

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0012  
(916) 319-2012  
FAX (916) 319-2112



COMMITTEES  
AGRICULTURE  
BUDGET  
ENVIRONMENTAL SAFETY AND TOXIC  
MATERIALS  
JUDICIARY  
NATURAL RESOURCES  
BUDGET SUBCOMMITTEE NO. 4 ON  
CLIMATE CRISIS, RESOURCES,  
ENERGY, AND TRANSPORTATION  
JOINT COMMITTEES  
CHAIR: FAIRS ALLOCATION AND  
CLASSIFICATION  
VICE CHAIR: LEGISLATIVE COMMITTEE  
ON CLIMATE CHANGE POLICIES

March , 2025

The Honorable Gavin Newsom  
Governor of the State of California

The Honorable Robert Rivas  
Speaker of the Assembly  
California State Assembly

The Honorable Jesse Gabriel  
Chair of the Assembly Budget Committee  
California State Assembly

Re: Restore Funding for the Active Transportation Program

Dear Governor Newsom, Speaker Rivas, and Chair Gabriel,

The Active Transportation Program is a renowned state initiative with the proven ability to reduce greenhouse gas emissions, improve vulnerable road user safety, and increase equity for disadvantaged communities. While the benefits of the program are flush, financial support for the program is not. The most recent funding Cycle of the ATP has been heralded in press releases as dedicating \$100M to build safe walking and biking routes, which we applaud, but with increased funding the ATP could do so much more. Three-fourths of the dedicated funding for this program was cut in response to last year's deficit. We respectfully request your consideration to restore full funding to the Active Transportation Program now with a one-time augmentation of \$400M.

As you know, our state faces tremendous challenges from climate change, poor air quality, congestion, lack of accessibility, and increasing fatalities on our roads, all while Californians are burdened by the daily cost of driving and time lost to traffic. California is making progress with more and more people transitioning to zero-emission vehicles each year, yet more is needed to significantly reduce emissions from the transportation sector, improve the quality of life for all Californians, and meet state climate mandates under SB 32 and AB 1279 .

According to the 2022 California Air Resources Board Scoping Plan for Achieving Carbon Neutrality, the transition to EVs alone is simply not enough to achieve our climate goals:

“Even under full implementation of Executive Order N-79-20 and CARB’s Advanced Clean Cars II Regulations, with 100 percent ZEV sales in the light-duty vehicle sector by 2035, a significant portion of passenger vehicles will still rely on Internal combustion engine technology... Accordingly, VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state’s climate, air quality, and equity goals... Driving alone with no passengers

remains the primary mode of travel in California, amounting to 75 percent of the mode share for daily commute trips.”

California continues to suffer the worst air pollution in the nation every single year with far too much asthma, lung cancer, and even premature death due to toxic air . Despite our efforts to implement CAPTI and reduce vehicle miles traveled (VMT), data shows that VMT has increased back up to pre-pandemic levels and continues to grow . Nearly 10% of Americans do not have access to a vehicle and struggle to get to their destinations due to unreliable public transportation and unsafe pedestrian infrastructure, while Californians who do have vehicles struggle to afford them as the daily expense of driving and auto loans have significantly increased over the last three years . Traffic and pedestrian fatalities have also both increased in the last year, with over 4 thousand people dying in vehicle accidents . These issues will only get harder to address over the next four years of the Trump Administration as we lose a strong federal partner to help implement our EV mandates and encourage VMT reduction and mode shift.

The Active Transportation Program is the answer to improve safety on our roads and reduce VMT and GHG emissions. Since its inception, the program has funded over 1,000 projects , with 85% located in and benefiting disadvantaged communities . A report recently published by the CTC stated that the projects funded last year will reduce GHG emissions by 89,000 metric tons, reduce NOx pollutants by 16 tons, and result in 6,000 fewer crashes and 223 fewer fatalities .

Due to the reduction of \$400M in general funds committed to ATP in 2022-23, the amount available for this year’s funding cycle (Cycle 7) was dramatically reduced, resulting in only \$84M for the statewide component. This amount went to fund just 9 projects, despite the program receiving almost 300 applications for \$2.5B of the most climate friendly projects possible.

During the budget discussions last year, there was a commitment to restore funding if additional funds became available. We respectfully request your consideration to restoring the \$400M to the ATP program, which would fund 36 more high-scoring projects in Cycle 7. Restoring funding to the ATP program would go a long way toward building a more sustainable California.

Sincerely,



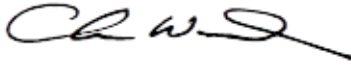
---

DAMON CONNOLLY  
State Assembly, District 12



---

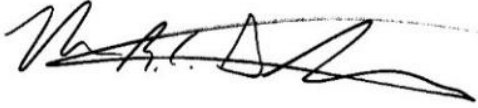
MIKE GIPSON  
State Assembly, District 65




CHRIS WARD  
State Assembly, District 78



MIKE FONG  
State Assembly, District 49



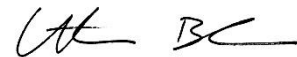
NICK SCHULTZ  
State Assembly, District 44



LIZ ORTEGA  
State Assembly, District 20



MARK GONZALEZ  
State Assembly, District 54



CATHERINE BLAKESPEAR  
State Senate, District 38



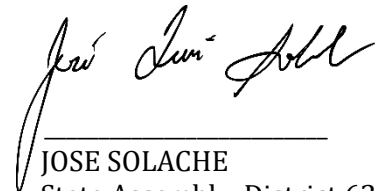
BLANCA PACHECO  
State Assembly, District 64



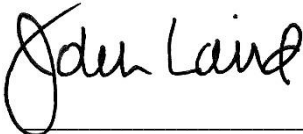
ESMERALDA SORIA  
State Assembly, District 27



THOMAS UMBERG  
State Senate, District 34



JOSE SOLACHE  
State Assembly, District 62



JOHN LAIRD  
State Senate, District 17