

Increase the Active Transportation Program by \$100M to triple bicycling by 2020 and reduce transportation GHG

Rates of bicycling in California doubled between 2000 and 2010 despite minimal state investment in safe, connected bike networks. Both Caltrans and the California Bicycle Coalition aim to accelerate this increase in bicycling and triple the mode share statewide by 2020. Reaching that ambitious goal is achievable only if the state significantly increases funding for bikeways and encouragement programs in all communities to make bicycling for short trips more attractive and convenient than driving.

Bikeways and multi-use paths are the most cost-effective transportation projects for reducing greenhouse gas emissions. Shifting all trips less than one mile from driving to walking and bicycling would avoid approximately 1.3 million tons of greenhouse gas emissions. Strategic investments in bicycling and walking infrastructure will contribute significantly to achieving our state climate goals while also providing healthy and affordable transportation choices for all Californians.

The Problem: Critical lack of funding for bikeways

The Active Transportation Program (ATP) is California's primary funding source for bicycling and walking projects, funded through the state budget with \$120 million per year of state and federal transportation dollars. The ATP is critically underfunded and understaffed at Caltrans to meet the need for grants to projects in communities statewide - nearly \$800 million in shovel-ready walking and bicycling projects and programs were not funded in the first cycle of ATP grant awards in 2014.

The Solution: Increase ATP funding by \$100 million

\$100 million more for the ATP in the 2015-16 State Budget would nearly double the program and could fund projects this year that would reduce greenhouse gas emissions before 2020. As the funding source, we recommend additional expenditure from the Greenhouse Gas Reduction Fund, which could be matched with State Highway Account funds or other federal funds that are currently allocated to programs that fund highway expansion and increase greenhouse gas emissions.

Investing in communities through the ATP will ensure at least 25 percent of projects provide meaningful benefits to disadvantaged communities, which have the greatest needs for safe, affordable transportation choices, health benefits from physical activity, and improved air quality. ATP projects are also valuable opportunities to integrate green infrastructure and improve access to parks in communities that lack green space, providing additional cooling and climate benefits.

Will you support an increase of \$100 million to the Active Transportation Program, and encourage your house leadership to support additional ATP funding?