



Funding Opportunity

Development of Plans and Policies to Enhance the Built Environment and Expand Opportunities for Physical Activity

Pennsylvania Department of Health – Bureau of Health Promotion and Risk Reduction

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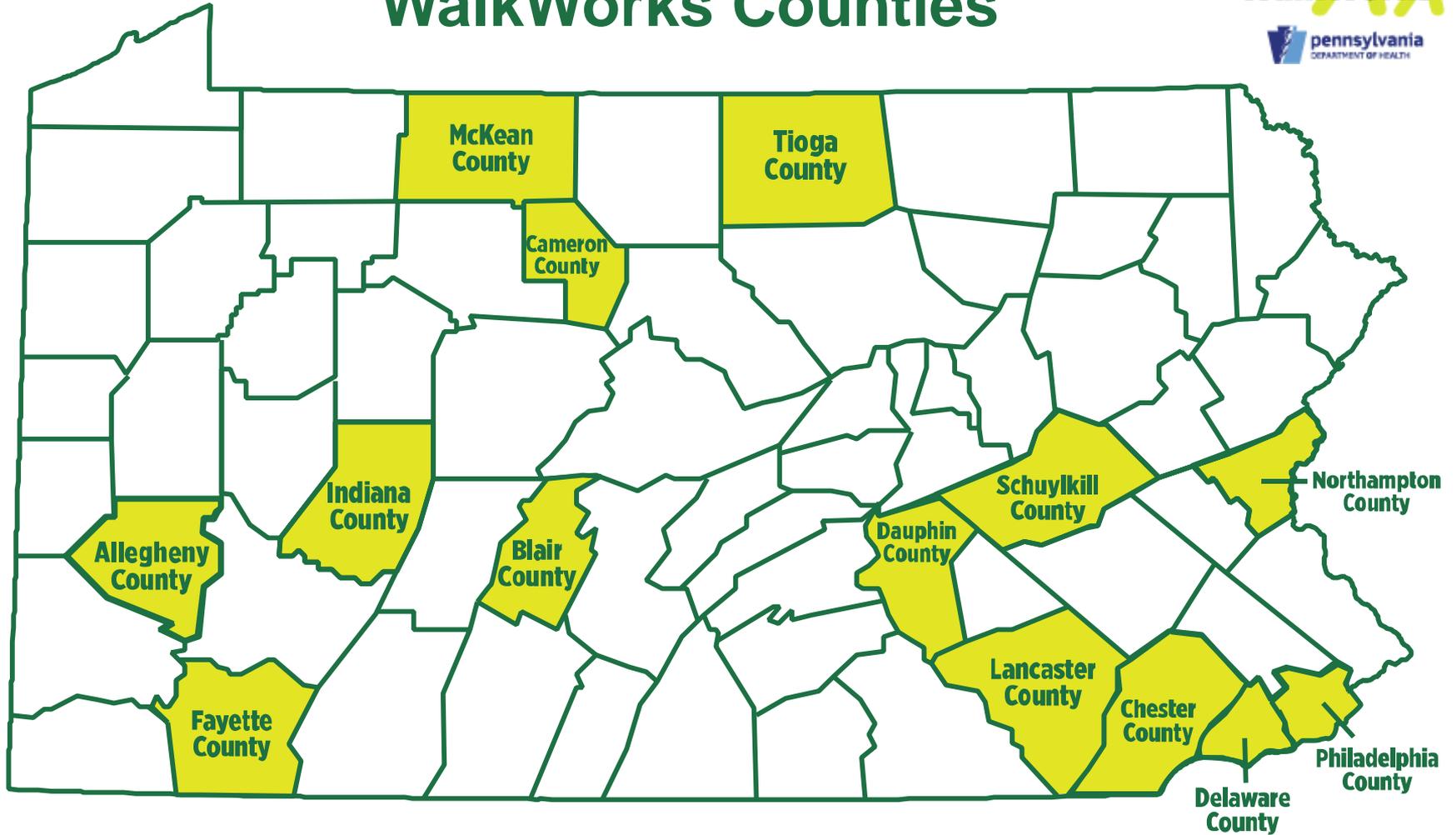
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What is WalkWorks?

- Collaboration of the Pennsylvania Department of Health
 - University of Pittsburgh Graduate School of Public Health
 - Center for Sustainable Transportation Infrastructure
- Mission: To improve health status
 - Increase physical activity in built environment
 - Walking routes, walking groups
 - Influence policy

WalkWorks Counties



Steps to a Healthier You!

Overview of Funding Opportunity

- Source of funds
 - Centers for Disease Control and Prevention
 - Pennsylvania Department of Health
 - University of Pittsburgh - WalkWorks
- Purpose
 - To expand opportunities for physical activity in the built environment
 - Beyond walking routes, “It’s all about policy.”
 - Development of transportation plan with emphasis on walking and biking
 - Component of comprehensive plan; or
 - Standalone document
 - Development of Complete Streets and/or Vision Zero policies

Review Process

- Initial Screening
 - Are all sections of application completed?
 - Is proposal technically feasible?
- Review Team
 - Representatives: Pennsylvania Department of Health; University of Pittsburgh (public health, transportation engineering); Pennsylvania Department of Transportation; and Pennsylvania Department of Conservation and Natural Resources
 - All members review all screened applications

Application Elements

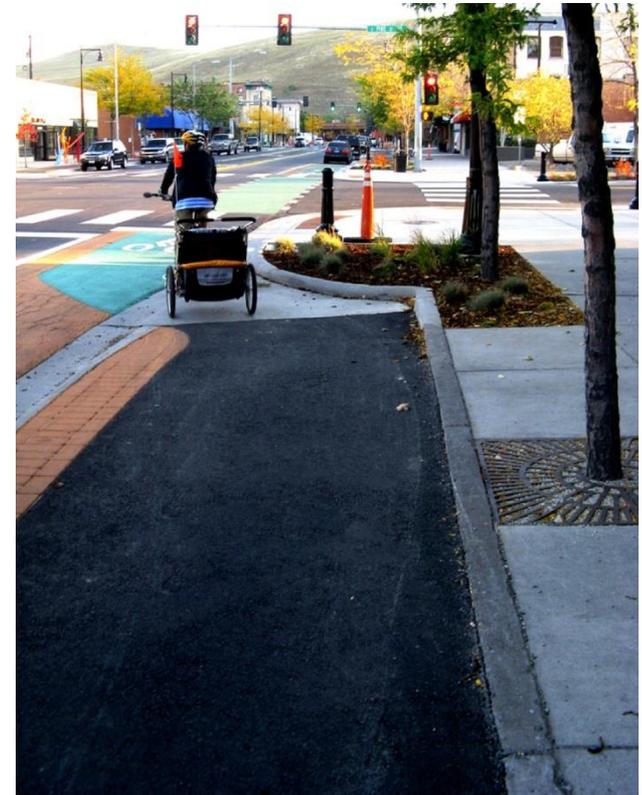
- Common to all applications
 - Capacity to develop plan/policy
 - Connection to population health and active transportation
 - Way in which plan/policy will complement context of community
 - Who will be involved in development and implementation?
 - Means to obtain community input
 - Measurable outcomes, time-specific objectives, sources of funds
 - Process/milestones, realistic budget
 - Monitoring implementation
 - Governing body support

Application Elements (continued)

- Transportation Plan
 - Status of current municipal comprehensive plan and MPO/RPO long range and TIP plans
 - Current active transportation initiatives
 - Focus on active modes of transportation (walking, biking and public transportation)
 - Data gathering process, analysis of current and future conditions, infrastructure needs on and off-street
 - Coordination with other road owners (PennDOT)
 - Public involvement
 - Implementation strategy and plan

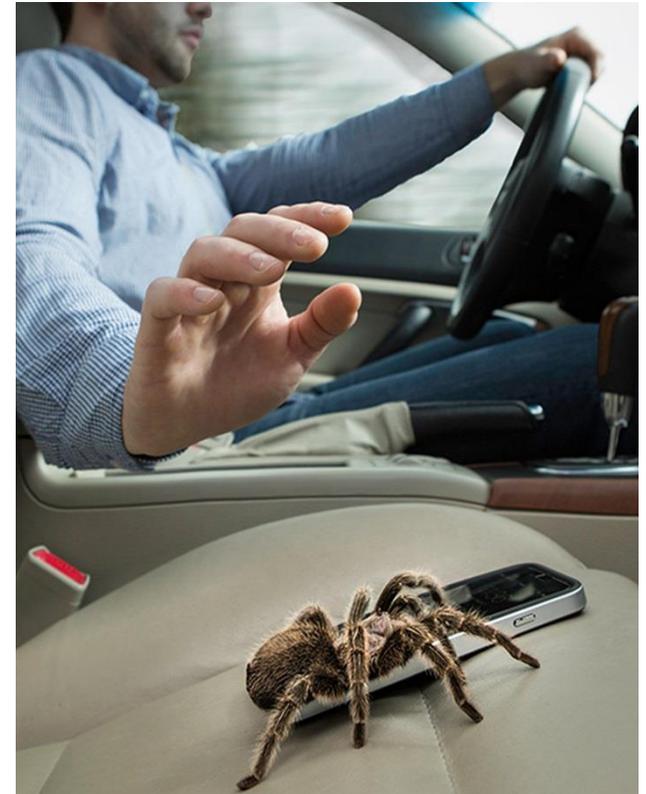
Application Elements (continued)

- Complete Streets Policy
 - Elements common to all applications
 - Vision for how/why community wants/needs complete streets policy
 - Identification of road ownership
 - Connectivity and guiding principals for complete streets policy and standards
 - Public involvement process
 - Method of adoption
 - Relationship to comprehensive plan
 - Implementation plan



Application Elements (continued)

- Vision Zero Policy
 - Elements common to all applications
 - Vision for how/why policy is needed
 - Road ownership
 - Identification of stakeholders
 - Historical crash data and trends for bicycles/pedestrians and safety programs
 - Relationship to comprehensive plan
 - Method of adoption and implementation strategy
 - Actionable strategies



Selection Criteria

- **Justification of need (40 percent)**
 - Rationale and benefits that will result
 - Previous discussion regarding means to increase active transportation and/or changes to built environment
 - Characteristics of community(ies)
- **Capacity (40 percent)**
 - Evidence of ability to commit qualified personnel (internal or external)
 - If engaging outside resources, reflect means to so
 - Commitment to sustainability
 - Related work products
 - Proposed schedule
- **Support (20 percent)**
 - Letter/resolution
 - Other support (stakeholders)

Who is eligible to apply?

- Municipalities
 - Individual
 - Multiple
- Metropolitan/Rural Planning Organizations
 - On behalf of one municipality
 - On behalf of multiple Municipalities
- Other

Award Information

- Transportation Plan: \$10,000 - \$20,000
- Complete Streets or Vision Zero Policies: \$3,000 - \$6,500

Number and amount of awards will be dependent on the number of applications (including, budgets) for each category – i.e., plan v. policy. Budgets should reflect supplemental funding.

Expectations

- Letter of commitment, budget, sub-award agreement
- Dissemination of press release
- Routine calls with University
- Stakeholders group
- Peer-to-Peer Grant (minimum of one awardee)
- Adoption of Health in All Policies Resolution
- Progress reports (3)
- Final plan or policy

What is Health in All Policies?

It requires different sectors working together, for example:



Health



Transport



Housing



Work



Nutrition



Water &
Sanitation

To ensure all people have equal opportunities to achieve the highest level of health

Steps to a Healthier You!

Critical Dates

Aug 31	Letter of intent to apply
Sep 18	Application due
Oct 06	Completion of review of applications
Oct 09	Awardees are informed
Oct 16	Acceptance received from awardees
Jun 30	Project must be complete; funds must be spent

Questions and Answers

The following questions and answers were discussed during the live web conference and recorded:

- Q. Is there a funding match requirement? Will an application receive a higher ranking if matching funds are available?
- A. There is no requirement for the proposed project to have matching funds. If your project has received other funds, this would be important for the review team to know as it shows a level of support and commitment and should be noted on the application. Receipt of additional or matching funds will not rank one application over another and is not a part of the evaluation criteria.

Questions and Answers cont.

- Q. If my community has already received a Peer-to-Peer grant award, will this disqualify my application?
- A. No. We will ask one awardee to apply for the Peer-to-Peer grant for the purpose of conducting a walkability assessment. A previous award does not have any relationship to this funding opportunity.
- Q. Is there a preferred template for a community/municipality size transportation plan (versus a county or regional plan)?
- A. No. We do not have a specific or preferred template. Data from transportation audits or studies that have been conducted may be used to drive the transportation plan format and priorities.

Questions and Answers cont.

- Q. Can you please clarify what awardees must include in a Health in All Policies (HiAP) resolution? Do awardees have the ability to create their own resolution or is there specific language that must be used?
- A. Awardees may adapt or develop the HiAP resolution to fit the needs of their respective communities. WalkWorks has developed a HiAP template to assist communities, though it may be modified or changed to work for the community...or you may develop your own. That said, we ask that it reference expanded opportunities for physical activity, especially walking.

Questions and Answers cont.

- Q. A township proposed a feasibility study of a 1,300 ft. connector pedestrian/bike path between a rail trail and a township park. Does this fit into a Transportation Plan and sound like an acceptable project?
- A. This type of project seems more like a ‘follow-up action’ after a transportation plan has been adopted. It is not the type of application we would consider.



If you have additional questions, please send them to
pawalkworks@pitt.edu.

Thank you for your interest in helping to make yours a
more walkable and bikeable community.



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