

Active Transportation (AT) Funding FAQs

Last updated: 2/9/2017

Funding/Application Questions:

- Q** What is the funding split/Is this state or federal funding?
- A** These are highway safety funds and depending on the project type may be either state or federal funds.
- Q** When/What year is funding available? Will it depend on the type of project?
- A** Yes, this will depend on the type of project. Most projects can be funded this fiscal year.
- Q** Will local match be required? Will local funding benefit the application?
- A** No local match is required.
- Q** If awarded, what will be required for NEPA, adherence to ODOT standards, etc.
- A** The same as any other project.
- Q** Are 501c3 organizations eligible?
- A** Yes if the project is for education, planning, or data projects. Nonprofits are not eligible to be the lead applicant for infrastructure projects.
- Q** Can Active Transportation projects be a combination of strategies? For example- Infrastructure and Education?
- A** Yes, in fact if you have something where the education project is dependent on the infrastructure project we suggest applying for them together. Please break out these cost in the cost estimate.
- Q** Can communities apply for SRTS infrastructure funds and the AT funds during the same funding period (i.e. this year)?
- A** Yes.
- Q** How long has ODOT been doing "Active Transportation" projects/funding?
- A** This is the first time we have offered this startup funding to communities. This is a one-time opportunity to kick off the Active Transportation Plan.
- Q** "Active Transportation" is a new term to me, can you explain it's history?
- A** Please refer to the Guidance Document's glossary section: Active Transportation refers to any form of transportation that involves increased physical activity levels –notably walking, biking, or taking transit. (According to Active Living Research, public transportation users take 30% more steps per day and are less likely to be sedentary and obese.)
- Q** Are there going to be regional allotments for the funding pool (e.g., distributed by ODOT District)?
- A** No, this is a onetime opportunity to kick off the Active transportation plan.

- Q** Will there be allocations according to project types, education programs vs. infrastructure vs. policy vs. data collection.
- A** No, we will choose the most effective proposals from all applications received.

Request/Program Questions:

- Q** Can funds be used for the purchase of materials that are then installed in-house?
- A** Yes, we will look into it on a case by case basis.
- Q** What type of infrastructure applies?
- A** Infrastructure to improve active transportation safety.
- Q** Would things like bike racks and bike fix it stations placed along a bike route be allowed under infrastructure?
- A** Yes.
- Q** How can rural counties get their county engineers and ODOT together to work on expanding multiple means of transportation?
- A** This application is an opportunity to engage different sectors interested in active transportation. Please contact Cait or Julie directly to discuss further.
- Q** Since developing our SRTS plan, one of the city's schools has been demolished. Do we need to update the plan?
- A** Yes however if you are applying for an infrastructure project that is related to a school still in use you can do so with current plan if it is less than 5 years old.
- Q** What if our school district is not interested? Can a city work with individual school(s) within its jurisdiction?
- A** Yes.
- Q** Can this funding be used for marketing an Active Transportation campaign?
- A** Yes.
- Q** Do I have to make a cost estimate for planning assistance?
- A** No.
- Q** Q. Does funding cover for administrative costs?
- A** If necessary, however funding should primarily be used for projects.
- Q** What is the cost range that you would be looking for in Education projects? We've heard \$10-15,000 from others.
- A** We have not set a limit but from past experience we think they will probably be from \$10 to 30,000.
- Q** Are projects able to cross boundaries between Education, Data Collection, and Infrastructure? If so, would that give a project more flexibility to go beyond the \$10-15,000 range?

- A** Yes, there is no required range however we will receive many more applications than we can fund.
- Q** Do you have data on the economic impact on business districts for streets that are not AT friendly?
- A** We will research this and place links here when available.
- Q** How important is median income to receiving funding? Will high median income reduce the ability to receive funding?
- A** Income is just one scoring criteria lower income communities will receive more points in that particular area.
- Q** On funding limitations for infrastructure you said only jurisdictions are eligible, but what about Park Districts, as we are a separate unit of government and maintain roadways as well. (Thinking of enhancing crossings.)
- A** Looking into this, Contact Julie for more information.
- Q** Is there a local match requirement or will the availability of a local match help with scoring?
- A** There is no match required but we do have a minimal amount of funding and a match may be beneficial if we want to fund a project but only have a small amount of funds remaining.
- Q** What is the timeline of implementation? When will funds be dispersed and when do projects need to be finished?
- A** This will be determined at the time of scoping the project.
- Q** Who will facilitate the development for bike/pedestrian plan?
- A** If a community is asking for assistance we will use a task order consultant, if the community wants to use another consultant they would need to provide a cost proposal.
- Q** Can these TF funds go towards 5% TAP match?
- A** No.
- Q** Can a non-jurisdiction applicant apply for an infrastructure demonstration project or do these still have to come from a jurisdiction applicant?
- A** You do not have to be a government entity to apply for a non-permanent demonstration project. However, if you are proposing to install permanent bike lanes or boxes (for example) this would be considered a demonstration project.
- Q** How detailed can the Bike Master Plan be? We have a general area identified but need a feasibility study done to determine the best ROW route--not engineering level funding, just right of way location identification--is this eligible?
- A** We cannot answer this question. It will depend on the amount of funding we have available for funded projects.
- Q** Are sidewalks eligible?
- A** Yes.

- Q** When is the fiscal year?
A Funds are available this fiscal year, availability will be project specific.
- Q** Would this funding be available for river access?
A No.
- Q** Please explain again how funding will be allocated for active transportation plans... is there funding available to hire a planning consultant or is the offer for ODOT technical assistance only?
A ODOT has task order consultants that we can task with working with communities on plan development. If a community wants to apply for plan development but has their own consultant in mind they can put a budget together and apply for those funds.
- Q** Can a small community apply for funding of adding sidewalks along one or several streets?
A Yes, however we have limited funds available.
- Q** May funds serve as partial match (plus local foundations/grants, etc.)?
A Typically no but we can consider on a case by case basis.
- Q** Can awarded funds be passed through to individuals or organizations in the form of incentives/prizes for things like mode shift strategies, commuter benefits, etc.?
A Within the parameters of Government regulations. Ex: no food.
- Q** Can only the portion of a larger infrastructure project that improves active transportation be submitted for the funding?
A Yes.
- Q** We're interested in submitting applications for both infrastructure and education. Since we are a non-profit, our city partners are willing to submit the infrastructure application, but are not able to do a sub-contract with us for the education piece...should we submit two separate applications and mention in the applications that they are paired? Or do you have another suggestion on how to approach this?
A Yes, submit two applications but reference the other in your application. Another option is to submit one application and we can split it out when doing the final project scope.
- Q** Would adding bike racks to public transportation buses be considered?
A We may consider this if the safety benefit is noted in the application.
- Q** Who will review applications and make grant decisions?
A The Active Transportation Team consisting of Government Employees, Advocates and Health Professionals.
- Q** How can we demonstrate anecdotal evidence of existing use/demand?
A I would suggest submitting an attachment describing the evidence.
- Q** When the Guidance describes required funding guidelines, can you please define a detailed cost estimate? What specifically does this need to include to be considered?

- A** For an infrastructure project we would like a detailed engineering estimate, for non-infrastructure we would like a detailed estimate outlining what is needed to complete a project.
- Q** So, can infrastructure funding be used for bus stop shelters, bus stop signage and making stops handicapped-accessible?
- A** Yes if the safety benefit can be demonstrated.
- Q** Can you speak more about engagement strategies for rural communities and most impactful project ideas for rural areas? It is challenging to engage highway focused rural engineers in bike/ped projects.
- A** Coalition building and partnerships are a key to a successful application, and working with and for your local rural community organizations and governments to advance safety through funding unique and innovative projects is a goal of this program. If you are looking for connections or ideas to engage rural health, transportation, government or advocacy groups, contact Julie or Cait.
- Q** Is the funding up-front or is it a reimbursement grant?
- A** This is reimbursable funding.
- Q** Can we apply for this grant if we received materials through the Active Living/Healthy Eating/Smoke Free grant through CHC?
- A** Yes.
- Q** Can the active transportation plan also serve as the Safe Routes Plan Update?
- A** Possible, we are trying that very process out right now in another community.
- Q** Can one organization be a partner on more than one application for AT funding this round?
- A** Yes.
- Q** Can it be used for a restroom at a trailhead?
- A** Probably not, we are looking for projects with a safety benefit.
- Q** Do you have to show a history of injuries and fatalities? Is a hostile environment for pedestrians and cyclists otherwise measurable?
- A** This will be looked at on a case by case basis please provide whatever you have to show the safety benefit.
- Q** Is lighting along a crosswalk or path an eligible infrastructure expense?
- A** Yes if the lighting is a safety issue.
- Q** When are grant announcements expected to be made, and is there a timeline to spend down funds?
- A** We hope to announce in May but it may take longer. The timeline will be determined at project scoping.
- Q** Can you provide a few examples of allowable costs related to an open streets initiative?

- A** We are not experts on open streets projects, please include necessary materials and we will let you know if any are not eligible.
- Q** Will the project recommendations higher than the 1.7 million and then be reduced by the ODOT board?
- A** We have a total of 1.7 million to recommend to the board. We will also share the projects we cannot fund within our budget, they will not increase our budget.
- Q** Can you explain how to prepare an answer to the Equity and Readiness question on the AT Application, "How will this project target health equity issues within transportation efforts... Please address in terms of geography, socioeconomic, race, and/or gender?"
- A** Please discuss disparities in your community related to health, safety, and access to transportation. Be sure to connect the dots to **how this project will address those disparities**. Indicate populations who face these disparities specific to *your community*—which may be based on but is NOT limited to—geography, socioeconomic status, race/ethnicity, and/or gender and how your proposed project will impact them. Here are a couple examples of health disparities:
- In Ohio, around 38% of Ohioans who make less than \$25,000 are obese compared to only 27% of those who make over \$70,000 (America's Health Rankings).
 - In the 2009-2010 school year, ODH found substantial racial/ethnic disparities in third grade BMI data reporting 17% of white students, 20% of black students, and nearly 31% of Hispanic students to be obese.
 - Disparities can also be reported in data related to car ownership (or other indicators related to access to transportation such as Walk Score, etc.), crashes/injury/fatality, behavior, and more. For example, of people who bike to work in the US, 73% are male.
- Q** Can a city apply for two infrastructure projects?
- A** Yes, however with our limited funding we suggest you apply only for your most important projects and the ones that directly affect safety.
- Q** 3 wayfinding/education signage kiosks are required in various locations throughout a particular county. So separate applications for each village? All will be constructed on property owned by the non-profit, but since it's an infrastructure project it seems that it must be a governmental app. The 60+ mile trail has been developed by NORTA.
- A** In this case you should submit one application.
- Q** Are light poles along a trail or path an eligible safety expense?
- A** Yes if they address a safety issue.
- Q** Can the funds be used to upgrade trailhead facilities to make them ADA?
- A** This is a possibility depending on the types and number of applications we receive.
- Q** Is there a limit to the number of applications an organization can submit?
- A** No, however be strategic, it is not likely we would have enough funds for more than one application for a particular community. I would suggest only submitting for your most important project.

 Just curious, how many people are on this webinar? (Feb. 8, 2017)

 198 persons registered; 128 attended.