



April 18, 2022

The Honorable Chris Holden  
Chair, Assembly Appropriations Committee  
1020 O Street, Suite 8220  
Sacramento, CA 95814

**RE: AB 2438 (Friedman) Transportation funding: alignment with state plans and greenhouse gas emissions reductions standards – OPPOSE**

Dear Chair Holden,

Orange County Business Council (“the Business Council”), the leading voice of business in Orange County, recognizes the importance of safe, efficient and cost-effective mobility options and the crucial role transportation authorities have in planning regional projects that meet regional mobility needs. With great respect for the author, **the Business Council must oppose AB 2438 (Friedman) because it would disrupt this local planning immediately and without regard for the financial realities of transportation projects.**

AB 2438 would realign state transportation funding programs to be consistent with the California Transportation Plan (CPT) and the Climate Action Plan for Transportation Infrastructure (CAPTI) and deprioritize funding for projects that increase vehicle capacity. This would jeopardize crucial mobility solutions, including funding intended to maintain, rehabilitate and improve highways, roads and bridges. Transportation agencies statewide have indicated a strong willingness to support the state’s climate change priorities, but this legislation undermines SB 1 (2017) and threatens planned projects and even projects that are already programmed for funding.

When the California State Transportation Agency (CalSTA) was developing CAPTI, the Business Council was a leading stakeholder from the business community, expressing the importance of addressing global climate change while noting concerns with CAPTI’s lack of specificity on how its strategies will impact funding and projects at the local level, what specific metrics to track implementation will be used and its impact on SB 1’s promise to ensure an adequate funding stream for maintaining holistic transportation systems. AB 2438 demonstrates why the Business Council was so concerned with CAPTI—it would negatively affect funding for local projects, transportation agencies would not be able to clearly determine if a project is aligned with CAPTI due to its lack of specific metrics, and it would be in direct conflict with the intent of SB 1.

**For these reasons, the Business Council respectfully urges the Committee to vote NO on AB 2438.**

Sincerely,

Jennifer Ward  
Senior Vice President of Advocacy and Government Affairs

cc: Members, Assembly Appropriations Committee  
The Honorable Laura Friedman, Author