



February 13, 2024

The Honorable Mike McGuire  
Senate President Pro Tempore  
California State Senate

The Honorable Robert Rivas  
Speaker of the Assembly  
California State Assembly

The Honorable Scott Wiener  
Chair, Senate Budget Committee  
California State Senate

The Honorable Jesse Gabriel  
Chair, Assembly Budget Committee  
California State Assembly

The Honorable Aisha Wahab  
Chair, Senate Budget Subcommittee No. 5  
California State Senate

The Honorable Steve Bennett  
Chair, Assembly Budget Subcommittee No. 4  
California State Assembly

**Re: Active Transportation \$200M Program Deduction**

Dear President Pro Tempore McGuire, Speaker Rivas, Chair Wiener, Chair Gabriel, Chair Wahab, and Chair Bennett:

We write to encourage you to take decisive action as you work to develop this year's sustainable transportation infrastructure budget. We acknowledge the immense challenge presented by the current budget environment, and are appreciative of the Governor's efforts to protect a substantial portion of sustainable transportation funding in the proposed FY 2024-25 State Budget. However, to reduce the Active Transportation Program (ATP) by \$200 million, as proposed by Governor Newsom, will undermine significant advances towards California's safety, mobility, equity goals and statutorily required climate targets. The ATP is critical to advancing California's climate and mobility priorities in the transportation sector, which remains the largest source of climate-pollution in the state, and which remains off-track to achieving the state's climate goals. **We request that you restore the \$200M deduction to the Active Transportation Program proposed in the Governor's Budget.**

An abundance of dedicated transportation funding from both state revenues and the federal bipartisan infrastructure law means that there is no need to make cuts to funding programs that advance California's climate and equity priorities. The Governor's 2023-24 budget maintained ATP funding commitments by leveraging State Highway Account funding, yet fails to take the same approach this year—proposing a \$200 million cut instead to one of the only California transportation infrastructure funding programs that aligns with the state's climate goals and sets a floor for investment in disadvantaged communities. **We recommend you take the same approach as last year by backfilling from the State Highway Account.** With Caltrans' year-over-year budget proposed to increase by nearly \$1 billion, there is no reason to divest from such a critical program.

Moreover, historical funding from the federal bipartisan infrastructure law can also be further leveraged to fund climate-friendly transportation infrastructure. Federal funds can be deployed strategically, using existing statutory flexibility to shift spending away from wasteful, polluting highway projects and toward critical transit, bike, and sidewalk infrastructure, as well as zero-emissions vehicle and workforce development programs. The Governor's January budget proposal fails to put this flexibility to use, potentially leaving billions of dollars on the table in the effort to grow climate-friendly investments.

We know that you share these goals for the ATP and look forward to working with you to ensure that the 2024-2025 budget restores funding to build the community-enhancing, climate-friendly, and active transportation infrastructure California desperately needs and which a climate-adapted transportation system requires.

Sincerely,

Jared Sanchez, Policy Director  
CalBike

Heather Deutsch, Executive Director  
MOVE Santa Barbara County

Eli Akira Kaufman, Executive Director  
BikeLA

George Spies, Co-Founder  
Traffic Violence Rapid Response

Tarrell Kullaway, Executive Director  
Marin County Bicycle Coalition

Mari Lynch, Founder  
Bicycling Monterey

Eris Weaver, Executive Director  
Sonoma County Bicycle Coalition

David Diaz, Executive Director  
Active San Gabriel Valley

Kara Vernor, Executive Director  
Napa County Bicycle Coalition

Zack Deutsch-Gross, Policy Director  
TransForm

Christy Zamani, Executive Director  
Day One

Carter Lavin, Co-Director  
Transbay Coalition

Laura Cohen, Western Region Director  
Rails to Trails Conservancy

Stuart Wood PhD, Executive Director  
Sustainable Claremont

Ross Pringle, Co-Founder  
Claremont Streets for People

Olivia Seideman, Climate Policy Coordinator  
Leadership Counsel for Justice and Accountability

Jamie Pew, Policy Advisor  
NextGen California

Jonathan Matz, California Senior Policy Manager  
Safe Routes Partnership

Eli Lipmen, Executive Director  
Move LA

Jason John, Acting Director  
Sierra Club California

Marc Vukceвич, State Policy Director  
Streets For All

Dorian Romero, Project Manager  
Santa Ana Active Streets

Michael Anzalone, Executive Director  
California Mountain Biking Coalition

Kyle Tsukahira, Co-Director  
Asian Pacific Islander Forward Movement (APIFM)

Kevin Hamilton, Co-Executive Director  
Central California Asthma Collaborative

Bill Magavern, Policy Director  
Coalition for Clean Air

Justin Hu-Nguyen, Co-Executive Director  
Bike East Bay

Zak Accuardi, Senior Transportation Advocate  
Natural Resources Defense Council

Kevin Shin, Co-Executive Director  
California Walks