



California Bicycle Coalition

Funding Bicycle Infrastructure - Fact Sheet *in support of sufficient funding to build safe and connected bicycle networks throughout California*

While bikes are allowed legally on almost all roads and streets in California, many of them are designed for fast car traffic and riding a bike can be scary or dangerous. A simple retrofit with bike lanes, protected bikeways, or safety improvements to adjacent streets can make the difference between a feasible bike trip and a prohibitively dangerous one.

Why California needs to invest in bikes, now

Fortunately, adding bike infrastructure is the most cost-effective transportation investment we can make:

- It's inexpensive. The City of Portland, OR, built an entire bikeway network that attracted 5% of all trips for the cost of one single mile of freeway.
- It improves health. Every \$1 million invested in bike infrastructure saves the public \$2.8 million in health care costs.
- It creates jobs. Construction of bike infrastructure creates 11.4 jobs per \$1 million invested compared to just 7.8 jobs per \$1 million invested in highway-only projects. The money that Californians save by biking creates 16 times more jobs than money spent paying for gas.
- It supports equity. Biking is popular among all income groups and is especially valuable to low-income Californians who spend a disproportionate share of their income on transportation.
- It reduces greenhouse gases. Getting five people to switch their 4-mile car commute to a bike commute will eliminate twice as many greenhouse gases as getting one person to take transit for their 40-mile commute.

What we need to do

Increase the size of the Active Transportation Program (ATP) to \$500 million as soon as possible. The ATP is the only dedicated fund for biking and walking. At 3% of the state's transportation budget, it would be a small fraction compared to the 18% of trips that are made by walking and biking.

How you can help

1. Support directing \$50 million to the ATP in this budget year from cap-and-trade revenues. A coalition of 21 organizations join in making this request.
2. Support directing 10% of future cap-and-trade revenues to the Active Transportation Program. This could provide anywhere from \$200 million to \$500 million to active transportation.