



May 22, 2025

The Honorable Mike McGuire  
Senate President Pro Tempore  
1021 O Street, Suite 8610  
Sacramento, CA 95814

The Honorable Robert Rivas  
Speaker of the Assembly  
1021 O Street, Suite 8330  
Sacramento, CA 95814

The Honorable Scott Wiener  
Chair, Senate Committee on Budget  
1021 O Street, Suite 8620  
Sacramento, CA 95814

The Honorable Jesse Gabriel  
Chair, Assembly Committee on Budget  
1021 O Street, Suite 8230  
Sacramento, CA 95814

The Honorable Laura Richardson  
Chair, Senate Budget Subcommittee #5  
1021 O Street, Suite 7340  
Sacramento, CA 95814

The Honorable Steve Bennett  
Chair, Assembly Budget Subcommittee #4  
1021 O Street, Suite 4710  
Sacramento, CA 95814

## Re: 2025-26 Budget Request for the Active Transportation Program

Dear President Pro Tempore McGuire, Speaker Rivas, and Chairs Wiener, Gabriel, Richardson, and Bennett:

Our organizations write to respectfully urge you to increase funding to California's Active Transportation Program (ATP) in the upcoming budget by redirecting flexible federal and state highway funds. We are concerned that the Governor's May Revised Budget neglected to follow

through on last year's commitment to restore additional funds to the ATP that were cut in 2023-24, nor propose any other solutions to increase funding to the program.

The ATP is one of the state's most cost-effective and popular programs, empowering communities to build infrastructure that supports walking, biking, and rolling—essential components of a climate-resilient, equitable transportation system. Yet the program remains vastly oversubscribed, with the most recent funding cycle able to support only a small fraction of worthy, shovel-ready projects. This unmet demand represents missed opportunities to prevent vehicular violence, reduce greenhouse gas emissions, drive down costs associated with reliance on a private vehicle, and improve mobility options, particularly in disadvantaged communities.

Administered by the California Transportation Commission (CTC), this program has successfully funded over 1,000 projects since its inception<sup>1</sup>, with 85% of those projects being located in and benefiting disadvantaged communities. A report recently published by the CTC further highlights all of the benefits this program achieved just last year, showcasing that the projects funded by the program 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<sup>2</sup>. Last year, the program received a \$400M cut, which nearly erased its funding for the current cycle. As a result, the CTC approved funding for only 16 projects this year, despite receiving almost 300 applications totaling \$2.5B in asks.

**We urge you to allocate an additional \$400M to the Active Transportation Program to backfill the budget cuts made last year.** This amount would fund over 30 new projects on the CTC's contingency list, nearly tripling the number of projects funded this cycle. We understand the deficits facing the General Fund and encourage the legislature to look at alternative sources of funding for this program. One example is utilizing the State Highway Account (SHA), which receives funding from the state gas tax and collected \$5.9 billion in the last budget year. Another option is flexing funding from the Infrastructure Investment and Jobs Act (IIJA), which provided California with \$4.8B last year for the construction of various federally eligible projects; this program funding will continue to be available until 2026, and federal formula funds can be flexed for any eligible transportation purpose.

We acknowledge the challenging budget situation that California faces, and we nonetheless encourage you to fortify the ATP, a program that has demonstrated its ability to help us reach our climate and equity goals. Particularly in this moment of uncertainty regarding federal funding for bicycle and pedestrian infrastructure, our state must be willing to adequately invest in projects that make our communities more walkable, bikeable, and livable. We urge you to honor the commitment made last year and increase funding for the Active Transportation Program.

Sincerely,

Luke Bornheimer, Executive Director  
Streets Forward

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<sup>1</sup> Appleyard, B. et al. (2024) Ten Years Forward: An Evaluation of California's Active Transportation Program. *Mineta Transportation Institute* <https://transweb.sjsu.edu/sites/default/files/2230-Appleyard-Administrative-Transportation-Infrastructure-Pedestrian.pdf>

<sup>2</sup> *California Transportation Commission* (2024) 2023 Active Transportation Program Benefits Report <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2023-atp-benefits-report-for-posting-v2.pdf>

Sofia Rafikova, Policy Advocate  
Coalition for Clean Air

Jonathan Matz, California Senior Policy Manager  
Safe Routes Partnership

Kevin Shin, Co-Executive Director  
California Walks

Iman Sylvain, PhD, Western Regional Director  
Rails to Trails Conservancy

Jared Sanchez, Policy Director  
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Jeanie Ward-Waller, Interim Director  
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Carter Rubin, Director of State Transportation Advocacy  
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