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**Funding Opportunity Announcement**

**for the**

**Development of Active Transportation Plans**

**to Guide the Establishment of Activity-Friendly Routes**

**that Connect to Everyday Destinations**

January 10, 2024

**Pennsylvania Department of Health**

**Bureau of Health Promotion and Risk Reduction**

**Division of Nutrition and Physical Activity**

**Pennsylvania Downtown Center**

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through the Preventive Health and Health Services Block Grant
from the Centers for Disease Control and Prevention.

**CONTENTS**

1. Background 1
2. Purpose of Funding Opportunity 1
3. Eligible Applicants and Priority Status 2
4. Eligible Projects 3
5. Funding Levels and Match Requirements 4
6. Application Submission Procedures 5
7. Evaluation of Applications 5
8. Overview Webinar 6
9. Contact Information/Questions 7

Appendix A: Expectations for Plans

Appendix B: Explanation of Terms

Appendix C: Resources

Appendix D: Grantee Expectations

Appendix E: Application Form

Appendix F: Sample Metric Templates (included only for reference for applicants; to be completed as a component of a WalkWorks-funded Active Transportation Plan)

**Funding Opportunity for the Development of Active Transportation Plans**

 **to Guide the Establishment of Activity-Friendly Routes that Connect to Everyday Destinations**

1. **Background**

The Pennsylvania Department of Health (DOH), Division of Nutrition and Physical Activity, in collaboration with the Pennsylvania Downtown Center (PDC), continues its mission to increase opportunities for physical activity utilizing the built environment. WalkWorks offers grants to public entities, such as municipalities (for the purpose of this opportunity, defined as: boroughs, towns, townships, cities, and counties) and planning organizations, for the development of active transportation plans (ATPs). It has helped 52 communities develop and adopt 49 plans to date. For information about WalkWorks, including listings of previously funded entities, please visit [pawalkworks.com](https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx).

In April 2018, the Centers for Disease Control and Prevention released, “Be Active: Community Routes + Destinations[[1]](#endnote-2),” a package of resources designed to advance the findings of the U.S. Community Preventive Services Task Force.[[2]](#endnote-3) This Task Force recommends built environment approaches that combine land use and community design interventions to improve transportation systems as a way to increase physical activity. The Task Force defined transportation system interventions as projects and policies designed to increase or improve:

* Street pattern design and connectivity;
* Pedestrian infrastructure;
* Bicycle infrastructure; and
* Public transit infrastructure and access.

The combined interventions connect active means of traveling to everyday destinations so that it is safe and convenient for people of all ages and abilities to walk, bike, and use wheelchairs in the course of daily life. The focus on creating healthier places and networks overall as opposed to individual projects, trails, or sites represents a shift in past practices and requires support. This is why WalkWorks is investing **in the development of plans that** will, when implemented, improve walking, bicycling, using a wheelchair, and connecting with transit to everyday destinations and increase safe and accessible opportunities for everyone to be physically active.

This announcement marks the eighth cycle of planning funding from WalkWorks.

1. **Purpose of Funding Opportunity**

Creating healthier places for all is the basis for the program’s funding. **Investing in pedalcycle-, pedestrian-, and public transportation-supportive plans and facilities will create opportunities for people to engage in physical activity as they travel to everyday destinations.** Physical activity helps to maintain a healthy weight and reduces risk for many chronic diseases, however, the prevalence of obesity and overweight for both adults and children has reached epidemic proportions throughout the nation, as well as in Pennsylvania. In addition, many people suffering from anxiety, depression, and mood swings find walking has a calming effect on mood. The Pennsylvania State Health Improvement Plan[[3]](#endnote-4) (SHIP) identifies a goal to increase the population at a healthy weight through increasing availability and accessibility of physical activity.

* 33.3 percent of adults had obesity in 2021.
* 33 percent of adults were overweight in 2021.
* Of adults in Pennsylvania reporting obesity in 2021, 31.5 percent were White, non-Hispanic, 39.2 percent were Black, non-Hispanic and 31.2 percent were Hispanic.[[4]](#endnote-5)
* During the 2020-2021 school year, among school-age children in Pennsylvania:
	+ 20.3 percent had obesity; and
	+ 16.9 percent were overweight[[5]](#endnote-6).
* 12.8 percent of children between 2 and 4 years of age, participating in the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC), had obesity in 2018.[[6]](#endnote-7)

Not everyone has the same access to opportunity, including access to a safe and healthy community setting. COVID-19 presented a critical opportunity to re-examine how communities grow and develop, for whom they are designed, and how policies and planning practices can promote healthier and more equitable versions of them. The pandemic showed the true importance of active transportation, highlighting the critical role that walking, biking, and using a wheelchair have for both personal and public health. It has also highlighted the degree to which public health issues impact various demographic groups differently. Everyone needed more physical activity and more outdoor, distanced time, but not everyone had access to them. People with lower incomes and racial minority groups were more exposed to the virus by circumstance; they were less likely to be able to reduce exposure by working from home, socially distancing, or isolating when needed.

Those same groups are also – again by virtue of the places they live and work – less likely to have safe, accessible, pleasant, and well-maintained active transportation opportunities at their disposal. Whereas all tiers of society in the US are potentially exposed to limiting and dangerous transportation systems, wealthy and more likely white communities can mitigate that impact by relying on private vehicles and seeking out supplemental exercise opportunities away from dangerous traffic, poorly designed and inhospitable streets, and noxious emissions. Low-income, often Black, Indigenous, and People of Color (BIPOC), community members, in contrast, are less likely to be able to avoid walking or biking where others would consider such activities impossible and more likely to lack convenient access to active recreational opportunities. Equity in active transportation planning, therefore, stands to have significant impacts on people’s daily lives and long-term health outlook.

The aim of this funding opportunity is to facilitate the development of land use plans and policies at the local and regional levels that allow for the development of activity-friendly routes connecting to everyday destinations. Thus, it is important that those considering this opportunity recognize the source of funding – the Centers for Disease Control and Prevention – and its commitment to increasing physical activity, improving quality of life, and reducing cost of healthcare.

1. **Eligible Applicants and Priority Status**

Eligible applicants are municipalities, namely boroughs, townships, cities, or counties (hereinafter referred to as municipalities or applicants), and Metropolitan and Rural Planning Organizations (MPOs/RPOs) – in other words, those with the capacity to adopt and implement the proposed project. Note that applications must be submitted by these entities, not by consultants or non-governmental organizations, such as local or regional non-profits. That said, other groups, whether consultants or non-profits, may be involved in the development and process of the application and/or project, but the municipalities must be the lead and the contractual signatory.

Priority will be given to communities located in either PA DOH State Physical Activity and Nutrition (SPAN) priority counties or with an overall percentile rating above 60 in the updated Pennsylvania Department of Environmental Protection’s (DEP) PennEnviroScreen Tool. The 10 current SPAN target counties include: Clearfield, Erie, Fayette, Greene, Lawrence, Luzerne, Lycoming, Mercer, Northumberland, and Philadelphia. To check your community’s DEP Environmental Justice EnviroScreen percentile rating, please refer to this [link](https://www.dep.pa.gov/PublicParticipation/OfficeofEnvironmentalJustice/Pages/PA-Environmental-Justice-Areas.aspx) and look for the Final Score Percentile under the Tract Info. These communities most often have well-documented health disparities and/or are communities located in counties that have documented health disparities.

As a given municipality will include multiple Census Tracts which may have different Final Score Percentiles in the DEP PennEnviroScreen Tool, questions of interpretation of priority status may arise. If the area of focus for the proposed plan or the preponderance of the municipal population is in a priority area, the municipality may qualify for priority status even if the rest of the municipality is not so mapped. Conversely, if only a small portion or an area with few municipal residents are in a priority area, the municipality may not qualify for priority status. Please reach out to pawalkworks@padowntown.org for guidance in such partial coverage cases.

1. **Eligible Projects**

Funds will be available to a limited number of MPO/RPO, municipal, and/or multi-municipal applicants to assist with the development of a plan, which will identify and prioritize projects related to modes of active transportation with an emphasis on walking, biking, using a wheelchair, and public transit.

The active transportation plan may be a component of a comprehensive plan as required by the Municipal Planning Code or a stand-alone document. Engineering design for an individual project is not eligible. See Appendix A for detailed guidelines.

The proposal is not required to address the municipality in its entirety; designated areas of a municipality are acceptable. For example, it might focus on a small number of important corridors in a community, look at a population center like a village in a larger township, or serve largely as a Safe Routes to School or Safe Routes to Parks Action Plan.

The proposal may be termed an Active Transportation Plan, a Vision Zero Action Plan, a Comprehensive Safety Action Plan, a Complete Streets Implementation Plan, a Safe Routes to School Plan, a Safe Routes to Parks Plan, or a Bicycle and Pedestrian Safety Action Plan.

In some cases, an applicant may submit more than one application. For example, an MPO or county may submit applications on behalf of two or more municipalities. However, only one application may be submitted per municipality. In other words, a municipality cannot submit its own application for funds to assist with the development of an active transportation plan *and* be part of an application on behalf of multiple municipalities for a regional plan.

1. **Funding Levels and Match Requirements**

Funding for the awards is made possible by the Pennsylvania Department of Health through the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention and will be administered by the Pennsylvania Downtown Center.

Funding is based off both priority status (see Section 3) and population size of the applying municipality, according to [US Census Bureau Quickfacts](https://www.census.gov/quickfacts/fact/table/US/PST045221).

Applications from communities/counties identified as priority areas in Section 3 **are not** required to provide cost sharing/matching funds. Applications from communities/counties not identified as priority areas in Section 3 **are** required to provide a cash match equal to 50% of the requested award. Documentation of the match must be provided with the application.

|  |  |  |
| --- | --- | --- |
| **Population** | **Priority Area** | **Non-Priority Area** |
|  | Funding Cap | Match Required | Funding Cap | Match Required |
| **Up to 2,999** | Up to $25,000 | No match | Up to $15,000 | 50% of ask |
| **3,000 – 14,999** | Up to $30,000 | No match | Up to $20,000 | 50% of ask |
| **15,000 or more** | Up to $35,000 | No match | Up to $25,000 | 50% of ask |

Example 1: A community of 4,337 residents that consists of Census Tracts with PennEnviroScreen Final Score Percentiles ranging from 63 to 87 is eligible to apply for up to $30,000 for their plan and they are not required to provide any match. If they are proposing to do a Safe Routes to Parks Action Plan, they might choose to apply for a lesser amount, such as just $18,000.

Example 2: A township of 16,942 residents that is not in either a SPAN priority county or a DEP PennEnviroScreen Final Score Percentile above 60 is eligible to apply for up to $25,000 and must provide a match equal to 50% of their ask. If they apply for the full $25,000 to do an Active Transportation Plan for the entire jurisdiction, they must also have committed and documented cash match of $12,500 for a total project cost of $37,500.

The number of awards will be dependent on how many applications are received, the amounts requested, and each applicant’s documented ability to meet the criteria set forth in this announcement.

**Funding is provided on a reimbursement basis.** Documentation of expenses and proof of payment must be submitted in keeping with the project budget when requesting disbursement. Disbursement must be complete by the end of the project period.

The Pennsylvania Downtown Center will provide selected applicants notice of their award on or about June 3, 2024, to be followed by notice to unfunded applicants. The anticipated term of the award is July 2024 through June 2025.

1. **Application Submission Procedures**
2. Applicants are required to use the application form that is included with this announcement and submit it via email to pawalkworks@padowntown.org **no later than 5:00 p.m. on March 22, 2024**. Applicationsreceived at 5:01 p.m., or after, will not be considered. See Appendix E for application.
3. The application process timeline is as follows:

|  |  |
| --- | --- |
| **MILESTONE** | **DATE** |
| FOA release | January 10, 2024 |
| FOA Intro Webinar | February 7, 2024 |
| Deadline for Questions on FOA | March 8, 2024 |
| Application Submission Deadline | March 22, 2024 |
| Application Review Team Meeting | April 2024 |
| Awardees Notified | June 3, 2024 |

1. The decision of the Pennsylvania Downtown Center with regard to selection of grantees is final.
2. **Evaluation of Applications**

Applications will be reviewed by a team of representatives from the Pennsylvania Departments of Health, Transportation, Conservation and Natural Resources, and Community and Economic Development, the Pennsylvania Downtown Center, and others whose input is determined, by DOH and the Pennsylvania Downtown Center, to be objective and valuable.

Applicants must include the following elements on which all proposals will be evaluated:

1. Proposed scope of work that addresses the need for the plan with regard to the community (e.g. population health data referenced in Community Health Needs Assessment(s) for the geographic area, existing pedestrian and bicycle facilities, crash data), including how the project is expected to improve outcomes/benefits – i.e. how the plan or policy will enhance the built environment to increase opportunities for physical activity with potential connections of transportation systems such as sidewalks, public transit, bicycle facilities, and trails to everyday destinations (such as, though not limited to, residences, workplaces, and grocery stores). Establishing a reasonable and appropriate scope of work is key to a successful application and eventual plan. This may best be achieved by working with a design or planning consultant, such as the municipal engineer.
2. A resolution by or letter from the governing body in support of the application and committing to carry out the project and adopt the resulting plan – if awarded the grant.
3. Verification that regional planners/key points of contact from relevant state agencies have been notified (email is sufficient) of the intention to apply, including:
	* The Pennsylvania Department of Transportation (PennDOT) District Bike/Ped Coordinator and District Planner/Connects Coordinator.
	* The Department of Conservation and Natural Resources (DCNR) regional representative.
	* The Department of Community and Economic Development (DCED) regional advisor.
4. Evidence that the proposal has the support of the local planning commission, county planning department, and the applicant’s MPO/RPO (i.e. letters of support) and, if applicable, is in compliance with an existing comprehensive or other relevant plans of the municipality, county, and/or MPO/RPO. For example: If the comprehensive plan recommends that the municipality develop an active transportation plan, the proposal should provide a link and the specific citation (i.e. page number) for the recommendation.
5. Evidence that the proposal reflects PennDOT district and statewide active transportation priorities. PennDOT administers roadway projects, coordinates funding, and provides technical assistance both in response to localized issues through the Local Technical Assistance Program (LTAP) and to more comprehensive planning-scale topics through [PennDOT Connects](https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx). The proposal should describe any previous, related LTAP or Connects Technical Assistance requests on the part of the municipality. The proposal should identify how its goals align with the [Pennsylvania Active Transportation Plan](https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf)’s six themes.
6. Commitment of resources – i.e. qualified internal personnel and engagement of a consultant with experience in the field of active transportation – appropriate to the proposed scope. Note: The engagement of a professional planning or engineering consultant is required.
7. Involvement of stakeholders and public-at-large. The application should indicate plans to spur interest, involvement, and input from diverse local stakeholders such as health, planning, transportation, education, advocacy groups, business owners, and the public. Stakeholders should reflect the racial, ethnic, and other dimensions of diversity of the community. Applications themselves can also be strengthened through early engagement with and input from such groups. These efforts can be documented in letters of support. See Appendix D for Grantee Expectations related to Steering Committee composition.
8. Realistic timetable. A realistic timeline consistent with this Announcement (i.e. draft by April 30, 2025 and adoption by the governing body no later than June 30, 2025) should be provided.
9. Commitment to incorporating consideration of health, equitable access, and opportunity for vulnerable communities as integral to the process of advancing active transportation in the area.
10. Estimated project costs that are consistent with the proposed scope and justify the amount of requested funds. This can best be accomplished by working with a qualified consultant to establish scope and budget. Such assistance can often be obtained at no cost either in collaboration with a municipal engineer or a design firm the municipality already has an established relationship with. This would be where additional funding sources to be applied to the project, if any, would be indicated.
11. Commitment to collect and report on the data elements and metrics outlined under Performance Measures in Appendix A.
	* All grant recipients will be asked to share *actual* numbers of miles, destinations, and enhanced sites that have been implemented as a result of their active transportation plans once a year for the five years following the grant period.

Finally, it is expected that a large number of applications will be received. Incomplete applications, including those that lack required supporting documents such as letters of support, are not guaranteed consideration.

1. **Overview Webinar**

A 1-hour webinar to review the goals of this funding opportunity, the application process, expectations of grantees, and questions from interested parties is scheduled to be held on **February 7, 2024, at noon**. Zoom will be used to administer the web conference. To register in advance, [click here](https://padowntown-org.zoom.us/webinar/register/WN_C9atTYXDQPGtqpEaNBVu8g). Participation in the webinar is optional.

1. **Contact Information/Questions**

Questions about this FOA should be directed to Samantha Pearson, Healthy Communities Program Manager, Pennsylvania Downtown Center: pawalkworks@padowntown.org. Questions may be submitted up to 5 p.m. on March 8, two weeks prior to the application deadline. Responses to all questions will be emailed to webinar attendees/registrants.

**Appendix A – Expectations for Plans**

**Active Transportation Plans to Guide the Establishment of**

**Activity-Friendly Routes that Connect to Everyday Destinations**

The following guidance is provided for applicants seeking funding to implement Active Transportation Plans (ATP). The expectations for use of the funding are described here.

**Overview**

The purpose of this funding program is to improve walking, bicycling, using a wheelchair, and transit connections to everyday destinations and to increase safe and accessible opportunities for people of all ages, abilities, modes, and means to be physically active through environmental design. Creation or enhancement of the active transportation environment is guided by plans and policies that document a community commitment to this goal. The plan should create a framework for a safe, accessible, connected walking and biking infrastructure network through identification of specific projects, including routes (multi-use paths, bike lanes, sidewalks, and public transit routes) and everyday destinations (e.g., residences, workplaces, childcare, grocery stores, retail centers, entertainment) that will be enhanced or developed to connect to the network.

It is expected that the plans resulting from this funding program will emphasize the relationship of public health and active transportation. Thus, awarded communities should address and commit to developing plans aimed at enhancing the built environment so that opportunities for physical activity are increased and the health of residents improved. All plans will need to address the Community Health Needs Assessment (CHNA) for their area. All non-profit hospital organizations must conduct a CHNA every three years and adopt an implementation strategy to meet the community health needs identified through the CHNA. Both the assessment and implementation strategy will be posted on the website of the hospital. Most of these documents, if not all, cite high rates of obesity and related chronic diseases as priorities and address physical activity as a means to address these issues. Pertinent data from the CHNA might include the rate of obesity, levels of physical inactivity, or prevalence of chronic diseases and should be considered in the development of active transportation plans as, in the end, the expectation is that the goals or strategies of the plans will aim to reduce such conditions.

The plans should also enhance adherence to the requirements of the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA). ADA and ABA guidelines are key to expanding equitable access to existing, older, non-compliant active transportation networks and shaping new infrastructure that will truly benefit the entire population. They should also recognize that cycling infrastructure can play an important role in accessibility; for some people with disabilities, pedalcycles serve as personal mobility devices.

Plans will reference concepts such as Complete Streets and Vision Zero. In the case of the former, Complete Streets is a principle that holds that streets should be planned, designed, built, and maintained such that they are safe and feel safe for all users, whatever their mode of travel may be. As to the latter, Vision Zero is the goal in transportation of eliminating all deaths and serious injuries in traffic crashes. This is achieved by assessing existing conditions, identifying dangerous areas, and using multiple strategies to reduce the likelihood of crashes and the speed, energy, and intensity of any crashes that do occur. Complete Streets as an organizing principle clarifies that everyone has a right to safe, accessible, and inviting mobility options, rather than prioritizing the efficiency, speed, and comfort of one mode above others.

Plans should refer to resources available from the state Department of Transportation, PennDOT. Plans should take into consideration the [2019 Statewide Active Transportation Plan](https://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf). As described on the PennDOT website, “the Plan outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania, most notably for those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation… The document identifies and prioritizes strategies that will promote more bicyclists and pedestrians, while supporting safety and multimodal connectivity. It will simultaneously serve as a resource for metropolitan and rural planning organizations, as well as statewide municipalities throughout the Commonwealth as they develop and implement regional and local active transportation plans.” Plans should address the six themes defined by the Statewide Plan: Safety, Equity, Connected Networks, Partnerships, Public Health, and Economic Mobility.

Plans should also incorporate [PennDOT Connects](https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx) resources. PennDOT Connects is a policy designed to take a more holistic approach to planning by tasking PennDOT staff and planning partners to consider community needs at the beginning of the planning process to ensure the best allocation of resources. It is not focused on non-motorized transportation like the Statewide Active Transportation Plan, but it ensures the inclusion of bicycle, pedestrian, and accessibility considerations in all planning and design processes. The relatively new program looks to work with planning partners and communities at the beginning of the construction planning process to learn what elements may be important to include in the specified project – such as bicycle/pedestrian issues, community health, and green infrastructure – to support a community’s vision. This commitment to bettering the transportation system and communities builds partnerships that invest in sustainable transportation, leverages resources to improve communities, and improves economic competitiveness, access to work, and overall quality of life. It assumes and requires the existence of a local planning framework to inform participants in advance meetings for specific projects. Local/municipal Active Transportation Plans will provide that framework and should be situated to integrate with the regional Connects process.

The convening of a steering committee (categories of representation outlined in Appendix D of the FOA), outreach to stakeholders with key person interviews and/or focus groups, and public involvement of all sectors of the community at multiple points in the process (broad community notification through multiple modalities, presentations, public surveys, and meetings, whether in-person or virtual, and other input opportunities) are essential. Plans must make the effort to reach out to and collect public opinion and input from frequently overlooked, marginalized groups – including, but not limited to recent immigrants, low income communities, Black, Indigenous and People of Color, the elderly, youth, people with disabilities, and non-English-speakers (Pennsylvania Downtown Center will provide translation services for print materials related to the ATP process free of charge to grantees).

Based on previous experience with funding active transportation plans, WalkWorks expects applicants to utilize the funds to engage a qualified consultant to perform the work. WalkWorks does not promote specific consultants, but PDC can provide a list of qualified firms for consideration. The municipality may conduct a competitive bid process or may award the contract directly, depending on their own policy. They can reach out to firms outside the list provided by the PDC, but all firms must be licensed and insured and meet the criteria governing the Preventitive Health and Health Services Block Grant contract overall. Grantees may ask WalkWorks staff to consult on the selection process, but their involvement is not required.

**Transportation Plans**

In accordance with the [Pennsylvania Municipal Planning Code](http://dced.pa.gov/download/pennsylvania-municipalities-planning-code-act-247-of-1968/), every community must have or be covered by a comprehensive plan, including an evaluation of transportation issues. For this funding opportunity, the ATP may be incorporated into a current or future comprehensive plan or it may be a stand-alone document. Either way, it is expected that the plan will identify current and future needs and solutions pertaining to active transportation issues.

Historically, comprehensive plan transportation sections have focused on motor vehicle transportation. Given the source of this funding and the important relationship of population health and connectivity, funded plans will focus on active transportation – walking, ADA accessibility, and bicycling, at a minimum – rather than primarily roadway improvements. WalkWorks expects that, upon completion, the plan and/or policy will be presented to and formally adopted by the governing body of the covered community.

The active transportation plan should embrace walking, using a wheelchair, biking (riding pedalcycles and other micro-mobility options), and public transportation (where applicable). The resulting plan should consider how well the community’s transportation system connects people to jobs, services, and other everyday destinations and prioritize projects that will improve those connections. It will also propose locally appropriate ways to encourage more people to choose active transportation options more often as they are made available, through public outreach, educational programs, events, and collaborations with service agencies and nonprofits. In addition, it will recommend additions to or changes in municipal policies and ordinances to support network improvements, maintenance, enforcement, education, and programming.

Completed plans should include the following elements:

* identification and prioritization of proposed projects (whether education, programming, policy, infrastructure design and/or construction, assessment or other action items),
* indication of the relative scale/scope/cost of the priority projects,
* timeline for implementation, and
* implementation strategy, including potential funding sources.

Within that overall framework, it is recommended that communities include four primary focuses for action:

1. a quick-implementation built environment project that the municipality has control over and can put into effect right away;
2. a program or campaign to enhance active transportation awareness and enthusiasm locally;
3. a specific policy recommendation to support plan implementation and mode shift; and
4. a primary infrastructure construction project to seek design funding for right away.

**Performance Measures**

Performance measures set forth by the Centers for Disease Control and Prevention are still pending, but below are a few examples of potential performance measure that the adopted active transportation plan should include:

1. The number of *potential* linear miles\* of multi-use paths, sidewalks, bike lanes, and public transit routes connecting everyday destinations;
2. The number of *potential* connections of destinations,\* based on plans for the above; and
3. The number of *potential* new or enhanced sites,\* identified in the plan, that will be connected by activity-friendly routes.

\*All grant recipients will be asked in future to share *actual* numbers of miles, connected destinations, enhanced sites as a result of implementing their plans.

**Additional Considerations**

In addition to the above, it is suggested that the following data elements/public health-related metrics be considered by grant awardees in the development of active transportation plans:

1. Additional data beyond the CHNA, where available, reporting on local population health related to physical inactivity and/or obesity and related chronic diseases;
2. An assessment of existing pedestrian/bicycle facilities/an inventory of bicycle and pedestrian infrastructure, including – if already identified – extent of existing connectivity and/or needed additions and improvements to promote walking and biking by people of all abilities;
3. Crash data and the areas of high risk (even if marked by avoidance/suppressed demand) – especially for vulnerable users (pedestrians, cyclists, Black, Indigenous and People of Color,children, older adults, people with disabilities), and in the vicinity of schools (now defined as within 2 miles of school grounds);
4. Assessment of general levels of traffic stress and areas where people walking and biking are exposed to high speeds, high volumes, wide roads, large numbers of vehicle lanes, slip lanes, truck traffic, inconvenient, awkward, absent, or dangerous crossings, and other hazards;
5. Everyday destinations (e.g., residences, workplaces, schools, childcare, medical care, grocery stores, parks) connected by activity-friendly routes and the population reach for these destinations (e.g., the percent of population living within a 10-minute walk to a park);
6. Population served by walking/biking/transit or the number of people who walk or bike to daily activities and/or for leisure time physical activity;
7. Commuting habits – i.e., percentage of residents who walk/bike/take public transportation to work and the number of motor vehicles per household;
8. An assessment of the percentage of the population that cannot drive whether due to age (too young or too old), disability, or lack of access to a vehicle or a valid license; and
9. An account of the level of transportation burden for households both in terms of commute time and percent of household income expended on transportation costs.

Plans should consider people of all ages and abilities. If appropriate for the community, grant recipients may include a Safe Routes to School (SRTS) or a Safe Routes to Parks (SRTP) component in their active transportation plans or even make those topics the focus. Safe Routes approaches, such as SRTS and SRTP, include infrastructure-related program and policy improvements like better traffic laws, safety education, equity considerations, and incentives as well as physical improvements to encourage walking and bicycling to community destinations. SRTS is a comprehensive approach that encourages students and their families to walk, bike, or use other forms of active transportation to commute to and from school. The evidence demonstrates that SRTS is associated with increases in the number of students who walk and bike to and from school and simultaneously reduces the risk of injury from traffic collisions involving pedestrians and bicyclists.

Additionally, if applicable to their communities, grant recipients should consider incorporating the needs of older adults into their plans. Many older adults lead active lives and benefit from access to active transportation opportunities. Cyclists in particular, especially with the increased prevalence of e-bikes, are now skewing older and are therefore more vulnerable as a category than previously. In addition, on average people in the US outlive their ability to drive by 7 to 10 years.vii Walkable, accessible communities are more compatible with aging in place and universal design. Furthermore, walkability also translates to greater opportunities for incidental social connection, combatting the social isolation that is a particularly acute problem for elders. Active Transportation Plans are important for all residents in a community.

The grantee municipality may choose to enact their active transportation planning with a Vision Zero Action Plan, organized around the planning principles outlined by the Vision Zero Network, or with the parallel elements of a Comprehensive Safety Action Plan, as described in the Safe Streets and Roads for All Program of the Infrastructure Investment and Jobs Act.

 See Appendix C for references to resources for topics mentioned above.

vii [Driving Life Expectancy of Persons Aged 70 and Older in the United States](https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447231/)

**Appendix B – Explanation of Terms**

**Activity-Friendly Routes** include pedestrian, bicycle, and public transit transportation systems that offer a direct and convenient connection with everyday destinations, offering physical protection from cars, and making it easy to cross the street. These can include crosswalks, protected bicycle lanes, multi-use trails, and pedestrian public transit bridges. They are often desirable, useful, and attractive.

**Complete Streets** is a transportation policy and design approach that calls for streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages, assets, and abilities, regardless of their mode of transportation.

**Complete Streets Policy** is a policy that identifies a community’s commitment to providing future opportunities to implement walking and biking infrastructure on current and/or future streets. It identifies general goals and principles to promote Complete Streets in a community and then determines specific actions or guidelines to evaluate and implement shared spaces for vehicles, pedestrians, and bicycles.

**Comprehensive Safety Action Plan** is a safety-focused transportation plan assessing all modes and recommending data-based projects and network improvements to reduce deaths and serious injuries in crashes. It is described in the guidelines for the federal Safe Streets and Roads for All Program.

**Everyday Destinations** are places people go frequently. Some examples include homes, workplaces, grocery stores, schools, libraries, parks, restaurants, cultural and natural landmarks, or health care facilities.

**Increasing physical activity through community design** is planning and designing communities with activity-friendly routes that offer a direct and convenient way to actively reach everyday destinations

**Mode Shift** is the goal of public policy that recognizes some transportation modes as more advantageous for health, the economy, and the environment. Design, education, and policy can work together to incentivize people to shift from a less desirable mode to a more desirable one. The current dominant transportation mode in the US is driving a private vehicle; changing that means providing better transportation options to which people can shift.

**Project period**, in the case of this grant, runs from the date the grant is awarded through June 2025.

**Safe System Approach** is a design strategy that starts from the principles that death and serious injury are not acceptable, human error is inevitable, and responsibility for safety is shared. Rather than road users bearing complete responsibility for safety, Vision Zero emphasizies responsibility must be shared by transportation system providers (e.g., elected officials, city planners, transportation and traffic engineers) and road users. Crashes signal a need for a design solution. This approach is sometimes referred to as Systemic or Sustainable Safety.

**Vision Zero** is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and has gained momentum across America – not only in major cities – as any more than zero deaths is too many.

**Vision Zero Action Plan** is an *actionable* plan and process starting with a call for zero deaths from traffic crashes by a specified year. It is an ethics-based approach to strategizing to eliminate traffic fatalities and serious injuries.

**Appendix C – Resources**

Pennsylvania Planning Resources:

* [Pennsylvania Active Transportation Plan](http://www.dot.state.pa.us/public/PubsForms/Publications/PUB%20787.pdf)
* [How-to-Guide for Developing Active Transportation Plans](http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20787G.pdf)
* Plans previously developed with funding assistance from WalkWorks can be found on the [website](https://www.health.pa.gov/topics/programs/WalkWorks/Pages/Locations.aspx)
* DCNR Statewide Comprehensive Outdoor Recreation Plan: Recreation for All
* Pennsylvania Municipal Planning Code

Complete Streets:

* [Elements of a Complete Streets Policy](https://smartgrowthamerica.org/resources/elements-complete-streets-policy/)
* [Complete Streets: Best Policy and Implementation Practices](https://www.planning.org/publications/report/9026883/)
* [Complete Streets Policies at the Local Level; Model Local Resolution, Model Local Ordinance, and Model Comprehensive Plan Language](https://www.changelabsolutions.org/product/complete-streets-policies-local-level)
* [Dangerous by Design 2022](https://smartgrowthamerica.org/resources/dangerous-by-design-2022/)

Vision Zero:

* [Vision Zero Network: What is Vision Zero](http://visionzeronetwork.org/about/what-is-vision-zero/)
* [9 Components to a Vision Zero Strategy](https://visionzeronetwork.org/wp-content/uploads/2018/05/VZN-9-Components.pdf)
* [Vision Zero for Youth](http://www.visionzeroforyouth.org/)
* [Core Elements for Vision Zero Communities](https://visionzeronetwork.org/wp-content/uploads/2022/07/Vision_Zero_Core_Elements.pdf)

Safe Routes (to Schools and to Parks):

* [Safe Routes Partnership](https://www.saferoutespartnership.org)

USDOT Resources

* [Designing for All Ages & Abilities](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)
* [National Roadway Safety Strategy](https://www.transportation.gov/NRSS)
* [Roadway Cross-Section Reallocation Guide](https://nap.nationalacademies.org/catalog/26788/roadway-cross-section-reallocation-a-guide)
* [Safe Streets and Roads for All Program](https://www.transportation.gov/grants/SS4A) (Comprehensive Safety Action Plan Funding)
* [Small Town and Rural Multimodal Networks](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)

Data Sources:

* [County Health Rankings](http://www.countyhealthrankings.org/)
* [Enterprise Data Dissemination Informatics Exchange](https://www.health.pa.gov/topics/HealthStatistics/EDDIE/Pages/EDDIE.aspx) (EDDIE)
* [Pennsylvania Crash Information Tool](https://crashinfo.penndot.gov/PCIT/welcome.html?TYPE=33554433&REALMOID=06-6e7f3fd5-ee48-4b22-8067-774762688650&GUID=&SMAUTHREASON=0&METHOD=GET&SMAGENTNAME=-SM-j2LcTrTGKbD38ccxc8zk2qDJmyTCCsAVM%2bjiSSiqOzvKnloFo3OyhBt%2fDznyhfaT&TARGET=-SM-https%3a%2f%2fcrashinfo%2epenndot%2egov%2f)
* [Pennsyvlania Downtown Center Compilation of Active Transportation Mapping Resoures](https://drive.google.com/file/d/1M8zs4qRqwMKC50gBlWkktMGDO1sTGW8_/view?usp=share_link)
* [Pennsylvania School Health Statistics](https://www.health.pa.gov/topics/school/pages/statistics.aspx) (Growth Screening Index)

Public Health Resources:

* [Active People, Healthy Nation Strategies to Increase Physical Activity](https://www.cdc.gov/physicalactivity/activepeoplehealthynation/strategies-to-increase-physical-activity/index.html)
* [Connecting Activity-Friendly Routes to Everyday Destinations](https://www.cdc.gov/physicalactivity/activepeoplehealthynation/strategies-to-increase-physical-activity/activity-friendly-routes-to-everyday-destinations.html)
	+ [Visual Guide](https://www.cdc.gov/physicalactivity/community-strategies/beactive/downloads/Connecting-Routes-Destinations-visual-guide-508-h.pdf)
	+ [Real-World Examples](https://www.cdc.gov/physicalactivity/community-strategies/beactive/real-world-examples.html)
	+ [Implementation Resource Guide](https://www.cdc.gov/physicalactivity/community-strategies/beactive/downloads/Connecting-Routes-Destinations-implementation-resource-guide-508.pdf)
* [Community Preventive Services Task Force](https://www.thecommunityguide.org/task-force/about-community-preventive-services-task-force)

[Pennsylvania State Health Improvement Plan 2023-2028](https://www.health.pa.gov/topics/OpEx/Pages/State-Health-Improvement-Plan.aspx)

**Appendix D – Grantee Expectations**

If selected, it is expected that:

* 1. The grantee will enter into an agreement with the Pennsylvania Downtown Center.
	2. The grantee will assume responsibility for tasks outlined in a letter provided by the Pennsylvania Downtown Center, which will include the organization and use of a steering committee to ensure support and optimize collaboration. The steering committee should include, though need not be limited to, representatives from the following sectors to the extent possible:
		1. Health;
		2. Education;
		3. Economic development;
		4. Planning (municipal, at a minimum; county, if deemed appropriate);
		5. Department of Conservation and Natural Resources or local parks and recreation official;
		6. Transportation and/or PennDOT District Office (Bike/Ped Coordinator or Connects representative);
		7. Advocacy groups (e.g., bicycle, pedestrian, disability/special needs);
		8. Community-at-large (this could consist of multiple seats representing Black, Indigenous, and People of Color and age categories from youth to aging adults who may not already be cross-represented by people serving in a different capacity);
		9. Public Safety; and
		10. The governing body (i.e., a minimum of one member of the council or board of commissioners/supervisors of the municipality).
	3. The grantee will participate in bi-monthly (twice monthly) calls with the Pennsylvania Downtown Center.
	4. The grantee will submit brief progress reports (template to be provided) in accordance with the following dates:

Reporting Period Report Due

July 1, 2024 – September 30, 2024 October 11, 2024

October 1, 2024 – December 31, 2024 January 10, 2025

January 1 – March 31, 2025 April 30, 2025\*

\*Draft of plan is to be submitted to the Pennsylvania Downtown Center by April 30, 2025 and may be submitted in lieu of the final progress report.

* 1. The final plan, as adopted by the governing body, will be due June 30, 2025. Final active transportation plans will include, though not be limited to: identification and prioritization of proposed projects and policies; a timeline for implementation; indication of rough scale/scope/cost; an implementation strategy; and a statement related to the frequency of reviewing and updating or, based on accomplishments and/or changes to priorities, modifying the plan. Required metrics will include potential linear miles and potential new or improved sites and destinations corresponding to all proposed projects. See Appendix A for an account of expectations.
	2. The grantee will be asked to respond to future inquiries (for five years) on metrics, such as: the number of linear miles of multi-use paths, sidewalks, bike lanes, and public transit routes connecting everyday destinations that have been implemented over time and new or enhanced sites, identified in the plan or policy, that are connected by activity-friendly routes.
	3. WalkWorks will provide a press release to grantees after official written notification of award. Any publication or media release issued by the grantee about the project throughout the life of the grant must include the following language: *Funding is provided by the Pennsylvania Department of Health through the Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.*

**Appendix E – Application Form**

**Funding Opportunity for the Development of Active Transportation Plans**

**to Guide the Establishment of Activity-Friendly Routes that Connect to Everyday Destinations**

If applying for funds for the development of an active transportation plan, in accordance with the Funding Opportunity Announcement, please complete the following application and submit along with relevant resolution, letters of support, and match documentation in pdf format to pawalkworks@padowntown.org **by 5:00 p.m. on** **March 22, 2024**.

The boxes within this form will expand to accommodate your responses.

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| Applicant organization:Enter text |
| Please check the option that best describes your organization: [ ]  Single Municipality [ ]  MPO/RPO [ ]  Multiple Municipalities If submitting on behalf of multiple municipalities, please list them here: Enter text |
| Primary contact:Enter text | Primary contact email/phone number:Enter text |
| Please check the opportunity(ies) for which you are applying:  [ ]  Active Transportation Plan [ ]  Safe Routes to School Plan [ ]  Safe Routes to Parks Plan  [ ]  Vision Zero Action Plan [ ]  Other: Enter text  Choose an item. |
| Priority status: [ ]  SPAN Priority County [ ]  DEP PennEnviroScreen >60%  [ ]  Outside Priority Areas [x]  Partial Coverage (date reviewed by WalkWorks: Enter text ) Choose an item.  |
| PLANNING CONTEXT: Please describe how your proposal addresses or aims to advance relevant/related plans (e.g., a comprehensive plan, regional transportation plan, recreation plan, and the statewide Active Transportation Plan); the title, year, and specific references to existing plans – if any – should be provided. Please note whether your plan and/or policy will be a standalone document or a component of a larger plan. (recommended word count: 200 per plan listed)Enter text |
| CONSULTANT ENGAGEMENT: Please detail whether you will put the project out for bid in seeking consulting services or award directly. If already aware of the name of the consulting firm, please provide. Please also discuss how you will interface with the consulting firm, i.e., who on your staff will be the project lead. (recommended word count: 250 words)Enter text |

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| PROPOSAL NARRATIVE: Please explain the need for the proposed Active Transportation Plan below. At a minimum, the response must address the following:* The need for and anticipated benefits of the plan, including – though not limited to – demographic characteristics of the community to be served;
* Health data for your municipality or county;
* How the plan will address equity in the community;
* How the plan will enhance the built environment to increase opportunities for physical activity through connectivity;
* Examples of data to be collected;
* The means by which community input will be obtained;
* Broad description of major tasks and estimated duration of each task leading to the accomplishment of the proposed plan within the grant period ending September 2024; and
* Support for the proposal.

See Section 7 of the Funding Opportunity Announcement for elements against which applications will be evaluated and Appendix A for additional guidance. (Recommended word count: 1250 - 2000 words)Enter text |

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| COMMUNITY CAPACITY: Describe your municipality’s qualifications and capacity to accomplish and implement the proposed project with regard to resources – internal and/or external. If applicable, provide examples of previous projects. Does this application serve to help complete or continue a previously initiated project? (Recommended word count: 250 words)Enter text  |

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| PROPOSED BUDGET: Provide an overview of proposed project funding sources and total projected expenses. Include additional sources of funding not from WalkWorks, whether required match or supplemental. |
| Potential award amount from WalkWorksActive Transportation Plan: caps range from $15,000 - $25,000 for non-priority communities and $25,000 - $35,000 for priority communities, depending on size. See Section 5 of the FOA for full description. |
| Proposed Project Funding |
| Total requested amount from WalkWorks: |  |
| Total additional funding, if any: match for non-priority communities must equal 50% of the requested amount; no match required for priority communities; may include local funds, state, federal, foundation or private funds |  |
| TOTAL Project Budget: |  |

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| ATTACHMENT CHECKLIST: |
| [ ]  | Resolution or letter from municipality |
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| Budget Documentation |
| [ ]  | Summary of budget, documenting alignment with proposed planning scope |
| [ ]  | (Conditional) For any additional funds to be allocated to the project in addition to the WalkWorks grant, please attach relevant documentation (e.g., commitment letter from funding source(s)). |
|  |
| Letter(s) of Support from community partners (list sources) |
| [ ]  | Enter text |
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| Letter(s) of Support from Planning Organizations (indicate which and name organization): |
| [ ]  | County Planning | Enter text |
| [ ]  | Metropolitan Planning Organization | Enter text |
| [ ]  | Regional/Rural Planning Organization | Enter text |
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| STATE AGENCY NOTIFICATIONS: |
| Agency | Name | Date |
| PennDOT District Bike/Ped and/or Connects Coordinator: | Enter text | Enter text |
| DCNR Regional Advisor: | Enter text | Enter text |
| DCED Regional Advisor: | Enter text | Enter text |

You are invited to participate in a web-based conference call at noon on **February 7, 2024**. The 1-hour webinar will review the goals of this funding opportunity, the application process, expectations of grantees and allow for questions. Zoom will be used to administer the web conference. To register in advance, [click here](https://padowntown-org.zoom.us/webinar/register/WN_C9atTYXDQPGtqpEaNBVu8g). Participation in the webinar is optional.

Thank you for your interest in making your community more safe, accessible, and inviting for active transportation!

Rev. November 2023

**Appendix F – Sample Metrics Templates for Potential Linear Miles (sidewalks, bike lanes, multi-use paths, public transit routes), New/Enhanced Destinations (crosswalks & intersections, and other destinations), and Projects/Policies**

In accordance with page 6 and Appendix A – “Expectations for Plans” – of the Funding Opportunity Announcement (FOA), communities awarded grants are required to provide information as part of their final plans and, upon request, to provide similar data as projects are implemented. These forms are sample templates showing the types of content grant recipients will provide: the *potential* new/improved linear miles of new/improved routes or means of transportation, *potential* destinations that will be connected due to the new or improved routes, and *potential* new and/or enhanced sites as identified and prioritized in their adopted plans.

Note: **This form is not to be completed at the time of your application.** Rather, it is provided to potential applicants to explain what will be required to be submitted as part of or with final plans – based on the recommendations made in their respective plans. Similar reporting will be requested during the larger project period (outside of the specific mini-grant award period).

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| Active Transportation Plan Implementation Metrics - **Sidewalks**  |
| **Map or Page No.:** Indicate the map or page number on which each priority is reflected in your plan.**Priority**: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).**Potential linear miles:** Linear miles of proposed sidewalk, rounded to the nearest tenth of a mile.**Connected destinations:** Name the destinations that will be connected with implementation of each project. |
| **Map or Pg. No.** | **Priority** | **Project Location** | **Potential Linear Miles** | **Connected Destinations** |
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| Active Transportation Plan Implementation Metrics - **Crosswalks and Intersections**  |
| **Map or Page No.:** Indicate the map or page number on which each priority is reflected in your plan.**Priority**: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).**Project**: Describe project location and what improvements are being made. **Connected destinations:** Name the destinations that will be connected with implementation of each project. |
| **Map or Page No.** | **Priority** | **Project Description** | **Connected Destinations** |
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| Active Transportation Plan Implementation Metrics - **Transit Stops, Connections, and Routes** |
| **Map or Page No.:** Indicate the map or page number on which each priority is reflected in your plan.**Priority**: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).**Project Description**: Describe project location and what improvements are being made. *Examples: New bus route, new stop along existing transit route, new bus shelter, etc.* **Potential linear miles:** Linear miles of proposed new transit routes (if applicable), rounded to the nearest tenth of a mile.**Connected destinations:** Name the destinations that will be connected with implementation of each project. |
| **Map or Page No.** | **Priority** | **Project Description** | **Potential Linear Miles** | **Connected Destinations** |
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| Active Transportation Plan Implementation Metrics - **Bicycle Infrastructure Improvements** |
| **Map or Page No.:** Indicate the map or page number on which each priority is reflected in your plan.**Priority**: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).**Project Description**: Describe project location and what improvements are being made. *Examples:*  *low-speed shared streets, bicycle boulevards, buffered bicycle lanes, conventional bicycle lanes, protected bicycle lanes, and signed bicycle routes, bicycle racks, bike share stations, etc.* **Potential linear miles:** Linear miles of proposed bicycle lanes, bicycle boulevards, and low-speed shared streets (if applicable), rounded to the nearest tenth of a mile.**Connected destinations:** Name the destinations that will be connected with implementation of each project. |
| **Map or Page No.** | **Priority** | **Project Description** | **Potential Linear Miles** | **Connected Destinations** |
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| Active Transportation Plan Implementation Metrics - **Multi-Use Paths**  |
| **Map or Page No.:** Indicate the map or page number on which each priority is reflected in your plan.**Priority**: Indicate the ranking of each priority (e.g., by number or “high, medium, low”).**Potential linear miles:** Linear miles of proposed paths, rounded to the nearest tenth of a mile**Connected destinations:** Name the destinations that will be connected with implementation of each project. |
| **Map or Page No.** | **Priority** | **Project Location** | **Potential Linear Miles** | **Connected Destinations** |
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| Active Transportation Plan Implementation Metrics - **Programmatic and Policy Improvements**  |
| **Plan/Policy/Project**: Project, policy or plan development or improvements. *Examples: Development of a Complete Streets Policy; Amendment to Ordinance; Evaluation of progress/status of implementation of Active Transportation Plan; Development of a Vision Zero Action Plan or a Comprehensive Safety Action Plan.* |
| **Policy/Project** | **Description** |
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| Active Transportation Plan Implementation Metrics - **Programmatic and Policy Improvements**  |
| **Program/Education/Encouragement**: Programming introduced to educate and encourage community members. *Examples: Open Streets events, ongoing Active Transportation Committee meetings, Walk to School Day, Bicycle-Friendly Driver Trainings.* |
| **Program** | **Description** |
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Revised: 2.16.23

1. [Be Active: Community Routes + Destinations](https://www.cdc.gov/physicalactivity/community-strategies/beactive/index.html) [↑](#endnote-ref-2)
2. [Community Preventive Services Task Force](https://www.thecommunityguide.org/task-force/about-community-preventive-services-task-force) [↑](#endnote-ref-3)
3. [DRAFT PA SHIP 2023-2028.pdf](https://www.health.pa.gov/topics/Documents/SHIP/DRAFT%20PA%20SHIP%202023-2028.pdf) [↑](#endnote-ref-4)
4. [BRFSS Prevalence and Trends Data](https://nccd.cdc.gov/BRFSSPrevalence/rdPage.aspx?rdReport=DPH_BRFSS.ExploreByLocation&rdProcessAction=&SaveFileGenerated=1&irbLocationType=States&islLocation=42&islState=&islCounty=&islClass=CLASS14&islTopic=TOPIC09&islYear=2020&hidLocationType=States&hidLocation=42&hidClass=CLASS14&hidTopic=TOPIC09&hidTopicName=BMI+Categories&hidYear=2020&irbShowFootnotes=Show&rdICL-iclIndicators=_BMI5CAT&iclIndicators_rdExpandedCollapsedHistory=&iclIndicators=_BMI5CAT&hidPreviouslySelectedIndicators=&DashboardColumnCount=2&rdShowElementHistory=divTopicUpdating%3dHide%2cislTopic%3dShow%2cdivYearUpdating%3dHide%2cislYear%3dShow%2c&rdScrollX=0&rdScrollY=200&rdRnd=68049) [↑](#endnote-ref-5)
5. Pennsylvania Department of Health. 2020-2021 Growth Screens/BMI-for-Age Percentiles.  *Pennsylvania Department of Health School Health Statistics* (Unpublished) [↑](#endnote-ref-6)
6. [State of Childhood Obesity](https://stateofchildhoodobesity.org/wic/) [↑](#endnote-ref-7)