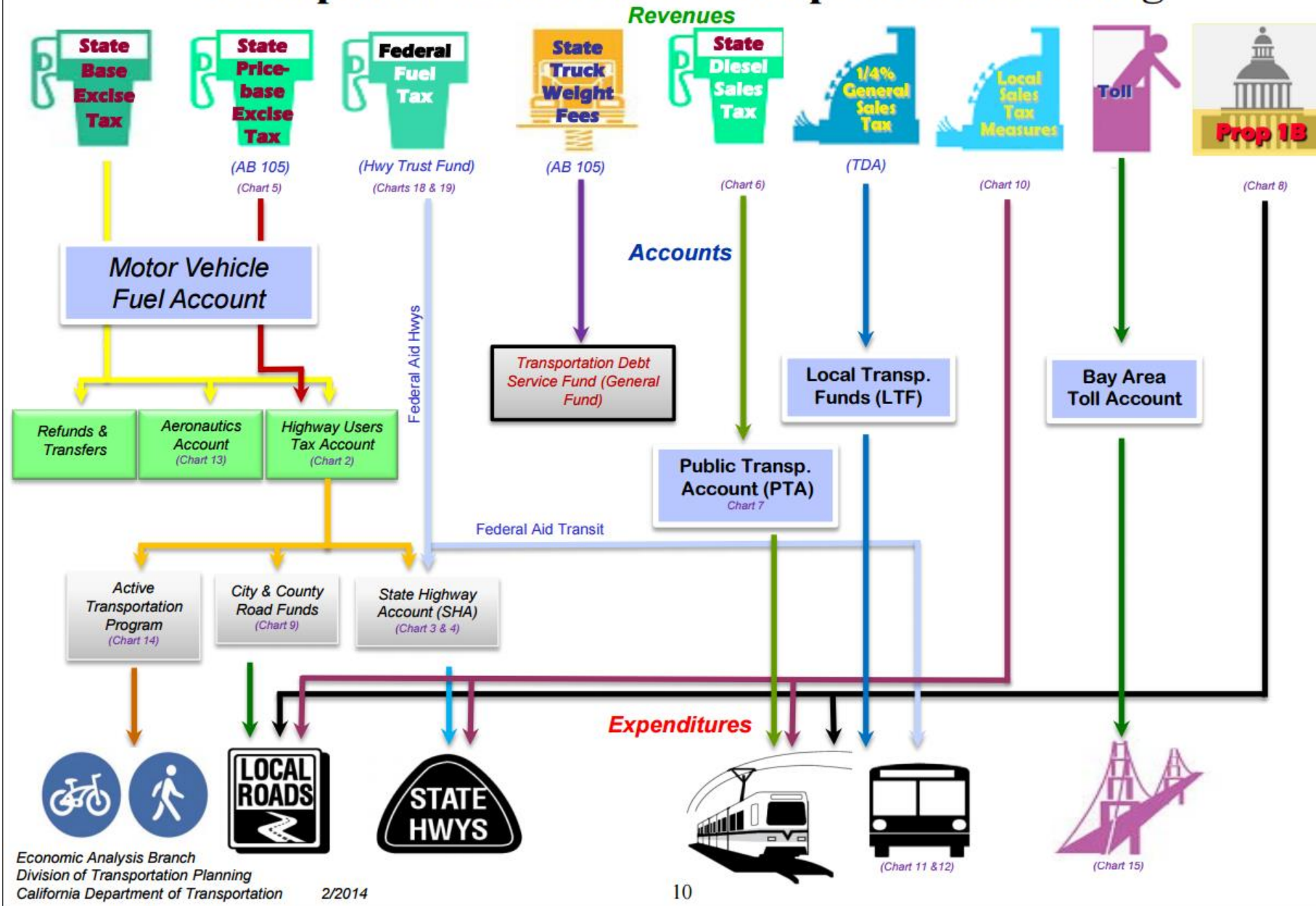


Funding Bicycle Improvements

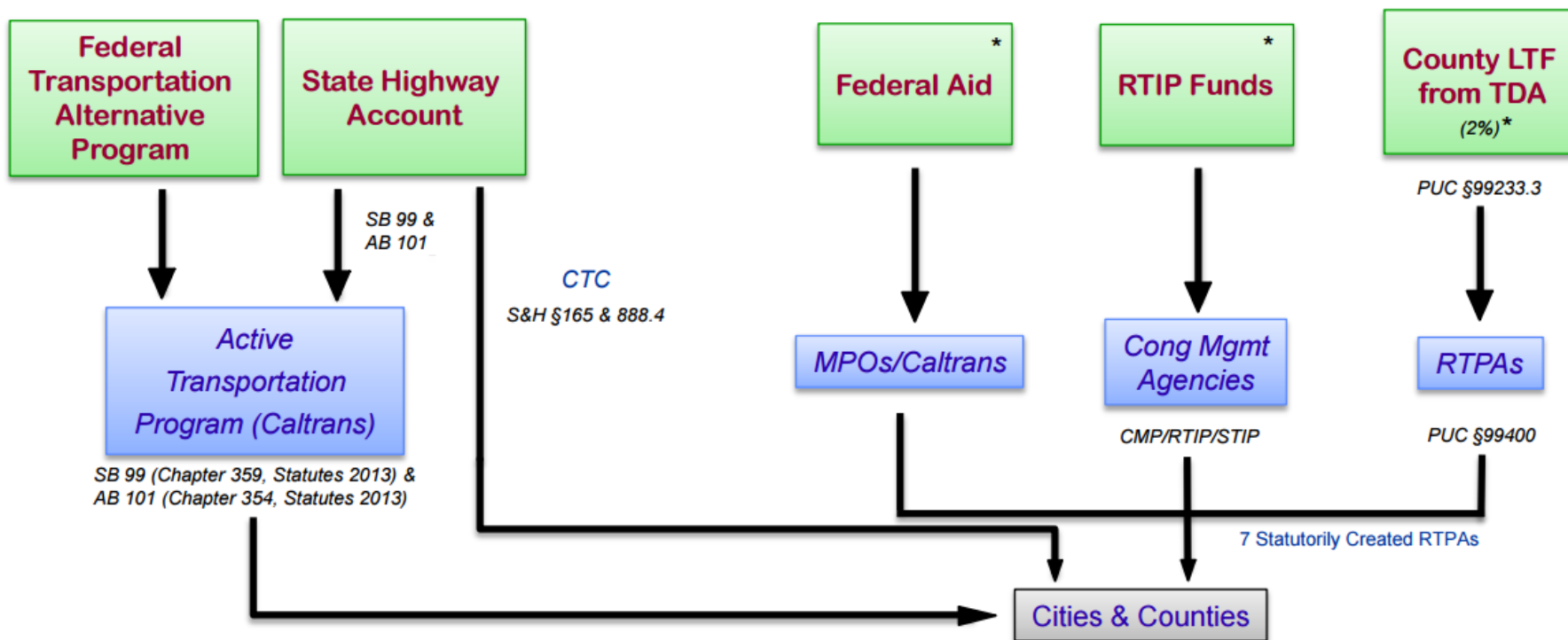
The Power of Advocacy: SD Bike Coalition Leadership Training

A Simplified Overview of Transportation Funding

Chart 1



Non-Motorized Transportation Funding



The green boxes represent funding sources and the blue boxes represent fund administrators. Cities and counties are fund recipients.

*Bicycle/pedestrian projects are eligible for funding from federal NHS, STP, TEA, CMAQP, Fed Lands Hwy & Bridge programs. The State's EEM program and county sales tax measures also provide funding for non-motorized transportation projects.

Where regional transportation funds come from and where they go

5-year 2016 Regional Transportation Improvement Program (in millions)

Uses	Federal	State	<i>TransNet</i>	Local/ Private	Total
Major Multi Modal	\$839	\$683	\$452	\$563	\$2,537
Major Transit	\$1,927	\$401	\$1,116	\$42	\$3,486
Major Highway	\$253	\$386	\$266	\$417	\$1,322
Operations and Maintenance	\$1,892	\$958	\$1,519	\$1,056	\$5,424
Active Transportation	\$1	\$66	\$188	\$45	\$301
Local Improvements	\$43	\$0	\$706	\$336	\$1,086
TSM/TDM	\$58	\$18	\$85	\$23	\$185
Total	\$5,014	\$2,512	\$4,332	\$2,482	\$14,341

Active Transportation Funds

Federal

▶ Transportation Alternatives Program (Calif. share) \$85,500,000

State

▶ Active Transportation Program (includes TAP)
San Diego regional share \$119,600,000

Local

▶ *TransNet* Active Transportation Program \$8,966,000

▶ *TransNet* Smart Growth Incentive Program \$5,510,000

▶ Transportation Development Act \$5,612,000

▶ Transportation Development Act \$2,798,000

How local governments fund transportation projects

- ▶ State Gas Tax (39.5¢ per gal.)
- ▶ *TransNet* (1/2¢ sales tax)
- ▶ Transportation Development Act (1/4¢ state sales tax)
- ▶ Federal and State Grants
- ▶ Private Development (Development Impact Fees, Facilities Benefit Assessments)
- ▶ Special Districts
- ▶ General Fund (property and state sales tax)

Complete Streets Act of 2008

...a city or county, upon any substantive revision of the circulation element of the general plan, [must] modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Complete Streets Act of 2008

Every dollar spent on transportation is an opportunity to improve the transportation system for people walking and biking.



Questions?