



ASSOCIATED GENERAL
CONTRACTORS (AGC)

FLOOR ALERT

May 24, 2023

TO: Members of the California State Assembly

FR: California Business Properties Association	California Retailers Association
Bay Area Council	Inland Empire Economic Partnership
Building Owners & Managers Association of California	Los Angeles County Business Federation
California Business Roundtable	NAIOP California
California Chamber of Commerce	Orange County Business Council
California Manufacturing & Technology Association	Southern California Leadership Council

RE: AB 6 (Friedman) and AB 7 (Friedman) - OPPOSE

The organizations listed here request your “no” vote on AB 6 (Friedman) and AB 7 (Friedman) as both measures are redundant and will establish a top-down approach to our state’s worsening transportation needs and negatively impact our vitally important Goods Movement sector by putting unnecessary crimps in the state’s supply chain. Together these bills will remove local transportation control and add a burdensome and unclear state mandated layer of bureaucracy to crucial transportation funding and local projects while jeopardizing local sales tax funds.

Collectively, our members are supportive of practical efforts to reduce greenhouse gas emissions as well as improve transportation infrastructure and safety. Unfortunately, these bills do not advance those important goals.

AB 6 and AB 7 are the return of AB 2237 and AB 2438, both of which failed to become law in the 2021-2022 session. AB 2237 passed the Assembly with the minimum number of votes but did not move in the Senate Transportation Committee. AB 2438 reached the Governor’s desk but was vetoed by the Governor who as part of his veto message stated: “While I share the goal of addressing the impacts of the transportation sector on climate change, this bill is unnecessary. Work is well under way at the California State Transportation Agency (CalSTA), the California Department of Transportation (Caltrans) and the California Transportation Commission to align funding programs in the bill with CAPTI, with several actions already completed.”

AB 6’s requirement for metropolitan planning organizations (MPOs) to seek approval from the California Air Resources Board (CARB) for their technical methodology is burdensome and increases the likelihood of major delays and bureaucratic challenges. The current system, which encourages collaboration and partnership with CARB, has proven effective in making progress toward the state’s emissions reduction goals. Imposing additional layers of approval and prolonging the review process prevents the timely implementation of Sustainable Communities Strategies (SCS).

AB 7 introduces a new layer of project selection criteria that must be incorporated into the selection process for transportation projects funded by specified local, state, and federal sources. These provisions create a new and overly complex burden on the project selection process. While it is important for California to maximize its share of federal funding, it is unclear that this bill would assist in that objective and the bill in its current form randomly chooses federal goals in statute that do not make sense for each project under these funding programs. Funding sources covered by this bill cover transit, street and road maintenance and SB 1 programs that may not have a federal nexus and could complicate our local transportation commissions’ ability to put those critical funds to use. We believe that this bill imposes unnecessary restrictions and mandates that hinder the efficient allocation of resources and decision-making processes.

Together, both bills will unnecessarily and negatively impact the vitally important Goods Movement sector in the State of California, and we must respectfully ask that you oppose these bills.

If you have any questions or comments about the coalition’s position, please feel free to contact Matthew Hargrove at California Business Properties Association (916-248-9533 or mhargrove@cbpa.com).