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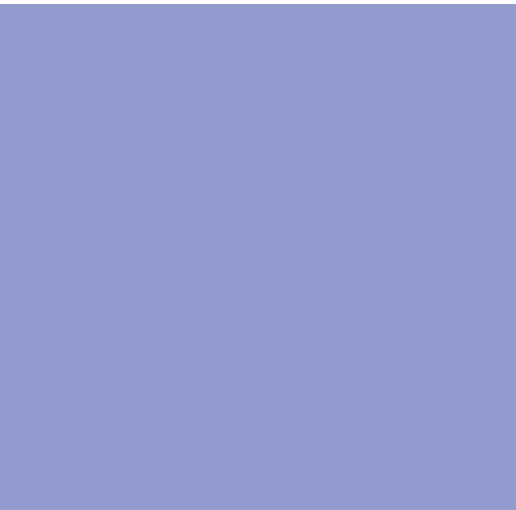
PATH TO PROGRESS

The successful implementation of the RATP recommendations require a coordinated and collaborative approach between PAG and its member agencies. As the MPO for the region, PAG plays a critical role in building consensus around regional planning efforts and ensuring alignment across jurisdictions. However, PAG does not have the authority or funding to take projects to construction. Because of this, it is essential that PAG's regional partners act as champions for active transportation and take ownership of advancing the projects and strategies identified in the RATP. Member agencies are encouraged to integrate RATP recommendations into their own planning and programming efforts, as well as in PAG's long range transportation plan, the Regional Mobility and Accessibility Plan (RMAP), including local transportation master plans, capital improvement programs, and other relevant initiatives.

To ensure continuity and alignment, RATP recommendations should also be reflected in PAG's broader planning documents, such as the Regional Mobility and Accessibility Plan (RMAP). Embedding active transportation priorities into these regional and local plans will help secure funding, guide project development, and support implementation over time. Ultimately, the success of the RATP depends on the collective commitment of PAG and its member agencies to prioritize active transportation and work together to bring these recommendations to life.

PAG will continue to support its member agencies by:

- Facilitating coordination and information sharing.
- Providing technical assistance and data resources.
- Advocating for regional active transportation priorities in state and federal funding processes.
- Monitoring progress towards goals and performance measures and updating the RATP as needed.





RECOMMENDED PROJECT IMPLEMENTATION

Implementing the RATP recommendations involves a clear, step-by-step process, especially when multi-jurisdictional coordination is required. **Figure 47** illustrates the progression from initial scoping through design, approvals, construction, and ultimately, operations.

Figure 47. Recommended Project Implementation Process



Scoping Study

Most projects will require a standalone scoping study to collect additional data, identify potential fatal flaws, mitigate potential issues, and develop a more detailed cost estimate.



Preliminary Design

After confirming a project's scope, high-level design activities are typically conducted to further refine elements that are included or excluded from a project, further refine the cost estimate, and design mitigations for potential issues such as right-of-way constraints, environmental hazards, or conflicts between modes of travel.



Final Design

The final design process takes a project from conceptual design to construction-ready plans or a final implementation plan. This is the step where all potential project risks need to be addressed, and a final cost estimate is developed to program funds for construction.



Approvals

Depending on the project type, approvals may be required from local, regional, state, and federal agencies. These approvals can also cover a wide range of topics, including environmental approvals, funding approvals, right-of-way purchases, and planning and zoning approvals.



Construction

This phase is when implementation finally occurs, with new facilities being built, new infrastructure added, or new services added. During this phase, ongoing disruption mitigation will be performed as needed to minimize the impact on surrounding land uses.



Operations

This phase includes ongoing evaluation, maintenance, modernization, and service operations as needed depending on the project type.



Grant Funding

There are several points where the member agencies could apply for grant funding to advance in the project implementation process. After completing a scoping study, an agency may apply for funding to do preliminary design to address major issues and constraints as well as get a more accurate cost estimate. After preliminary design, the agency may apply for funds to take the project through the final design and approvals process, which is typically 10% - 15% of the overall construction cost of a project. Finally, after final design and approvals, the agency may apply for implementation funding to construct the project. Some grants may cover multiple steps in the implementation process.



Public and Collaborator Engagement

Each of the steps from the scoping study through construction have opportunities for further public and collaborator engagement. These engagement opportunities have the potential to substantially change the design, focus, or size of infrastructure projects.

POTENTIAL FUNDING OPPORTUNITIES

Transportation funding is available through a range of federal, state, and regional sources. By aligning project recommendations with the priorities and criteria of these programs, the RATP demonstrates regional support for active transportation investments which can be beneficial when pursuing funding. Current potential funding sources include:

PAG Regional Transportation Alternatives Grants (RTAG)	Through a competitive selection process, PAG awards federal funding for bicycle and pedestrian projects that help meet the goals of the Regional Transportation Authority. These federal formula funds from the Transportation Alternatives (TAP) Program and/or Surface Transportation Block Grant (STBG) are sub-allocated to PAG based on population. Information about the available funding is described in a detailed memo shared with PAG member agencies.
Surface Transportation Block Grant (STBG)	The STBG program provides funding that may be used by localities for projects to preserve and improve the conditions and performance on any Federal-aid highway. Eligible projects related to pedestrian safety include pedestrian and bicyclist projects, safety projects, recreational trails, safe routes to school projects, and projects within the pre-Fixing America’s Surface Transportation (FAST) Act Title 23 definition of “transportation alternatives.”
Safe Streets and Roads for All (SS4A)	The SS4A grant program has \$5 billion in funds for a 5-year period, from 2022 to 2026. The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
Reconnecting Communities Pilot (RCP)	The RCP grant program provides funding for transportation projects that reconnect communities impacted by past infrastructure decisions, with priority given to underserved areas. Projects may include community-supported planning or capital construction. This funding is also referred to as “RCN,” short for Reconnecting Communities and Neighborhoods.
Safe Routes to School (SRTS)	The SRTS program encourages more children, including those with disabilities, to walk or bike to school by making routes safer and more appealing. It aims to reduce traffic, fuel use, and air pollution near schools while promoting healthier lifestyles. Infrastructure grants range from \$100,000 to \$1 million.

Active Transportation Infrastructure Investment Program (ATIIP)	ATIIP is a competitive grant program that funds the construction of safe and connected active transportation facilities. These projects improve safety, enhance connectivity with public transit, strengthen infrastructure resilience, support environmental protection, and expand mobility options in disadvantaged communities.
Recreational Trails Program (RTP)	The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Bipartisan Infrastructure Law (BIL) of 2021 reauthorized the RTP for Federal fiscal years 2022 through 2026 as a set-aside of funds under the STBG program.
Better Utilizing Investments to Leverage Development (BUILD)	The BUILD grant program supports innovative, multimodal, and multi-jurisdictional transportation projects that are often challenging to fund through traditional sources. Applications are evaluated based on long-term outcomes such as safety, economic competitiveness, infrastructure condition, quality of life, and environmental sustainability, along with factors like innovation, partnerships, readiness, and cost-effectiveness.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	The PROTECT grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Carbon Reduction Program (CRP)	The CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. CRP funds may be used for a variety of transportation alternative projects including, but not limited to, the construction and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.



PUTTING THE RATP TO WORK

The RATP provides a framework for advancing regional active transportation priorities, but it is intended to evolve over time. As community needs shift, transportation conditions change, and new opportunities arise, the plan should be revisited to remain effective and responsive. To support continued progress, PAG and its member agencies are encouraged to consider the following actions:

Revisit Goals and Objectives

As regional plans and policies are updated, the goals of the RATP should be reviewed to ensure they continue to align with broader planning efforts.

Evaluate Emerging Projects

New project ideas and needs will surface over time. These should be assessed using the RATP's prioritization framework to determine how well they support regional goals.

Review Funding Strategies

Periodic evaluation of funding programs and opportunities can help ensure resources are being used effectively to implement active transportation improvements.

Update Data Inputs

The RATP relies on data-driven prioritization. Regular updates to key datasets such as crash statistics, usage patterns, and demographic trends will help maintain accuracy and relevance.

Refresh the RATP

Although the plan has a long-term vision, a full update every 7 to 10 years will help ensure it continues to reflect community values, regional priorities, and implementation realities.

