transportation programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

ATTACHMENTS:

- Assembly Bills: AB 2438; AB 2237; AB 1778
- Draft Letters of Opposition: AB 1778; AB 2237; AB 2438

COUNTY OF RIVERSIDE



Board of Supervisors

District 1	Kevin Jeffries, Vice Chair 951-955-1010
District 2	Karen Spiegel 951-955-1020
District 3	Chuck Washington 951-955-1030
District 4	V. Manuel Perez 951-955-1040
District 5	Jeff Hewitt, Chair 951-955-1050

June 21, 2022

The Honorable Lena A. Gonzalez, Chair
Senate Transportation Committee
State Capitol, Room 405
Sacramento, California 95814

RE: Opposition to AB 2438 (Friedman)

Dear Senator Gonzalez:

On behalf of the County of Riverside, we write to oppose AB 2438 (Friedman) unless amended. As written, AB 2438 would require specified funding program guidelines to align with the Climate Action Plan for Transportation Infrastructure (CAPTI), the California Transportation Plan (CTP), and greenhouse gas emissions reduction standards.

The County of Riverside recognizes the State's intention to secure an equitable and climate-resilient future, including for residents in Riverside County. However, AB 2438 appears to conflict with promises the State made in the voter-affirmed SB 1, despite CAPTI affirming its intent to not change program guidelines beyond current code.

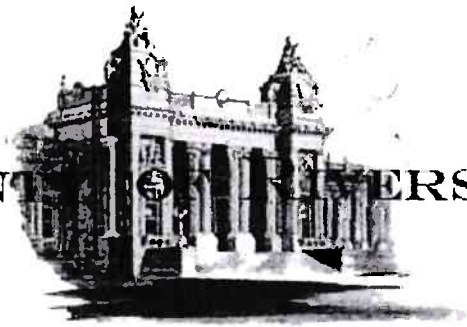
Furthermore, AB 2438 fails to recognize the staggering investments the State must make—not just in coastal urban centers, but also in more inland regions—*before* a comprehensive rewrite of critical funding programs can be considered. To place the cart before the horse as AB 2438 does would deny under-resourced regions and their disadvantaged communities of a *just transition* to a climate-resilient future because many communities do not have the funding, infrastructure, or necessary rights-of-way to immediately transition away from roadway usage.

If it were not for voter-approved transportation plans and local sales tax measures in Riverside County, we would struggle to keep people and goods moving safely because of the limited state resources available to our region. As a result of historically limited state and federal funding, we have areas where transportation infrastructure and transit options are decades behind where we want them to be. With the dramatic growth of population and goods movement in our region, we may never catch up without overwhelming state investment.

The County of Riverside appreciates Assemblymember Friedman's recognition of the need for the CTP to consider available resources before providing recommendations for the allocation of funds. Such an analysis that may be objectively compared to regional plans and priorities is long overdue, but we see this, along with substantial state investment in the development of multimodal systems in inland regions with new funds, as a prerequisite before a comprehensive rewrite of existing funding programs and directives for how local governments allocate funds may even be considered.

The County of Riverside is interested in turning the page toward innovative, sustainable transportation solutions that are accessible, equitable, and inclusive. But inequities look different from community to community and from region to region. We must work together if the state's climate goals are going to be achieved.

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AB 2438 does not provide our communities with the investments and flexibility required to build the capacity of our multimodal transit systems, therefore threatening to leave our region and others behind. For these reasons, the County of Riverside opposes AB 2438. If you have any questions regarding AB 2438 and how it would impact our region, please contact Anne Mayer, Executive Director for the Riverside County Transportation Commission, at (951) 787-7141.


Thank you very much for your consideration.

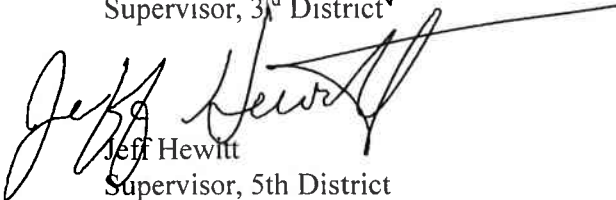
Sincerely,


Kevin Jeffries
Supervisor, 1st District


Karen Spiegel
Supervisor, 2nd District


Chuck Washington
Supervisor, 3rd District


V. Manuel Perez
Supervisor, 4th District


Jeff Hewitt
Supervisor, 5th District

cc: Members and Consultants, Senate Transportation Committee
Riverside County Legislative Delegation

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Board of Supervisors

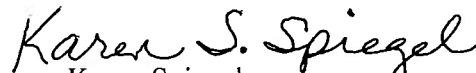
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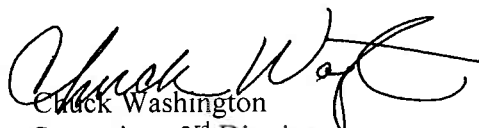
For these reasons, the County of Riverside opposes AB 1778. If you have any questions regarding AB 1778 and how it would impact our region, please contact Anne Mayer, Executive Director for the Riverside County Transportation Commission, at (951) 787-7141.

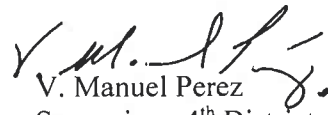
Thank you very much for your consideration.


Sincerely,


Kevin Jeffries
Supervisor, 1st District


Karen Spiegel
Supervisor, 2nd District

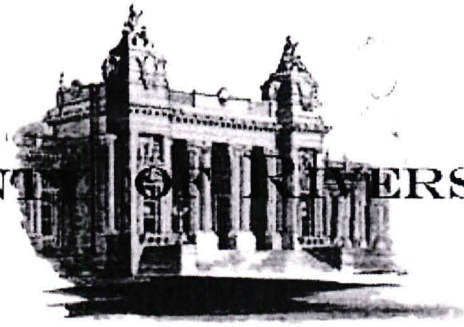

Chuck Washington
Supervisor, 3rd District


V. Manuel Perez
Supervisor, 4th District


Jeff Hewitt
Supervisor, 5th District

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June 21, 2022

The Honorable Lena A. Gonzalez, Chair
Senate Transportation Committee
State Capitol, Room 405
Sacramento, California 95814

RE: Opposition to AB 2237 (Freidman), as Amended on April 18, 2022

Dear Senator Gonzalez:

On behalf of the County of Riverside, we write to oppose AB 2237 (Friedman) unless amended. The County of Riverside recognizes the state's intention to secure an equitable and climate-resilient future, including for residents in Riverside County. For decades, our county as a member of the Riverside County Transportation Commission (RCTC) has supported local investments in all modes of transportation to reduce traffic congestion and offer mobility choices—and has done so in a manner that preserves the region's natural habitat via the Riverside County Integrated Project. Actions like these can be accomplished because we have the flexibility to be responsive to our community's needs while also achieving regional transportation and environmental goals.

The County of Riverside takes exception to two significant issues in this bill:

1. Constraints placed on voter-approved transportation sales tax measures; and
2. Prohibiting projects inconsistent with the Climate Action Plan for Transportation Infrastructure (CAPTI) from being funded.

AB 2237 fails to recognize the depth of funding self-help counties, like Riverside County, have already invested in all modes of transportation despite the State's historical lack of funding resources until the implementation of Senate Bill 1. The County of Riverside supports improving air quality and providing safe and efficient walking, biking, and transit access in our region. Riverside County residents approved in 1988 and again in 2002 Measure A, a half-cent sale tax that funds improvements for all transportation modes, including highways, commuter rail, public transit, rideshare programs, complete streets, and even habitat conservation.

Projects funded with Measure A not only provide operational improvements to the state highway system and multi-modal transit alternatives, but also funds local transportation projects that provides substantial benefits to our communities. While it has taken decades to deliver some of these projects due to insufficient state and federal funding. Their need in our communities has not changed, even as the State's policies have. As a member of RCTC, we committed to our residents, based on their vote to support this Measure, to get the job done.

AB 2237 would reduce the local voice on mobility improvements by requiring new oversight by the California Air Resources Board and the California Transportation Commission on regional transportation plans. This action could eliminate local officials' ability to respond to the needs of its communities. Regionally significant projects, like the ones included in voter-approved transportation sales tax measures,

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are already taken into account in regional transportation plans (RTP) and sustainable communities' strategies (SCS). The SCS is designed to facilitate the delivery of a suite of projects that meet the varying mobility needs of each community and provide balance to the types of projects that are delivered.

The County of Riverside disagrees with the bill's requirement that projects found to be inconsistent with CAPTI, SCS, and other climate and air quality goals, should not be funded. While CAPTI will influence the modes of projects RCTC can deliver for our communities in the future, it should not be used to eliminate planned projects. The State should allow local transportation agencies the flexibility to adjust according to the needs of its residents to ensure a just transition to an even more robust multimodal transportation system.

The County of Riverside is interested in innovative, sustainable transportation solutions that are accessible, equitable, and inclusive. But inequities look different from community to community and from region to region. We must work together if the state's climate goals are going to be achieved. Still, the State must provide its own funding for regions like Riverside County — not just in coastal urban centers that are already built out — before a comprehensive review of pipeline projects can be considered. AB 2237 would deny under-resourced regions and their disadvantaged communities of a just transition to a climate-resilient future because many communities do not have the funding, infrastructure, or available space to eliminate roadway usage on command.

For these reasons, the County of Riverside opposes AB 2237. If you have any questions regarding AB 2237 and how it would impact our region, please contact Anne Mayer, Executive Director for the Riverside County Transportation Commission, at (951) 787-7141.

Thank you very much for your consideration.

Sincerely,

Kevin Jeffries
Supervisor, 1st District

Karen Spiegel
Supervisor, 2nd District

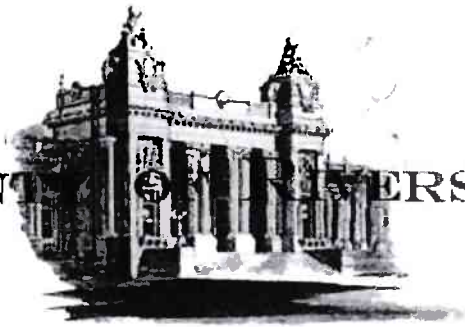
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June 21, 2022

The Honorable Lena A. Gonzalez, Chair
Senate Transportation Committee
State Capitol, Room 405
Sacramento, California 95814

RE: Opposition to AB 1778 (Cristina Garcia)

Dear Senator Gonzalez:

On behalf of the County of Riverside, we write to oppose AB 1778 (Cristina Garcia) unless amended. As written, AB 1778 would prohibit state funds or personnel time from being used for the funding or permitting of specified freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the California Healthy Places Index.

If implemented, this bill would impact projects slated for or currently in construction, many of which were developed for the safety and operational improvement of the state highway system. Completely eliminating highway widenings and interchange expansions as an option in disadvantaged communities would negatively impact their ability to utilize the state highway system to make ends meet, or access employment and education opportunities.

Transportation projects already undergo extensive and interactive environmental review and permitting processes to meet state and federal requirements. This process includes community engagement, public comment, and mitigation of any adverse impacts from a project. The County of Riverside strongly believes in collaboration, consensus, and local control in making regional transportation decisions.

The County of Riverside supports actions that reduce air pollution and provide mobility options for all communities across Riverside County and recognize efforts to address past transportation decisions that have instituted and perpetuated inequities, particularly to disadvantaged and low-income individuals and communities.

However, the County of Riverside fears that this bill may unintentionally harm the very individuals and communities it seeks to uplift. Divesting from the state highway system in suburban and rural areas where housing is more available and affordable, could harm disadvantaged and low-income communities that rely on the highway system to get to jobs and education centers. This bill similarly fails to recognize the billions of dollars in state investments that would be needed to develop robust and reliable multimodal transit alternatives in these regions to place all communities on an equitable footing.

Supports AB1740
5030107

10:23

Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Daryl Terrell

Address: _____

City: _____ Zip: _____

Phone #: _____

Date: 6-21-22 Agenda # 3.2

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

Support Oppose Neutral

Note: If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

Support Oppose Neutral

I give my 3 minutes to: _____

BOARD RULES

Requests to Address Board on "Agenda" Items:

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

Requests to Address Board on items that are "NOT" on the Agenda/Public Comment:

Notwithstanding any other provisions of these rules, a member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. Donated time is not permitted during Public Comment.

Power Point Presentations/Printed Material:

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, insuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo.

Individual Speaker Limits:

Individual speakers are limited to a maximum of three (3) minutes. Please step up to the podium when the Chairman calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin to flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chairman adheres to a strict three (3) minutes per speaker. **Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.**

Group/Organized Presentations:

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chairman's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the bottom of the form.

Addressing the Board & Acknowledgement by Chairman:

The Chairman will determine what order the speakers will address the Board, and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles in order to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using coarse, crude, profane or vulgar language while speaking to the Board members, staff, the general public and/or meeting participants. Such behavior, at the discretion of the Board Chairman, may result in removal from the Board Chambers by Sheriff Deputies.