

Transportation 2035 Projected Revenues for Bay Area Bicycle and Pedestrian Projects & Programs
July 14, 2008

In millions of escalated dollars

Funding source	Total to Bike & Ped 2009-2033	Pedestrian	Bicycle
Committed Fund Sources			
State Safe Routes to School (SR2S) ¹	\$200	\$100	\$100
State Bicycle Lane Account ²	\$71	\$0	\$71
Transportation Development Act, Article 3 (TDA-3) ³	\$67	\$34	\$34
Countywide sales tax measures ⁴	\$60	\$15	\$45
Transportation Fund for Clean Air (TFCA) ⁵	\$23	\$0	\$23
Total Committed	\$422	\$149	\$273
Discretionary Fund Sources			
Transportation for Livable Communities (TLC) (staff Proposal) ⁶	\$2,200	\$1,540	\$660
Climate Protection - Safe Routes to Schools and Safe Routes to Transit (staff proposal) ⁷	\$113	\$57	\$57
Total Discretionary	\$2,313	\$1,597	\$717
Regional Bicycle Network (staff proposal)⁸	\$1,000	\$0	\$1,000
TOTAL	\$3,735	\$1,746	\$1,990

General assumptions

- 20% of competitive statewide sources will go to the Bay Area, based on population.
- Funding sources Administered by other agencies will continue based on past trends or be replaced with other sources with similar levels of funding.

Source-specific assumptions

1. **State SR2S:** Assume continuation of state program at \$26 M per year with a 20% Bay Area share. Projects typically split 50/50 bike/ped
2. **State Bicycle Lane Account:** \$9.2 M/yr total with 20% Bay Area share
3. **TDA-3:** Split 50/50 bike/ped based on historic precedent
4. **Countywide sales taxes:** \$10.55 M per year; on average 25/75 for ped/bike (with exception of SF, which is 100% bikes).

This total excludes revenue from the Santa Clara county sales tax measure because it does not set aside funding for bicycle projects, although bike projects are eligible for funding.

5. **TFCA:** Assume continued \$600,000 per year for bike facilities only (no ped under rules for 2008)
6. **TLC:** \$2.2 B over 25 years. Based on TLC evaluation, about 2/3rds of funds serve ped and 1/3rd serves bike.
7. **Climate Change Safe Routes to Transit and Safe Routes to Schools:** \$20 M/yr together for 5 years. Assume 50/50 bike/ped split
8. **Regional Bike Network:** As proposed, \$1 B total dedicated to bike network with \$0 targeted to pedestrian improvements; however, approximate 1/3 of projects are class 1 paths that serve bike and ped