



**Monterey County Active Transportation Plan**

**6. FUNDING & IMPLEMENTATION**

**Past Expenditures & Future Needs**

The 2040 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS) identified numerous bicycle and/or pedestrian projects for programming. The RTP-SCS considers federal, state, and local funding sources. The fiscally-constrained element assumed \$4.8 billion in current year dollars available funding over the life of the plan, to 2040. Of this funding, the RTP-SCS identifies a total need of \$687 million, or 15.5% of the total, to fund bicycle and/or pedestrian projects. TAMC’s 2035 Regional Transportation Plan, identified a total need of 13.3% of the \$4.42 billion available over the life of the plan to fund bicycle and/or pedestrian projects.

Implementing the projects in this Plan will require TAMC and the local jurisdictions to leverage the funding identified in the fiscally constrained RTP-SCS. To achieve the regional vision, and fully implement this Plan, an estimate of \$632 million will be required to year 2040. This is significantly more than the \$201 million allocated in the Regional Transportation Plan. Specific project cost estimates are provided in **Appendix 2** for most projects.

**Active Transportation Investments, RTP 2040**

Amount	Item
\$40,000	FORTAG
\$17,300	PG Hwy 68
\$20,000	SRTS
\$156,522	AT - Countywide projects
\$55,000	County G12
<b>\$398,383</b>	<b>Active Transportation - all</b>

<b>\$687,205</b>	<b>Total Active Transportation</b>
<b>\$4,420,000</b>	Total All Modes
<b>15.55%</b>	

**Funding Sources**

TAMC placed the Transportation Safety & Investment Plan (Measure X) on the November 8, 2016 ballot and the measure was approved with 67.7% approval from Monterey County voters. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths’ of one-percent (3/8%). The revenue from Measure X funds critical safety, mobility, and maintenance projects and programs in three categories:

- \$360 million (60%) to Local Road Maintenance, Pothole Repairs & Safety
- \$160 million (27%) to Regional Road Safety & Congestion Improvements
- \$80 million (13%) to Pedestrian & Bike Safety and Mobility Projects.

Funding available for local road maintenance is a source that local jurisdictions can use to implement bike and pedestrian improvements. The Measure X Safe Routes to School Program, which is allocated \$20 million over thirty years, will provide education, engineering, planning and infrastructure support for the improvements identified in this Plan.

The following table lists potential grant and program funding sources to leverage local Measure X funds in order to implement the projects identified in this Plan.



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<u>Source</u>	<u>Capital Improvement</u>	<u>Evaluation &amp; Planning</u>	<u>Education, Encouragement &amp; Enforcement Programs</u>	<u>Maintenance</u>
<b>Local</b>				
<i>City Sales Tax</i>	X	X	X	X
<i>Regional Sales Tax (Measure X)</i>	X	X	X	X
<i>RSTP (Formula &amp; Competitive)</i>	X	X		X
<i>TDA 2%</i>	X	X		?
<i>SAFE</i>				
<i>AB2766</i>	X			
<i>Foundations</i>	X	X	X	?
<i>Businesses &amp; Corporations</i>	X		X	
<i>Developer Impact Fees</i>	X		X	
<i>Other?</i>				
<b>State</b>				
<i>Active Transportation Program</i>	X	X	X	
<i>Highway Safety Improvement Program</i>	X			
<i>California Office of Traffic Safety</i>		X	X	
<i>Caltrans Planning &amp; Environmental Justice Grant</i>	X	X		
<i>Community Based Transportation Grants</i>		X		
<i>State Highway Operations &amp; Protection Program (SHOPP)</i>	X	X		
<i>California Coastal Conservancy</i>	X	X		
<i>SB1</i>	X			X
<b>Federal</b>				
<i>Federal Highway Administration Federal Lands Access Program</i>	X	X		
<i>Centers for Disease Control</i>			X	



## Monterey County Active Transportation Plan

### Plan Implementation & Reporting

The implementation of the projects supported by this Plan will occur over time as funding becomes available. The ability for local jurisdictions to leverage local funds with additional grant funding will be crucial for Plan implementation.

Given availability of local Measure X funds and State SB 1 funds, there is a great opportunity for local jurisdictions to implement bike and pedestrian improvements as part of street and road improvements. While the project lists in **Appendix 2** are meant to be inclusive of all active transportation improvements, this Plan does not preclude local jurisdictions from making active transportation improvements on streets that are not listed here.

respective funding documents, such as the federal or state Transportation Improvement Programs. Individual projects will be prioritized for funding through the Regional Transportation Plan – Sustainable Communities Strategy (RTP-SCS) update process. Reporting will also occur via the RTP-SCS, which is updated every four years. Additionally, the region’s Active Transportation Plan will be updated at regular intervals, and each update will provide a good means of assessing the effectiveness of each previous plan.



Some projects are listed as programmed and have confirmed funding sources. These projects will advance as scheduled and as noted in their