

Governor Gavin Newsom  
1303 10th Street, Suite 1173  
Sacramento, CA 95814

August 30, 2022

**RE: SUPPORT Assembly Bill 2438 — Incorporate Climate Goals Into Transportation Funding and Programs**

Dear Governor Newsom,

On behalf of SPUR, a nonprofit public policy organization that works to create an equitable, sustainable and prosperous Bay Area, I write in support of [Assembly Bill 2438 \(Friedman\): Transportation funding: guidelines and plans](#), which codifies the administration's framework to incorporate climate goals into the state's largest transportation funding sources. AB 2438 requires appropriate strategies from the California Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI) be incorporated into program guidelines and in the project nomination process. AB 2438 must pass this year to ensure that funding for our transportation systems emphasizes climate, health, equity, and good jobs, especially as our state receives a major influx of federal transportation funding.

The transportation sector is California's largest source of greenhouse gas (GHG) emissions. For years, our state leaders have been working to find solutions to reduce emissions, better connect communities, and address historical inequities in our transportation sector. These solutions have come in legislation like AB 32 (Nunez) and SB 375 (Steinberg), and Executive Orders (EO) including EO N-19-19 to shift transportation funding to better climate options, and EO N-79-20 to accelerate the sale of electric vehicles. Our state transportation agencies have also worked to create visionary plans and frameworks like California Transportation Plan 2050 (CTP) and CAPTI. All of these plans have made California a leader in addressing the climate crisis head-on. Unfortunately, even with these visionary policies and plans, we are finding that our transportation programs have been slow to adapt.

In 2019, the legislature commissioned the [AB 285 report](#) to understand the extent to which state transportation funding is aligned with our climate goals and identify opportunities for improvement. The report found that while the state has ambitious goals to reduce GHG emissions, we continue to invest heavily in projects that increase GHG emissions. Some of the reasons for this misalignment are lack of coordination among state agencies, legacy projects

established before the climate goals were set, and lack of land-use authority for metropolitan planning organizations.

AB 2438 is an opportunity to incorporate California's climate goals into the transportation programs. This bill will require the state's largest transportation funding programs to incorporate applicable strategies and principles from CAPTI. AB 2438 requires a fiscally constrained state transportation planning document and requires the California Transportation Commission (CTC), Department of Transportation (Caltrans), and the California Transportation Agency (CalSTA), to develop a transparent and accountable process for how projects are evaluated on safety, accessibility, reliability, and the state's climate goals.

I encourage you to sign AB 2438 into law, as it will keep the transportation sector in line with our state's commitments to lead the nation by advancing the suite of climate mandates that have already been set forth. At SPUR, we see these as necessary next steps, and therefore SPUR strongly supports AB 2438 (Friedman).

Sincerely,

A handwritten signature in black ink, appearing to be 'LT', with a long horizontal stroke extending to the right.

Laura Tolkoff  
Transportation Policy Director  
SPUR

CC: Assemblymember Laura Friedman, Chair of Assembly Transportation Committee  
Ronda Paschal, Deputy Legislative Secretary for Office of Governor Gavin Newsom